



Safe Routes
to School

NORTH MONTEREY COUNTY

SAFE ROUTES TO SCHOOL PLAN



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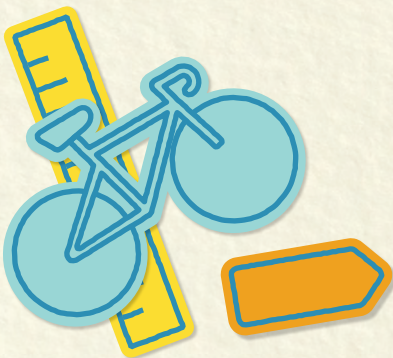
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Executive Summary

The North Monterey County Safe Routes to Schools Plan describes community-identified needs and recommendations for infrastructure projects and programs that support walking, bicycling, and carpooling to 11 schools on 10 school sites in unincorporated areas of North Monterey County. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting healthy communities, improving affordable transportation options for low-income and vulnerable residents, and helping the County of Monterey improve safety and meet statewide goals to address climate change by reducing vehicle miles traveled.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and local Measure X matching funds, and it is aligned with the regional and statewide plans and concepts included in the Caltrans District 5 Active Transportation Plan.

The vision for all students and families following the implementation of the North Monterey County Safe Routes to Schools Plan is as follows:



Plan Contents

Chapter 1: Introduction. The first chapter describes the purpose of the plan, the benefits of Safe Routes to School, and the plan's relationship to other local planning efforts.

Chapter 2: Outreach. This chapter describes the outreach goals for the project and summarizes the various outreach methods used to involve community members in the planning process, including a temporary pop-up traffic calming installation.

Chapter 3: North Monterey County Existing Conditions. This section describes the demographics and commute patterns of North Monterey County residents, and existing bike, pedestrian, and transit facilities. It also includes an analysis of bicycle and pedestrian collisions and a description of the existing bicycle and pedestrian programs that are currently available to residents.

Chapter 4: School Profiles. This section describes the active transportation safety issues across the unincorporated communities studied in the project. It includes profiles of each of the ten school sites, with information on the existing conditions at each school. It lists infrastructure and programmatic recommendations for each of the school sites, as well as recommended regional and agency-specific policies and programs.

Chapter 5: Participatory Budgeting. This section describes the participatory budgeting process, which was used to identify and fund projects that were high priorities for community members.

Chapter 6: Implementation, Reporting, and Maintenance. The final section discusses opportunities to fund and complete the recommended projects and programs and provides a list of high-priority corridors. It also includes a list of funding sources that can be used to finance these projects and programs, and the methods the county will use to maintain current and future pedestrian and bicycle infrastructure.

Appendices: The appendices include outreach materials, survey data from the parent survey and the temporary installations, the complete project list for all 11 schools on 10 school sites and public comments received for all.

Goals and Objectives

The following goals and objectives, set for this plan and for the future of Safe Routes to Schools, will be accomplished through the projects and programs in this plan.

Evaluation (& Planning)

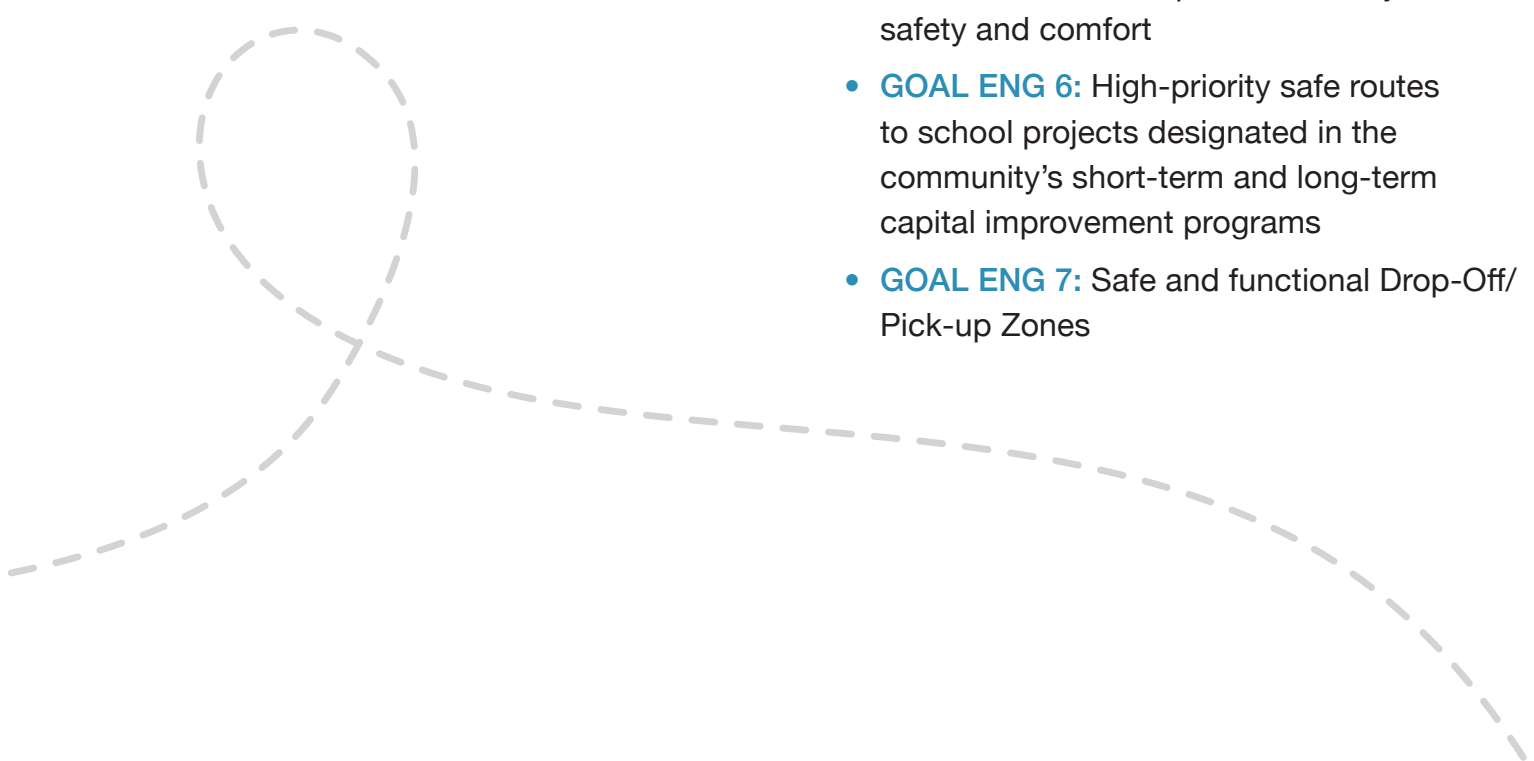
Annual evaluation of the Countywide Safe Routes to School Program will help decision-makers assess if the program is successfully meeting desired goals or if changes are needed to improve performance.

- **GOAL EVAL 1:** School-based programs are evaluated using standardized methods consistent with State and Federal funding requirements
- **GOAL EVAL 2:** All school-based program data is housed in a central resource hub
- **GOAL EVAL 3:** Safe Routes to School plans are developed for every school district
- **GOAL EVAL 4:** Countywide Safe Routes to School Program is evaluated annually

Engineering

Engineering goals are related to improving the physical environment to create safe and inviting infrastructure. Improving bicycle and pedestrian facilities is a vital component of safe routes to school because it creates viable alternatives to driving.

- **GOAL ENG 1:** Zero collisions involving bike or pedestrians that result in injury or death
- **GOAL ENG 2:** Planned network of safe and comfortable bicycle and pedestrian infrastructure connecting schools to parks, community centers and sports fields
- **GOAL ENG 3:** Streets designed for all modes, ages and abilities
- **GOAL ENG 4:** Permanent infrastructure for kids to learn and practice safe travel behaviors (traffic gardens)
- **GOAL ENG 5:** Innovative transportation features to enhance pedestrian/bicyclist safety and comfort
- **GOAL ENG 6:** High-priority safe routes to school projects designated in the community's short-term and long-term capital improvement programs
- **GOAL ENG 7:** Safe and functional Drop-Off/Pick-up Zones



Education

Safe routes to school education should be comprehensive and reach students, guardians, school staff and neighborhood residents surrounding schools, and address issues of safety, traffic and health. Safe routes to school education is particularly powerful and transformative when it is started from a young age and reinforced at home, school and in the community.

- **GOAL EDU 1:** All children in Monterey County receive pedestrian and bicycle safety education by 5th grade
 - Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools
 - All children by 2nd grade receive pedestrian safety training in school; all children by 5th grade receive bike safety trainings in school
 - Preschool staff, parents and guardians are trained to teach bike and pedestrian safety to preschoolers
- **GOAL EDU 2:** Parents, guardians, teachers, school staff and surrounding neighborhood community are educated on safe driving, bicycling and walking in support of safe routes to school efforts
 - Online safe routes to school resource hub developed and managed by TAMC
 - Family Rides/Family Bike Fair
 - School Pool program and app
- **GOAL EDU 3:** High School students know the basics of bike maintenance and can learn advanced bike maintenance skills.
 - Bike Shops/fix-it stations on all high school campuses
 - Bike maintenance classes included in high school curriculum

Encouragement

Special events or year-round incentive-based programs help motivate students, guardians and school staff to change their commute to school and form new and healthier habits.

- **GOAL ENC 1:** The majority of children arrive to school by bus, carpool, bike, scooter/skateboard or walking
- **GOAL ENC 2:** All K-12 schools have safe routes to school encouragement programs
- **GOAL ENC 3:** All K-12 schools participate in Monterey County Bike Walk Challenge

Enforcement

Enforcement near schools strengthens safe routes to school education, reduces traffic violations and improves safety. Police, crossing guards, school staff, parents and members of the community can all contribute to improving the environment surrounding schools.

- **GOAL ENF 1:** Crossing Guards at all Elementary Schools
 - Training and funding for crossing guards (Safe Routes to School National Partnership online crossing guard training)
- **GOAL ENF 2:** Community-enhanced enforcement
 - Volunteers from neighborhood lead walking school buses or “keep eyes on the street”
- **GOAL ENF 3:** Enforce traffic laws in school zones without overburdening offenders financially
 - Diversion program: require school zone traffic offenders to assist with crossing guard duty (Austin, TX program model)

Equity

The Countywide Safe Routes to School Program is supported by public funds and is intended to be equitable. This means ensuring that disadvantaged and special needs populations are included and served through the Program.

- **GOAL EQ 1:** Countywide Safe Routes to School Program resources are distributed equitably
 - Program resources include direct funding and staff time
- **GOAL EQ 2:** Measure X Safe Routes to School Task Force includes advocates for disadvantaged populations
- **GOAL EQ 3:** Children have access to active transportation and safety/security equipment
 - (ex//safety lights, bike locks, helmets, etc....) regardless of income status

“Enforcement near schools strengthens safe routes to school education, reduces traffic violations and improves safety.”





Bilingual posters announcing the Participatory Budgeting Steering Committee election.

Outreach Summary

Public input was the foundation of the Safe Routes to Schools Plan. The planning team developed an outreach plan and sought input from community members to understand school transportation needs and barriers and to refine their draft recommendations. Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed to the team's understanding of barriers to walking and biking to school in unincorporated areas of North Monterey County and the types of improvements community members would like to see.

In addition, a Steering Committee was formed with representatives from across North Monterey County to lead a participatory budgeting process. This is a democratic process in which community members decide how to spend part

of a public budget. The Steering Committee included parents, school staff, advocates, and residents. The Steering Committee met monthly for 13 months to review project recommendations and design an election process for community members to vote for their highest priority projects in the Safe Routes to Schools Plan. TAMC allocated \$1 million dollars to be distributed across all 11 schools on 10 school sites to construct the highest-priority projects.

In 2026 TAMC received an award of recognition from the California Association of Councils of Governments for empowering community members to directly shape transportation investments and promote more equitable public engagement through the participatory budgeting process.

OUTREACH SUMMARY



5,640

PARENTS REACHED

through ParentSquare, email, or social media

19



PRESENTATIONS

at virtual and in-person parent meetings

56

RESPONSES

to online parent survey



105

RESPONSES

to student survey



1

DEMONSTRATION PROJECT

installed for a month at eight intersections on Seymour and Geil Streets in Castroville

260



RESPONSES

to survey on demonstration project



84

PARTICIPANTS

in the Steering Committee

999

BALLOTS

received in the North Monterey County Election



5

PROPOSALS

making up 32 projects awarded funding through participatory budgeting process

\$1



MILLION

in project funding awarded from TAMC

CHAPTER 1

INTRODUCTION



Chapter 1. Introduction

The North Monterey County Safe Routes to Schools Plan describes community-identified needs and recommendations for infrastructure projects and programs that support walking, bicycling, and carpooling to 11 schools on 10 school sites in North Monterey County. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting a healthy community, improving affordable transportation options for low-income and vulnerable residents, and helping the County of Monterey improve safety and meet statewide goals for addressing climate change by reducing vehicle miles traveled.

