

City of Monterey Safe Routes to School Action Plan

FINAL 2017



Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER



Safe Routes to School National Partnership

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1. INTRODUCTION

The community of Monterey wants to enable children and youth to safely walk and bicycle to and from school and in their neighborhoods, with the goal of improving safety, reducing traffic, and supporting healthier kids. Safe Routes to School aims to create safe, convenient, and fun opportunities for students to walk, bike, and roll to and from school. Safe Routes to School initiatives include a wide variety of programs and projects, from creating safer street crossings and maintaining sidewalks to education programs that teach children how to walk and bicycle safely to school.

The City of Monterey, the Monterey County Department of Health, and other agencies, organizations, and community members are working together to improve student transportation through many activities and components of Safe Routes to School. Facilitating students walking, biking, and rolling to and from school has been identified as a priority for Monterey. The City is currently working on a Safe Routes to School Plan. The City received grant funding in 2015 and 2016 for a two-year Walk and Bike Safe in Monterey Program. This program provided pedestrian and bicycle education, bicycle rodeo events, and distributed safety materials. Through this initiative, more than 3,000 students were reached and 700 helmets distributed.

Now, the City of Monterey's Safe Routes to School efforts are in a time of transition. Grant funding for the current program is ending in September 2017 and new county sales tax funding supporting Safe Routes to School will be available. The Transportation Agency for Monterey County is leading the way for countywide Safe Routes to School action with a Safe Routes to School Task Force. The City of Monterey has strong support for continuing Safe Routes to School programs. However, more funding, community outreach, and partners are needed to expand and sustain Safe Routes to School efforts and make infrastructure changes that support walking and bicycling.

A. THE SAFE ROUTES TO SCHOOL LAUNCH PROGRAM

In spring 2017, the City and School District began participating in the Safe Routes to School Launch Program, a joint project of the Safe Routes to School National Partnership (National Partnership) and UC Berkeley Safe Transportation Research and Education Center (SafeTREC), designed to help start

B. ABOUT THIS ACTION PLAN

This Safe Routes to School Action Plan is intended to guide the Monterey community in strengthening, expanding, and sustaining a Safe Routes to School program that addresses local needs. The Action Plan was developed based on planning and input that took place at the Safe Routes to School Launch Workshop, the National Partnership's assessment of current conditions, community needs, and capacity in Monterey, and a series of conversations with key stakeholders. Recommendations in the Action Plan are based upon the components needed to sustain a successful Safe Routes to School program. The most successful Safe Routes to School initiatives incorporate the Safe Routes to School Six E framework: education, encouragement, engineering, enforcement, evaluation, and equity.

The Action Plan begins with a summary of current conditions related to walking and biking to school, including existing policies, plans, programs, and infrastructure. The second section of the Action Plan outlines recommended strategies and actions to be undertaken in Monterey during the first implementation year (2018) as well as additional longer term actions in years two through five. A summary matrix includes potential implementation leaders and partners and suggested resources. Finally, a brief discussion of funding resources for implementation is provided. Additional information is provided in a number of appendices:

- Appendix A: Action Plan Matrix
- Appendix B: Additional Community and School Data
- Appendix C: Existing Policies and Plans
- Appendix D: Pedestrian and Bicycle Collision Data
- Appendix E: Workshop Summary
- Appendix F: Community Organization Contacts

The Six E's of Safe Routes to School

Research shows that comprehensive Safe Routes to School initiatives are more effective at increasing physical activity and reducing injuries for children.¹ A comprehensive approach requires embedding Safe Routes to School into many aspects of a community. The Six E's of Safe Routes to School are a convenient way to summarize the key components of a comprehensive, integrated approach. The Six E's of Safe Routes to School include:

- **Education** – Teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bicycle, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation.
- **Encouragement** – Using events and activities to promote walking, bicycling, public transportation, and being physically active.
- **Engineering** – Creating physical improvements to the streetscape and built environment that make walking and bicycling more comfortable and convenient, and that also decrease the risk of injury from motor vehicles or people, increasing street safety.
- **Enforcement** – Addressing traffic dangers and crime concerns in the neighborhoods around schools and along school routes through work with local law enforcement, crossing guards, and community members.
- **Evaluation** – Assessing which approaches are more or less successful, ensuring that a program or initiative is decreasing health disparities and increasing equity, and identifying unintended consequences or opportunities to improve the effectiveness of an approach for a given community.
- **Equity** – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, students of all genders, students with disabilities, and others.

2. MONTEREY TODAY: A SUMMARY OF CURRENT CONDITIONS

This section provides an overview of the current conditions in Monterey. It describes the current policies and plans, Safe Routes to School and related programs, existing infrastructure for walking and bicycling, and collision history in Monterey.

A. OVERVIEW

Currently, students in Monterey mostly arrive by car and smaller numbers arrive by bus or walk or bike to school. Community concerns have arisen over increasing traffic congestion during drop off and pick up, challenges with bicycle and pedestrian network connectivity near schools, fast speeds on busy streets near schools, and hilly topography near schools. The Monterey Peninsula Unified School District has 5 schools, with about 3,000 students in the City of Monterey. There are an additional seven private or charter schools within the city limits. Nearly 47 percent of fifth graders in Monterey Peninsula Unified School District are overweight or obese, similar to the 48 percent of fifth graders in Monterey County, and considerably higher than the 40 percent of fifth graders in California.¹ The City of Monterey is invested in fostering a healthy and active community. Safe Routes to School fits in with other community initiatives, such as efforts by the City of Monterey to increase alternative transportation options, multi-modal street design, and the City's recent commitment to reducing traffic deaths through a Vision Zero resolution.

B. EXISTING INFRASTRUCTURE FOR WALKING AND BIKING

The City of Monterey encompasses almost 12.5 square miles and is primarily suburban with downtown and waterfront areas drawing many tourists. The Monterey Bay Coastal Recreational Trail is a source of pride and enjoyment for many residents. The 18 mile trail provides access to downtown, a space for physical activity, while avoiding roads with heavy motor vehicle traffic. The topography throughout the City varies, with some neighborhoods in flatter areas and others located on steep hills above large arterials and commercial areas. The availability and quality of sidewalks and lighting vary throughout the City. Distance and topography are the two largest barriers for students walking and biking to school. Workshop participants also indicated high vehicle speeds are also a concern.

The 2013 Multi-modal Mobility Plan inventoried existing bike lanes, paths, and other infrastructure for walking and bicycling and identified improvements (Figures 1 and 2). The Multi-modal Mobility Plan also looked at existing walking and bicycling infrastructure and improvement needs in the Monterey Vista neighborhood. The Plan identified the following projects:²

- Soledad/Soledad/Mar Vista Roundabout
- Via Gayuba Sidewalk
- Soledad Drive Sidewalk

¹ California Dept. of Education, Physical Fitness Testing Research Files (Dec. 2015), obtained from kidsdata.org.

² City of Monterey Multi-modal Mobility Plan adopted in 2013.

Additional projects in the Multi-modal Mobility Plan supporting walking and bicycling near schools included:³

- East Downtown bike boulevard: class III on Third and Pearl from Sloat to Van Burren: signage, striping, bike boxes, and stop control warrant study
- Glenwood Cir sidewalk and class III bike lane downhill
- New Monterey bike boulevard: class III on Laine, Hoffman, Reeside, and Hawthorne, signage, striping, stop control warrant study
- Hawthorne St to Pvt Bolio bike/ped connection
- Pacific St sharrows from Scott to Grove
- Soledad/Munras Intersection reconstruction: class III lanes, sidewalk and ADA ramps
- Rec trail/Lighthouse curve bike/ped connection
- Garden Road/Fairgrounds Rd sidewalk and class II/class III bike lanes and bike detection
- Downtown ADA improvements
- Barnet Segal class II bike lanes from Soledad Dr to Iris Canyon
- Munras/El Dorado colored bike lanes, bike box, and detection, audible ped detection, ADA ramp
- Viejo Rd class II bike lanes from Soledad Dr to class I bike path
- Soledad Drive sidewalk
- Van Burren/Artillery connection improvements for bike and ADA access Phase I
- Reeside contra-flow bike lane from Hawthorne to Foam St; bike detection at Reeside/Lighthouse & Reeside/Foam
- Van Burren/Artillery Connection Improvements for bicycle and ADA access Phase 2 (switch-back ramps or new bridge)

The City is currently developing an Active Transportation/Demand Management Plan with a Safe Routes to School component. As part of this plan, the City is inventorying infrastructure for walking and bicycling around each school and developing a list of improvements needed.



Photo provided by the City of Monterey

³ City of Monterey Multi-modal Mobility Plan adopted in 2013.

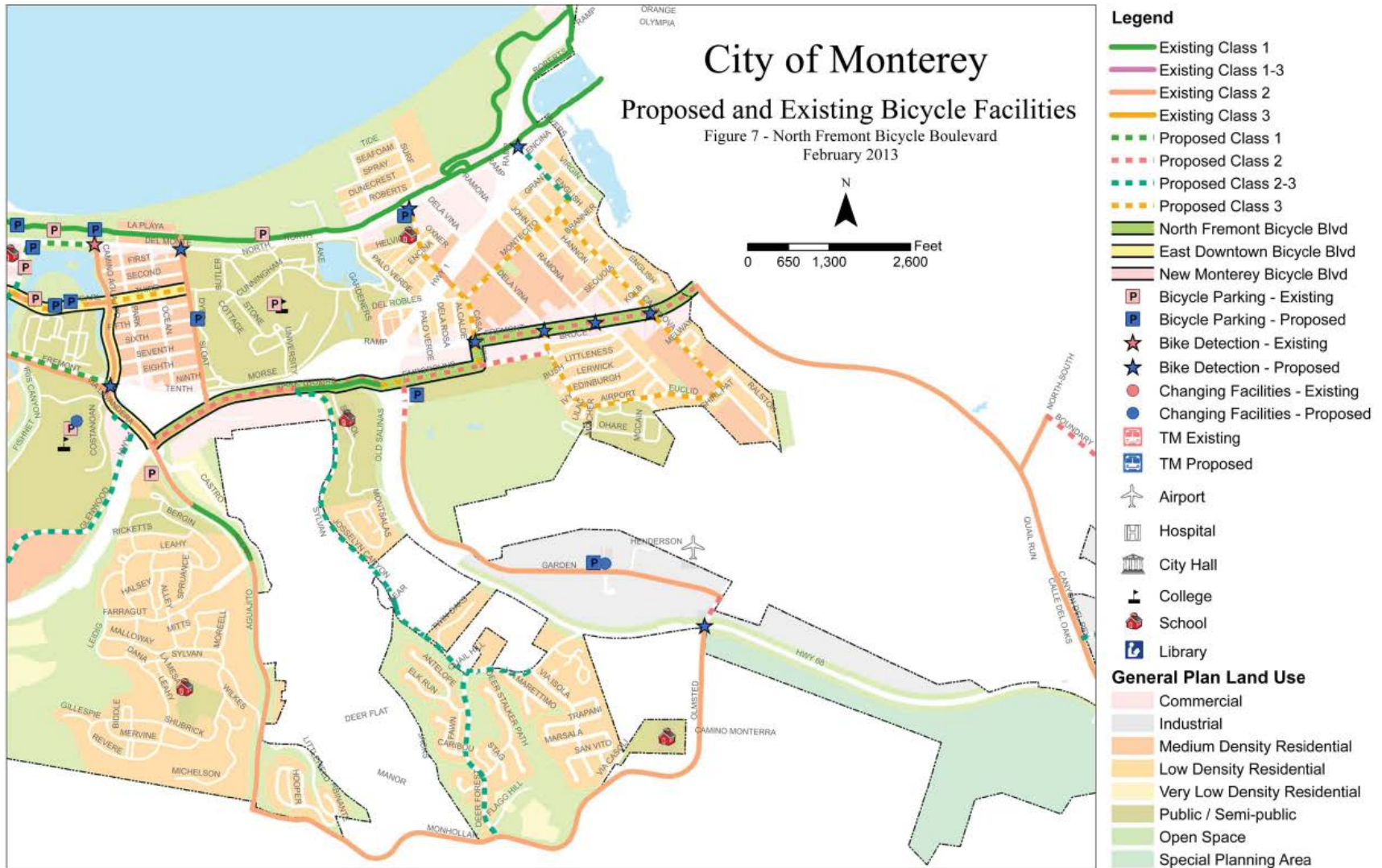


Figure 1. Proposed and Existing Bikeways

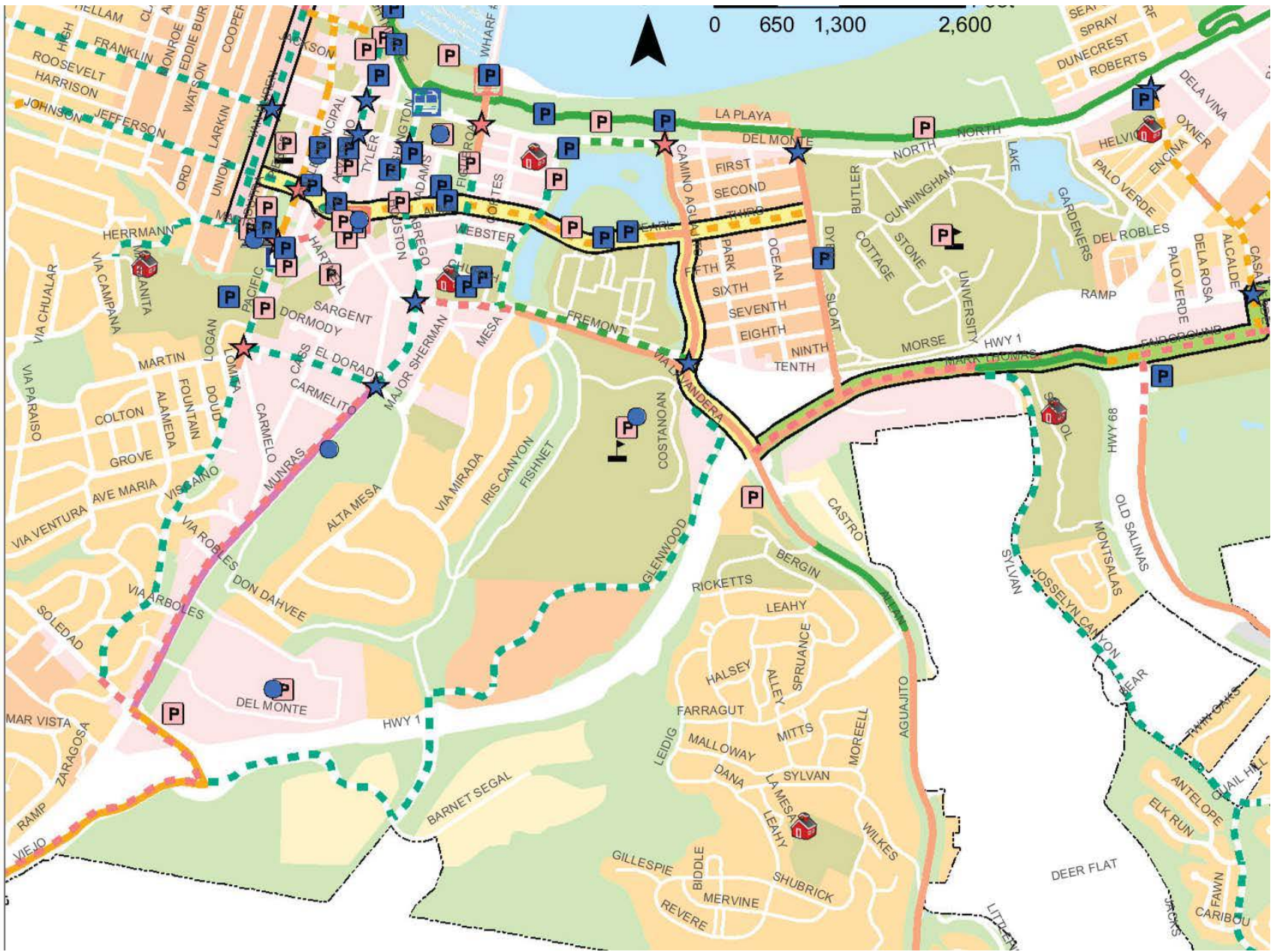
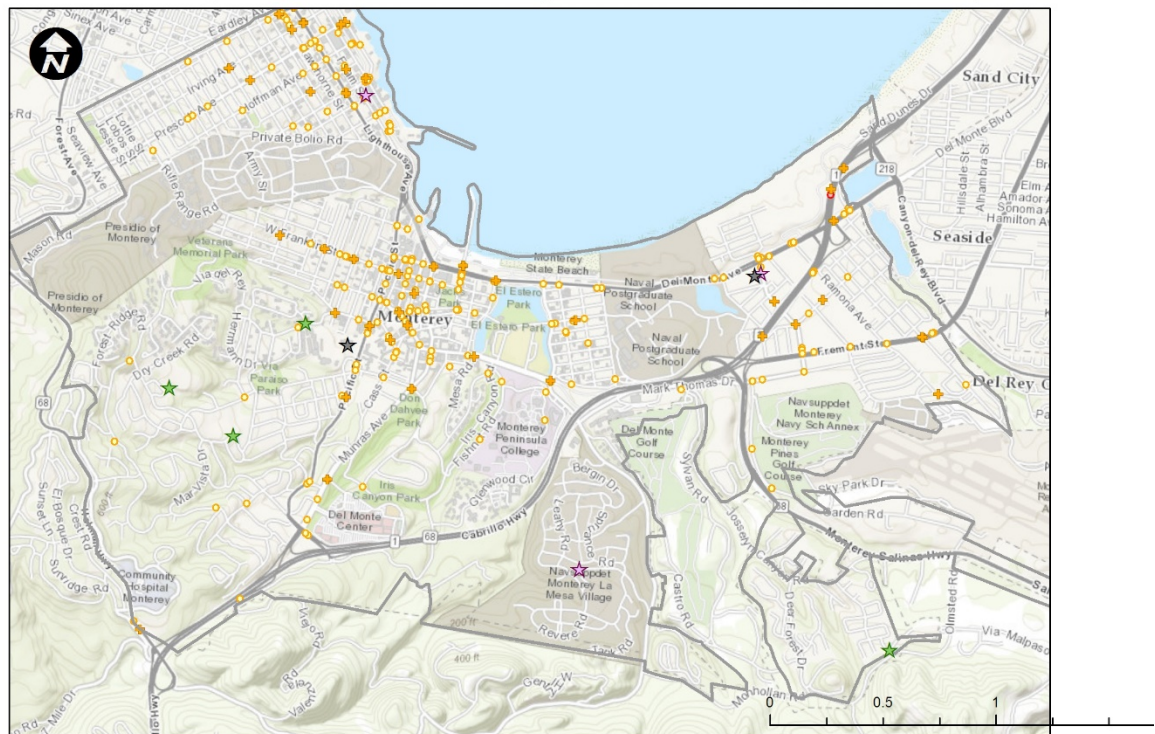