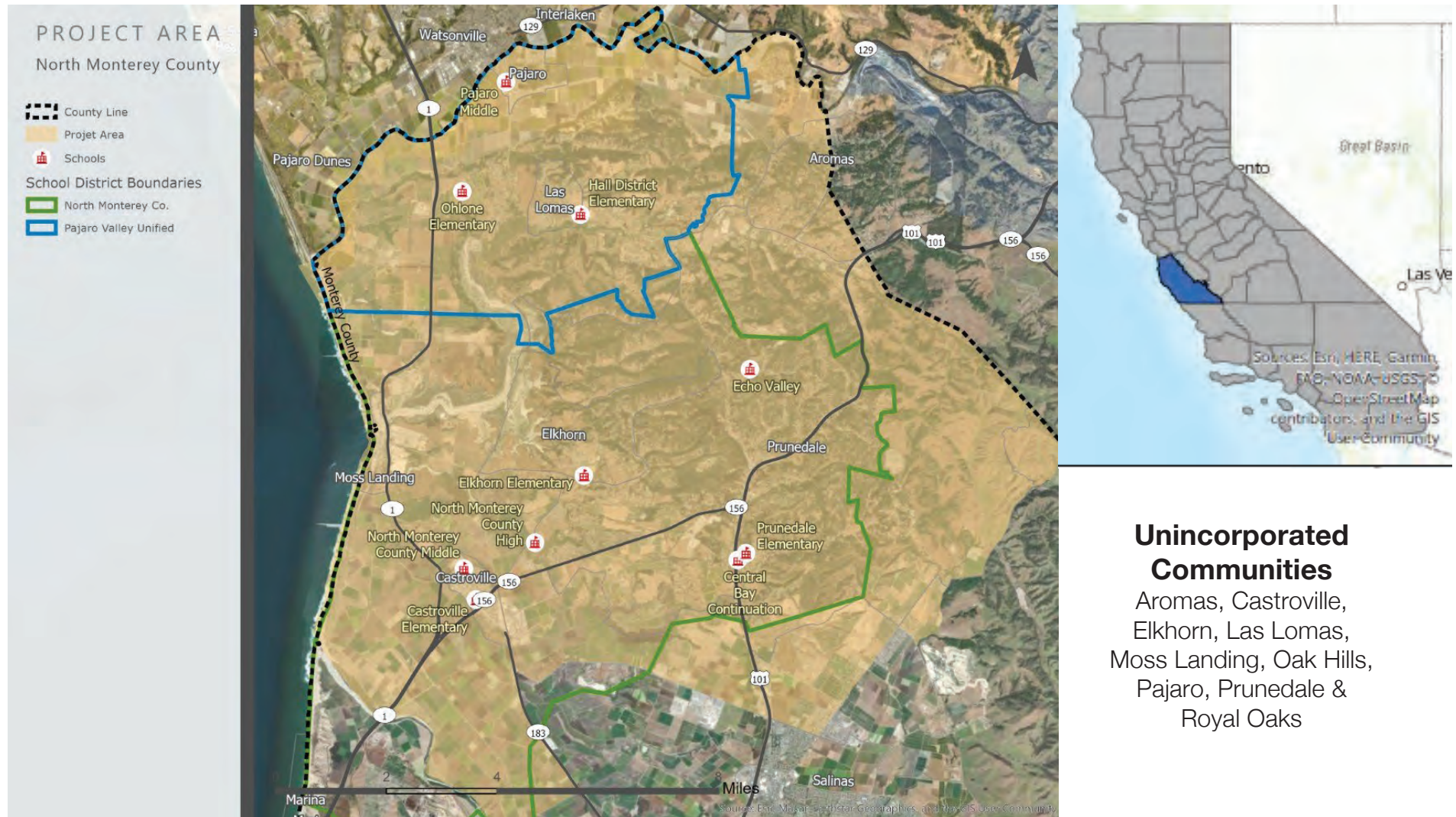
Public input was the foundation of the planning process and was used to identify transportation needs and opportunities. The recommendations in this plan were developed through engagement with school staff members, parents, and other stakeholders, and an evaluation of existing conditions around each school. All the recommendations provided in this document are at a planning level and require further funding, planning, and engineering prior to being implementable.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and local Measure X matching funds, and it is aligned with the regional and statewide plans and concepts in the Caltrans District 5 Active Transportation Plan. Some of the recommendations fall within Caltrans's right of way, and as the owner and operator of the state highway system, Caltrans will require further analysis of these planning-level concepts and final approval if the County of Monterey seeks implementation.



Staff painting a temporary crosswalk.

Figure 1. Map of Project Area



Benefits of Safe Routes to Schools

The simple act of walking or biking to school can have tremendous benefits for the health of students and families. These include decreasing congestion around schools, lowering rates of youth obesity, and lowering collisions involving youths who are walking or bicycling. More carpooling and active transportation¹ trips will provide the following benefits:

- **Healthier students:** Walking or riding a bike, scooting, or skateboarding to school is good exercise, improves fitness, and has been demonstrated to improve academic performance.
- **Safer trips:** Shifting trips to walking, biking, taking the bus, or carpooling reduces traffic congestion and increases safety.
- **Lower transportation costs:** Carpooling, walking, biking, and taking the bus provide low- or no-cost alternatives to driving.
- **Cleaner air and environment:** Transportation is the largest source of greenhouse gas emissions in California.² Replacing car trips with walking, biking, or taking the bus improves air quality around schools and helps our planet.



Bike rack at a school.

1-2 U.S. Department of Energy. Active Transportation and Micromobility. [Alternative Fuels Data Center: Active Transportation and Micromobility](#)

Vision Zero

Vision Zero is a strategy for eliminating severe traffic injuries and fatalities while increasing safety, healthy, and equitable mobility. It has been implemented in cities around the world. Vision Zero starts with the belief that traffic deaths are preventable and brings together traffic engineers, policymakers, and public health professionals to work toward engineering and enforcement solutions. The zero deaths vision acknowledges that even one death on transportation systems is unacceptable and focuses on safe mobility for all road users. In addition, to reducing the severity of collisions when they do occur. The project recommendations in this plan were developed with Vision Zero principles in mind, and locations with higher collision rates are prioritized for improvements. Currently, TAMC is working on developing a Vision Zero Plan for Monterey County and the estimated completion of the effort is Summer 2026.

The Six Es

This plan's recommendations are grouped into the Six Es of Safe Routes to Schools, as defined by the Safe Routes Partnership. The Six Es are a nationally recognized framework for increasing walking and biking to schools.

- **ENGAGEMENT** – All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.
- **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 students, students of color, students of all genders, students with disabilities, and others.
- **ENGINEERING** – Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.
- **ENCOURAGEMENT** – Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.
- **EDUCATION** – Providing students and the community with the skills to walk and bicycle safely, educating them about the benefits of walking and bicycling, and teaching them about the broad range of transportation choices.
- **EVALUATION** – Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.



Pedestrian bridge in Castroville.

Relationship to Other Plans

As part of the development of this Safe Routes to Schools Plan, other relevant plans were consulted to ensure consistency with their recommendations.

The consistency of these plans is discussed below.

2022 Monterey County Regional Transportation Plan

The 2022 Regional Transportation Plan (RTP) was produced by TAMC, with an update ongoing and anticipated adoption for June 2026. The RTP identifies transportation needs in the county, estimates the funding available through 2045, and sets goals for the future of the transportation system. This Safe Routes to Schools Plan is aligned with the vision and goals of the RTP, including access and mobility, safety and health, and equity.

Monterey County General Plan

The Monterey County General Plan, adopted in 2010, establishes a comprehensive framework for land use, transportation, and resource management in the county's unincorporated areas. It sets long-term goals for sustainable growth, environmental stewardship, and community safety. The plan emphasizes multimodal transportation options and improved connectivity between neighborhoods, schools, and community destinations.

Caltrans District 5 Active Transportation Plan

The Caltrans District 5 Active Transportation Plan (2021) identifies and prioritizes walking and bicycling needs along the State Highway System across Monterey, Santa Cruz, San Benito, San Luis Obispo, and Santa Barbara Counties.

The plan supports statewide goals from Toward an Active California to expand safe, connected, and equitable active transportation options. It incorporates extensive public and stakeholder engagement to understand challenges such as missing sidewalks, limited bike facilities, and unsafe highway crossings, particularly in communities where state routes function as main streets.

Castroville Community Plan

The Castroville Community Plan outlines a long-term vision for growth and development in Castroville over the next two decades. Its accompanying Circulation Plan evaluates the existing transportation network and establishes goals, policies, and strategies for improving mobility and safety. The Circulation Plan also identifies funding opportunities, prioritizes projects, and provides a framework for creating a transportation system that is safe, efficient, and responsive to community needs.

North Monterey County Unified School District Facilities Plan

The North Monterey County Unified School District Facilities Plan provides a long-term roadmap for modernizing and maintaining school campuses across the district. It evaluates current conditions, identifies capacity needs, and prioritizes projects that improve safety, accessibility, and learning environments.

Monterey County Active Transportation Plan

The 2018 Monterey County Active Transportation Plan (ATP), developed by TAMC, identifies gaps in the bicycle and pedestrian network and opportunities for improving the design of bicycle facilities. The ATP is used to pursue grant funding for bicycle and pedestrian projects and to prioritize projects that are funded through Measure X, the Monterey County transportation sales tax measure.

The Safe Routes to Schools Plan is aligned with the goals of the ATP, including increased active-transportation trips, improved safety for people who are walking and biking, and equitable access to active-transportation facilities. The ATP project list was reviewed during the development of this plan, and some of its projects were incorporated.



Children crossing at an intersection on their way to school.

G12: Pajaro to Prunedale Corridor Study

The G12: The Pajaro to Prunedale G12 Corridor Study was developed by TAMC and the County of Monterey to improve safety and alleviate traffic congestion along the G12 route, which runs north-south between Pajaro and Prunedale in north Monterey County. In the last five years, enhanced connections to Highway 1 to the northwest and US 101 to the south have made the G12 corridor a practical alternative for regional travel between the population centers of Santa Cruz County and Monterey County. This plan includes projects that were identified in the Pajaro to Prunedale Corridor Study.

Current Projects

Several transportation and safety improvement projects are underway or planned across North Monterey County to enhance pedestrian and bicycle access and improve traffic safety. These projects complement the recommendations in the Safe Routes to Schools Plan and demonstrate ongoing investment in active transportation infrastructure.

Castroville

- **Curb Ramp Upgrades** – Installation of ADA-compliant curb ramps at five intersections east of SR 156, with associated pavement improvements.
- **ATP Sidewalk Project** – Filling sidewalk gaps, adding curb and gutter, ADA ramps, and Class III bike lanes on Seymour, Mead, Union, and Axtell Streets to connect to the bike path.
- **Castroville Improvement Project (Caltrans)** – Includes green bike lanes, high-visibility crosswalks with rapid flashing beacons, and curb extensions at key intersections along SR 183.
- **Pedestrian Overcrossing Enhancements** – Decorative fencing, anti-graffiti mural, solar bollards, landscaping, and improved sidewalks at the SR 156 overcrossing.
- **Castroville Boulevard Interchange (TAMC)** – Removal of signalized intersection, construction of three roundabouts, and a new Class I path to improve walking and biking connections.
- **North Monterey County High School Entry Improvements** – Reconfiguration of driveways and installation of medians to separate parent and bus traffic.

Other Communities

- **Las Lomas Drive Project** – Sidewalks on both sides, ADA ramps, and bike lanes from Hall Road to Thomas Road.
- **Pajaro Bike/Ped Improvements** – Sidewalk gap closures, pedestrian crossing upgrades, and bike lane improvements along Salinas Road.

CHAPTER 2

OUTREACH



Chapter 2. Outreach

Public input was the foundation of the Safe Routes to Schools Plan.

This chapter provides an overview of the outreach conducted for this plan.

For details on outreach in each school, see Chapter 4.

The planning team developed an outreach plan and sought input from community members to accomplish the following goals:

- **Understand school transportation needs and barriers:** Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed to the team's understanding of barriers to walking and biking to school and the types of improvements that community members would like to see. This helped the planning team understand the key issues around each school site and the gaps in the biking and walking networks.
- **Refine draft recommendations:** Maps of the draft recommendations for each school site were sent out to parents along with a short survey. Each school was also offered a presentation by the project team at an already-planned parent meeting to share draft recommendations and hear feedback from parents and school staff. The planning team set up a temporary demonstration project to test the draft recommendations and gather community feedback. That feedback helped refine the recommendations and add new ones based on what community members commented.
- **Collect representative community input:** All outreach materials were provided in English and Spanish, and most parent presentations were given in Spanish. In some cases, information was also offered in Mixteco, a native Mexican language. The planning team worked closely with school staff to reach parent communities and provide opportunities for input.
- **Identify high-priority projects for funding:** The North Monterey County Safe Routes to Schools Steering Committee led a participatory budgeting process to decide how to allocate \$1million dollars in funding across all 11 schools, 10 school sites in North Monterey County. Steering Committees were made up of community representatives, including parents, school staff, advocates, and residents. Members were tasked with identifying solutions to encourage active transportation trips based on community input.

Outreach Summary

Parent Outreach

- 19 presentations at virtual and in-person parent meetings
- 56 responses to online parent survey
- 5,640 parents reached through ParentSquare, email, or social media

Student Outreach

- 105 responses to student survey

Steering Committee

- 84 total participants

North Monterey County Election

- 999 ballots received

Temporary Traffic Calming Installations

- One-month demonstration project at eight intersections in Castroville:
 - Geil & Cooper
 - Geil & Speegle
 - Geil & Union
 - Geil & Preston
 - Geil & Rico
 - Geil & Salinas
 - Seymour & Speegle
 - Seymour & Rico
- 260 responses to survey on demonstration project



Steering Committee member promoting the election.

Public Outreach

Public outreach began in the spring of 2024 and continued into the fall of 2025. It included the formation of a steering committee, presentations at in-person parent meetings, digital parent surveys, and tabling at community events. Through the various outreach methods, the project team was able to collect insights from all schools, who varied in their engagement to the different outreach methods. Observational audits were held at each school site to review the current infrastructure conditions and discuss safety issues with school staff. After the draft recommendations were developed, the planning team hosted eight temporary demonstration projects in Castroville to test some of the draft recommendations and get feedback from the community.



Winner of a bike through a raffle hosted at an event.

Observational Audits

Observational audits were held at each of the 11 schools, 10 school sites in fall of 2024. Audits were held during school drop-off or pick-up times to observe traffic and infrastructure conditions around the school and discuss key safety issues with school staff. School principals, community liaisons, parents, and crossing guards shared information on typical traffic patterns and safety issues for people walking and biking.

Parent Meetings

At the beginning of the planning process, the team contacted school staff to request time on the agendas of scheduled virtual and in-person parent meetings, such as coffee klatches, site councils, and the English Learner Advisory Committee (ELAC). During these presentations, team members shared information about the planning process and asked parents and school staff about safety issues and challenges for students walking and biking to school. After the draft recommendation list was developed, another round of presentations was conducted to get feedback on them. In total, 19 virtual and in-person presentations were given at 11 schools, 10 school sites.

North Monterey County High School Youth Engagement

As part of the outreach process, the planning team partnered with North Monterey County High School to engage students in Fall 2024. This initiative ensured that youth perspectives informed the Safe Routes to Schools Plan and reinforced the project's commitment to equity and community-driven solutions.

Parent and Student Surveys

An initial survey was shared with parents through school communication channels, on the project website, and on social media. The survey received 56 responses. It asked how students typically traveled to school, top concerns about letting students walk or bike to school, and current barriers to traveling to school safely. The planning team also asked teachers to conduct a Mode survey, to capture data on how students get to and from school most days of the week. 105 Mode survey responses were received.

Pilot Project

After the draft recommendations were developed, the planning team alongside the Steering Committee selected key locations in Castroville for a pilot project designed to test draft recommendations, see how the designs worked in practice, and get feedback from the community on whether they should be made permanent. Castroville was selected as its current infrastructure would provide the most safety in encouraging people to test the pilot projects.

A bilingual online survey was created and advertised with a QR on banners at each of the project locations. Each project location also had bilingual self-serve paper surveys available in self-addressed stamped envelopes. During the temporary installation, staff from the County Health Department also actively surveyed parents during school drop off and pickup, and some door-to-door canvassing in the neighborhood. In total, 260 survey responses were received.



Community members completing the election ballot.

Draft review process

The public review process for the North Monterey County Safe Routes to School Plan included several opportunities for community and agency input. The draft plan was posted on the project website along with an online form that allowed community members to review the draft report and submit feedback. The project team also convened a special meeting with the steering committee to walk through the draft and gather more detailed insights from community representatives. In addition, the draft plan was presented to the TAMC Board of Supervisors, giving board members a chance to offer regional perspectives and guidance. Based on the feedback collected through all three channels, the project team refined the report's language and updated the list of prioritized projects to better reflect community needs and stakeholder priorities.



Steering Committee meeting

STEERING COMMITTEE GOALS

IMPROVE COMMUNITY SAFETY & MOBILITY

- ◆ Increase biking and walking to school.
- ◆ Improve safe biking and walking.
- ◆ Identify community-led solutions to encourage active trips.



ENGAGE OUR COMMUNITY



- ◆ Engage those who are traditionally underrepresented in politics, who face obstacles to participating, or who feel left out of the political process.

FOSTER LEADERSHIP

- ◆ Empower residents with the skills and knowledge they need to shape their transportation future.
- ◆ Cultivate leadership by strengthening connections among residents, neighbors, and the community.



Steering Committee

A Safe Routes to School Steering Committee was formed to represent North Monterey County. The committee was made up of community representatives from throughout North County, including parents, school staff, advocates, and residents. The group met monthly for 13 months and took an active leadership role in engaging the community and developing projects.

The Steering Committee led a participatory budgeting process, which is a democratic process in which community members decide how to spend part of a public budget. TAMC allocated \$1 million dollars to implement projects from the Safe Routes to Schools Plan. The Steering Committees selected recommended projects from the Safe Routes to Schools Plan, grouped them into regional proposals, and designed a process for residents to vote on the proposals that were most important to them. The projects that received the most votes were recommended for funding, and Steering Committee members presented the results of the election to the Monterey County Board of Supervisors and the North Monterey County Unified School District Board. Projects funded through the participatory budgeting process can begin implementation after being approved by the Board of Supervisors and the Transportation Agency's Board of Directors. The County will construct as many projects as is feasible given current construction costs. The lists of projects recommended for funding in each location can be found in Chapter 5.



North Monterey County Steering Committee members.



Project team presenting at a parent meeting.

Many Steering Committee members came from communities that are traditionally underrepresented in the political process and that face obstacles to political participation. By serving on the Safe Routes to Schools Steering Committee, members gained experience in leadership and participation in local government. The Steering Committee strengthened communication between the planning team and each community, which helped increase public participation in the planning process. Steering Committee members were compensated for their time to recognize the value of their work and allow for equitable participation. Meetings were held in Spanish with simultaneous interpretation into English, and dinner and childcare were provided at each meeting.

Temporary Traffic Calming Pilot Project

The pilot project was located at eight intersections on Seymour and Geil Streets in Castroville, with the goal of testing traffic calming measures. These two streets are the most common routes for students traveling to North Monterey County Middle School and Castroville Elementary, frequent reports of speeding, and were identified as high priority by Steering Committee members. At the time of the installation, there were no bicycle facilities on either Geil Street or Seymour Street. The speed limit was 25 mph, but public comments indicated that people frequently drove faster.

Temporary traffic calming measures were installed at eight different intersections (See Figure 2):

- Geil & Cooper
- Geil & Speegle
- Geil & Union
- Geil & Preston
- Geil & Rico
- Geil & Salinas
- Seymour & Speegle
- Seymour & Rico

Figure 2. Location for all eight temporary installations in Castroville



Figure 3. Temporary high visibility crosswalks and curb extension on Geil & Cooper



The installation ran from September 10 to October 8, 2025. Installations included high visibility crosswalks, curb extensions, and mini traffic circles. Some intersections included multiple measures. The installations were created with temporary materials such as specialty reflective traffic tape, washable paint, reflective delineators, and road barricades. Installation designs for each intersection can be found in the Appendix.

The planning team received 260 community survey responses during the pilot project. Team conducted on-site surveys at pick-up times at the middle and elementary schools in Castroville. The following methods were used to promote the project and collect survey responses:

- Distribution of fliers and survey links to parents through all Castroville schools.
- Distribution of fliers and survey links through County parks and recreation outlets.
- Door-to-door distribution of fliers with the survey link to neighbors along Geil Street and Seymour Street.
- Mass mailing to all households in Castroville.
- Social media posts.
- Banners and self-addressed stamped envelopes with paper surveys placed at all eight installation sites.

Survey Results

Highlights of the community survey data for the Castroville pilot project are provided below. The full survey data can be found in the Appendix.

- 68% of survey respondents said they experienced the pilot project by driving through it, and 26% walked.
- 90% of respondents reported having a positive experience with the high-visibility crosswalks, 40% had a positive experience with the curb extensions, and 34% had a positive experience with the mini traffic circles.
- 62% of respondents said that they would be likely to bike or walk through the project intersections if the changes became permanent.
- 40% indicated that they would like to see the temporary changes made permanent.

About a third of the 260 respondents made additional comments in the open response section. Of those, about a third supported the project totally or in part, acknowledging some of the tradeoffs and impacts the pilot or a permanent version could have for drivers and parking. A smaller group criticized the project in different ways, with the roundabouts being the most cited issue. The remainder used the open response mostly to identify other needed infrastructure improvements in Castroville, with some also expressing more wide-ranging concerns, and making calls for increased traffic enforcement.



Figure 4. Temporary YIELD sign leading up to a mini traffic circle



Figure 5. High visibility crosswalks and curb extensions at Geil & Union



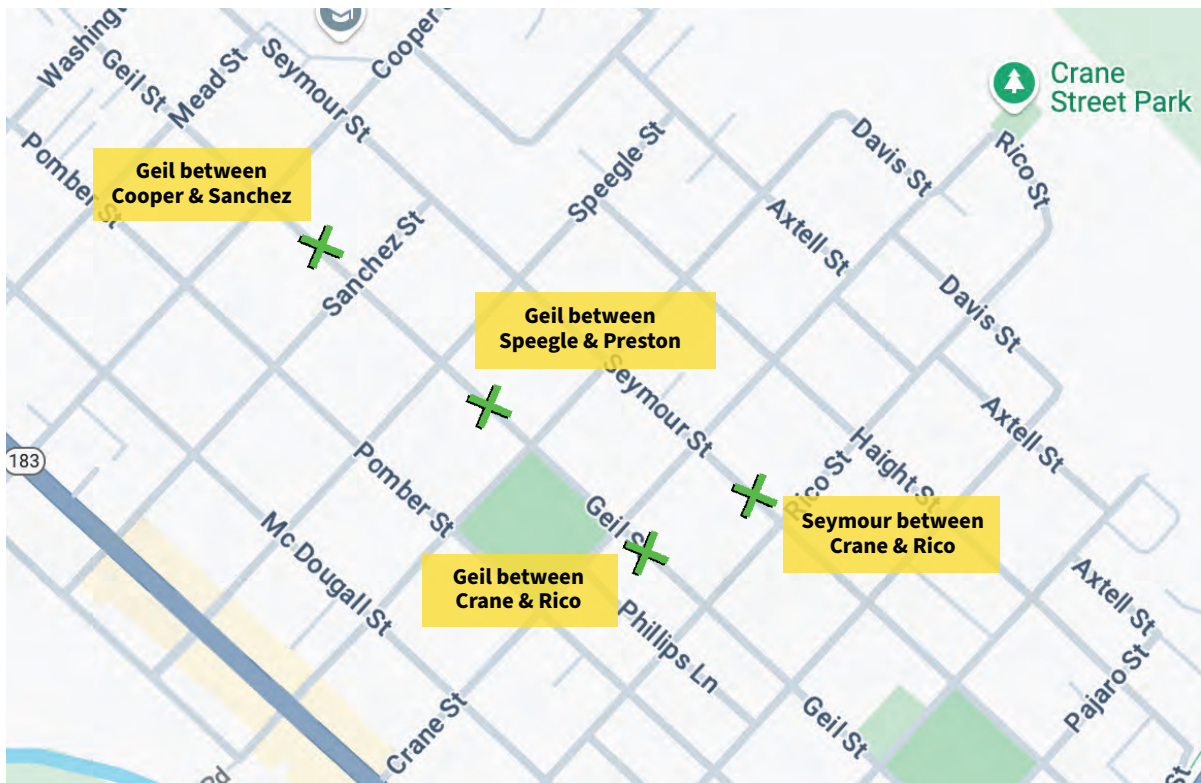
Figure 6. Completed traffic circle at Seymour & Rico



Traffic Speed Analysis

To understand the impacts of the temporary traffic calming installations on vehicle speeds, the project team installed traffic counters at four mid-block locations immediately adjacent to the installation site intersections (Figure 7).

Figure 7. Locations of all four Metrocounters



Traffic counters are portable traffic data collection devices used to measure and record vehicle speeds, volumes, and classifications on roadways. They typically consist of pneumatic tubes or sensors placed across the road that detect when vehicles pass, allowing for analyzation of traffic patterns. The project team installed four traffic counters on August 25th to capture eight days of traffic data under normal conditions. The traffic counters remained in place for the duration of the pilot project from September 10 to October 8, 2025.

The tables below show the median, 85th and 95th percentile vehicle speeds recorded at each location before and during the installation. The median speed represents the middle value when all recorded speeds are arranged in order, while the 85th and 95th percentile speeds indicate the speeds below which 85% and 95% of vehicles were traveling, respectively.

Table 1: Vehicle speeds recorded before and during temporary traffic calming installation

Traffic Counter 1		
Geil between Cooper & Sanchez	Before Installation	During Installation
Median Vehicle Speed	19.91 mph	19.69 mph
85th Percentile Speed	24.94 mph	24.72 mph
95th Percentile Speed	28.19 mph	28.07 mph
Traffic Counter 2		
Geil between Crane & Rico	Before Installation	During Installation
Median Vehicle Speed	22.37 mph	22.15 mph
85th Percentile Speed	27.51 mph	27.40 mph
95th Percentile Speed	30.98 mph	30.76 mph
Traffic Counter 3		
Geil between Speegle & Preston	Before Installation	During Installation
Median Vehicle Speed	23.38 mph	21.70 mph
85th Percentile Speed	28.41 mph	25.84 mph
95th Percentile Speed	31.91 mph	28.63 mph

Table 1: Vehicle speeds recorded before and during temporary traffic calming installation (*continued*)

Traffic Counter 4		
Seymour between Crane & Rico	Before Installation	During Installation
Median Vehicle Speed	19.80 mph	18.75 mph
85th Percentile Speed	24.27 mph	22.82 mph
95th Percentile Speed	27.29 mph	25.39 mph

Overall, traffic counters 1 and 2 saw very minor reductions in speed during the installation, with decreases of less than or near 1mph in all categories. Traffic counters 3 and 4 each recorded a decrease in the median speed greater than 1mph. Notably, during the installation, traffic counters 3 and 4 recorded reductions of 3mph and about 2mph in 95th percentile speed, respectively.

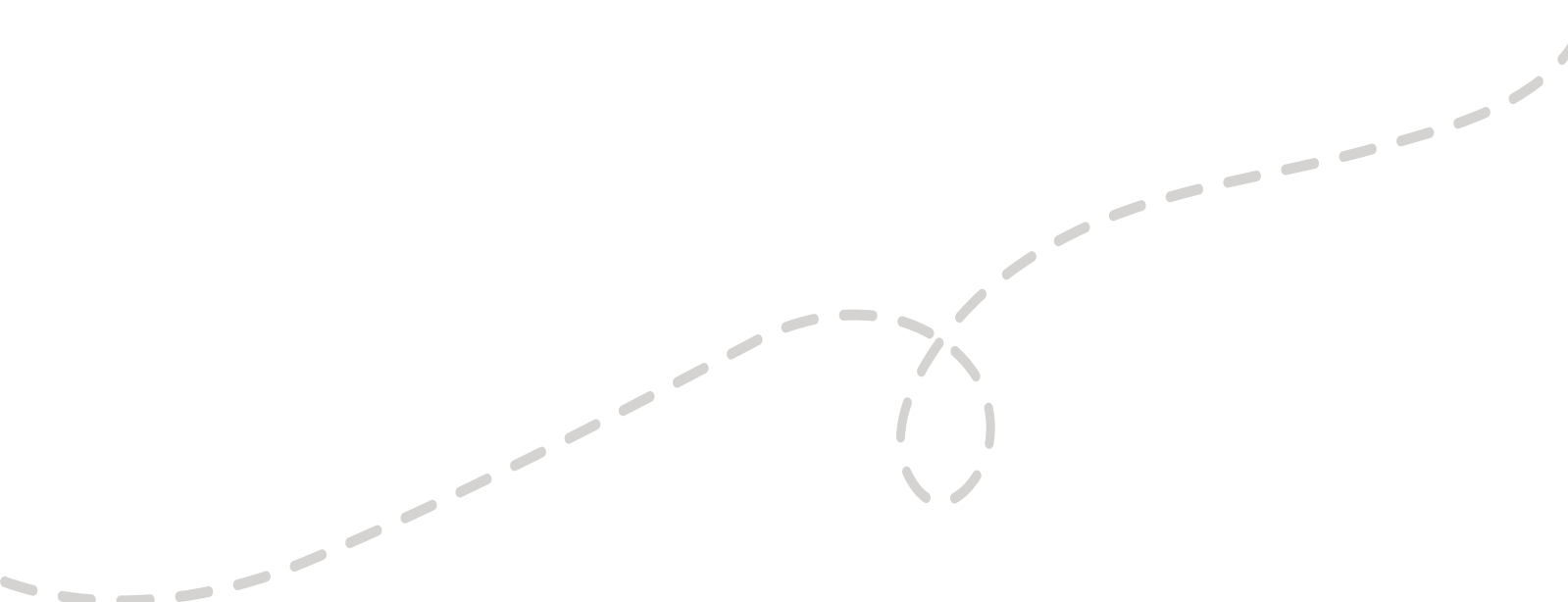
Traffic counters 1 and 2 were placed mid-block adjacent to intersections with combinations of curb extensions and high-visibility crossings. Traffic counters 3 and 4 were placed mid-block adjacent to intersections with traffic circles. The data suggests that the traffic circles had a greater impact on slowing vehicle speeds than the other types of traffic calming measures. Individual vehicles were also recorded reaching speeds as high as 60mph, confirming resident reports of speeding in the project area.

Research and data on vehicle speeds in crashes show that higher vehicle speeds significantly increase likelihood of pedestrian death or serious injury, especially at speeds above 25mph (Tefft 2011). Even the small reductions in speed demonstrated by the temporary traffic circles can have significant benefit to pedestrian safety.

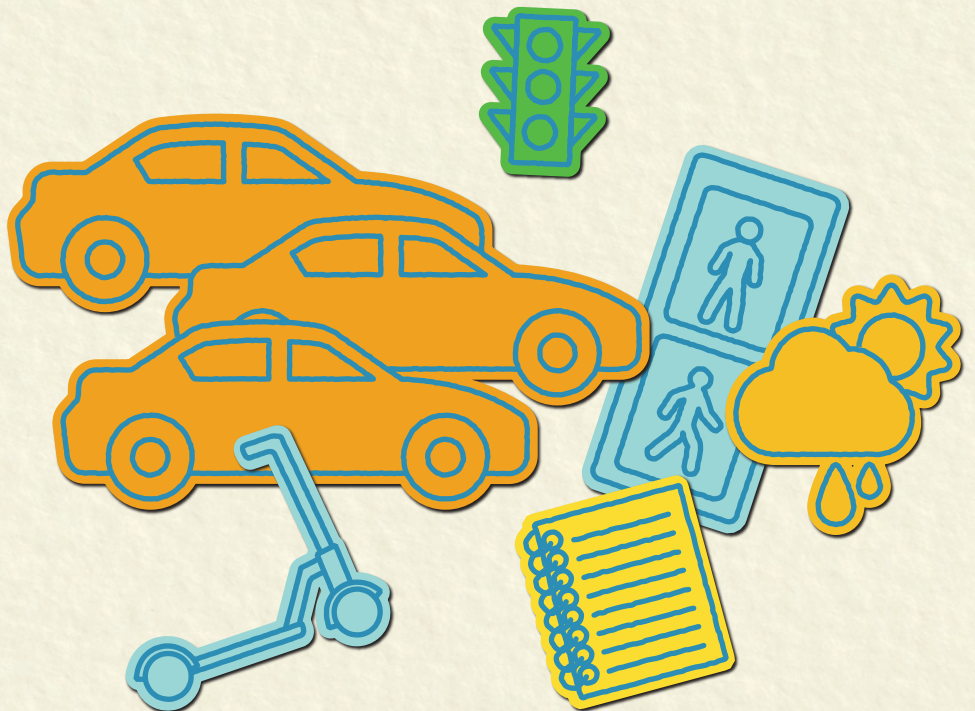


Project team covering STOP sign for temporary installation.