Figure 2. Proposed and Existing Bikeways

C. PEDESTRIAN AND BICYCLE COLLISION HISTORY

From 2006 through 2015, there were 340 collisions involving pedestrians or bicyclists that resulted in an injury or fatality. For school age youth (ages 5-18), there were no fatalities and 47 injuries resulting from these collisions. Many of the collisions occurred along Pacific Street and Del Monte Avenue. See Figure 3 for the locations and types of collisions that occurred from 2006 to 2015. Some of the schools had a number of collisions within a close range, whereas others did not. In 54.5 percent of the pedestrian collisions involving youth, the primary collision factor was the motorist violating the pedestrian right-of-way. The majority of the pedestrian collisions involving youth occurred during daylight hours (68 percent) and in clear weather (77 percent). In 32 percent of the bicycle collisions involving youth, the primary collision factor was “other hazardous violation,” which was not specifically identified. Of the bicycle collisions, most were during the later afternoon (3 pm to 5 pm). More information about the collisions including maps showing collisions in proximity to schools are provided in Appendix D.

Monterey - Pedestrian or Bicycle Collisions (2006-2015)



Schools by % FRPM
 ★ Unknown (2)
 ☆ High Income (<40) (3)
 ☆ Middle Income (40-75) (4)

Pedestrian/Bicycle Collisions
 ◆ Injury (age 5-18) (47)
 ● Fatality (other) (3)
 ● Injury (other) (290)

Collision Data Source: SWITRS 2006-2015
 Note: 2014 and 2015 SWITRS data is provisional.

Figure 3. Collisions

D. LOCAL POLICIES AND PLANS RELATED TO SAFE ROUTES TO SCHOOL

The City of Monterey has adopted policies and plans that incorporate and support Safe Routes to School, but these policies have significant potential to be strengthened. The City of Monterey includes discussions of Safe Routes to School within its General Plan and Multi-modal Mobility Plan. There is some excellent language in these documents, and clear opportunities to strengthen this language during the next update as well as in implementation. The City Council adopted a resolution supporting Vision Zero in July 2017 and is currently drafting a Vision Zero Plan. The City is also developing an Active Transportation/Demand Management Plan that will incorporate Safe Routes to School. These are strong commitments to expanding and strengthening Safe Routes to School.

The Monterey Peninsula Unified School District has included language regarding walking and bicycling to school within its Wellness Policy, although the language is fairly weak. The School District does not have a stand alone Safe Routes to School Policy. There is opportunity to strengthen language. More information about the existing policies and plans can be found in Appendix C.

E. SAFE ROUTES TO SCHOOL PROGRAMS AND OTHER SAFE ROUTES TO SCHOOL-RELATED EFFORTS

Monterey currently provides pedestrian and bicycle education and encouragement programs with grant support. Through this funding, the City has conducted walk audits at each school and provided 32 school educational events. Additionally, the City will have a draft Safe Routes to School Plan by the end of the grant cycle in September 2017. The Monterey Police Department provides traffic safety education at some schools and also conducts focused traffic enforcement efforts around select schools throughout the school year. The Police Department publishes safety tips to share throughout the community. The County Sales Tax, Measure X, will provide future funding for Safe Routes to School programming and infrastructure. Through Measure X, the County is establishing a countywide Safe Routes to School Task Force.

Community support is growing for Safe Routes to School in surrounding cities, such as in Seaside with community organizations like Families of Color Monterey County (FOCMC). FOCMC provides a bicycle library and bicycle clinics for students and parents throughout Monterey County. Their bicycle rentals and educational services are donation based and focus on providing equitable access to bicycles and education for families of color in Monterey County.



Community Profile

Population: 28,283

Land area: 12.25 square miles

Race and ethnicity:

White 67.0%

Black or African American 3.4%

Asian 7.8%

American Indian and Alaska Native 0.1%

Native Hawaiian or Other Pacific Islander 0.2%

Some other race 0.2%

Two or more races 4.0%

Hispanic or Latino 17.4%

Languages spoken at home:

English only 75.0%

Spanish 10.9%

Other Indo-European languages 6.2%

Asian and Pacific Island languages 5.7%

Refer to Appendix B for more community and school data.

Poverty status:

General population: 9.1% living below poverty level

Ages <18 years old: 1.3% living below poverty level

School district: Monterey Peninsula Unified School District (serves Monterey and surrounding areas)

Unified School District Schools: 5 total, serving 3,082 students

- 3 elementary schools (TK-2; 3-5)
- 1 middle school (6-8)
- 1 high school (9-12)

Charter/Private Schools: 6 total

- 4 elementary/middle (K-8)
- 2 middle/high school (8-12)

All statistics are from the 2015 American Community Survey

3. THE PATH TO SAFE ROUTES TO SCHOOL: APPROACHES AND ACTIONS

The City of Monterey has been implementing activities such as bicycle and pedestrian education, bicycle rodeos, and community outreach related to Safe Routes to School. The National Partnership recommends the City build momentum and excitement in the community by continuing these individual educational and encouragement activities while at the same time establishing new partnerships to grow and sustain Safe Routes to School in more schools and neighborhoods throughout the community.

This Action Plan summarizes recommended strategies and actions. The Action Plan is structured around the Six E's of Safe Routes to School: education, encouragement, engineering, enforcement, evaluation, and equity. In addition, the Action Plan includes activities related to program structure, operations, and coordination, as well as policy improvements. Recommendations denoted with an asterisk were actions discussed by workshop participants. Because there is already momentum in Monterey and funding will likely becoming available from Measure X in the coming year, the Action Plan is structured to include activities to transition programming and develop a new program framework for year one (2018) and intensive planning and organizational activities for years two through five. While the plan is structured this way, it does not preclude the community from implementing a strategy from the longer term sections earlier if an opportunity arises. In Appendix A, a

matrix summarizes the strategies and actions along with suggested timelines, implementation leads, supporting partners, and additional implementation resources.

A. PROGRAM STRUCTURE, OPERATIONS, AND COORDINATION

Identifying responsibilities for various partners is a key component of an effective and sustainable Safe Routes to School Program. This involves determining which organization or agency will take the lead, who will be involved in making program decisions, and how coordination will occur between different groups working on different components of the program. The City of Monterey, the Monterey Peninsula Unified School District, and the Transportation Agency for Monterey County (TAMC) have an opportunity to collaborate on various activities, and establish a formal program structure.

Recommended strategies and actions for year 1:

1. Coordinate with TAMC to hire a part time or full time paid Safe Routes to School coordinator position; explore additional funding as needed.
2. Establish a local Safe Routes to School task force. Recruit members from the City, School District, individual schools, TAMC, County Public Health, and community organizations. Include families and community members to cultivate community ownership and leadership. Meet monthly, bi-monthly, or quarterly as the program transitions.*
3. Engage the community with establishing a shared vision and goals for the Safe Routes to School program.*
4. Establish a Parent Chaperone program with a base of parent volunteers assisting with Safe Routes to School activities. Create informational materials about the program that can be distributed to schools and families to recruit chaperones. Identify one parent chaperone per school.
5. Include Safe Routes to School activities such as Walk to School and Bike to School Days on the school district calendar.*
6. Utilize volunteers from the Parent Chaperone program to conduct outreach on Safe Routes to School to school PTAs, community groups, etc.
7. Maintain the Walk and Bike Safe Monterey website which houses information about the program, educational materials, and ways to get involved.

Recommendations denoted with an asterisk were actions discussed by workshop participants.

Recommended strategies and actions for years 2 to 5:

8. Include a City transportation staff person or other staff involved in active transportation in the School Health Council/Committee.
9. Include Safe Routes to School messaging and resources on the School District’s Transportation Policy webpage.

B. EDUCATION

Education activities include teaching students and community members about the broad range of transportation choices, providing them with the skills to walk and bicycle, and educating them about how to be safe from traffic, crime, and other threats while using different methods of transportation. Currently in Monterey, the City leads limited education activities, which include presentations and rodeos on walking, bicycling, and traffic safety at schools and in the community. Families of Color Monterey County leads family rides and bicycle training for pre-school and elementary students in communities throughout the county.

Recommended strategies and actions for year 1:

1. Continue educational activities led by the City and FOCMC at schools, preschools, and in the community. Identify funding to continue activities. Explore using Measure X and the County Safe Routes to School Task Force to support these activities.
2. Provide traffic safety education materials for families that includes information related to pick up/drop off procedures as well as general safety at and around the schools for the school district to distribute.
3. Conduct a Safe Routes to School safety tour at each school in the fall where students and families receive a guided tour of the pickup and drop off areas and street crossings and review rules and procedures.*

Recommended strategies and actions for years 2-5:

4. Identify one school to hold a pre-kindergarten bicycle and pedestrian safety skills training course using FOCMC, City, County, and parent chaperone support.* Expand pre-kindergarten bicycle and pedestrian safety skills training, with the ultimate goal of providing in-class education at to every student before entering kindergarten.
5. Conduct community education events such as Family Fun Bike Nights, Kidical Mass, and Neighborhood Walks to encourage practice of safety skills and community culture shift.
6. Expand to every elementary school bike rodeo (skills training) and traffic safety courses using the City's Bicycle and Pedestrian Safety Curriculum. Explore training of volunteers, parent chaperones, or school staff by the City. Continue to coordinate with Ecology Action to conduct the rodeos.*
7. Expand walking rodeo and traffic safety course for 2nd grade program to reach multiple schools, with the ultimate goal of providing in-class education at every school. Explore training of parent chaperones or school staff by the City. Continue to coordinate with Ecology Action to conduct the rodeos.*
8. Provide bicycle maintenance education opportunities for students and families.*
9. Work with high school students or others to create signage and public service announcements (PSAs) focused on pedestrian and bicyclist awareness and safety at and around schools.

C. ENCOURAGEMENT

Encouragement strategies generate excitement about walking and bicycling safely to school. Children, parents, teachers, school administrators and others can all be involved in special events like International Walk to School Day and ongoing activities like walking school buses and bike trains. Encouragement strategies can often be started relatively easily with little cost and a focus on fun. Currently in Monterey, the City leads limited encouragement activities, which include Walk and Bike to School Day.

Recommended strategies and actions for year 1:

1. Encourage every school to participate in Walk to School Day and Bike to School Day and provide information on a range of activities that could be organized for each day. Include opportunities on the school calendar from the beginning of the year.*
2. Integrate walking and biking into existing community events centered around families. Create opportunities for family biking celebrations.*
3. Invite council members and community leaders to participate in Safe Routes to School activities.*

Recommended strategies and actions for years 2-5:

4. Identify one elementary school to participate in a Walking School Bus Pilot Program. Use volunteers from the Parent Chaperone program to supervise students walking or biking to school within about a half mile of campus. Following the pilot program, develop walking school bus and/or bike train programs at each elementary school to support students walking or biking to school within about a half mile of the campus. Recruit adult route leaders (volunteers or paid staff) and explore engaging high school students as route leaders. Incorporate remote drop off locations into the routes*
5. Establish remote drop off/pick up locations near schools that allow students to be dropped off by car a short distance away from the school and walk the rest of the way. Explore having school buses use the remote locations with the school bus drivers and the school district transportation department.
6. Review current arrival and dismissal procedures at each school for potential changes such as staggered dismissal to reduce conflicts between students walking and biking with car pick up/drop off.



D. ENGINEERING

Engineering strategies create physical improvements to the neighborhood that make walking and bicycling more comfortable, convenient, and safe. The City of Monterey is working to identify and address needed improvements for walking and bicycling facilities near schools as part of its Safe Routes to School Plan that will be incorporated into its Active Transportation/Demand Management Plan. The recommendations below are intended to inform and supplement the detailed engineering improvements that will be identified in the Safe Routes to School plan.

Recommended strategies and actions for year 1:

1. Explore any opportunities to include Safe Routes to School improvements in existing projects.
2. Identify upcoming new plans, revisions to plans, funding opportunities, or other places to insert Safe Routes to School considerations.
3. Install bicycle parking facilities at each school in visible and secure locations.*
4. Develop suggested walking and biking route maps for each school.

Recommended strategies and actions for years 2-5:

5. Implement the City's Safe Routes to School Plan.
6. Coordinate with adjacent cities and the county regarding engineering and infrastructure changes that will affect student travel across city boundaries to attend school.
7. Coordinate with Police Department on behavior enforcement around schools not possible to enforce through engineering strategies.

E. ENFORCEMENT

Enforcement activities deter unsafe behaviors of drivers, bicyclists, and pedestrians and encourage safe behaviors in the neighborhood around the school and along school routes. These activities can be conducted by law enforcement, in partnership with law enforcement, or may be structured to be community led. The Monterey Police Department currently conducts focused traffic law enforcement during the school year and responds to requests for other increased enforcement needs throughout the year.

Recommended strategies and actions for year 1:

1. Expand on current traffic enforcement at select schools. Conduct focused traffic enforcement around all schools at the start of the school year. Coordinate efforts with individual schools as well as the school district and provide pre- and post-event communication to families and school staff.
2. Implement a public awareness campaign for Safe Routes to School and traffic safety for all users, utilize social media messaging.*

Recommended strategies and actions for years 2-5:

3. As part of overall school route and improvement plans, assess needs for adult crossing guards at intersections near schools where students and families express difficulty crossing the street. Explore engaging local college students and military personnel as crossing guards.*
4. Explore opportunities to coordinate with Vision Zero enforcement activities.

5. Explore creating a parent traffic diversion program offering parents an opportunity for education instead of ticketing near schools. For example, parents could volunteer as crossing guards at schools as part of their driver's education and community service.

F. EVALUATION

Evaluation involves data collection and program tracking to assess which approaches are more or less successful, ensure that a program is meeting its objectives, and identify unintended consequences or opportunities to improve the effectiveness of an approach for the community. The City of Monterey has conducted walk audits and surveys of parents and students. There are opportunities to improve evaluation methods with collaboration between the City and school district.

Recommended strategies and actions for year 1:

1. Conduct student travel tallies at every school once at the beginning of the year, using the travel tally tool provided by the National Center for Safe Routes to School.*

Recommended strategies and actions for years 2-5:

2. Track Safe Routes to School education and encouragement program participation at each school. Collection information on overall participation as well as grade level/age and other demographic information. Use this information to assess program effectiveness and identify any needs for improvement.
3. Share program participation and evaluation results with schools and community members through newsletters or other materials.
4. Conduct a yearly assessment of the Safe Routes to School efforts at the end of the school year.
5. Conduct annual evaluation of the implementation of the Safe Routes to School Plan. Evaluate program effectiveness including participation by different population groups, changes in behaviors or perceptions around walking and bicycling, and school and community receptiveness to the program components. *
6. Expand student travel tallies at every school to twice a year, once in the fall and once in the spring, using the travel tally tool provided by the National Center for Safe Routes to School.
7. Use mapping tools available from UC Berkeley's TIMS program to map bicycle and pedestrian collisions near schools. Use the collision information to assess changes and identify any needs for improvements citywide or at specific locations.
- 8.

G. EQUITY

Equity involves ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income communities, communities of color, and others.