Several survey respondents said that they felt unsure of how to use a traffic circle, and that they and others in their community would need more information, training, signage, or time to get familiar with them. The traffic circles were also the most criticized feature of the pilot project, with some respondents noting they had to slow down or felt drivers were unsure of the right of way. Some of these effects are intentional, as traffic circles are designed to reduce driver speed entering the intersection, and yield signs direct drivers look for other vehicles already in the intersection (Hu 2025). Traffic circles are also designed to avoid the right angle and head-on severe crashes at traditional intersections. While somewhat unpopular during this short one-month installation, traffic circles have significant safety benefits and research shows that drivers become more familiar with them over time (Hu 2025).



CHAPTER 3
NORTH MONTEREY COUNTY
EXISTING
CONDITIONS



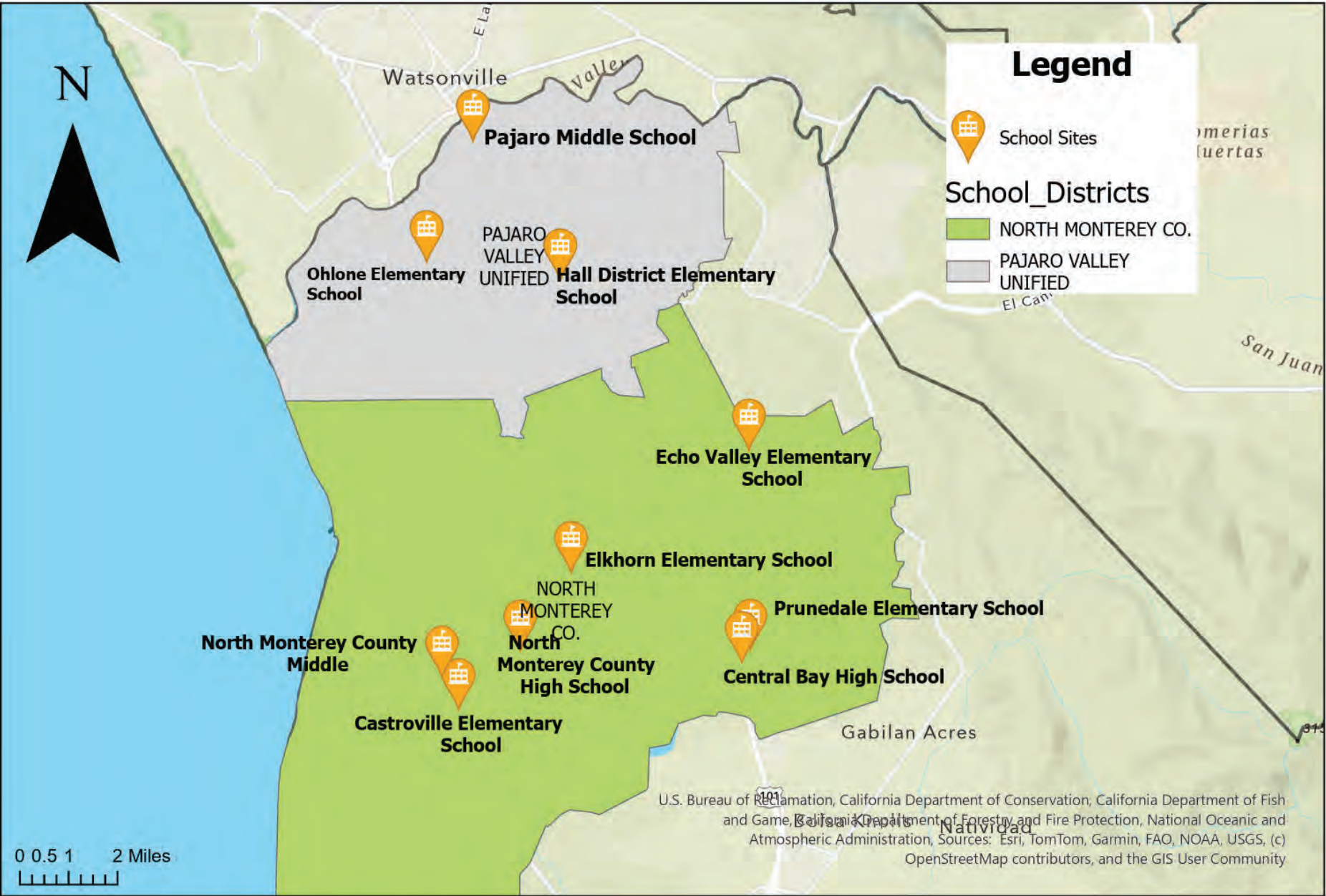
Chapter 3. Existing Conditions

This chapter discusses current conditions in North Monterey County related to walking, bicycling, and transit use. This includes demographics and commute trends, land use and community destinations, existing bicycle and pedestrian facilities, current transit options, collision data related to walking and bicycling, and existing programs.



School bus passing a car to get to school driveway at Echo Valley Elementary School.

Figure 8. North Monterey County Overview Map



North Monterey County Overview Map

Demographics

North Monterey County was home to an estimated 32,900 residents in 2023.¹ It has a large youth population, with 21% of residents being under the age of 19. Seniors represent a smaller proportion of city residents, with 3% of residents being over the age of 70. The median age of the residents is 33.54.

Among North Monterey County residents, 77% identify as Latino, 16% as White, 2% as Asian and 1% as Black. 36% did not finish high school and 25% completed high school as their highest level of education. 24% have some college, 10% have attained a bachelor’s degree and 5% have a post-graduate degree² of Education, 75.5% of students in North Monterey County School District qualify for free and reduced meals. Adding Pajaro Middle School and Ohlone Elementary School (which are in the Pajaro Valley Unified School District but part of this study), the total percentage for North Monterey County of students who qualify for free or reduced lunch is 88.9%.³

Figure 9. Ethnicity breakdown across North Monterey County

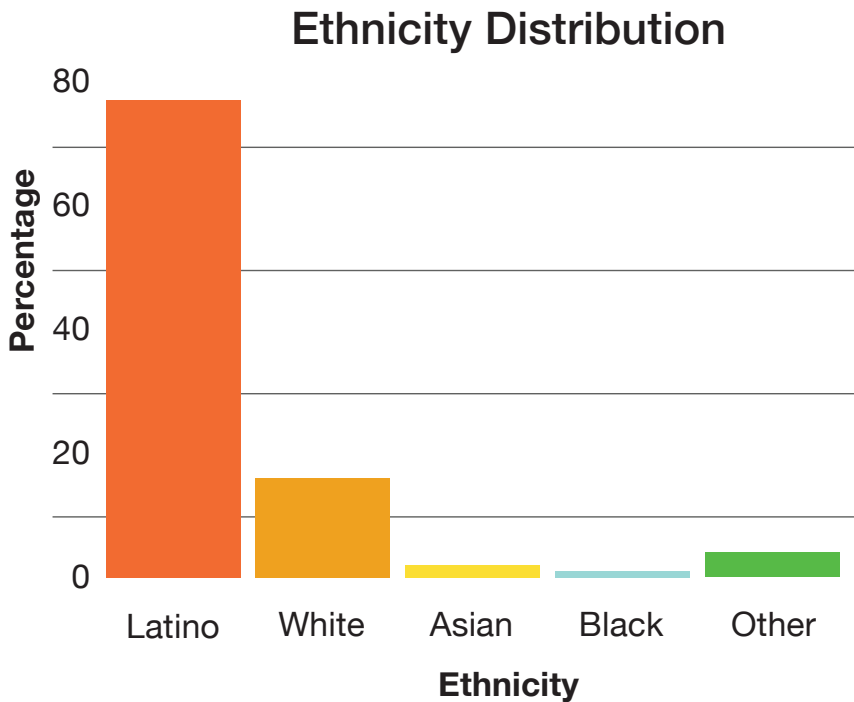
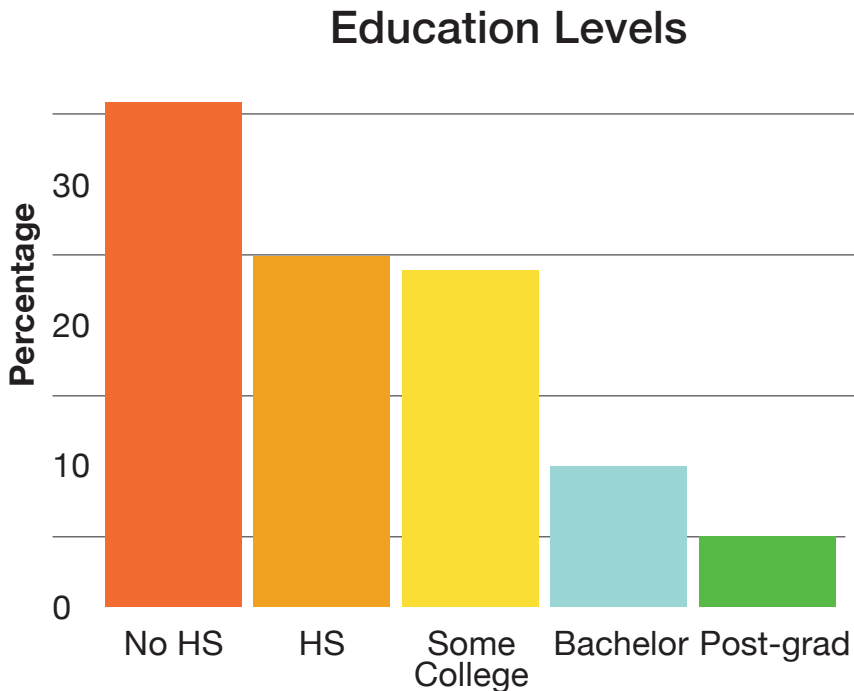


Figure 10. Education distribution across North Monterey County



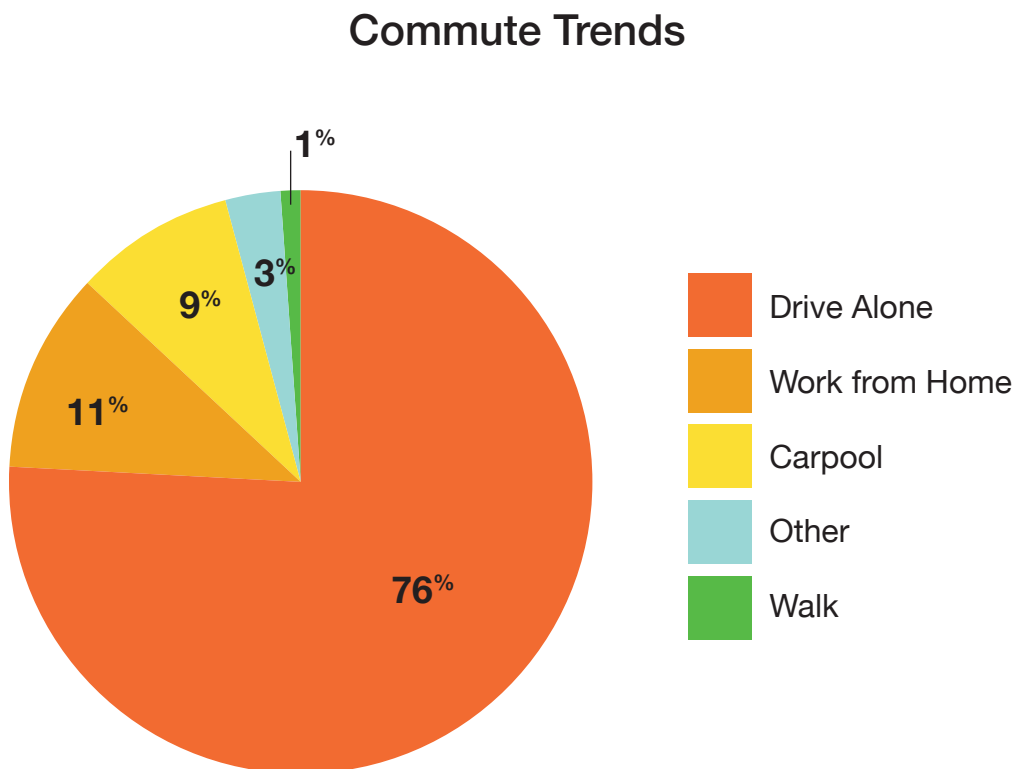
1 Data USA. (2025). Prunedale, CA profile. Retrieved from <https://datausa.io/profile/geo/prunedale-ca>
2 Census Reporter. (2025). Prunedale, CA demographic data. Retrieved from <https://censusreporter.org>
3 California Department of Education. (2025). Free or Reduced Price Meals data. Retrieved from <https://www.cde.ca.gov>

Commute Trends

An average of 55% of North Monterey County residents are employed.¹ 76% of those employed drive alone to work, 11% work from home, 9% carpool, and 1% walk. The average commute time to places of employment is 31 minutes.

Although commute trips offer the best available data on travel modes, they represent only a percentage of trips. Comprehensive data sets on the percentage of North Monterey County residents walking or bicycling for other daily trips are not available.