Recommended strategies and actions for year 1:

1. Given limited ability to roll out Safe Routes to School at every school from the start, use equity measures, such as health disparities and eligibility for the free and reduced price lunch program, to

develop a framework to prioritize schools for education and encouragement program implementation and/or infrastructure improvements.*

2. Using information from the school district, identify languages that materials should be prepared in to reach non-English speaking students and families. Ensure that education and encouragement materials are provided in these languages.
3. Include equity considerations in developing and implementing of the citywide Safe Routes to School Plan. Prioritize Safe Routes to School programs and infrastructure improvements in communities with the largest health and safety risks.*

Recommended strategies and actions for years 2-5:

4. Prioritize outreach in communities of color and historically underserved communities and have program materials reflect the community where outreach is being conducted.*
5. Use the results of previous year's evaluation efforts to identify gaps in participation. Develop and implement a strategy to ensure all population groups can participate in the Safe Routes to School program. This strategy may include targeted outreach or adjustments to the programs. Look particularly at students generally underrepresented in active travel; e.g., students of color, female students, and students with disabilities.
- 6.

H. POLICY

Adopting Safe Routes to School policies or incorporating Safe Routes to School practices into existing city, school, and school district policies helps eliminate barriers and ensure long term sustainability of the Safe Routes to School program. Policies help institutionalize supportive practices, broadening the reach beyond an individual school or activity to reach children and families across a city or school district. This leads to more consistent implementation between schools and neighborhoods, creates accountability, and establishes formal relationships and responsibilities. In Monterey, the City has included Safe Routes to School in the General Plan and other planning documents. The City is currently drafting a Safe Routes to School Plan.

Recommended strategies and actions for year 1:

1. Adopt and begin implementing the City's Safe Routes to School Plan.
2. Encourage the school district to adopt a Safe Routes to School Policy.
3. Implement education, encouragement, and communications activities described in the District Wellness Policy. Use these activities to support Safe Routes to School initiatives.
4. Incorporate Safe Routes to School into the City's Vision Zero Plan* by:
 - Indicating in the description of City Improvement Projects how projects will meet the goals of both Vision Zero and Safe Routes to School.
 - Creating a stakeholders group addressing Vision Zero and Safe Routes to School.
 - When identifying streets and intersections that will be prioritized for infrastructure improvements, enforcement, and programming, include nearby schools, parks, and areas commonly frequented by children and families.
 - Prioritizing children's safety by gathering and analyzing data specifically for all schools in the community to identify those with the greatest safety risks.

- Offering comprehensive bicycle and pedestrian safety education to all children.
- Prioritizing reducing speeding and speed limits around schools.
- Engaging community groups in Vision Zero and Safe Routes to School.

Recommended strategies and actions for years 2-5:

5. Amend the School District’s Facilities Planning/School Siting Policy to include:
 - Evaluating transportation options for students and staff during siting process.
 - Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
 - Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.
 - Requiring school design to be supportive of biking and walking, through amenities on campus and prominently featured and abundant supportive connections to surrounding neighborhoods.
6. Include criteria related to schools in prioritization of bicycle and pedestrian network projects and improvements.

4. POTENTIAL FUNDING RESOURCES FOR IMPLEMENTATION

The following are potential funding sources and mechanisms that may be used to implement the Safe Routes to School Action Plan. The list is not exhaustive as additional funding sources and innovative mechanisms may develop during the life of the plan.

A. CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

The California Active Transportation Program (ATP) consolidates federal transportation funding with state funds to provide local communities with funding for programs and projects that support active transportation. Safe Routes to School non-infrastructure programs such as traffic safety education and encouragement activities, as well as infrastructure improvements can be funded through the program. The funding is provided through a competitive application process. More information can be found here: www.dot.ca.gov/hq/LocalPrograms/atp/

B. CALIFORNIA OFFICE OF TRAFFIC SAFETY

The California Office of Traffic Safety (OTS) provides grants to local and state public agencies for programs that help them enforce traffic laws, educate the public in traffic safety, and provide means of reducing fatalities, injuries and economic losses from collisions. Funding can be used for Safe Routes to School education and encouragement programs. Historically, OTS has funded numerous bike rodeo (bike skills practice) programs around the state, often led by law enforcement agencies. Grants are awarded annually. More information can be found here: www.ots.ca.gov/Grants/default.asp

C. MEASURE X

In November 2016, the voters in Monterey County approved a 3/8 percent sales tax. The sales tax will generate an estimated \$20 million annually for a total of \$600 million over thirty years. The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County. The revenues are split with 60 percent dedicated to local road maintenance, pothole

repairs and safety projects, and 40 percent dedicated to regional safety and mobility projects including Safe Routes to School. Over the 30 years, \$20 million is expected to be allocated to Safe Routes to School and will be able to support infrastructure projects and education and encouragement programs. Efforts will be guided by a new County Safe Routes to School Task Force.

D. LOCAL FOUNDATIONS, HEALTH ORGANIZATIONS, AND BUSINESSES

Local foundations, health organizations, and businesses may be sources of funding for implementing Safe Routes to School programs. Local funding opportunities may be available through the Community Foundation for Monterey County, Monterey Peninsula Foundation, and Harden Foundation. The benefits of Safe Routes to School for students, families, schools, and communities often align with foundations and organizations looking to support community health, physical activity, youth development, and neighborhood improvement. Additional support may be available through healthcare groups such as the Community Hospital of the Monterey Peninsula. In addition, local businesses may be willing to sponsor Safe Routes to School activities and provide monetary funding, volunteers, or giveaways.

5. CONCLUSION

Monterey is well positioned to continue supporting a strong Safe Routes to School initiative. Support for Safe Routes to School from the City, new funding from Measure X that could support a paid Safe Routes to School coordinator or significant education and encouragement efforts, and a strong complementary Vision Zero effort mean that many important pieces are in place for a successful Safe Routes to School effort. By implementing the City's new Safe Routes to School Plan and activities set out in this Action Plan over the next five years, Monterey will build a strong and sustainable Safe Routes to School program and see healthier students and residents, reduced congestion, and a safer and more livable community.

APPENDIX A. ACTION PLAN MATRIX

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<i>Program Structure, Operations, and Coordination</i>				
1. Coordinate with TAMC to hire a part time or full time paid Safe Routes to School coordinator position; explore additional funding as needed.	2017-2018	City of Monterey and Monterey Peninsula Unified School District		
2. Establish a local Safe Routes to School task force. Recruit members from the City, School District, individual schools, TAMC, County Public Health, and community organizations. Include families and community members to cultivate community ownership and leadership. Meet monthly, bi-monthly, or quarterly as the program transitions.*	2017-2018	City of Monterey and Monterey Peninsula Unified School District		<u>Building Momentum for Safe Routes to School: A Toolkit for School Districts and City Leaders</u>
3. Engage the community with establishing a shared vision and goals for the Safe Routes to School program.*	2017-2018	City of Monterey and Monterey Peninsula Unified School District		
4. Establish a Parent Chaperone program with a base of parent volunteers assisting with Safe Routes to School activities. Create informational materials about the program that can be distributed to schools and families to recruit chaperones. Identify one parent chaperone per school.	2017-2018	City of Monterey and Monterey Peninsula Unified School District		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
5. Include Safe Routes to School activities such as Walk to School and Bike to School Days on the school district calendar.*	2017-2018	Monterey Peninsula Unified School District	City of Monterey	
6. Utilize parent volunteers from the Parent Chaperone program to conduct outreach on Safe Routes to School to school PTAs, community groups, etc.	2017-2018	City of Monterey and Monterey Peninsula Unified School District (or Safe Routes to School coordinator once established)		
7. Maintain the Walk and Bike Safe Monterey website which houses information about the program, educational materials, and ways to get involved.	Ongoing	City of Monterey		
9. Include a City transportation staff person or other staff involved in active transportation in the School Health Council/Committee.	2019-2020 or later	Monterey Peninsula Unified School District	Safe Routes to School coordinator once established	
10. Include Safe Routes to School messaging and resources on the School District's Transportation Policy webpage.	2019-2020	Monterey Peninsula Unified School District		
Education				
1. Continue educational activities led by the City and FOCMC at schools, preschools, and in the community. Identify funding to continue activities. Explore using Measure X and the County Safe Routes to School Task Force to support these activities.	2017-2018	City of Monterey	FOCMC	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
2. Provide traffic safety education materials for families that includes information related to pick up/drop off procedures as well as general safety at and around the schools for the school district to distribute.	2017-2018	City of Monterey and Monterey Peninsula Unified School District		
3. Conduct a Safe Routes to School safety tour at each school in the fall where students and families receive a guided tour of the pickup and drop off areas and street crossings and review rules and procedures.*	2017-2018	Monterey Peninsula Unified School District, individual schools		<u>Walkability and Bikeability checklists</u>
4. Identify one school to hold a pre-kindergarten bicycle and pedestrian safety skills training course using FOCMC, City, County, and parent chaperone support.* Expand pre-kindergarten bicycle and pedestrian safety skills training, with the ultimate goal of providing in-class education at to every student before entering kindergarten.	2019-2020 or later	City of Monterey and Monterey Peninsula Unified School District	FOCMC	
5. Conduct community education events such as Family Fun Bike Nights, Kidical Mass, and Neighborhood Walks to encourage practice of safety skills and community culture shift.	2019-2020 or later	City of Monterey	Public Health Department, FOCMC, local bicycle shops & organizations	
6. Expand to every elementary school bike rodeo (skills training) and traffic safety courses using the City's Bicycle and Pedestrian Safety Curriculum. Explore training of parent chaperones or school staff	2019-2020 or later	City of Monterey, Monterey Peninsula Unified School District, TAMC	City of Monterey, Public Health Department, FOCMC, local bicycle shops & organizations	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
by the City. Continue to coordinate with Ecology Action to conduct the rodeos.*				
7. Expand walking rodeo and traffic safety course for 2 nd grade program to reach multiple schools, with the ultimate goal of providing in-class education at every school. Explore training of volunteers or school staff by the City. Continue to coordinate with Ecology Action to conduct the rodeos.*	2019-2020 or later	City of Monterey, Monterey Peninsula Unified School District, TAMC	City of Monterey, Public Health Department, FOCMC	
8. Work with high school students or others to create signage and public service announcements (PSAs) focused on pedestrian and bicyclist awareness and safety at and around schools.	2019-2020 or later	Monterey Peninsula Unified School District (or Safe Routes to School coordinator once established)	Individual schools, teachers	
9. Provide bicycle maintenance education opportunities for students and families.*	2019-2020	City of Monterey	Public Health Department, FOCMC	
<i>Encouragement</i>				
1. Encourage every school to participate in Walk to School Day and Bike to School Day and provide information on a range of activities that could be organized for each day. Include opportunities on the school calendar from the beginning of the year.*	2017-2018	Monterey Peninsula Unified School District	City of Monterey, Individual schools, teachers, PTAs	<u>Walk and Bike to School Day</u> website
2. Integrate walking and biking into existing community events centered around families. Create opportunities for family biking celebrations.*	2017-2018	City of Monterey	FOCMC, County Health Department, Community Organizations	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
3. Invite council members and community leaders to participate in Safe Routes to School activities.*	2017-2018	City of Monterey and Monterey Peninsula Unified School District		
4. Identify one elementary school to participate in a Walking School Bus Pilot Program. Use volunteers from the Parent Chaperone program to supervise students walking or biking to school within about a half mile of campus. Following the pilot program, develop walking school bus and/or bike train programs at each elementary school to support students walking or biking to school within about a half mile of the campus. Recruit adult route leaders (volunteers or paid staff) and explore engaging high school students as route leaders. Incorporate remote drop off locations into the routes*	2019-2020 or later	Monterey Peninsula Unified School District (or Safe Routes to School coordinator once established)	City of Monterey	<u>Step By Step: How to Start a Walking School Bus at Your School</u>
5. Establish remote drop off/pick up locations near schools that allow students to be dropped off by car a short distance away from the school and walk the rest of the way. Explore having school buses use the remote locations with the school bus drivers and the school district transportation department.	2019-2020 or later	Monterey Peninsula Unified School District (or Safe Routes to School coordinator once established)	City of Monterey	
6. Review current arrival and dismissal procedures at each school for potential changes such as staggered dismissal to	2019-2020 or later	Monterey Peninsula Unified School District (or Safe Routes to School	City of Monterey	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
reduce conflicts between students walking and biking with car pick up/drop off.		coordinator once established)		
Engineering				
1. Explore any opportunities to include Safe Routes to School improvements in existing projects.	2017-2018	City of Monterey		
2. Identify upcoming new plans, revisions to plans, funding opportunities, or other places to insert Safe Routes to School considerations.	2017-2018	City of Monterey		
3. Install bicycle parking facilities at each school in visible and secure locations.*	2017-2018	Monterey Peninsula Unified School District		
4. Develop suggested walking and biking route maps for each school.	2017-2018	City of Monterey	Monterey Peninsula Unified School District, individual schools	
5. Implement the City's Safe Routes to School Plan.	2019-2020 or later	City of Monterey		
6. Coordinate with adjacent cities and the county regarding engineering and infrastructure changes that will affect student travel across city boundaries to attend school.	Ongoing	City of Monterey	TAMC	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
7. Coordinate with Police Department on behavior enforcement around schools not possible to enforce through engineering strategies.	2019-2020 or later	City of Monterey	Monterey Police Department	
<i>Enforcement</i>				
1. Expand on current traffic enforcement at select schools. Conduct focused traffic enforcement around all schools at the start of the school year. Coordinate efforts with individual schools as well as the school district and provide pre- and post-event communication to families and school staff.	2017-2018	City of Monterey Police Department	Monterey Peninsula Unified School District	
2. Implement a public awareness campaign for Safe Routes to School and traffic safety for all users, utilize social media messaging.*	2017-2018	City of Monterey Police Department	Monterey Peninsula Unified School District	
3. As part of overall school route and improvement plans, assess needs for adult crossing guards at intersections near schools where students and families express difficulty crossing the street. Explore engaging local college students and military personnel as crossing guards.*	2019-2020 or later	Monterey Peninsula Unified School District		<u>California Crossing Guard Training Program</u>
4. Explore opportunities to coordinate with Vision Zero enforcement activities.	2019-2020 or later	City of Monterey Police Department		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
5. Explore creating a parent traffic diversion program offering parents an opportunity for driver education instead of ticketing near schools. For example, parents can volunteer as crossing guards at schools as part of their driver’s education and community service.	2019-2020 or later	City of Monterey or Monterey Peninsula Unified School District	City of Monterey Police Department	
Evaluation				
1. Conduct student travel tallies at every school once a year using the travel tally tool provided by the National Center for Safe Routes to School.*	2017-2018	Monterey Peninsula Unified School District and City of Monterey		<u>National Center for Safe Routes to School Database</u>
2. Track Safe Routes to School education and encouragement program participation at each school. Collection information on overall participation as well as grade level/age and other demographic information. Use this information to assess program effectiveness and identify any needs for improvement.	2019-2020 or later	Monterey Peninsula Unified School District and City of Monterey (or Safe Routes to School coordinator once established)		
3. Share program participation and evaluation results with schools and community members through newsletters or other materials.*	2019-2020 or later	Monterey Peninsula Unified School District and City of Monterey		
4. Conduct annual evaluation of the implementation of the Safe Routes to School Plan. Evaluate program effectiveness including participation by different population groups, changes in behaviors or perceptions around walking	2019-2020 or later	City of Monterey	Monterey Peninsula Unified School District	

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
and bicycling, and school and community receptiveness to the program components.*				
5. Conduct a yearly assessment of the Safe Routes to School efforts at the end of the school year.	2019-2020 or later	Monterey Peninsula Unified School District and City of Monterey		
6. Expand student travel tallies at every school to twice a year, once in the fall and once in the spring, using the travel tally tool provided by the National Center for Safe Routes to School.	2019-2020 or later	Monterey Peninsula Unified School District and City of Monterey		
7. Use mapping tools available from UC Berkeley’s TIMS program to map bicycle and pedestrian collisions near schools. Use the collision information to assess changes and identify any needs for improvements citywide or at specific locations.	2020-2020 or later	City of Monterey		<u>UC Berkeley TIMS</u>
Equity				
1. Using information from the school district, identify languages that materials should be prepared in to reach non-English speaking students and families. Ensure that education and encouragement materials are provided in these languages.	2017-2018	City of Monterey and Monterey Peninsula Unified School District		
2. Given limited ability to roll out Safe Routes to School at every school from the start, use equity measures, such as health disparities and eligibility for the free and	2017-2018	City of Monterey and Monterey Peninsula Unified School District		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
reduced price lunch program, to develop a framework to prioritize schools for education and encouragement program implementation and/or infrastructure improvements*				
3. Include equity considerations in developing and implementing of the citywide Safe Routes to School Plan. Prioritize Safe Routes to School programs and infrastructure improvements in communities with the largest health and safety risks.*	2017-2018	City of Monterey		
4. Prioritize outreach in communities of color and historically underserved communities and have program materials reflect the community where outreach is being conducted.*	2019-2020 or later	City of Monterey and Monterey Peninsula Unified School District		
5. Use the results of previous year’s evaluation efforts to identify gaps in participation. Develop and implement a strategy to ensure all population groups can participate in the Safe Routes to School program. This strategy may include targeted outreach or adjustments to the programs. Look particularly at students generally underrepresented in active travel; e.g., students of color, female students, and students with disabilities.	2019-2020 or later	City of Monterey and Monterey Peninsula Unified School District		
Policy				