Figure 11. Commute breakdown across North Monterey County



¹ 2023 American Community Survey 5-Year Estimates Selected Economic Statistics, Table DP03



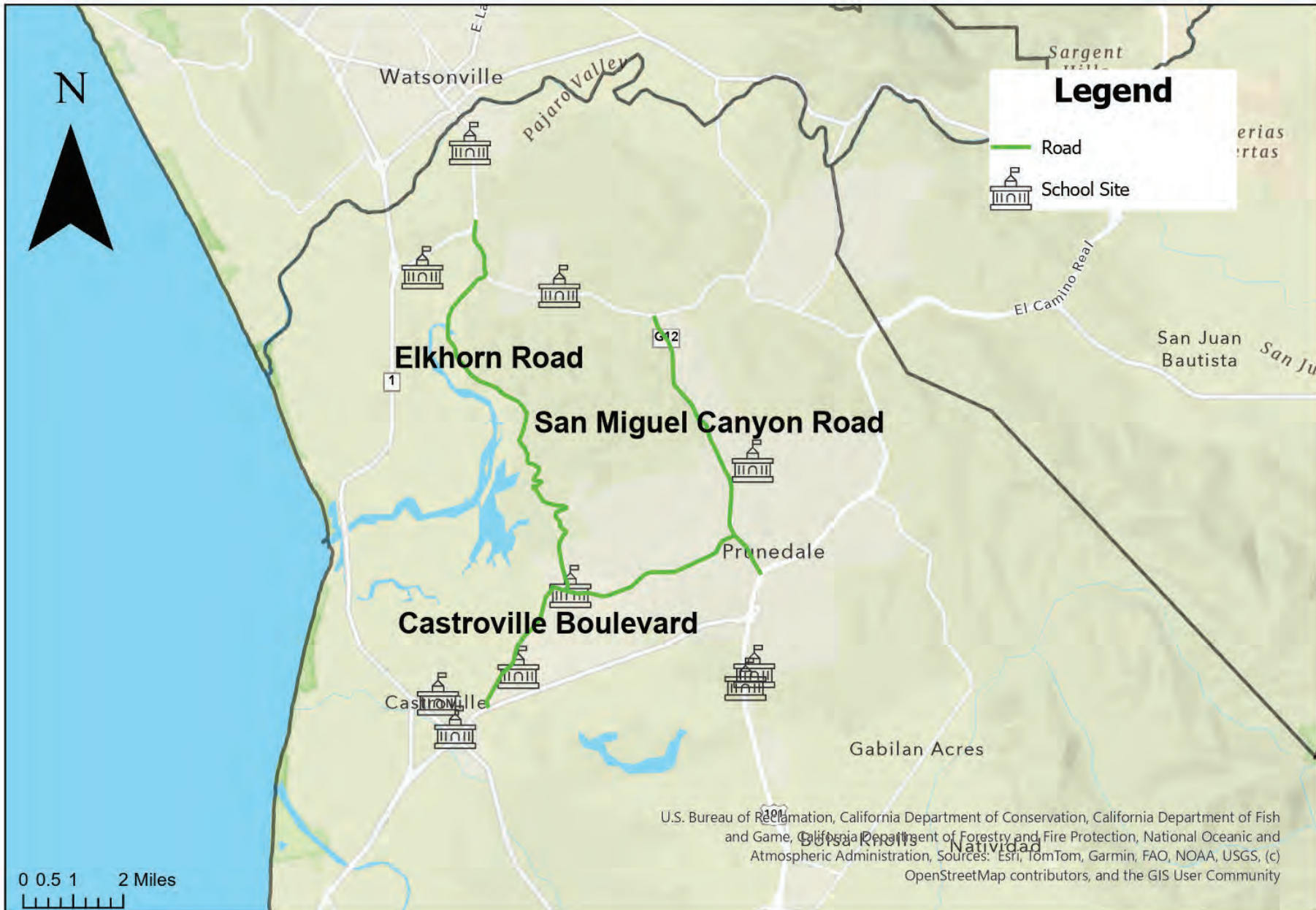
Traffic during pick up times at Echo Valley Elementary School.

Land Use and Major Destinations

North Monterey County is a largely rural and agricultural region which starts at Pajaro and ends in Castroville with the unincorporated communities of Moss Landing, Las Lomas, Royal Oaks, Prunedale, and Elkhorn. Castroville is the most urbanized out of all communities, having a community center, library, and parks as well as other central services. State Route 1 and State Route 156 are connectors between North Monterey County and Santa Cruz County, U.S. 101, and the Monterey Peninsula.

Roads such as Castroville Boulevard (major arterial), Elkhorn Road (minor arterial), and San Miguel Canyon Road (major arterial) serve as key connectors between unincorporated communities in North Monterey County. Schools are generally located along these central corridors, which often intersect with state highways or are near highway on/off-ramps, creating unique safety and access challenges for students traveling to and from school.

Figure 12. Map of North Monterey County Major Arterial Roads



North Monterey County Major Arterial Roads

Existing Bicycle Network

Across North Monterey County, the existing bicycle network is minimal, with only a few facilities on major roads. Below is a description of the current facilities, including their type and approximate limits:

Castroville Boulevard – Class I Shared-Use Path

A separated multi-use path runs along the east side of Castroville Boulevard from **Collins Road near Highway 156** south to **Del Monte Farms Road**, providing a connection between central Castroville and North Monterey County High School. This path accommodates both pedestrians and bicyclists and is physically separated from vehicle traffic.

Elkhorn Road – Class II Bike Lane and Class III Bike Route

Elkhorn Road includes **striped Class II bike lanes** on both sides between **Castroville Boulevard** and the **school driveway near Elkhorn Elementary School**. Beyond this segment, Elkhorn Road transitions into a **Class III bike route** with signage only, continuing north toward Royal Oaks.

San Miguel Canyon Road – Class II Bike Lane

San Miguel Canyon Road has **on-street bike lanes** from **Hall Road near Las Lomas** south to **Echo Valley Road**, serving as a key connector for rural residential areas. These lanes are adjacent to vehicle traffic with no physical separation.

Highway 1 – Shared Roadway (No Dedicated Facility)

Bicycles are legally allowed on Highway 1 through North Monterey County, but there are **no dedicated bike lanes or shoulders designed for cyclists**. This route is high-speed and not recommended for most riders.

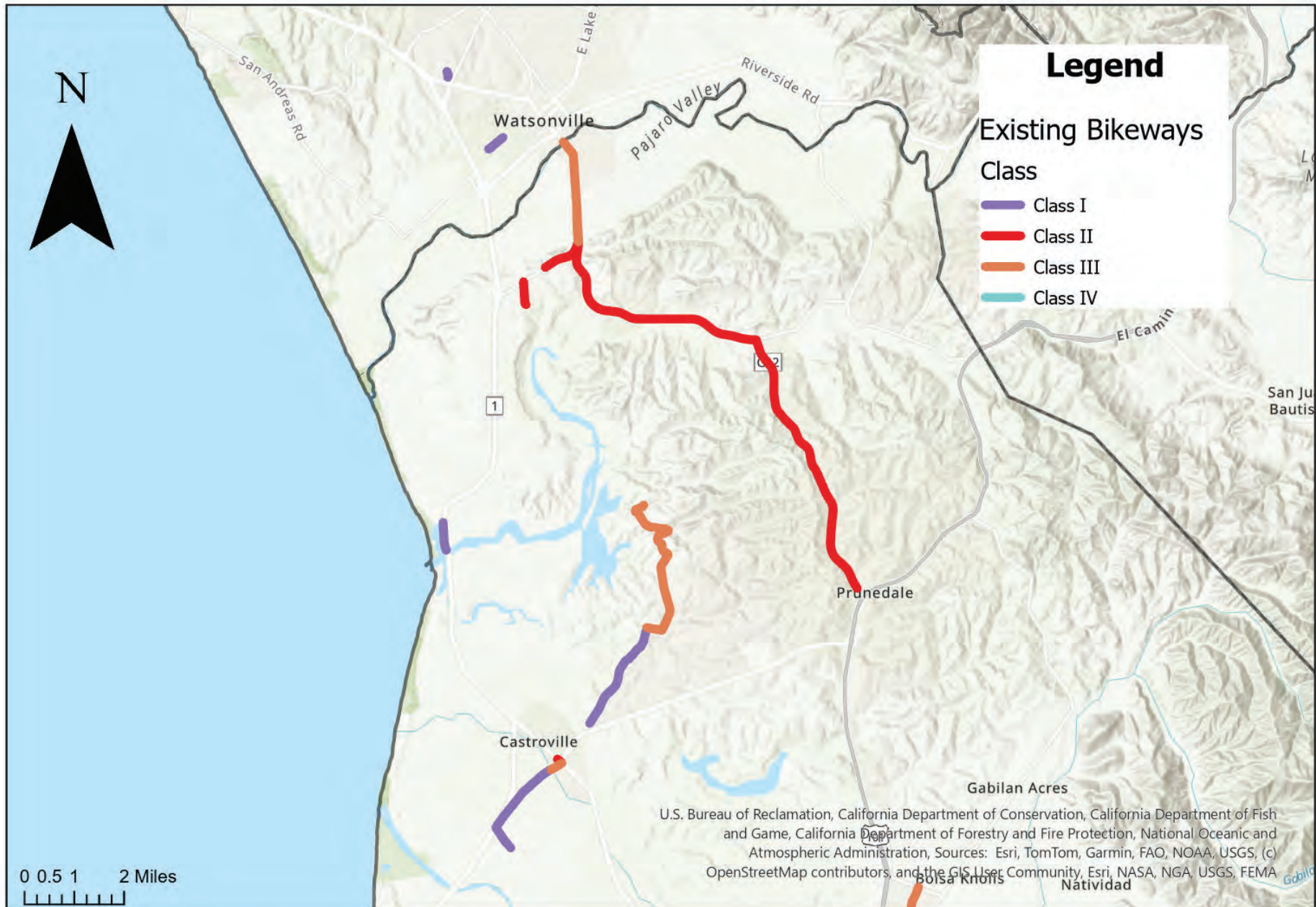
Regional Bike Routes

The Transportation Agency for Monterey County (TAMC) developed a Pedestrian and Bicyclist Wayfinding Plan for Monterey County in 2016, which identified a network of regional bicycle routes. Regional routes connect key destinations within the county and either currently have Class I multi-use paths, Class II bike lanes, or Class III bike routes, or are planned to have bicycle facilities in the future.



School route students walk.

Figure 13. North Monterey County Bicycle Facilities Map



North Monterey County Current Bikeways

Existing Pedestrian Network

Due to North Monterey County's rural and agricultural community landscape, pedestrian infrastructure is scarce. Communities such as Castroville and Pajaro have better developed networks of sidewalks, crosswalks and streetlights compared to other communities such as Las Lomas or Elkhorn. 2024 audits recorded only 1 streetlight near each Prunedale school, and an average of 6 streetlights at each Castroville school.



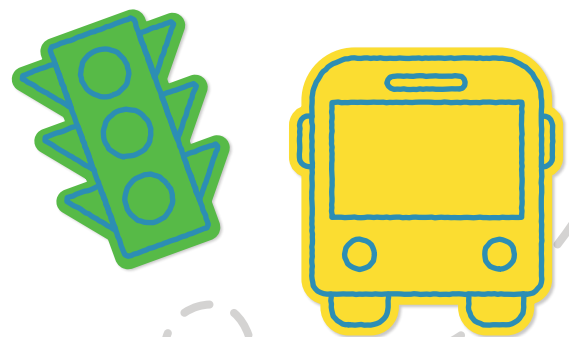
Student from Ohlone Elementary School walking home after school.

Existing Transit Network

North Monterey County and Pajaro Valley Unified School Districts provide busing options for students attending their schools. In addition to transportation offered by school districts, Monterey-Salinas Transit (MST) offers bus transportation to the public (Table 2). Youths aged 18 and younger receive discounted fares for all trips.

Table 2. MST bus routes offered in North Monterey County

COMMUNITY	ROUTES THAT SERVE COMMUNITIES
PAJARO	RT 28 & 29
LAS LOMAS	RT 29
PRUNEDALE	RT 29 & 59
CASTROVILLE	RT 28
ECHO VALLEY & ELKHORN	RT 29



Active Transportation Safety

Bicycle and pedestrian-related collision data can be used to identify high-level collision trends and locations with high rates of bicycle and pedestrian collisions. This analysis uses data from UC Berkeley's Transportation Injury Mapping System (TIMS) over the ten-year period from 1/1/2014 to 12/31/2024. It is important to note that the TIMS data include reported injury collisions only. Many bicycle and pedestrian collisions are not reported and therefore are not represented in this analysis.

North Monterey County has significant rates of collisions involving both bicyclists and pedestrians, with 85 pedestrian collisions and 50 bicyclist collisions between 2014 and 2024.

Pajaro Middle, and Castroville Elementary are the schools most disproportionately burdened by crashes, with each having multiple bike and/or pedestrian involved crashes between 2014 and 2024 on roadways within a quarter mile of the campus, including crashes directly adjacent to campus and along Salinas Road and Merritt Street, respectively. Hall District Elementary had two crashes directly adjacent to the campus and one in the residential neighborhood that serves the school. The Prunedale schools had three crashes within a quarter mile of the school campuses, and North Monterey County High had multiple crashes along Castroville Boulevard, the only road access to the school.



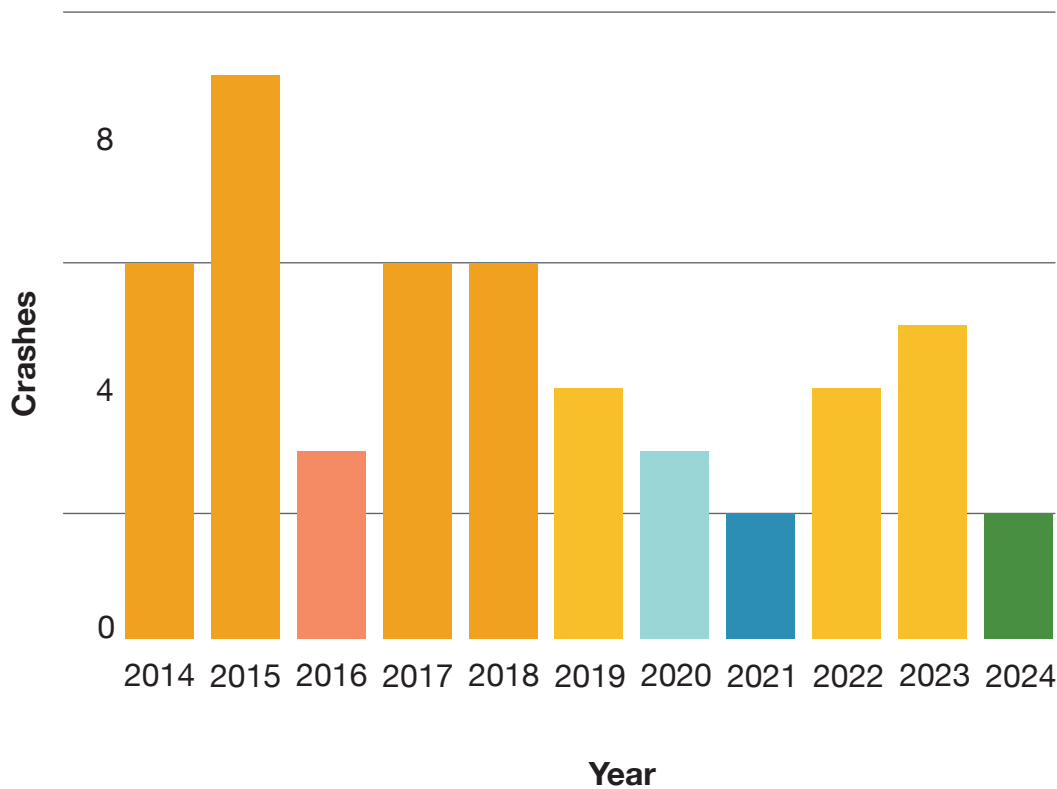
School speed limit sign approaching Ohlone Elementary School.

Bicycle Safety

Over the ten-year study period, there were 50 bicycle collisions in North Monterey County, with an average of five collisions per year and a peak of nine collisions in 2015. There were four fatal bicycle collision within the ten-year period. 13 collisions caused severe injuries, 24 resulted in an “other visible injury,” and nine resulted in a “complaint of pain.”

Figure 14. 2014-2024 Crash Rates

2014-2024 Crash Rates involving Bicyclists





Route to school in Pajaro.

Bicycle Collision Trends

Bicycle-related collision locations are shown in Figure 15.

Key takeaways from the analysis include the following:

- **28% of all collisions were broadside.** Broadside collisions refer to when a vehicle crashes into the side of another vehicle (or bicycle).
- **People aged 60-69 had the highest collision rate.** People aged between 60-69 were the top age group for bicycle collisions. Male cyclists were slightly more likely to be involved in collisions and made up 85% of crash victims.
- **The two most common bicycle collision factors,** according to the reporting law enforcement officer, were improper turning (22%), and unsafe speed (22%).

Figure 15. 2014-2024
Crash Severity

Number of Crashes by Crash Severity

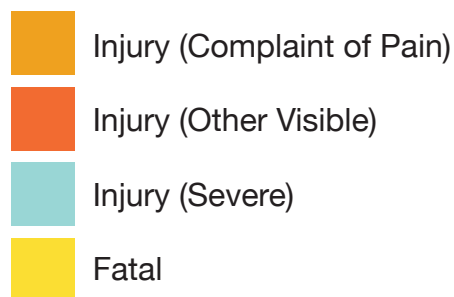
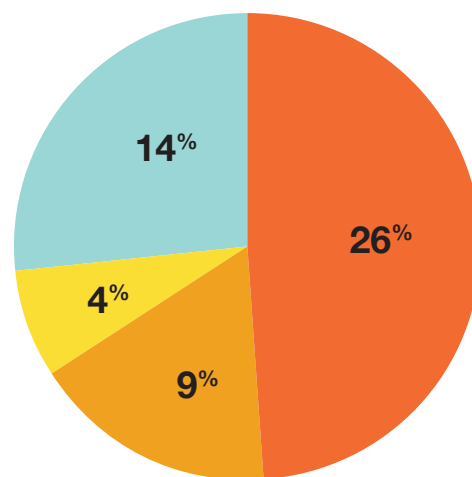
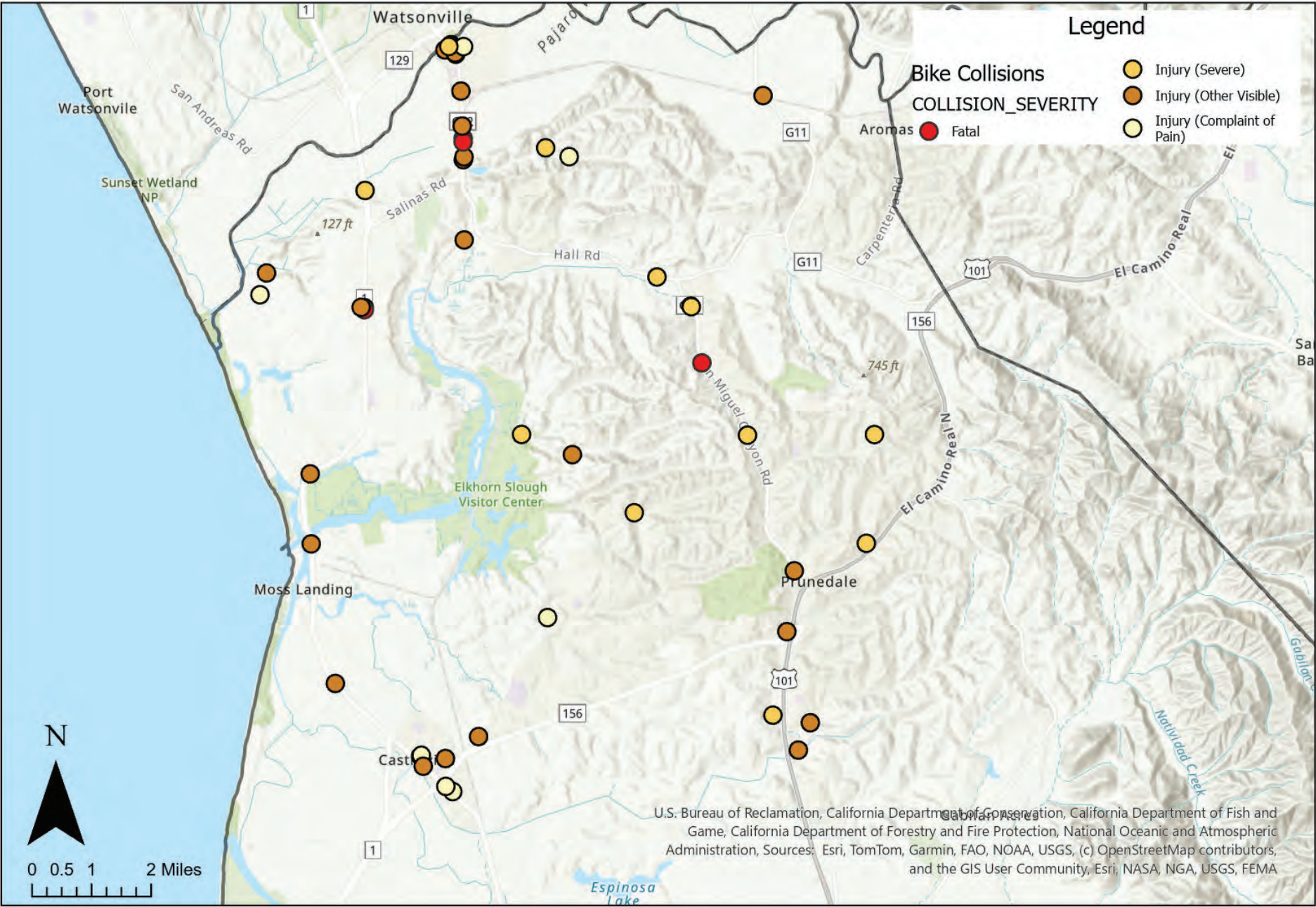


Figure 16. North Monterey County Bike Collisions Map

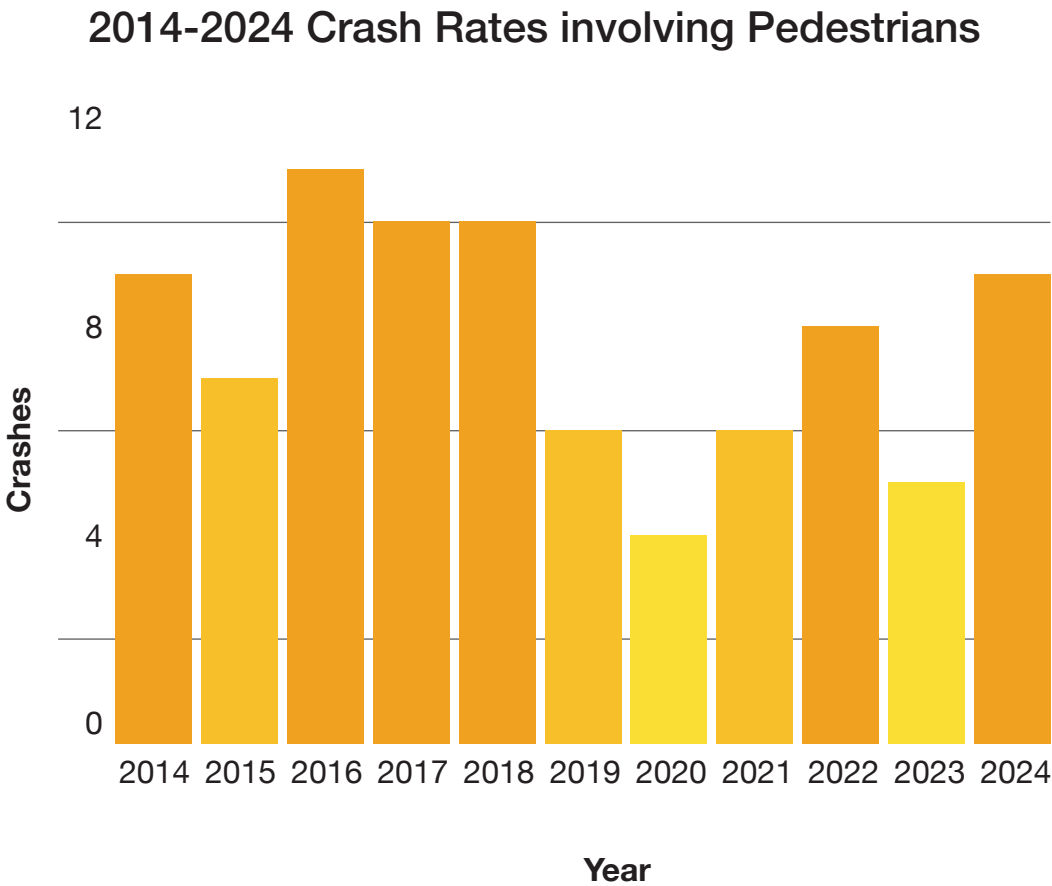


North Monterey County Bicycle Collisions between 2014-2024

Pedestrian Safety

Over the ten-year study period, there were 85 pedestrian collisions across North Monterey County with an average of eight per year and a peak of 11 collisions in 2016. There were 19 fatal pedestrian collision in the ten-year period. 19 collisions caused severe injuries, 30 resulted in some “other visible injury,” and 29 resulted in a “complaint of pain.”

Figure 17. 2014-2024 Crash Rates



Students walking to Pajaro Middle School.

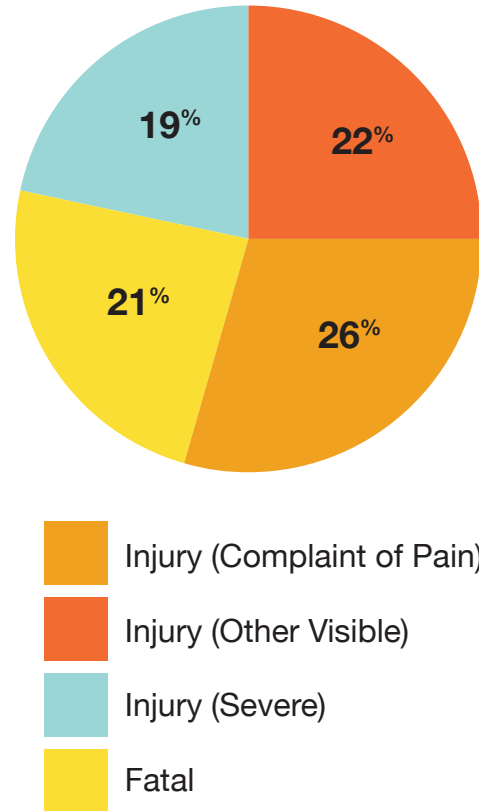
Pedestrian Collision Trends

Pedestrian collision locations are shown in Figure 19. Key takeaways of the analysis include the following:

- **Youth aged 14 or younger made up the highest percentage of collision victims.** People in this age group were the highest percentage group of victims. 72% percent of collisions involved males.
- **Salinas Road was the location with the most pedestrian collisions, with 11 pedestrian collisions occurrences.** Salinas Road is the main road nearest to Pajaro Middle School and Ohlone Elementary School. It also provides a direct connection to Highway 1 and the G-12 corridor.
- **The most common type of violation,** according to the reporting law enforcement officer, was pedestrian violation, which accounted for 48% of all collisions. The second most common violation was pedestrian rights of way violation which accounted for 17% of collisions.

Figure 18. 2014-2024
Crash Severity

Number of Crashes by Crash Severity

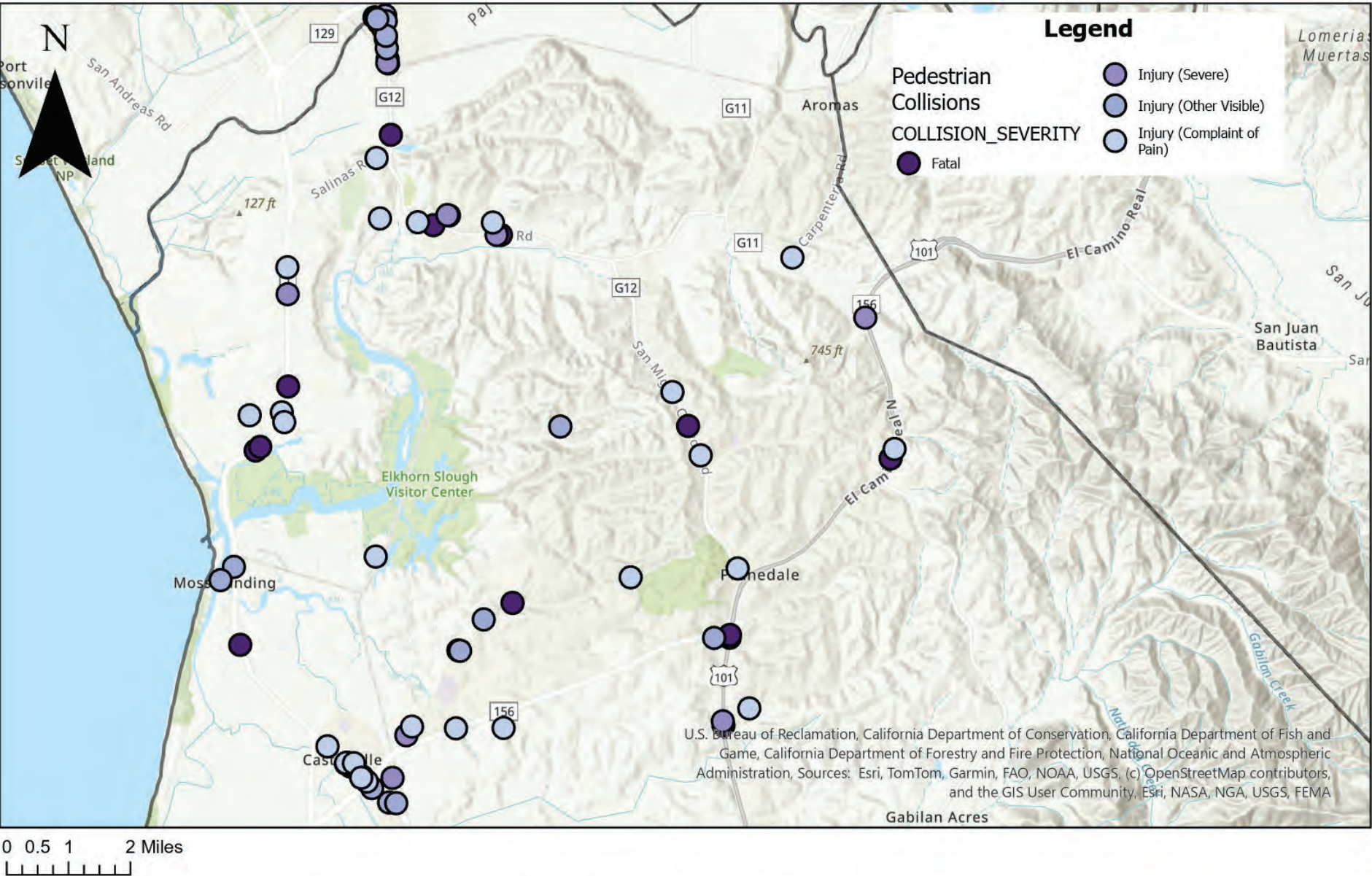


Sidewalk conditions in Pajaro.