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
1. Adopt and begin implementing the City's Safe Routes to School Plan.	2017-2018	City of Monterey		
2. Encourage the school district to adopt a Safe Routes to School Policy.	2017-2018	Monterey Peninsula Unified School District		
3. Implement education, encouragement, and communications activities described in the District Wellness Policy. Use these activities to support Safe Routes to School initiatives.	2017-2018	Monterey Peninsula Unified School District		
<p>4. Incorporate Safe Routes to School into the City's Vision Zero Plan* by:</p> <ul style="list-style-type: none"> • Indicating in the description of City Improvement Projects how projects will meet the goals of both Vision Zero and Safe Routes to School. • Creating a stakeholders group addressing Vision Zero and Safe Routes to School. • When identifying streets and intersections that will be prioritized for infrastructure improvements, enforcement, and programming, include nearby schools, parks, and areas commonly frequented by children and families. 	2017-2018	City of Monterey		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<ul style="list-style-type: none"> • Prioritizing children’s safety by gathering and analyzing data specifically for all schools in the community to identify those with the greatest safety risks. • Offering comprehensive bicycle and pedestrian safety education to all children. • Prioritizing reducing speeding and speed limits around schools. • Engaging community groups in Vision Zero and Safe Routes to School. 				
<p>5. Amend the School District’s Facilities Planning/School Siting Policy to include:</p> <ul style="list-style-type: none"> • Evaluating transportation options for students and staff during siting process. • Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures. • Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school. 	2019-2020 or later	Monterey Peninsula Unified School District		

STRATEGIES AND ACTIONS	TIMELINE	IMPLEMENTATION LEAD	SUPPORTING PARTNERS	RESOURCES
<ul style="list-style-type: none"> Requiring school design to be supportive of biking and walking, through amenities on campus and prominently featured and abundant supportive connections to surrounding neighborhoods. 				
6. Include criteria related to schools in prioritization of bicycle and pedestrian network projects and improvements.	2019-2020 or later	City of Monterey		

APPENDIX B. COMMUNITY AND SCHOOL DATA

Name	Type	Grades	Enrollment (2016-2017)	Free and Reduced Price Lunch Eligibility
Monte Vista Elementary	Elementary Schools (Public)	K-5	312	32.1%
Monterey High	High Schools (Public)	9-12	1280	33.1%
Foothill Elementary	Elementary Schools (Public)	K-5	322	48.4%
La Mesa Elementary	Elementary Schools (Public)	K-5	474	13.5%
Walter Colton Middle	Intermediate/Middle Schools (Public)	6-8	694	48.4%
Big Sur Charter School	Charter School	K-12	95	27%
Monterey Bay Charter School	Charter School	K-8	387	14%
Bay View Academy	Charter School	K-8	429	19%
San Carlos Elementary	Private School	K-8	N/A	N/A
York Elementary	Independent Study	8-12	N/A	N/A
Santa Catalina	Private	K-8	N/A	N/A
Trinity High School	Private	9-12	N/A	N/A

APPENDIX C. EXISTING POLICIES AND PLANS

A. INTRODUCTION

Ensuring that Safe Routes to School efforts reach students throughout a school district or city and create changes in school travel over the long term requires that Safe Routes to School considerations be fully incorporated into city and school district policies. The Safe Routes to School National Partnership conducted a policy scan for Monterey, reviewing policies of the Monterey Peninsula Unified School District as well as the City of Monterey. This report provides an overview of the current policy landscape for Safe Routes to School in Monterey and highlights promising opportunities for updating and improving the commitment to Safe Routes to School.

B. POLICIES OF THE MONTEREY PENINSULA UNIFIED SCHOOL DISTRICT

The Monterey Peninsula Unified School District has 5 schools within the city limits of Monterey, serving almost 3,100 students. The policies and practices put in place by the Monterey Peninsula Unified School District have the potential to affect the travel habits and long-term health of students, their families, and the greater community. The Monterey Peninsula Unified School District has policies supporting health, wellness, and academic achievement for students.

Monterey Peninsula Unified School District has a wide range of policies and procedures that are adopted by the Board of Education and guide practices at the district and school level. The policies are fairly neutral. They avoid the strong negativity of some policies seen around the nation, but could be strengthened to add in positive language that is more supportive of Safe Routes to School and addresses specific issues and policy points. A number of existing policies are described below, with some suggestions regarding how they could be strengthened.

1. District Wellness Policy

The Board of Education adopted a District Wellness Policy in December 2013. The Monterey Peninsula Unified School District Wellness Policy links student achievement with the importance of physical and emotional health. The policy supports a healthy school environment with access to physical activity and nutrition. The wellness policy is inclusive and strives to enable a healthy environment among students, parents, teachers, administrators, and the greater community. A core principle of Safe Routes to School is involving students, parents, and the community in understanding the importance of a healthy lifestyle.

Good Language:

Within the District Wellness Policy, there is limited language on Safe Routes to School, providing general support, but no explicit commitments. The policy encourages creating a School Health Council/Committee to review the Wellness Policy and implementation. Committee members are to include parents/guardians, students, food service employees, physical education teachers, school health professionals, Board members, school administrators, and members of the public. Strong language and support for student physical activity in and outside of school states:

Opportunities for moderate to vigorous physical activity shall be provided through physical education and recess and may also be provided through school athletic programs, extracurricular programs, before- and after-school programs, summer learning programs, programs

encouraging students to walk or bicycle to and from school, in-class physical activity breaks, and other structured and unstructured activities.¹

The school district's wellness messaging and use of multiple district platforms for displaying messaging is a significant commitment to promoting the Wellness Policy. The district's commitment is below.

The Superintendent or designee may disseminate health information and/or the district's student wellness policy to parents/guardians through district or school newsletters, handouts, parent/guardian meetings, district and school web sites, and other communications. Outreach to parents/guardians shall emphasize the relationship between student health and academic performance.²

Areas for Improvement:

The District Wellness Policy could be more supportive of Safe Routes to School by:

- Including a Safe Routes to School coordinator or City transportation professional in the School Health Council/Committee.
- Providing resources for safe and accessible options for walking and biking to school.
- Linking school travel options in wellness goals and actions.
- Including active transportation when reinforcing students' understanding of healthy lifestyles.
- Spelling out more detailed actions to support Safe Routes to School.

2. Transportation Policy

The Board of Education adopted a Transportation Policy in April 2009. Policy on student transportation is strictly limited to busing. Guidelines for student busing eligibility are listed below.

Students shall be eligible for transportation service to and from school if the distance between their school-established bus stop and the school is beyond the minimum listed below³:

1. For elementary school students:
Grades K-5: 1 and a half miles
2. For students attending middle school:
Grades 6-8: two miles
3. For students attending a four-year high school:
Grades 9-12: two and a half miles

Areas for Improvement:

Support for Safe Routes to School could be strengthened in the District's Transportation Policy by:

- Including walking and bicycling as a means of transportation.
- Encouraging walking and bicycling as the healthiest ways to travel to school.
- Encouraging walking and bicycling to bus stops.
- Exploring opportunities for remote drop offs by school buses.
- Including a link to Safe Routes to School messaging and resources on the Transportation Policy webpage.
- Providing crossing guards at each school for arrival and dismissal.⁴

3. Facilities Planning/School Siting Policy

The Board of Education adopted a Facilities Plan in November 2006. The policy evaluates the condition and adequacy of existing facilities, looks at future enrollments, and the district's vision for education. Within current policy, a school site should serve educational needs as well as have the ability to assist with community needs. The policy states:

The governing board of any school district shall meet with appropriate local government recreation and park authorities to review all possible methods of coordinating planning, design, and construction of new school facilities and school sites or major additions to existing school facilities and recreation and park facilities in the community.⁵

Good Language:

A core principal of Safe Routes to School is encouraging new schools be in appropriate locations that are accessible to the community.

Areas for Improvement:

Support for Safe Routes to School could be strengthened in the Facilities Planning and School Siting Policy by addressing considerations related to smart school siting guidelines, including:

- Evaluating transportation options for students and staff during siting process.
- Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
- Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.
- Including proximity to students' residences as a significant consideration.
- Requiring school design to be supportive of biking and walking, through amenities on campus and prominently featured and abundant supportive connections to surrounding neighborhoods.
- Incorporating consideration of the General Plan's Transportation Element, Multi-modal Mobility Plan, and Active Transportation/Demand Management Plan into school siting policy as a mechanism for contributing to community needs.

C. CITY OF MONTEREY PLANS AND POLICIES

Policies and plans from the City of Monterey were also reviewed as part of the Safe Routes to School National Partnership's policy scan. While the City has a number of plans and plans that reference Safe Routes to School, these documents could be revised to include stronger Safe Routes to School-specific language supporting City and School District efforts.

1. Monterey on the Move Multi-modal Mobility Plan

The City adopted the *Monterey on the Move* Multi-modal Mobility Plan in March 2013. Objectives to improve safety and access for walking and bicycling in Monterey are emphasized. Examples of these are included below.

- **Objective 1: Reduce the number of collisions involving pedestrians and bicyclists each year.**
 - Program 1.1 – Analyze collision data biannually, document patterns and prioritize projects to address safety issues.

- Program 1.2 – Study all marked uncontrolled midblock crosswalks and develop warrants to install or remove midblock crosswalks. Use the California Vehicle Code public notification procedure for removing crosswalks.
- **Objective 2: Create safe environments for youth walking and bicycling to school.**
 - Program 2.1 – Support a volunteer crossing guard program to assist students walking to school.
 - Program 2.2– Work with Parent Teacher Associations, school administrations and local organizations to establish a volunteer network of walk/bike to school chaperones.
 - Program 2.3– Establish permanent drop-off and walk locations one-half to one mile away from schools and inform parents and guardians.
 - Program 2.4– Coordinate with Monterey High School to establish a buddy program.
 - Program 2.5– Develop Safe Routes To School walking maps that identify preferred walking and bicycling routes for all public schools within the city; update maps as pedestrian and bicycle infrastructure is constructed and safer routes become available.
 - Project 2.1 – Construct a roundabout at the intersection of Soledad/Soledad/Mar Vista to calm traffic and provide a safer and more comfortable walking route for students travelling to and from school.
 - Project 2.2 – Construct an ADA accessible sidewalk on the north side of Via Gayuba from Mar Vista Drive to Walter Colton Drive to close the gap between existing sidewalks on Walter Colton Drive and Mar Vista Drive.
 - Project 2.3 – Construct a concrete sidewalk with vertical curb along Soledad Drive from Via Descanso to Via Paraiso to increase the safety of these common routes.
- **Objective 3: Ensure that all pedestrian and bicycle infrastructure and crossings are safe and well lit.**
 - Program 3.1– Inventory the condition of existing lighting; continue to identify and prioritize necessary upgrades.
- **Objective 4: Reduce obesity rates and increase overall health in the City of Monterey.**
 - Program 4.1 – Partner with health providers and advocates to lead the effort on a public awareness campaign about obesity and the benefits to walking and bicycling in combating excessive weight gain.
 - Program 4.2– Work with local health advocates to develop a community fitness challenge program to meet or exceed the U.S. Department of Health and Human Services minimum requirement for physical activity (60 minutes/day for youth, 20 minutes/day for adults). Encourage participants to reach their fitness goal by walking and bicycling to school, work or lunch.
- **Objective 5: Educate the community how to safely and legally operate a bicycle and practice safe pedestrian behavior.**
 - Program 5.1 – Develop and execute a multi-media education and safety campaign.
 - Program 5.2 –Continue to provide school resources officers who teach laws and safety to youth.
 - Program 5.3 – Conduct bicycle “rodeos” at schools to teach bicycle operation skills.

- Program 5.4 – Increase enforcement of pedestrian and bicyclist violations such as jaywalking or walking or bicycling during the red phase at a signalized intersection; offer bicycle/pedestrian traffic school as an alternative to a monetary fine.
- Program 5.5 – Increase enforcement of code violations that have to do with blocking pedestrian and bicycle right-of-way (ex//vehicles parked in/on sidewalk or bicycle lane).
- Program 5.6 – Instruct waste management not to block sidewalks or bicycle lanes with garbage and recycling bins.
- **Objective 6: Enhance connections between modes of transportation to reduce congestion and provide flexibility within the transportation network.**
 - Program 6.7 – Continue to identify, prioritize and fund bicycle and pedestrian projects that connect major activity centers, employment centers, parks and open space and residential areas.
 - Program 6.8 – Continue to identify and prioritize and fund projects that improve bicycle and pedestrian access and network connectivity.
- **Objective 8: Promote active transportation and increase mode share by improving user convenience and through encouragement activities and programs.**
 - Program 8.1 – Provide bicycle detection at signalized intersections along bicycle routes. Test existing bicycle detection annually.
 - Update wide intersections with video detection or detection technology that can distinguish between bicyclists and other vehicles to allow for an extended green cycle.
 - Install bicycle detection equipment that will detect bicycles in the left-turn lane.
 - When feasible, install detection that additionally counts pedestrians and bicyclists so that data may be collected regularly.
 - Program 8.3 – Organize/Support Bicycle Commute Groups. Partner with local organizations, schools and businesses to organize bicycle commute groups. Potential organizers/facilitators of these groups are City staff, PTA members, Monterey Bay Bicycle Coalition, Monterey Bay Aquarium, Velo Club of Monterey, Naval Postgraduate School, Presidio of Monterey, Monterey Institute of international Studies and Monterey Peninsula College.
 - Program 8.4 – Organize/Support Citywide Active Lifestyle Encouragement Events.
 - Temporarily close down certain streets to automobile traffic to celebrate active transportation and fitness activities examples from other cities are CycLAvia in Los Angeles, CA and Summer Streets in New York City, NY.
 - Distribute health and safety equipment, such as water bottles, reflective pant straps, bicycle lights, and wheel lights.
 - Hold the event at the end of the Monterey Bike/Walk to Work & School Week (April/October).

Support for Safe Routes to School could be strengthened in the Move Monterey Multi-modal Mobility Plan by:

- Including schools in the prioritization of bicycle and pedestrian projects and networks.

- Creating a city Safe Routes to School Task Force to address issues of mobility near and around schools.
- Including motorist education in active transportation community outreach.

3. Vision Zero Resolution

The City adopted a Vision Zero Resolution in July 2017. Actions to improve safety and access for walking and bicycling in Monterey are emphasized in the resolution below.

WHEREAS, the Circulation Element Vision of the General Plan is that Monterey will be a City where alternative forms of transportation are so attractive that the use of the automobile is a choice, not a necessity and the transportation system will be safe for all users, and support the local economy while maintaining the historic character of the City;

WHEREAS, Vision Zero is an international road safety movement rooted in the philosophy that no loss of life due to road crashes is acceptable or inevitable and therefore sets the goal of reducing fatalities and severe injuries to zero;

WHEREAS, Vision Zero action plans are designed to unify priorities for infrastructure design, safety education and enforcement efforts around the goal of zero fatalities and severe injuries;

WHEREAS, the City of Monterey is already actively implementing safety projects, programs and efforts consisted with Vision Zero;

WHEREAS, the Multi--Modal Mobility Plan (Monterey on the Move) already identifies Vision Zero themed projects to complete a safe and connected non-motorized transportation system in Monterey;

WHEREAS, these efforts are guided by innovative engineering solutions to improve road safety for all users, especially the most vulnerable, and include enforcement and education tactics to deter the most dangerous behaviors that cause public harm;

WHEREAS, new venues of funding are opening up exclusively for cities pursuing Vision Zero, such as the 'Road to Zero Grant Program',

WHEREAS, endorsing Vision Zero formally memorializes and brands the City's already well demonstrated efforts to safety and establishes a coordinated commitment from all city departments to advance road safety for all users

WHEREAS, the City of Monterey determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CCR, Title 14, Chapter 3 ("CEQA Guidelines"), Article 20, Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded

as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that it hereby adopts a Vision Zero goal.

4. Vision Zero Plan (In Progress)

The City is currently working on developing a Vision Zero Plan. The plan will set forth a vision of safer streets and include near term actions for engineering, enforcement, education, master plans, and evaluation. Vision Zero provides an opportunity for Safe Routes to School to be included a broader initiative that is often very visible and high-profile. Concerns about safety are often a major deterrent to parents considering whether to allow their children to walk or bike. There is great opportunity for the City's Vision Zero Plan to support Safe Routes to School efforts and ensure both initiatives result in transportation safety improvements overall in Monterey.

The Vision Zero Plan can support Safe Routes to School by:

- Indicating in the description of City Improvement Projects how they will meet the goals of both Vision Zero and Safe Routes to School.
- Creating a stakeholders group addressing Vision Zero and Safe Routes to School.
- When identifying streets and intersections that will be prioritized for infrastructure improvements, enforcement, and programming, include schools, parks, and areas commonly frequented by children and families.
- Prioritizing children's safety by gathering and analyzing data specifically for all schools in the community to identify those with the greatest safety risks.
- Increasing investments in Safe Routes to School.
- Offering comprehensive bicycle and pedestrian safety education to all children.
- Prioritizing reducing speeding and speed limits around schools.
- Engaging community groups in Vision Zero and Safe Routes to School.