Sidewalk conditions in Pajaro heading towards Railroad Ave.

Figure 19. North Monterey County Pedestrian Collisions Map



North Monterey County Pedestrian Collisions between 2014-2024

Existing Programs

A variety of program offerings provide active transportation education and encouragement to North Monterey County residents. Some programs are focused on school-aged youth, but there are also programs offering safety information, encouragement, and events for the general public.

Active Transportation Support Program

The Transportation Agency for Monterey County (TAMC) provides free racks for bicycle and skateboard parking, bike lockers, and bicycle repair stands to businesses, organizations, and schools throughout Monterey County. The goal of the program is to increase the amount of secure bicycle parking and ensure that it is distributed equitably throughout the county. Interested businesses and others can apply for funding to purchase a rack at any time here:

www.tamcmonterey.org/active-transportation-support-program

Go 831

Go831 is a free transportation-demand management program led by the Transportation Agency for Monterey County. The program is offered countywide and provides resources and incentives for commuter trips made by biking, walking, carpooling, vanpooling, or public transit. Go831 also provides resources for employers who want to start incentive programs to reduce drive-alone commute trips. Learn more here: go831.rideamigos.com

Measure X Safe Routes to Schools Program

Local sales tax Measure X, which was approved by Monterey County voters in 2016, includes \$20 million for Safe Routes to Schools projects and programs through 2040. The Transportation Agency for Monterey County has developed a comprehensive Safe Routes to Schools program that offers tools, programming, and resources to schools, guardians, and communities aimed at improving safety and traffic around schools. Learn more here: saferoutesmonterey.org

Modo Youth Programs

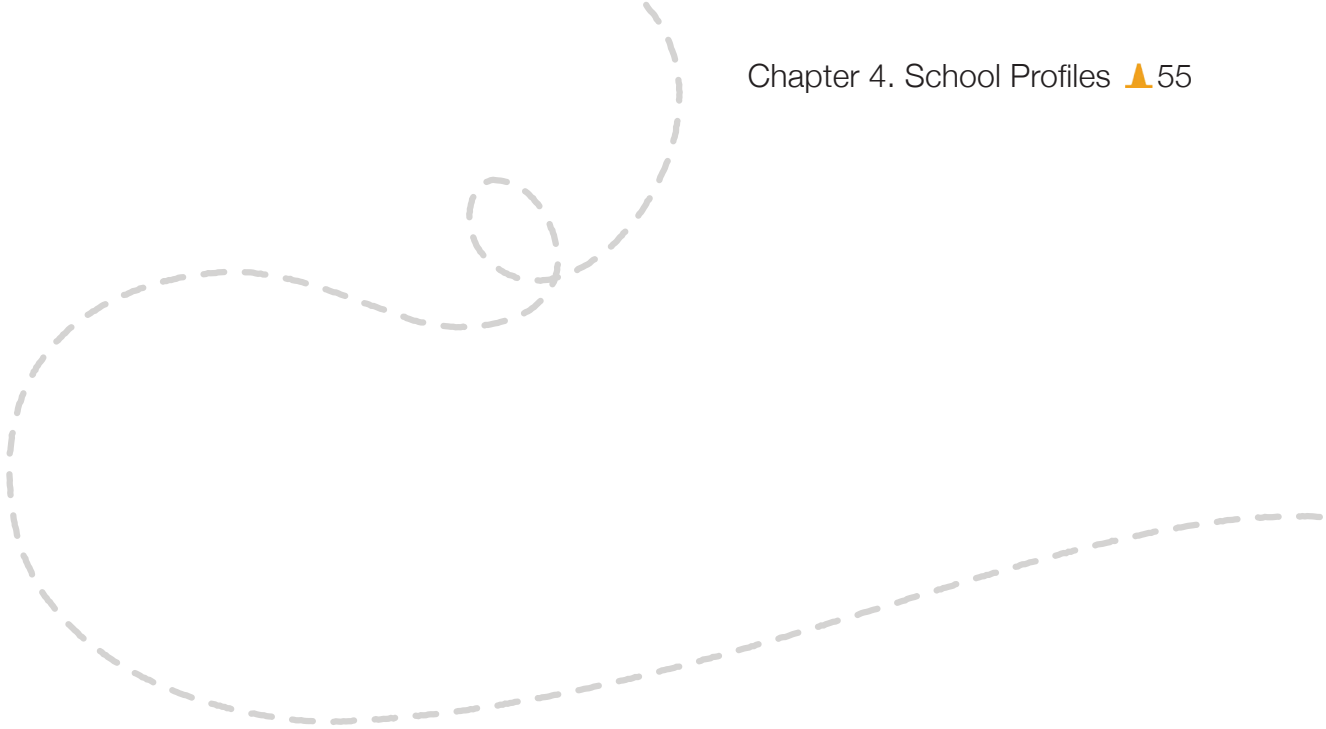
The Bike Safe and Walk Safe programs, led by Ecology Action, provide on-the-ground training in safe walking and bicycling to second- and fifth-grade students, with the goal of empowering students and parents to walk and bike and to reduce collisions. Learn more here: letsmodo.org/youth-safety



CHAPTER 4

SCHOOL PROFILES





Chapter 4. School Profiles

Recommendations

The school-level infrastructure recommendations listed in this chapter are the core of the Safe Routes to Schools Plan. They were designed to address the specific challenges at each school site, with the goal of increasing the safety of families walking and biking and encouraging more active transportation trips to school. This chapter includes information on the current conditions at each school, observations from the walking audit, and the list of infrastructure recommendations.

Recommendations Process

The recommendations in this Safe Routes to Schools Plan were developed in response to public input on the barriers to getting to each school site safely. Public comments from parent surveys, parent meetings, and walking audits were reviewed and, where feasible, recommendations were developed to address the issue. The parent survey received a total of 56 responses, and not all school sites were represented.

After the draft recommendations were developed, each school was also offered another round of bilingual presentations to share the draft recommendations and collect feedback from parents and school staff. The planning team reviewed the feedback on the draft recommendations and adjusted the recommendations where feasible.

All recommendations are at planning level and require further analysis prior to construction. All recommendations for new marked traffic control devices, including crosswalks, require further analysis and must meet the guidelines of the California Manual of Uniform Traffic Control Devices to be installed.

In this chapter schools are organized geographically into five different areas:

- **Castroville**

- Castroville Elementary School
- North Monterey County Middle School
- North Monterey County High School

- **Prunedale**

- Prunedale Elementary School
- Central Bay High School & North Monterey County Independent Study

- **Pajaro / Las Lomas**

- Hall District Elementary School
- Ohlone Elementary School
- Pajaro Middle School

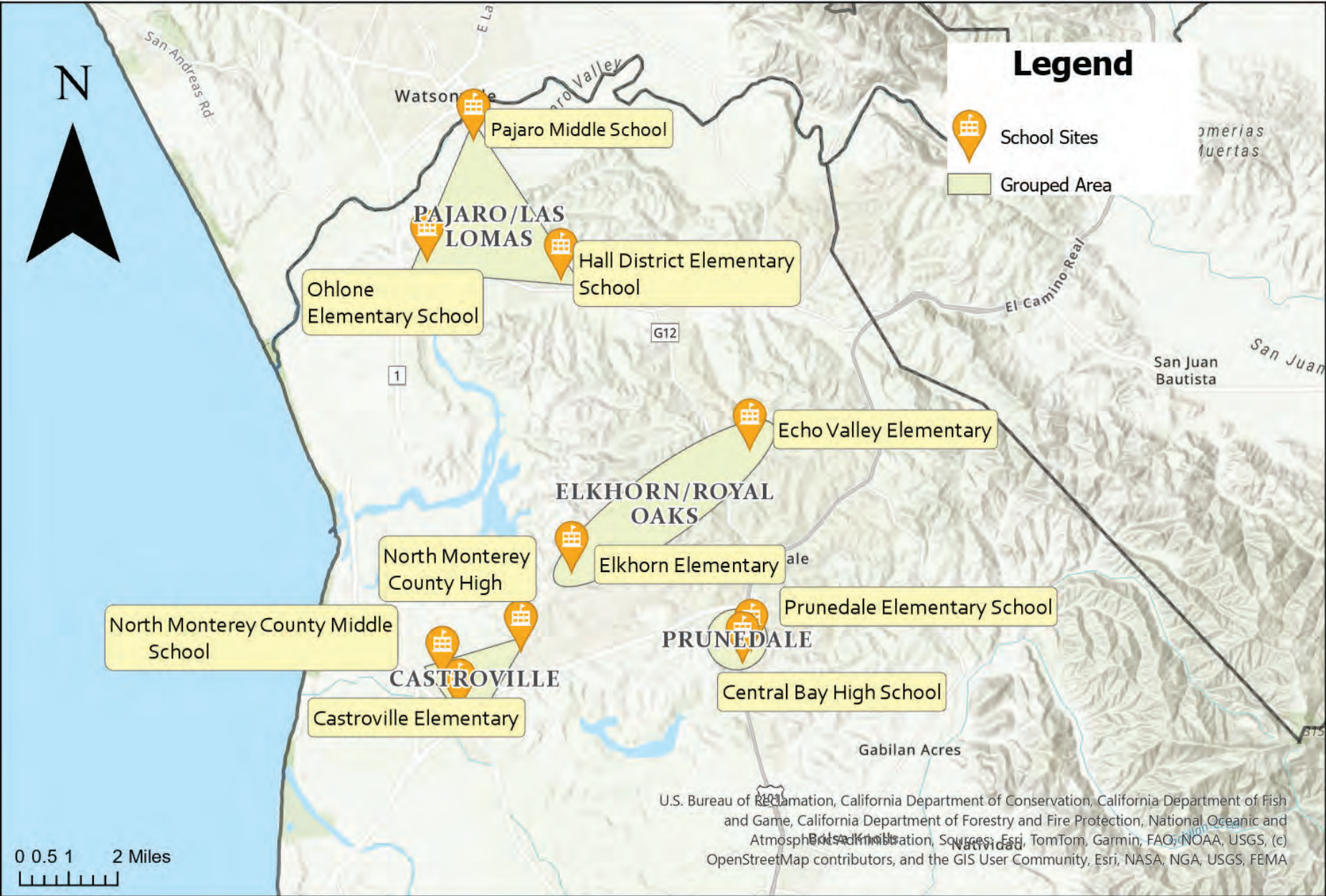
- **Elkhorn / Royal Oaks**

- Elkhorn Elementary School
- Echo Valley Elementary School



Parents waiting to pick up students.

Figure 20. North Monterey County Overview Map



North Monterey County Grouped Areas Map

Countywide non-infrastructure recommendations are listed at the end of this chapter. A guide to the various types of infrastructure treatments included in this chapter follows below.

Guide to Bicycle & Pedestrian Infrastructure Recommendations

The following guide provides an overview of the types of bicycle and pedestrian improvements recommended in this plan.



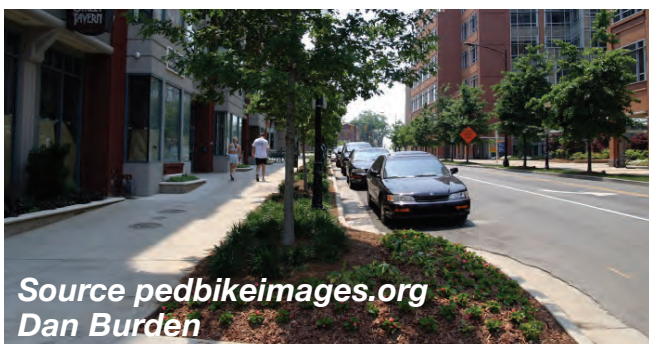
Class I shared use paths are paved rights-of-way, completely separated from streets, which support multi-use recreation and transportation opportunities for walkers, bicyclists, skaters, and wheelchair users.



Class II bike lanes are on-street bicycle facilities that use striping and stencils to designate spaces for bicycle travel.



Class IV separated bikeways or cycle tracks are bike lanes separated by a physical barrier, such as parked cars, planters, or plastic posts from the vehicle lane, providing separation and safety for cyclists.



Curb extensions are additions to the sidewalk installed at intersections or mid-block crosswalks to shorten the crossing distance for people walking and make them more visible to drivers.



High-visibility crosswalks, or “ladder style” crosswalks, are more visible to drivers than crosswalks consisting just of two lines (standard striped crosswalk).



Neighborhood traffic circles are small roundabouts installed in neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.



Raised crosswalks are marked crosswalk on higher sections of pavement. These are used to encourage drivers to slow down and make people walking more visible to drivers.



Rectangular rapid flashing beacons (RRFBs) are used at uncontrolled intersections or mid-block crosswalks to alert drivers to people who are waiting to cross the street.



Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.



Decorative crosswalks are crosswalks that include a colored, textured, or artistic mural element. They are used primarily for aesthetic enhancement, but they can also make people who are crossing more visible to drivers.

School Profiles: Castroville

Castroville is the most densely populated and urbanized area in unincorporated North Monterey County. It is bisected by State Route 156 which connects the U.S. 101 corridor to State Route 1. The residential and school areas are on the east side of Merritt Street, Castroville's commercial corridor, which is also State Route 183.

The schools studied in Castroville were:

- Castroville Elementary School
- North Monterey County Middle School
- North Monterey County High School



Castroville at Geil Street & Preston Street.

Figure 21. Map of Castroville Area bike collisions



Castroville Bike Collisions

Figure 22. Map of Castroville Area pedestrian collisions



Castroville Pedestrian Collisions

Castroville Elementary School

Castroville Elementary is centrally located in Castroville, less than a mile from North Monterey County Middle School and 2 miles from North Monterey County High School, and it draws students from the entire area (see Figure 23).

Existing Conditions

The Castroville Elementary campus is located on Merritt Street/ State Route 183 in central Castroville. The campus extends to the north for three blocks between Union Street to the west and Pajaro Street to the East. The campus is fully fenced, and the entrances are located on the side streets of Union and Pajaro in the middle of the campus. There are small parking lots located on Union and Pajaro streets adjacent to Merritt Street, and street parking allowed along the length of both streets. School drop off takes place on Union Street, but there is no school drop-off loop.

There are sections of sidewalk missing on McDougall Street, Union Street, and Pajaro Street, and all crosswalks on streets near the school appear faded. There are curb extension at the corners of Geil and Pajaro, and Geil and Union, which lead to the sports complex one block north, but the curb ramps on the extensions do not align with those on the other side of the street.

There are no bicycle facilities in any of the streets surrounding Castroville Elementary or on adjacent neighborhood streets. A construction project currently underway will add Class II bike lanes on Merritt Street through the length of Castroville including the block next to Castroville Elementary.

During a 2024 audit of Castroville Elementary, cars were observed speeding on all streets adjacent to the school, making rolling stops at stop signs, and not yielding to pedestrians in the crosswalks. The intersection of McDougall Street and Union Street is congested during drop off times. School staff said that they act as crossing guards for Union Street, but no crossing guards were observed adjacent to the school or on nearby streets during the audit.