4. General Plan Circulation Element

The City of Monterey updated its General Plan in January 2005. The General Plan Circulation Element includes a vision for alternative modes of transportation, a place where an automobile is not a necessity but a choice. Transportation safety is highlighted in the City's vision. Goals, programs, and policies supporting Safe Routes to School are included below.

- **Goal c. Provide a safe, efficient, well-maintained, and environmentally sound roadway system that supports the "complete streets" concept of equality of choice among all modes of transportation.**
 - Policy c.3. Identify and implement street improvements to address high accident rates for motorists, pedestrians, and bicyclists, even if such improvements result in increased traffic congestion.
 - Policy c.4. Create and maintain a roadway system that is safe, unobtrusive, and easy to use for all modes of transportation.
 - Program c.4.1. Consider the needs of buses, bicyclists, and pedestrians when planning road improvements.

- Program c.6.5. Discourage and impede through traffic on local streets through residential neighborhoods.
- Program c.9.1. Encourage implementation of the adopted City Traffic Calming Program.
- Program c.9.2. Install traffic calming devices (e.g., textured crosswalks and landscaped medians) according to adopted neighborhood traffic calming plans.
- **Goal d. Promote a pedestrian/bicycle-friendly environment where public spaces, streets, and off street paths offer a level of convenience, safety, and attractiveness that encourage and reward the use of alternative modes of transportation.**
 - Policy d.1. Build on the success of the Recreation Trail to make walking and bicycling through Monterey safe and enjoyable.
 - Program d.1.1. Implement and maintain the continuous network of safe and convenient bikeways specified in the City’s MMMP to provide a viable alternative to making short auto trips.
 - Program d.1.2. Install adequate lighting along Class I bike trails.
 - Program d.1.4. Enhance public awareness of bicycling laws and the proper use of bikeways through enforcement, bicycle safety programs, and bikeway design.
 - Policy d.3. Create an integrated, safe, and convenient pedestrian system connecting city neighborhoods, schools, recreation areas, commercial areas, and places of interest.
 - Program d.4.3. Create an attractive pedestrian environment by providing “buffers” separating pedestrians and vehicular traffic (e.g., street trees, on-street parking, and public furniture).
 - Policy d.5. Design intersections to improve pedestrian safety, minimize pedestrian crossing distances, and reduce signal time needed to serve non-vehicle movements.
 - Program d.5.1. Install curb extensions to minimize the time needed for pedestrians to cross busy streets.
 - Policy d.6. Develop pedestrian and bicycle paths in hillside and other open-space areas as part of the regional trail system and/or as links between major greenbelt and recreation areas.
 - Policy d.8. Maintain designated bicycle routes as attractive and safe transportation facilities that provide a viable alternative to auto travel into and throughout the city.
 - Policy d.9. Maintain the Recreation Trail as an attractive and safe recreation facility along the waterfront area that also provides a critical link for non-auto travel throughout the city.
 - Program d.9.1. Identify in the MMMP a Class I or Class II bike route connecting each neighborhood to the Recreation Trail.

Support for Safe Routes to School could be strengthened in the General Plan Circulation Element by:

- Creating a Safe Routes to School specific policy.
- Prioritizing schools in Program d.4.3. Create an attractive pedestrian environment by providing “buffers” separating pedestrians and vehicular traffic (e.g., street trees, on-street parking, and public furniture).
- Connecting school sites with TAMC to provide visible and safe bicycle racks.

- Prioritizing schools in Policy c.3. Identify and implement street improvements to address high accident rates for motorists, pedestrians, and bicyclists, even if such improvements result in increased traffic congestion.
- Including schools in this prioritization of projects. Program c.3.2. Place the highest priority on projects that reduce high accident rates.
- Including schools in Program c.4.1. Consider the needs of buses, bicyclists, and pedestrians when planning road improvements.

E. SAFE ROUTES TO SCHOOL NATIONAL PARTNERSHIP RECOMMENDATIONS

The City of Monterey has strong policies and plans supporting active transportation and Safe Routes to School. The Monterey Peninsula Unified School District has a Wellness Policy that could potentially support Safe Routes to School initiatives or the adoption of a district Safe Routes to School policy. Both agencies have solid foundations for creating Safe Routes to School policy at the district and city level.

Key considerations for the Monterey Peninsula Unified School District to strengthen support for Safe Routes to School include:

- Adopt a Safe Routes to School Policy
- Implement education, encouragement, and communications activities described in the District Wellness Policy and use these activities to support Safe Routes to School initiatives.
- Include a Safe Routes to School coordinator or City transportation professional in the School Health Council/Committee.
- Include a link to Safe Routes to School messaging and resources on the Transportation Policy webpage.
- Amend the Facilities Planning/School Siting Policy to include:
 - Evaluating transportation options for students and staff during siting process.
 - Including Safe Routes to School staff, volunteers, and city transportation staff in siting procedures.
 - Requiring new school sites have safe and accessible transportation options for students that include walking and biking to and from school.

Key considerations for the City of Monterey to strengthen support for Safe Routes to School include:

- Include schools in prioritization of bikeway network projects and improvements.
- Making more direct connections to Safe Routes to School throughout plans.
- Add or amend policies to work with the school district to include bicycle parking facilities at each school in visible and secure locations.
- Including motorist education in active transportation community outreach.
- Adopting a City Safe Routes to School Resolution acknowledging the current public health epidemic around sedentary and preventable chronic illnesses affecting children, and acknowledging the community's growing traffic near and around schools and the correlation of this traffic to climate change and diminishing air quality. Listing in the resolution how the City will address these issues.
- Creating a city Safe Routes to School Task Force to address issues of mobility near and around schools.
- Incorporate Safe Routes to School into the Vision Zero Plan by:

- Indicating in the description of City Improvement Projects how they will meet the goals of both Vision Zero and Safe Routes to School.
- Creating a stakeholders group addressing Vision Zero and Safe Routes to School.
- When identifying streets and intersections that will be prioritized for infrastructure improvements, enforcement, and programming, include schools, parks, and areas commonly frequented by children and families.
- Prioritizing children’s safety by gathering and analyzing data specifically for all schools in the community to identify those with the greatest safety risks.
- Increasing investments in Safe Routes to School.
- Offering comprehensive bicycle and pedestrian safety education to all children
- Prioritizing reducing speeding and speed limits around schools.
- Engaging community groups in Vision Zero and Safe Routes to School.



¹ <http://gamutonline.net/DisplayPolicy/513204/5>

² <http://gamutonline.net/DisplayPolicy/513204/5>

³ <http://gamutonline.net/displayPolicy/574040/5>

⁴ <http://gamutonline.net/DisplayPolicy/513278/5>

⁵ <http://gamutonline.net/DisplayPolicy/574350/7>

APPENDIX D. COLLISION DATA AND MAPS

A. INTRODUCTION

This appendix contains additional information regarding collisions involving pedestrians and bicyclists in Monterey, including:

- Race/ethnicity for collision parties (2011-2015)
- Information on primary collision factor and time of day for pedestrian and bicycle collisions (as well as pedestrian action, weather, and lighting for pedestrian collisions) involving youth (ages 5-18) (2006-2015)
- Maps showing collisions in relation to median household income by census tract (2011-2015)
- Maps showing pedestrian and bicycle collisions within one mile of each school (2006-2015)

B. RACE/ETHNICITY FOR COLLISION PARTIES (2011-2015)

ALL COLLISIONS¹

The table below breaks down parties in all collisions by race across all age groups.

	ASIAN	BLACK	HISPANIC	OTHER	WHITE	TOTAL
DRIVER	12	17	32	5	196	262
PEDESTRIAN	16	5	31	3	102	157
BICYCLIST	8	4	32	3	131	178
TOTAL	36	26	95	11	429	597

The table below breaks down the parties in all collisions that involved a school-age child (age 5-18).

	ASIAN	BLACK	HISPANIC	OTHER	WHITE	TOTAL
DRIVER	2	3	3	0	29	37
PEDESTRIAN	0	0	7	0	14	21
BICYCLIST	1		3	1	18	23
TOTAL	3	3	13	1	61	81

¹ SWITRS 2011-2015; Notes: SWITRS reports race at the party level. The data presented does not indicate who is at fault. The number of parties may exceed the number of collisions because there is typically more than one party in a collision.

PEDESTRIAN COLLISIONS

The table below breaks down parties in pedestrian collisions by race across all age groups.

	ASIAN	BLACK	HISPANIC	OTHER	WHITE	TOTAL
DRIVER	4	7	19	1	107	138
PEDESTRIAN	16	5	31	3	102	157
BICYCLIST	0	0	0	1	1	2
TOTAL	20	12	50	5	210	297

The table below breaks down parties in pedestrian collisions by race that involved a school-age child (age 5-18).

	ASIAN	BLACK	HISPANIC	OTHER	WHITE	TOTAL
DRIVER	0	2	2	0	13	17
PEDESTRIAN	0	0	7	0	14	21
TOTAL	0	2	9	0	27	38

BICYCLE COLLISIONS

The table below breaks down parties in bicycle collisions by race across all age groups.

	ASIAN	BLACK	HISPANIC	OTHER	WHITE	TOTAL
DRIVER	8	10	13	4	89	124
PEDESTRIAN	0	0	0	1	1	2
BICYCLIST	8	4	32	3	131	178
TOTAL	16	14	45	8	221	304

The table below breaks down parties in bicycle collisions by race that involved a school-age child (age 5-18).

	ASIAN	BLACK	HISPANIC	OTHER	WHITE	TOTAL
DRIVER	2	1	1	0	16	20
PEDESTRIAN	1	0	3	1	18	23
TOTAL	3	1	4	1	34	43

C. INFORMATION ON PEDESTRIAN AND BICYCLE COLLISIONS INVOLVING YOUTH (2006-2015)

Youth Involved Pedestrian Collision Data²

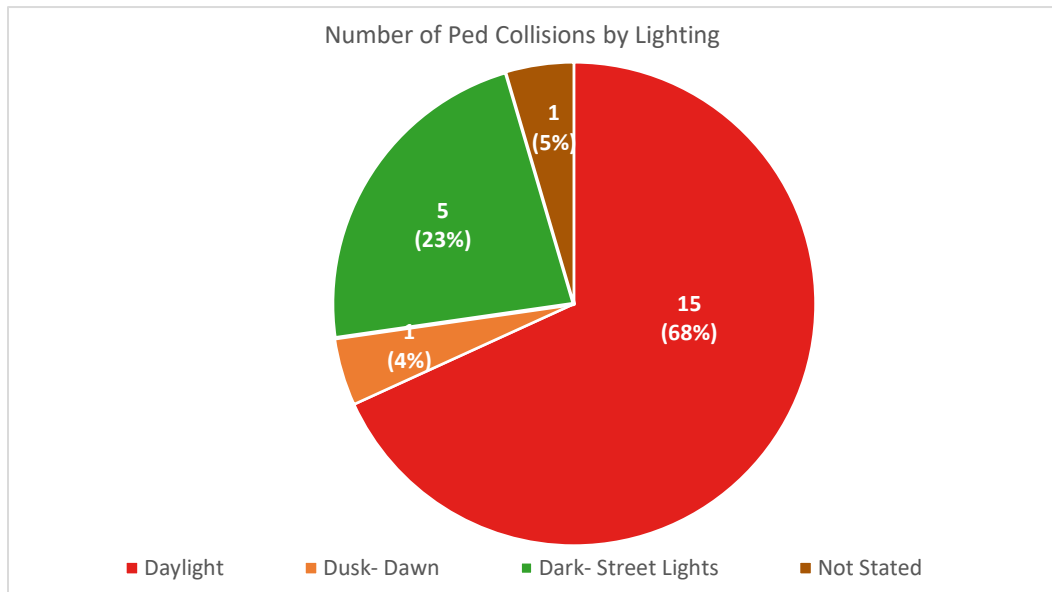
Number of Collisions by PCF Violation

Type of Violation	Collisions N (%)
Pedestrian Right of Way	12 (54.55%)
Pedestrian Violation	6 (27.27%)
Not Stated	3 (13.64%)
Unsafe Starting or Backing	1 (4.55%)
Total	22 (100.0%)

Pedestrian Action

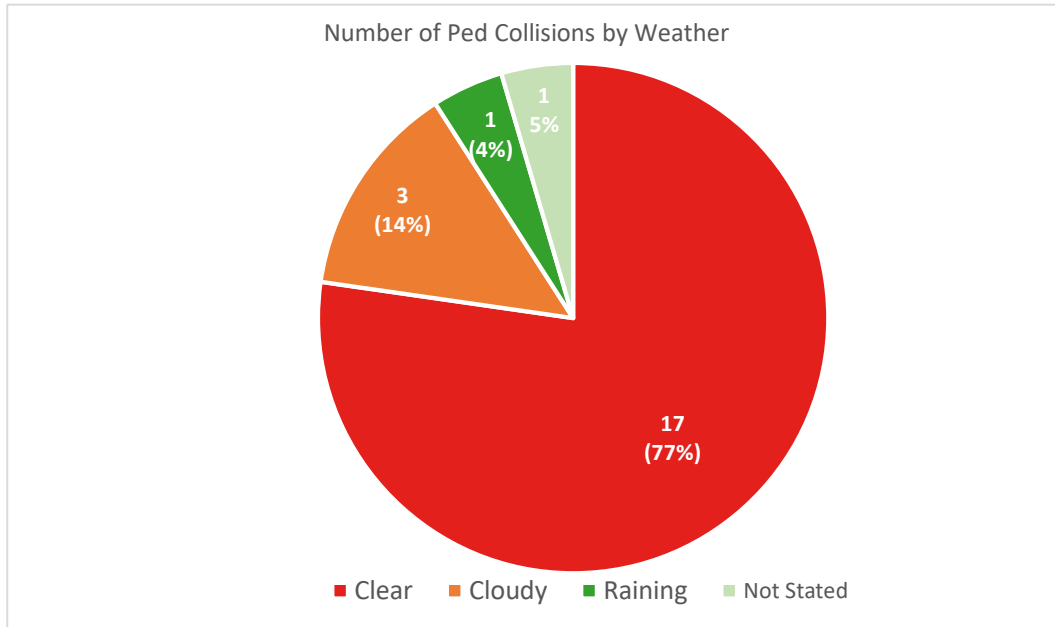
Pedestrian Action	Collisions N (%)
Crossing in Crosswalk at Intersection	13 (59.09%)
Crossing Not in Crosswalk	5 (22.73%)
In Road, Including Shoulder	2 (9.09%)
Not in Road	1 (4.55%)
Not Stated	1 (4.55%)
Total	22 (100%)

Lighting



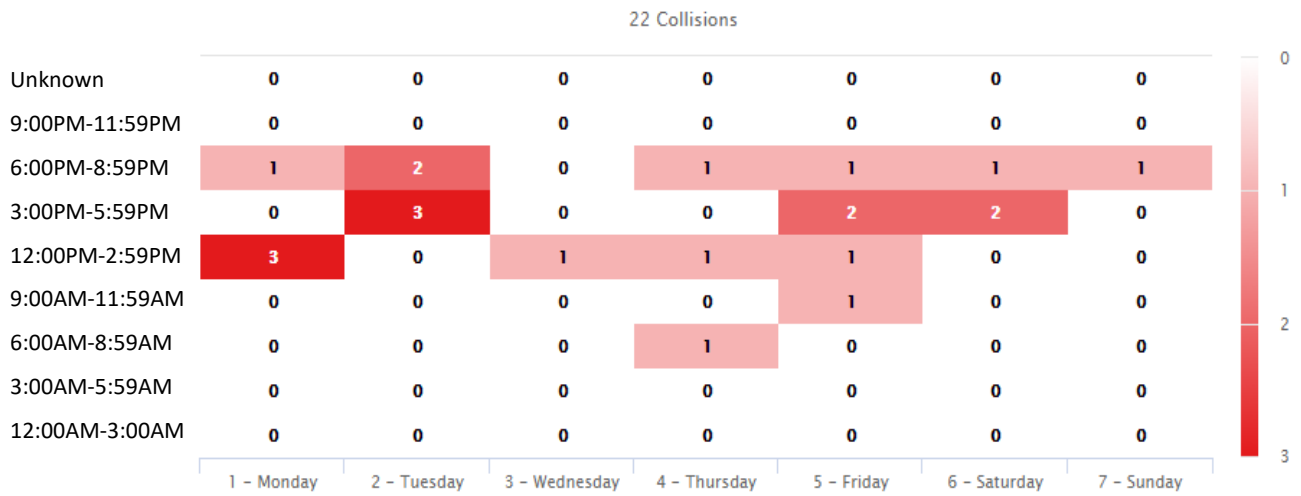
² SWITRS 2006-2015

Weather



Time of day/day of week

Number of Collisions per Day of Week per Time

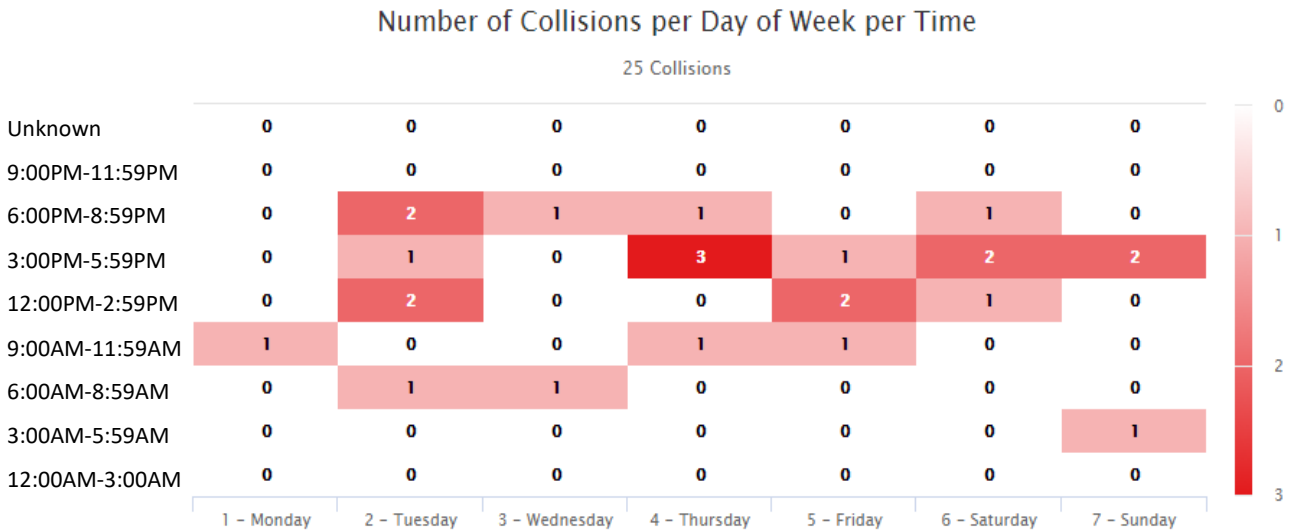


Youth Involved Bicyclist Collisions

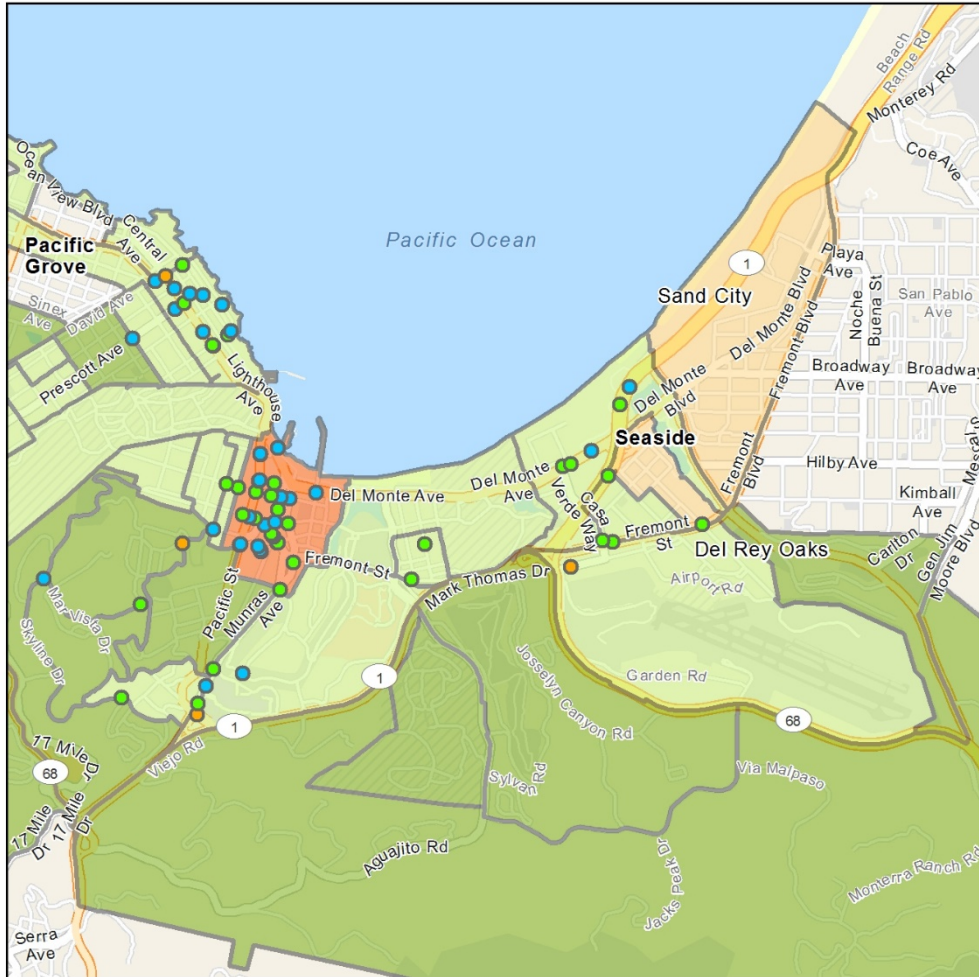
Primary Collision Factor

Type of Violation	Collisions N (%)
Other Hazardous Violation	8 (32.0%)
Automobile Right of Way	5 (20.0%)
Wrong Side of Road	4 (16.0%)
- - Not Stated	3 (12.0%)
Other Improper Driving	1 (4.0%)
Traffic Signals and Signs	1 (4.0%)
Pedestrian Right of Way	1 (4.0%)
Improper Turning	1 (4.0%)
Driving or Bicycling Under the Influence of Alcohol or Drug	1 (4.0%)
Total	25 (100%)

Time of day/day of week for bicyclist collisions



Monterey Pedestrian Collision Map (2011 - 2015)



Collision Severity (2011-2015)

- Injury (Severe) (5)
- Injury (Other Visible) (37)
- Injury (Complaint of Pain) (37)

2016 Median Household Income

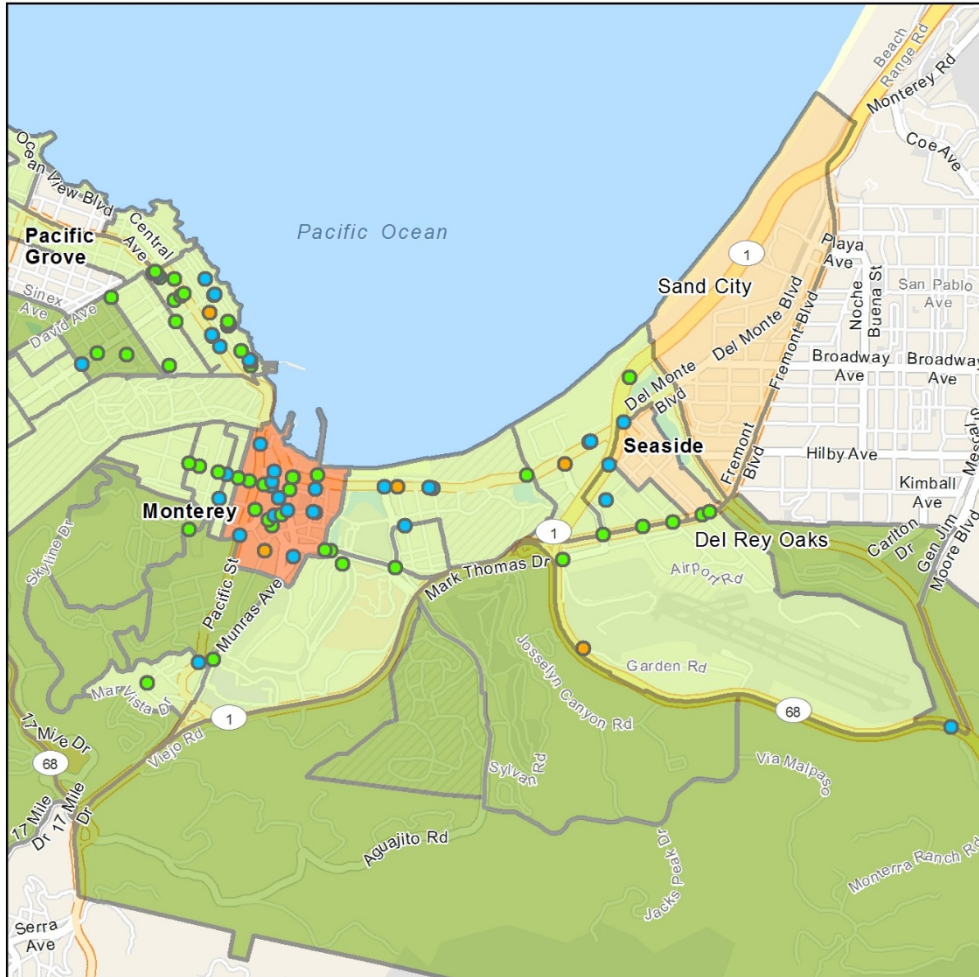
- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

Berkeley SafeTREC

Data Source: Collision - SWTRS 2011 - 2015 (2014 - 2015 data is provisional);
Demographics - Esri, US Census Bureau, and ACS
Date: 8/10/2017

This map shows where all the pedestrian/bicycle injury collisions occurred and may not extend to the city's boundaries.

Monterey Bicycle Collision Map (2011 - 2015)



Collision Severity (2011-2015)

- Injury (Severe) (6)
- Injury (Other Visible) (53)
- Injury (Complaint of Pain) (40)

2016 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K
- > 75K

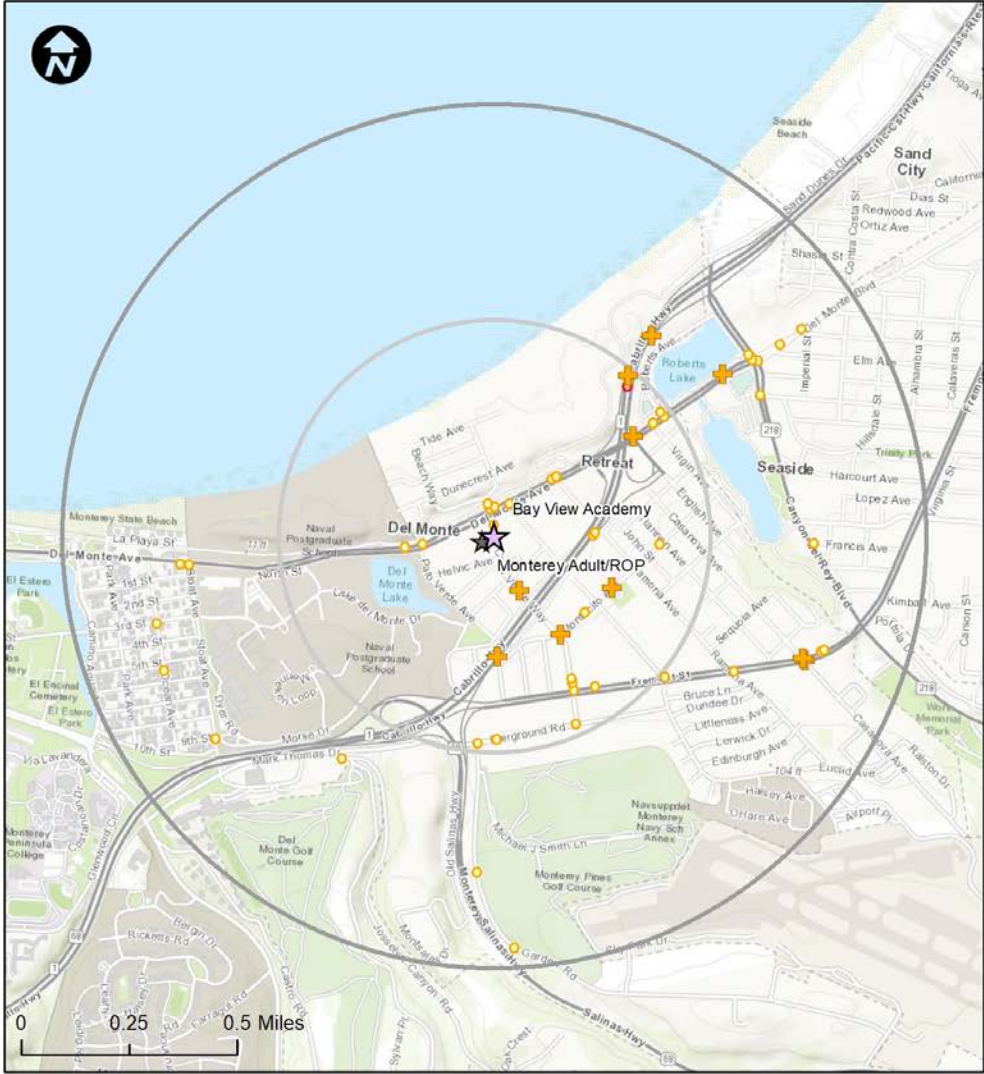


Data Source: Collision - SWITRS 2011 - 2015 (2014 - 2015 data is provisional);
 Demographics - Esri, US Census Bureau, and ACS
 Date: 8/10/2017

This map shows where all the pedestrian/bicycle injury collisions occurred and may not extend to the city's boundaries.

Monterey - Bay View Academy Pedestrian or Bicycle Collisions Near School (2006-2015)

222 Casa Verde Ave., Monterey, CA 93940-3753; CDSCode: 27102720124297

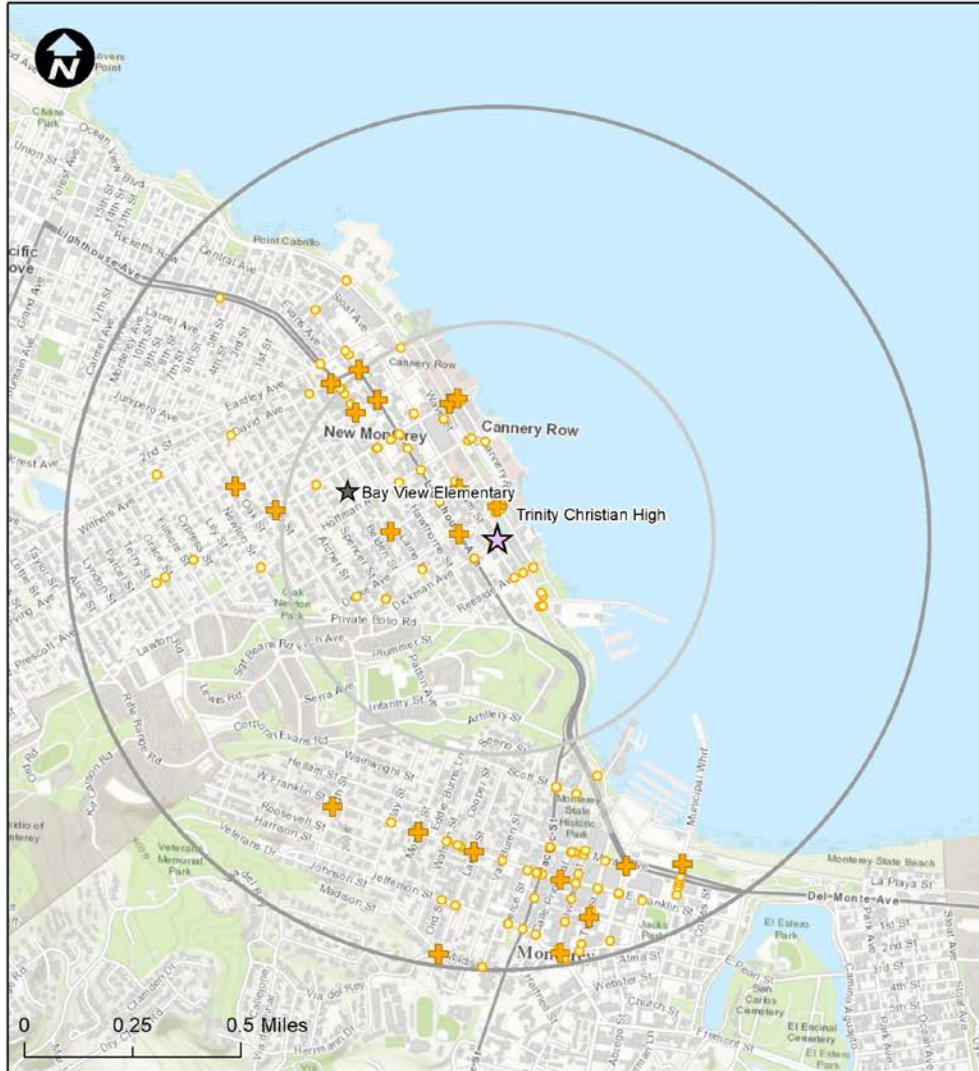


- | Schools by % FRPM | Pedestrian/Bicycle Collisions within 1 Mile |
|-------------------------|---|
| ★ Unknown (1) | ⊕ Injury (age 5-18) (10) |
| ★ High Income (<40) (1) | ○ Fatality (other) (2) |
| | ○ Injury (other) (57) |

Collision Data Source: SWTRS 2006-2015

Monterey - Trinity Christian High Pedestrian or Bicycle Collisions Near School (2006-2015)

304 Foam St., Monterey, CA 93940; CDSCode: 27751500118349

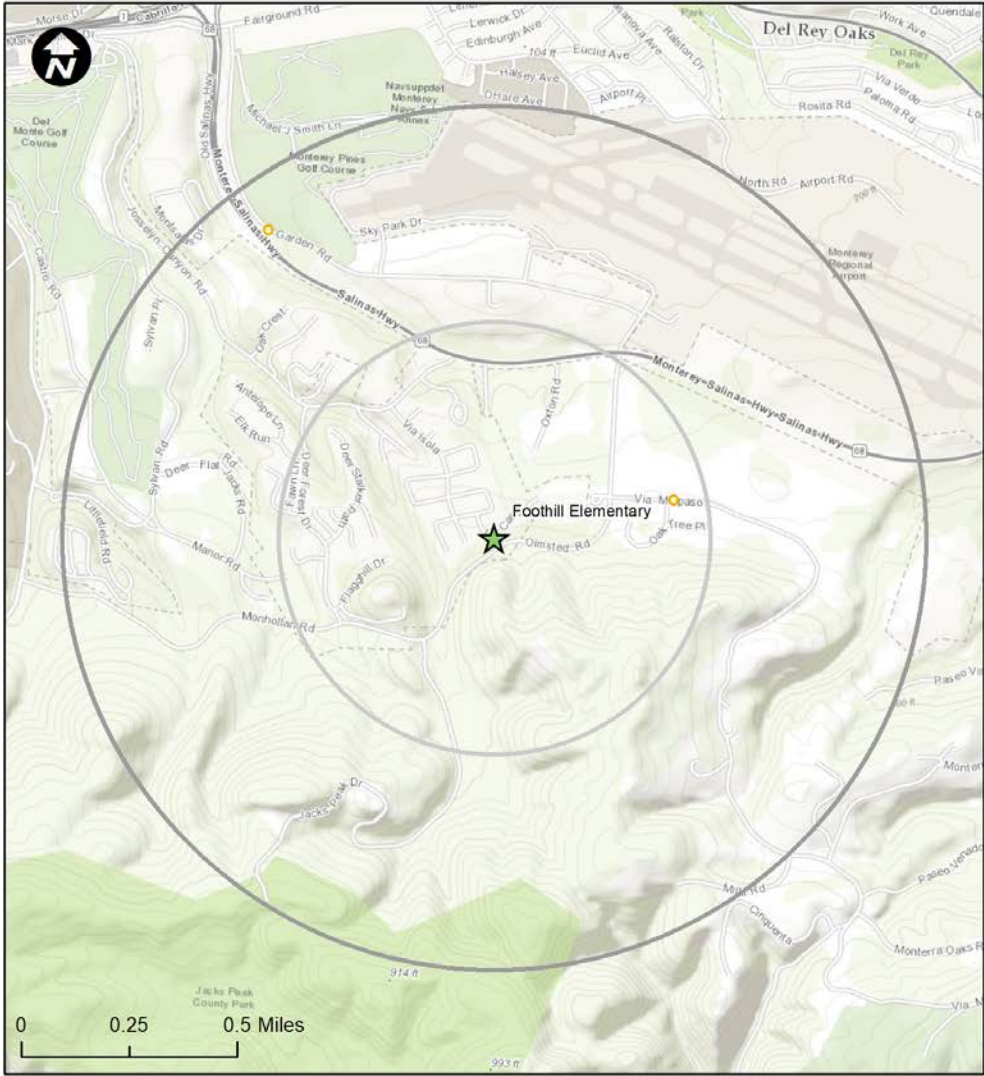


- | Schools by % FRPM | Pedestrian/Bicycle Collisions within 1 Mile |
|-------------------------|---|
| ★ Unknown (1) | ✚ Injury (age 5-18) (24) |
| ★ High Income (<40) (1) | ● Fatality (other) (1) |
| | ● Injury (other) (171) |

Collision Data Source: SWITRS 2006-2015

Monterey - Foothill Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

1700 Via Casoli, Monterey, CA 93940-6442; CDSCode: 27660926026199

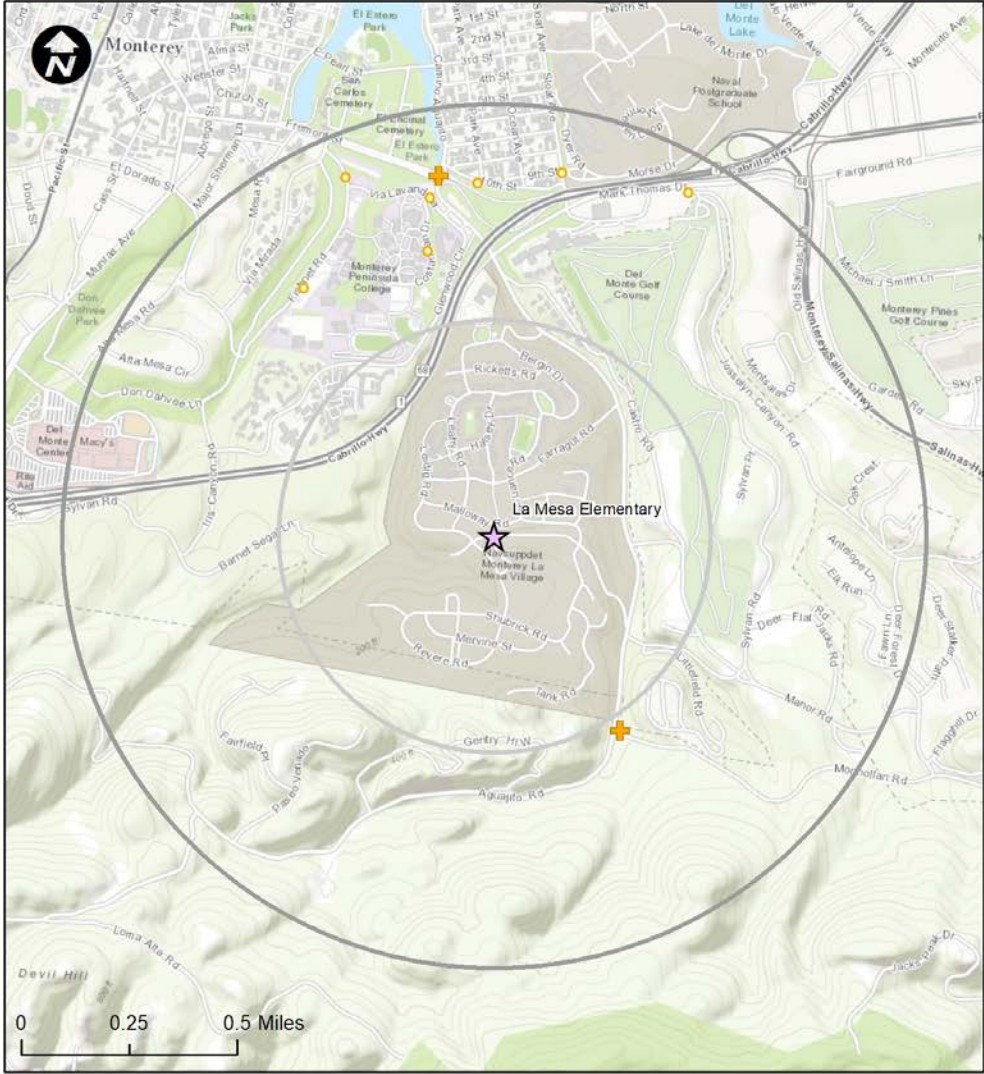


- Schools by % FRPM**
- ★ Middle Income (40-75) (1)
 - Injury (other) (2)

Collision Data Source: SWTRS 2006-2015

Monterey - La Mesa Elementary Pedestrian or Bicycle Collisions Near School (2006-2015)

1 La Mesa Way, Monterey, CA 93940-4894; CDSCode: 27660926026280



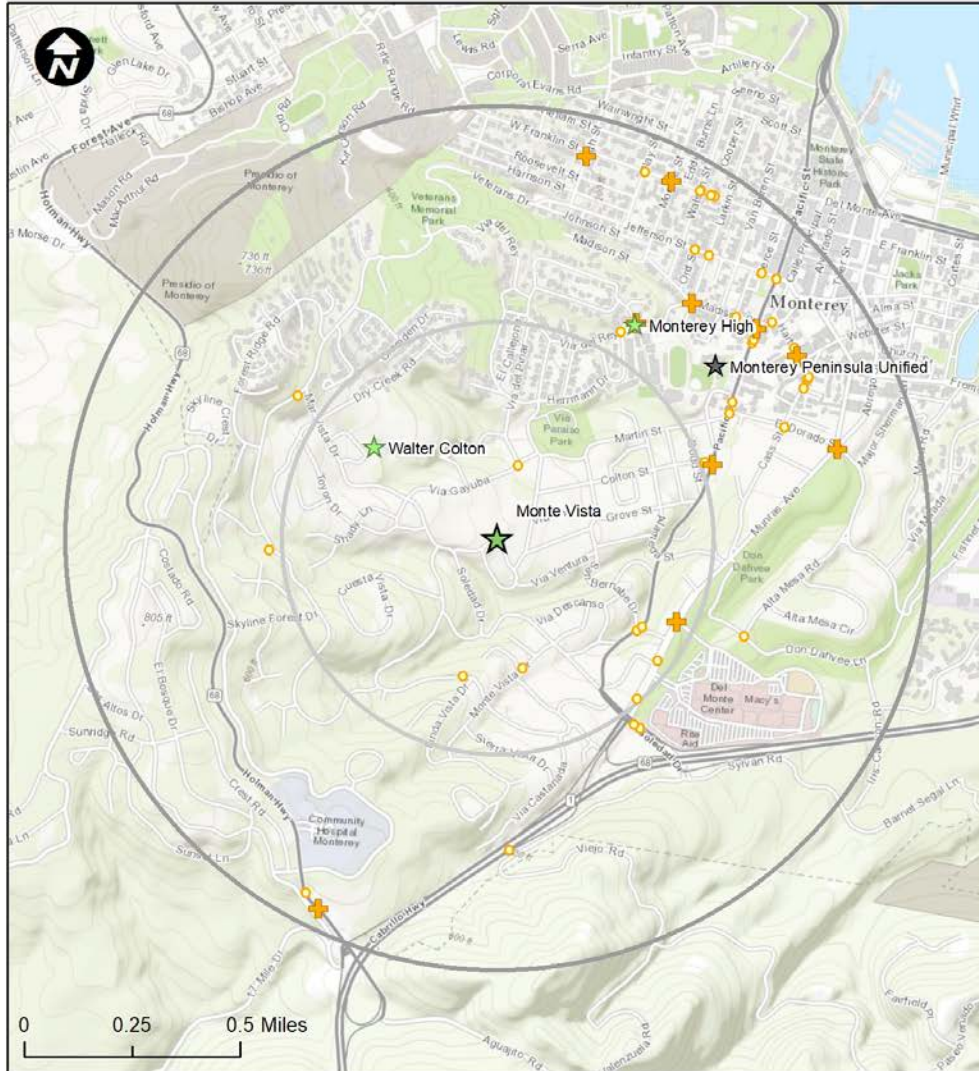
- | | |
|--|---|
| <p>Schools by % FRPM</p> <ul style="list-style-type: none"> ★ High Income (<40) (1) | <p>Pedestrian/Bicycle Collisions within 1 Mile</p> <ul style="list-style-type: none"> ✚ Injury (age 5-18) (2) ○ Injury (other) (8) |
|--|---|

Collision Data Source: SWTRS 2006-2015

Monterey - Monte Vista

Pedestrian or Bicycle Collisions Near School (2006-2015)

251 Soledad Dr., Monterey, CA 93940-4848; CDSCode: 27660920124602

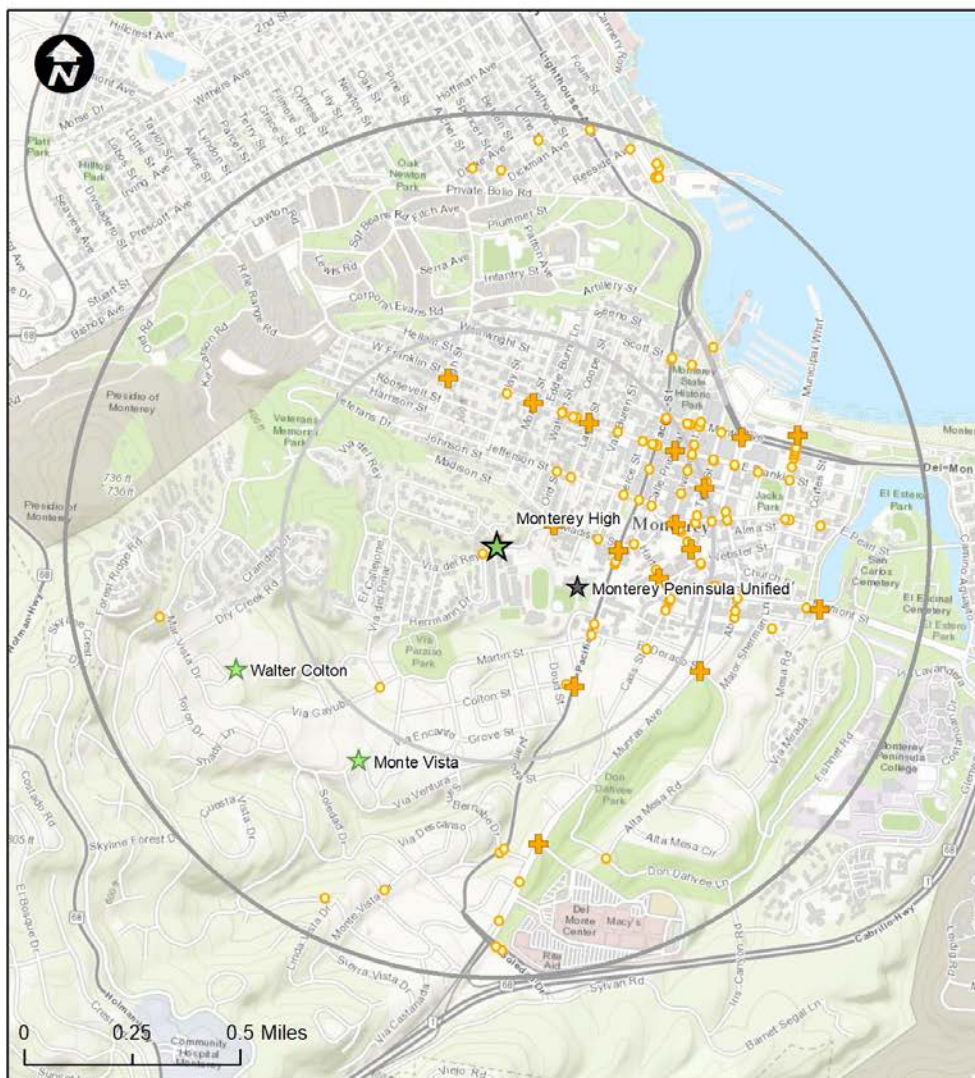


- | | |
|--|---|
| <p>Schools by % FRPM</p> <ul style="list-style-type: none"> ★ Unknown (1) ★ Middle Income (40-75) (3) | <p>Pedestrian/Bicycle Collisions within 1 Mile</p> <ul style="list-style-type: none"> ✚ Injury (age 5-18) (11) ○ Injury (other) (47) |
|--|---|

Collision Data Source: SWTRS 2006-2015

Monterey - Monterey High Pedestrian or Bicycle Collisions Near School (2006-2015)

101 Herrmann Dr., Monterey, CA 93940-2538; CDSCode: 27660922732808



Schools by % FRPM

- ★ Unknown (1)
- ★ Middle Income (40-75) (3)

Pedestrian/Bicycle Collisions within 1 Mile

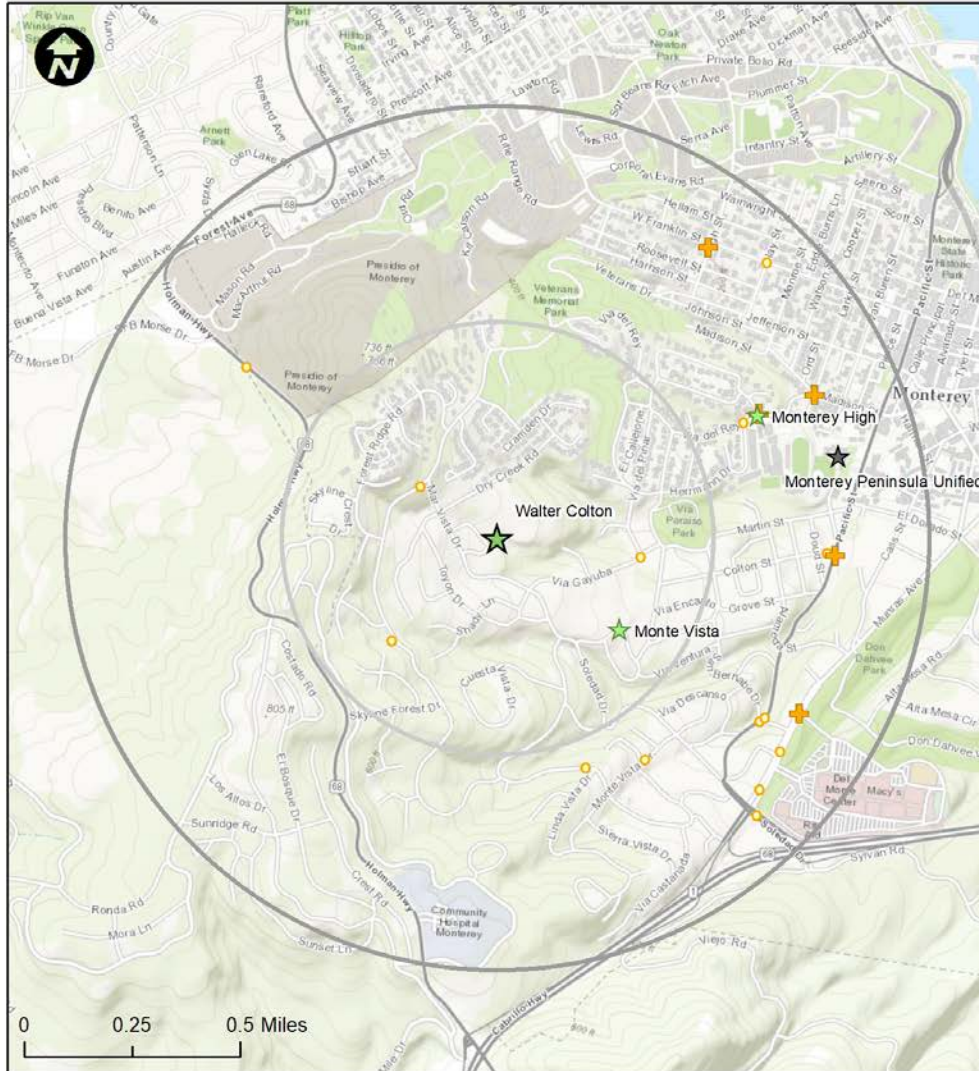
- ⊕ Injury (age 5-18) (19)
- Fatality (other) (1)
- Injury (other) (149)

Collision Data Source: SWTRS 2006-2015

Monterey - Walter Colton

Pedestrian or Bicycle Collisions Near School (2006-2015)

100 Toda Vista Dr., Monterey, CA 93940-4237; CDSCode: 27660926058747



Schools by % FRPM

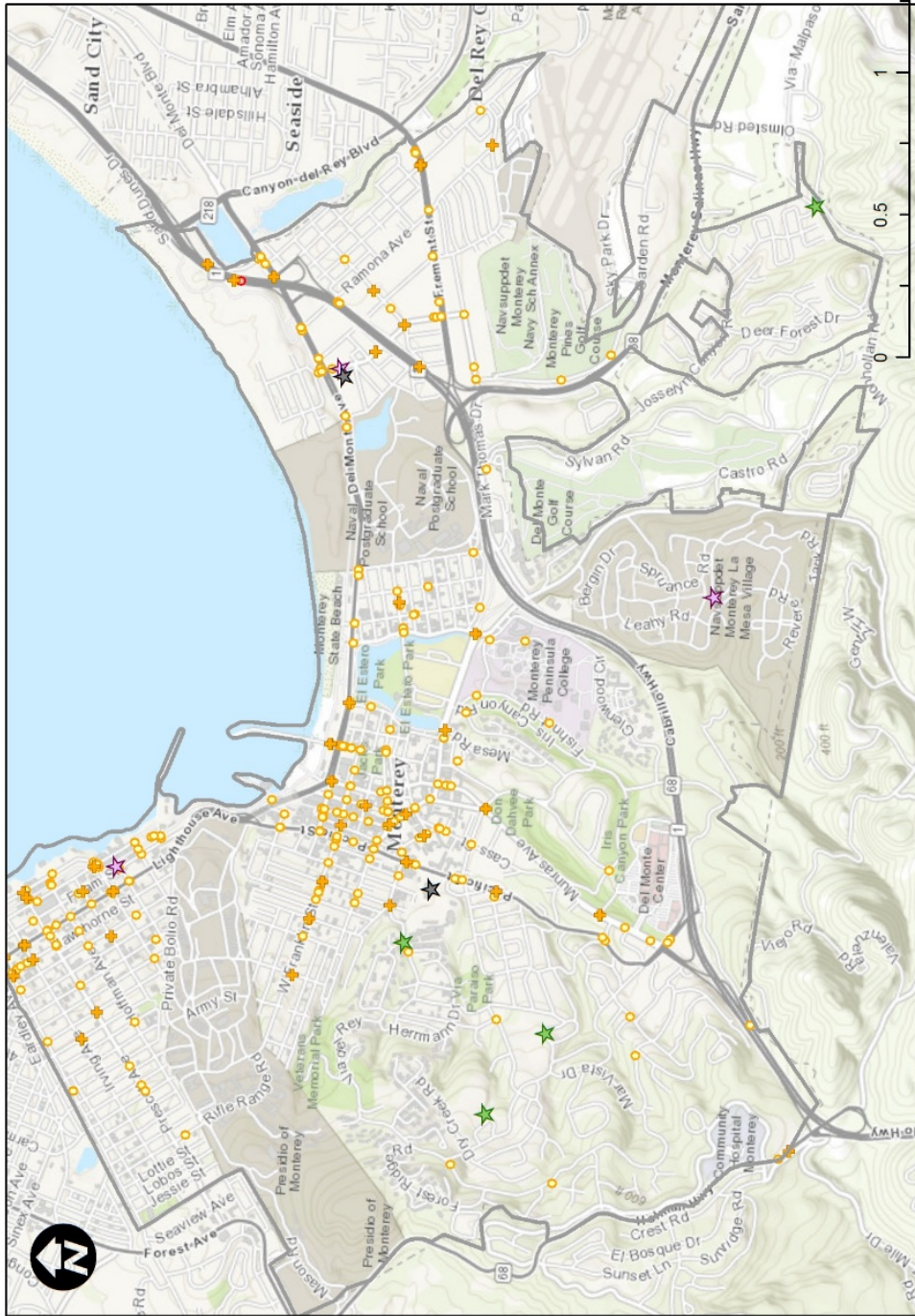
- ★ Unknown (1)
- ★ Middle Income (40-75) (3)

Pedestrian/Bicycle Collisions within 1 Mile

- ✚ Injury (age 5-18) (5)
- Injury (other) (16)

Collision Data Source: SWITRS 2006-2015

Monterey - Pedestrian or Bicycle Collisions (2006-2015)



Schools by % FRPM **Pedestrian/Bicycle Collisions**

- ★ Unknown (2)
- ★ Injury (age 5-18) (47)
- ★ High Income (<40) (3)
- ★ Fatality (other) (3)
- ★ Middle Income (40-75) (4)
- ★ Injury (other) (290)

Collision Data Source: SWITRS 2006-2015

APPENDIX E. SAFE ROUTES TO SCHOOL WORKSHOP SUMMARY

On September 6, 2017, a Safe Route to School Launch Workshop was held in Monterey. This summary includes the notes from the individual and group exercises conducted during the workshop.

WORKSHOP PARTICIPANTS

The following agencies and organizations were represented at the workshop, along with individual community members.

- Bay View Academy
- Cal State University Monterey Bay
- Monterey Peninsula Unified School District
- County of Monterey Health Department
- Kimley Horn
- Transportation Agency for Monterey County
- City of Monterey Police Department
- City of Monterey Public Works Department

VISIONING POST IT NOTE EXERCISE

At the beginning of the workshop, participants were asked to write their vision for the Monterey Safe Routes to School program on Post It Notes. The following are the written comments. Comments are provided verbatim.

Safe Routes to School in Monterey is...

- Using education, engineering, and enforcement to keep our students and their families safe on their way to school and work
- Educate students regarding safety while walking and biking to school
- Complete community support for SRTS activities
- Provide incentive for students to participate in SRTS
- Make parents feel confident in letting their kids walk and bike to school
- Public awareness and engagement so families can utilize safe routes to schools
- Equitable access to all schools through better city planning with infrastructure for bicyclists and pedestrians
- Inclusive access
- A way for students to safely and comfortably get to and from schools via biking and walking

CHALLENGES POST IT NOTE EXERCISE

Participants were asked to write down on Post It Notes what they feel are the top three challenges to student transportation in Monterey. Comments are provided verbatim.

Infrastructure/Sidewalks/Bike Lanes

- Unsafe sidewalks
- Sidewalks cracked/broken
- No curbcuts

- Not accessible to wheelchair users
- Not wide enough
- Lack of infrastructure
- Fix traffic area near Seaside High – make walk bike accessible
- Lack of bike/ped infrastructure
- Almost no bike lanes on arterial roadways in Monterey
- Enhance safety/comfort of drop off zones

Equal access to bike gear

- Lack of access/equity to bikes
- Making sure all students have safety gear like helmets
- Access to bikes and helmets
- No protected bike lanes

Concerns about safety/supervision

- Making sure kids get home from school safely with traffic and construction
- Safety issues beyond traffic collisions
- Violence
- A chaperone to accompany students to/from school
- Students too young to walk by themselves
- Finding parent champions
- Parent perceptions of safety
- Parent works scheduled
- Lack of supervision at schools before class

Distance

- Students don't live within walking or biking distance
- Schools not conveniently located or conducive to walking/biking

Car culture/dangerous driving

- Topography/infrastructure
- Breaking the "car" mindset
- Education – teaching kids road safety
- Neighbors complain of foot and bike traffic
- Distracted drivers
- Drivers who don't follow traffic laws
- Address parent driving behavior around schools

Support

- Cities buying into SRTS programs

Hills/Geography/Location

- Geography Monte Vista and Colton Ave on top of big hills
- School neighborhood topography, hilly locations
- Steep hills

OPPORTUNITIES POST IT NOTE EXERCISE

Participants were asked to write down on Post It Notes what they feel are the top three opportunities to improve student transportation in Monterey. Comments are provided verbatim.

Improve infrastructure

- Complete streets
- Bike lanes in residential neighborhoods
- Protected bike lanes and safer infrastructure
- Cycletracks, median accounting for left/right turns with dedicated bike signals and signage
- Infrastructure planning efforts or funding
- Repairs to sidewalks crosswalks improved and identified

Volunteers/incentives

- Volunteers to patrol routes
- Walking school buses and bike trains
- Holding competition for the class with the most days of walking and biking
- Extra credit or incentives to walk to school
- Using walking/biking to school to fulfill physical education requirement

Crossing guards

- Crossing guards
- Police department support
- Grant opportunities for bikes for kids of safety patrol

Education

- Teaching children at younger age (2-5) about bicycling
- Getting bicycling in pre-k/k classes around the school district
- Pump tracks and bike gardens near schools
- Education – local groups who popularize active transportation
- Educating pedestrians and drivers on safety around schools

Community/Culture

- Parent/student education
- Public support
- Drop off locations – walk last ¼ mile
- Build culture of community
- Creating a bicycling culture in Monterey County
- Walking and biking encouragement from a young age/at community events

BEES TO THE E'S

Participants were asked to brainstorm new ideas for strategies and activities in the 6 Es categories. Comments are provided verbatim.

Education

- Balance bike clinics
- Family cycling workshops
- Family rides

- Bike kits + clinic for daycare, ECE programs, rehab schools, after school programs, rec department, churches, etc
- Traffic gardens (bike ped safety education)
- Summer YMCA bike/walk safety trainings
- Educating students via website or weekly newsletter
- Mapping exercise where students plan their routes
- Event where students put parents through bike/ped rodeo
- Eblast message to families via messenger system
- Similar messaging to families from principal communiques
- Messages to staff via emails, newsletters
- Physical education can include lessons on walking and biking
- Help schools develop a safety curriculum for PE
- Walk audits in principals
- Educating parents via website or weekly newsletter
- Summer YMCA bike/walk safety trainings
- Add safety messages for movie night and other community activities

Equity

- Addressing inequity in black/brown/cash poor neighborhoods
- Decolonizing active transportation/planning/advocacy/policy
- Active transportation planning meetings
- Provide childcare and take plan in black and brown neighborhoods
- Offer materials and training in Spanish and other languages
- Loaner bikes for special events
- SRTS plan, activities, and maps are made available in languages of school families and are culturally relevant

Enforcement

- Developing student safety patrols
- Crossing guard training and volunteer program
- Develop alternative enforcement strategies to improve parent behavior at schools (e.g. Austin, TX diversion programs)
- Parent-led walk and roll programs
- Senior crossing guards “eyes on the street”
- More police enforcement of stop signs, right-of-way violations, speeding
- Community alternatives to police enforcement/involvement
- Increase number of police offers involved in SRTS activities
- Enhance enforcement during first week of school

Encouragement

- Walk/bike rodeos for 2nd and 5th grades
- Community wide bike ped event to educate parents and children
- Inviting neighbors to be a part of safety clinic and open forum
- Social media campaign – pre planned posts, Instagram, hashtags
- Family bike/walk fair
- Inviting neighbors to be a part of safety clinic or open forum

- Pre-k/k teaching for schools
- Walk/bike to school challenges
- High school walk and bike helpers
- Encourage crossing guards at schools
- Monthly raffle for walking and biking
- Friendly competitions between classes at schools

Evaluation

- Bike/ped counts
- Yearly (or bi-annual) bike/walk audits to evaluate conditions or biking walking count. By city or school.
- Youth created/led surveys, walking and biking audits
- Parent and student surveys

ACTION PLANNING EXERCISE

Participants worked in groups to identify goals, actions, key steps, and potential implementation leaders to support Safe Routes to School in Monterey. Comments are provided verbatim, asterisks show participants' prioritization of goals and actions.

Group one

Goals:

- ***Student education
 - By Pre-K – bike ped safety
 - By 2nd – walk rodeos
 - By 5th – bike rodeos
- ***Infrastructure
 - Complete streets around all schools
 - Safe and secure bike parking at all schools
 - Inverted U bike racks
 - Traffic gardens
 - Pump tracks (modular)
 - Safe drop/pick up zones
 - Bike kits/clinics at all schools
 - Skate/bike parks
- Increase percentage of students walking and biking to school
- **Community buy in/partnership by neighbors. "Culture shift"

Actions:

- Forming local Monterey task force
 - Schools
 - City
 - Community orgs
 - Residents/families
 - Law enforcement
 - TAMC

- Health department
- CHOMP
- SRTS planning to address infrastructure needs
- *Family cycling workshops
- Public awareness campaign – social media messaging
- Bike/walk rodeos
- Balance bike clinics
- Funding
 - Biz sponsorships/local bike shops
 - Grants
 - Measure X
- Complete streets opportunities during regular maintenance
 - Striping
 - High visibility crosswalks
- Walk and bike to school challenges/competitions, support for walk and roll programs
- Beginning of school SRTS safety tours
- Quarterly survey and evaluation via schools
- Bike maintenance programs
- Family biking celebrations

Key leaders:

- Schools
- City
- Community orgs
- Residents/families
- Law enforcement
- TAMC
- Health department
- CHOMP

Group two:

Goals:

- ***knowledge of SRTS
- County-wide schools on board
- **Sustainability
- School and community partnerships
- Better drop off routes
- **Change in policy in city planning and school districts
- Access to better bike racks
- **Early education Pre-K/K

Actions:

- ****Outreach planning
- Identifying champions of SRTS programming
- ***Infrastructure awareness (black/brown/cash poor)
- School district calendar for SRTS activities (bike/walk day)

- **Involving council members of cities and planning coordinators
- *Continuous funding for programs, infrastructure, coordinators, volunteers
- ***Implementing curriculum with schools for Pre-K/K-3rd grade classes
- Using college students/military personnel for bike/walk crossing guards

Key leaders:

- *college students
- School district staff
- City council
- City county health department
- *MST
- *TAMC
- *Local nonprofits (FOCMC)
- Champions
- *Neighborhood associations

APPENDIX F. COMMUNITY ORGANIZATIONS

Name	Phone	Website/Email
Families of Color Monterey County		info@focmc.org
Ecology Action		http://www.ecoact.org
Monterey Peninsula Chamber of Commerce	(831) 648-5360	http://www.montereychamber.com/
Boys and Girls Club of Monterey	(831) 394-5171	https://www.bgcmc.org/
YMCA of the Monterey Peninsula	(831) 373-4167	http://www.centralcoastymca.org/
Community Foundation for Monterey County		http://www.cfmco.org/
Communities for Sustainable Monterey County		http://www.sustainablemontereycounty.org/

APPENDIX G. INTERVIEW HIGHLIGHTS

As part of the Safe Routes to School Launch Program, the Safe Routes to School National Partnership conducted informational interviews with key informants in Monterey. The following are highlights from each interview.

Transportation Agency for Monterey County

Ariana Green

8-16-2017

- Sales tax passed in November; annual funding for Safe Routes to School countywide
- Developing program right now – will include infrastructure and non-infrastructure components
- TAMC contracts out to do ped/bike rodeos in schools (includes in-class portion too), going to expand upon this
- TAMC also works with local jurisdictions to design and deliver infrastructure projects, provide funding from state and now through local sales tax
- In addition to Safe Routes to School set aside – each city will get own cut of sales tax that can be used for Safe Routes to School infrastructure projects

Monterey County Department of Health

Jessica Perez

8-14-2017

- Most Safe Routes to Schoolwork is in Salinas through OTS Safety Travel grant, ends September 30, 2017
- Many parents are concerned about a safe environment, not just the street but also the street culture
- Participating in wrap-up of Active Transportation Program Cycle 1 Grant project on Fremont, City has first protected bikeway