K-6
GRADE LEVELS



 **569**
NUMBER OF
STUDENTS

93.6%
STUDENTS
RESIDING WITHIN
1 MILE OF SCHOOL

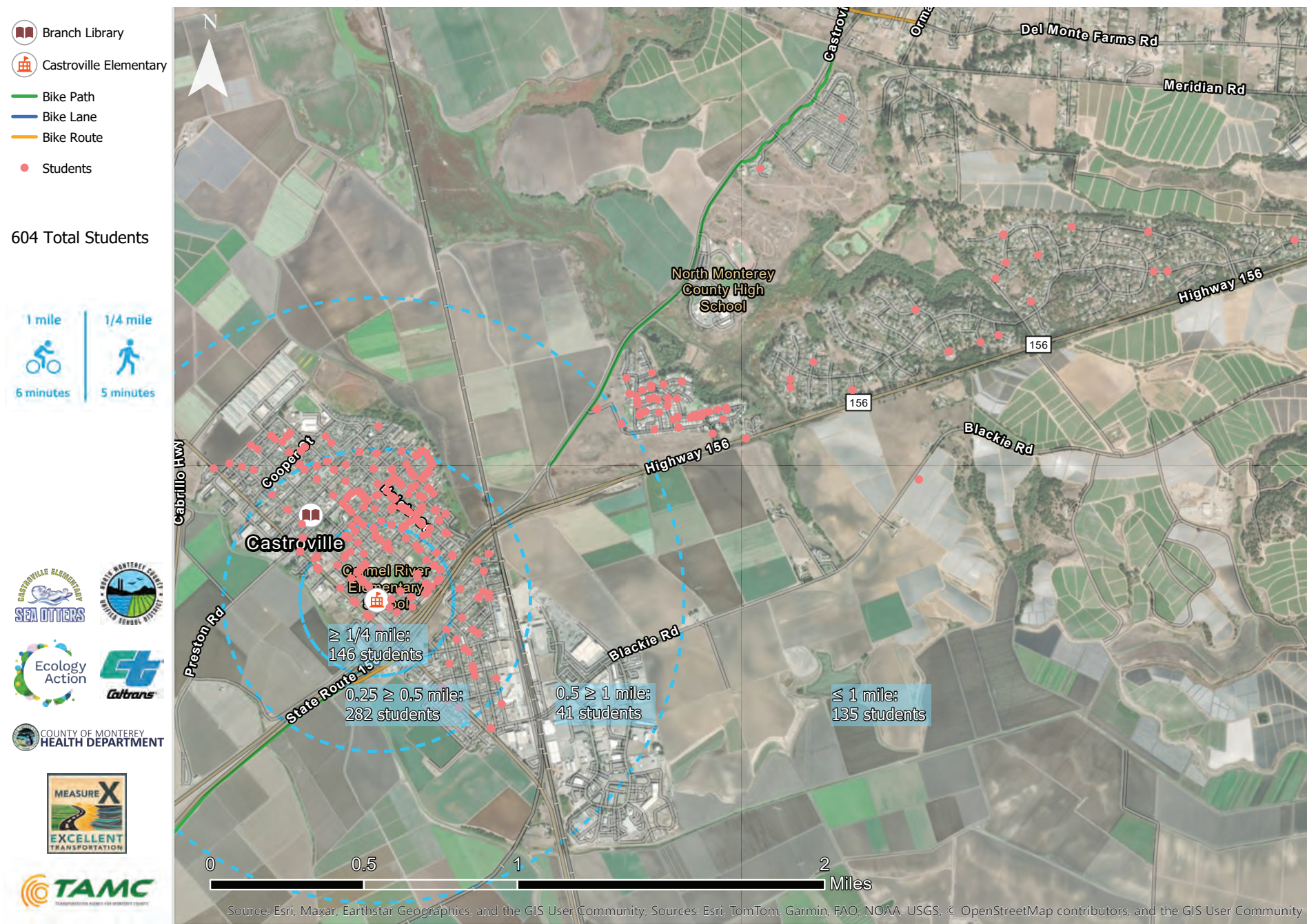


 **77%**
STUDENTS
QUALIFYING FOR FREE
OR REDUCED MEALS

80%
STUDENTS
USING ACTIVE
TRANSPORTATION
(walking and bus)



Figure 23. Castroville Elementary School Residence Map





Castroville at McDougall Street & Preston Street.

At an outreach presentation, Castroville Elementary parents expressed concern over the speed of traffic along the main routes to Castroville Elementary. They felt that speeding on the wide streets is common, notably on Pajaro Street, which has one of the few stoplights along Merritt Street, making it a popular route for drivers. They felt that drivers did not yield to pedestrians in the crosswalks, which are faded, and were especially reckless in the morning right before the beginning of school.

Parents also noted that it is common for cars to be parked near intersections, making it difficult for drivers and pedestrians to see each other at corners and crosswalks. They had observed that the lack of drop off leads to students being dropped off on nearby streets and running unexpectedly across Union and Pajaro to get to the school campus. Generally, parents reported feeling unsafe to near the school.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Amount of traffic along route
2. Speed of traffic along route
3. Safety of intersections and crossings
4. Sidewalks or pathways

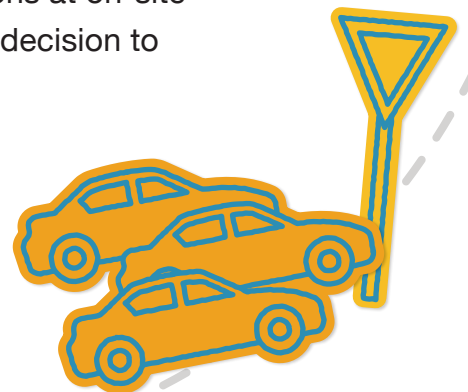


Table 3. Castroville Elementary Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Intersection	Merritt Street	Wood Street	Reports of drivers not yielding to pedestrians. High traffic volumes on Merritt Street.	As a long-term improvement, consider additional intersection control such as signal or HAWK beacon. Curb ramps, high-visibility crosswalk, and Rectangular Rapid Flashing Beacons will be installed as part of Castroville Improvement project.
Intersection	Merritt Street	Wood Street	Reports of drivers not yielding to pedestrians. High traffic volumes on Merritt Street	Install median refuge island on the east leg of the intersection.
Intersection	Geil Street	Preston Street	Drivers speeding, difficult for pedestrians to cross.	Install curb extensions on all legs of the intersection.
Intersection	Geil Street	Preston Street	Drivers speeding, difficult for pedestrians to cross.	Install high-visibility crosswalks on all legs.
Intersection	Geil Street	Main Street	Popular pedestrian crossings. Low visibility around corners and no marked crosswalks.	Conduct stop warrant analysis. Install high-visibility crosswalks connecting to I-156 overcrossing.
Intersection	Geil Street	Main Street	Popular pedestrian crossings. Low visibility around corners and no marked crosswalks.	Conduct stop warrant analysis. Install high-visibility crosswalks connecting to I-156 overcrossing.

Table 3. Castroville Elementary Recommendations (*continued*)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Intersection	Merritt Street	Wood Street	Pedestrian route to school for students who live south of Merritt Street	Install a crosswalk on the north leg across Wood Street.
Merritt Street	Pajaro Street	Washington Street	Higher traffic volumes and speeding on Pajaro Street near Castroville.	Study the feasibility of intersection modifications at another intersection on Merritt Street†between Pajaro Street and Washington Street†to avoid the concentration of traffic on Pajaro Street and make it easier for school buses to turn onto Merritt Street.
McDougal			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.
Seymour Street			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.

Table 3. Castroville Elementary Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Geil Street (including south of 156)			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.
Union			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.
Pajaro			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.

Table 3. Castroville Elementary Recommendations (*continued*)

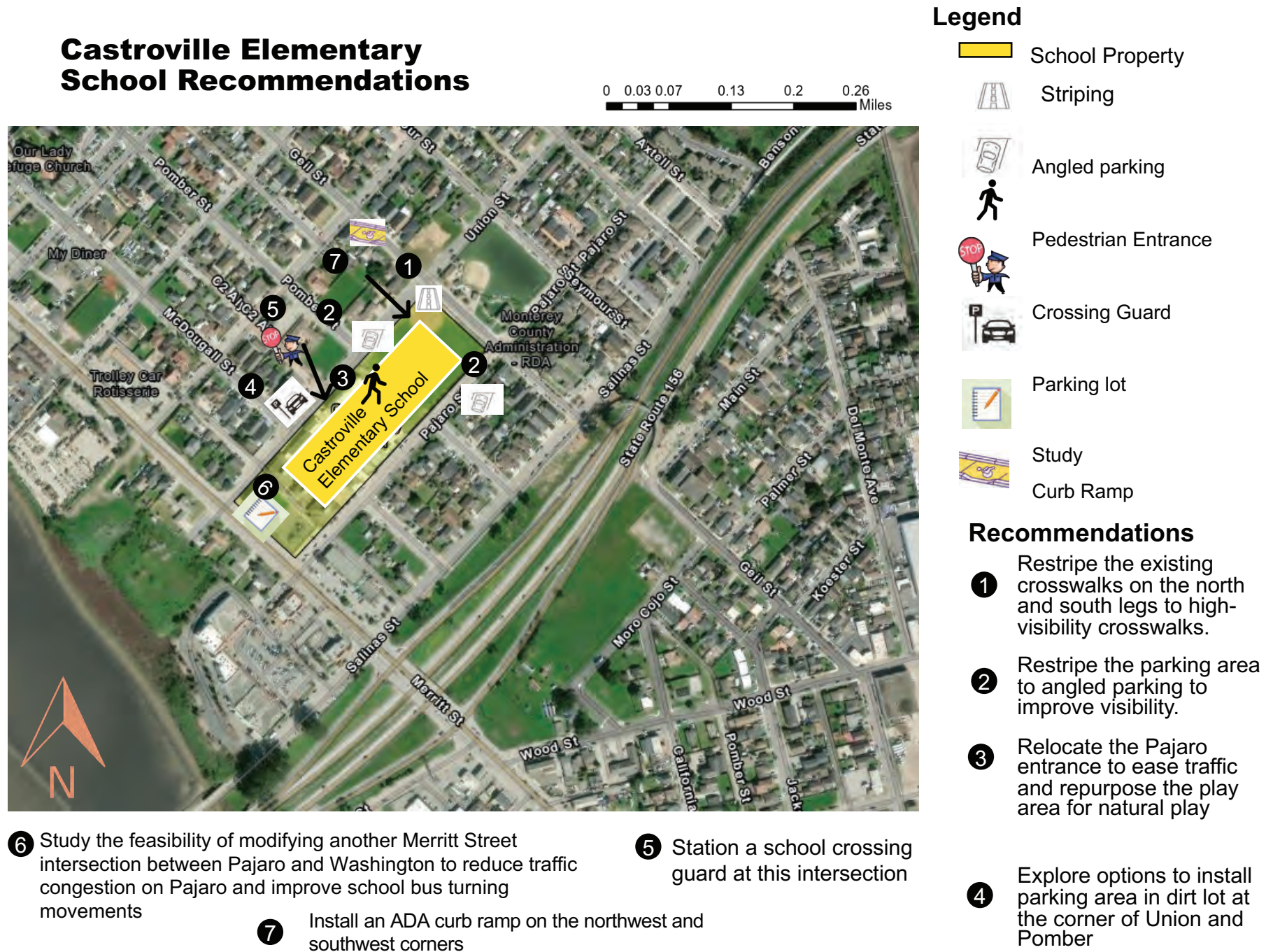
Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Cooper			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.
Intersection	Pomber Street	Union Street	Missing curb ramps.	Install an ADA curb ramp on the northwest and southwest corners.
Geil Street	Salinas Street	Pajaro Street	Missing sidewalk, key pedestrian route to school.	Close sidewalk gaps.
Intersection	McDougall Street	Rico Street	Missing curb ramp.	Install an ADA curb ramp on the northeast corner. Replacing the existing curb ramp on the northwest corner with an ADA curb ramps.
School campus	Merritt Street	Pajaro Street	Potential for conflict between cars pulling out of parking spots and traffic on Pajaro Street.	Restripe the parking area to angled parking to improve visibility.
School campus	Merritt Street	Union Street	Potential for conflict between cars pulling out of parking spots and traffic on Union Street, especially with drivers turning right from Merritt Street to Union Street.	Restripe the parking area to angled parking to improve visibility. Consider removing parking closest to Merritt Street to reduce conflicts with vehicles turning from Merritt to Union.

Table 3. Castroville Elementary Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
School campus			Limited parking for school staff and parents.	Explore options to install parking area in dirt lot at the corner of Union and Pomer.
School campus			Limited parking for school staff and parents.	Explore options to install parking area in dirt lot adjacent to Salinas Street between Merritt and McDougall.
School campus	Pajaro Street	Parking Lot	Project identified in NMCUSD Facilities Master Plan.	Relocate pedestrian entrance on Pajaro Street to alleviate traffic on Union & Merritt Street and re-purpose the existing play area for natural play/learning to create a safe and inviting entrance for students.
Intersection	Geil Street	Main Street	Parents are worried about students using the bridge by themselves	Create walking school bus or community crossing guard program at pedestrian overcross to address safety concerns
Intersection	Union Street	McDougall Street	Main school crossing, reports of drivers not yielding to pedestrians	Station a school crossing guard at this intersection.

*Castroville Elementary School.*

Figure 24. Map of Castroville Elementary Recommendations





North Monterey County Middle School

The North Monterey County Middle School campus is in a residential neighborhood at the northernmost edge of the urban street grid in central Castroville. It draws students from Castroville and from other areas of unincorporated North Monterey County (see Figure 25).

Existing Conditions

The north side the campus borders undeveloped agricultural land and a nursery; the south is bounded by Seymour and Cooper Streets on residential blocks. The campus is fully fenced with two entrances near the intersection of Cooper and Seymour, as well as a mid-block crossing and Seymour and Mead Street. Traffic enters from the Cooper Street side to a parking lot that includes a dedicated bus drop-off area and parent drop-off area. Parking spaces in the lot are reserved for staff. Traffic exits via Mead street, and there are painted red curbs indicating no parking on the school side of the street between the entrance and exit.

There are contiguous sidewalks on Cooper and Seymour streets, and in most of the immediately surrounding blocks, with some gaps at the northwest end of Seymour Street with Washington Street. The intersections of Cooper and Seymour Streets, and Seymour and Mead Streets, each have high-visibility crosswalks on three legs of the intersection. Students enter the school from Cooper Street and a curb ramp from the sidewalk leads to a marked crosswalk at the driveway. There is no curb ramp on the campus side of the crosswalk – the campus is lacking curb ramps throughout. There are no bicycle facilities in the blocks adjacent to the school.

7-8

GRADE LEVELS



639

NUMBER OF STUDENTS

88.4%

STUDENTS
RESIDING WITHIN
1 MILE OF SCHOOL



39%

STUDENTS
QUALIFYING FOR FREE
OR REDUCED MEALS

60%

STUDENTS
USING ACTIVE
TRANSPORTATION
(based on 3 survey
responses)



Branch Library

NMC Middle School

Bike Path

Bike Lane

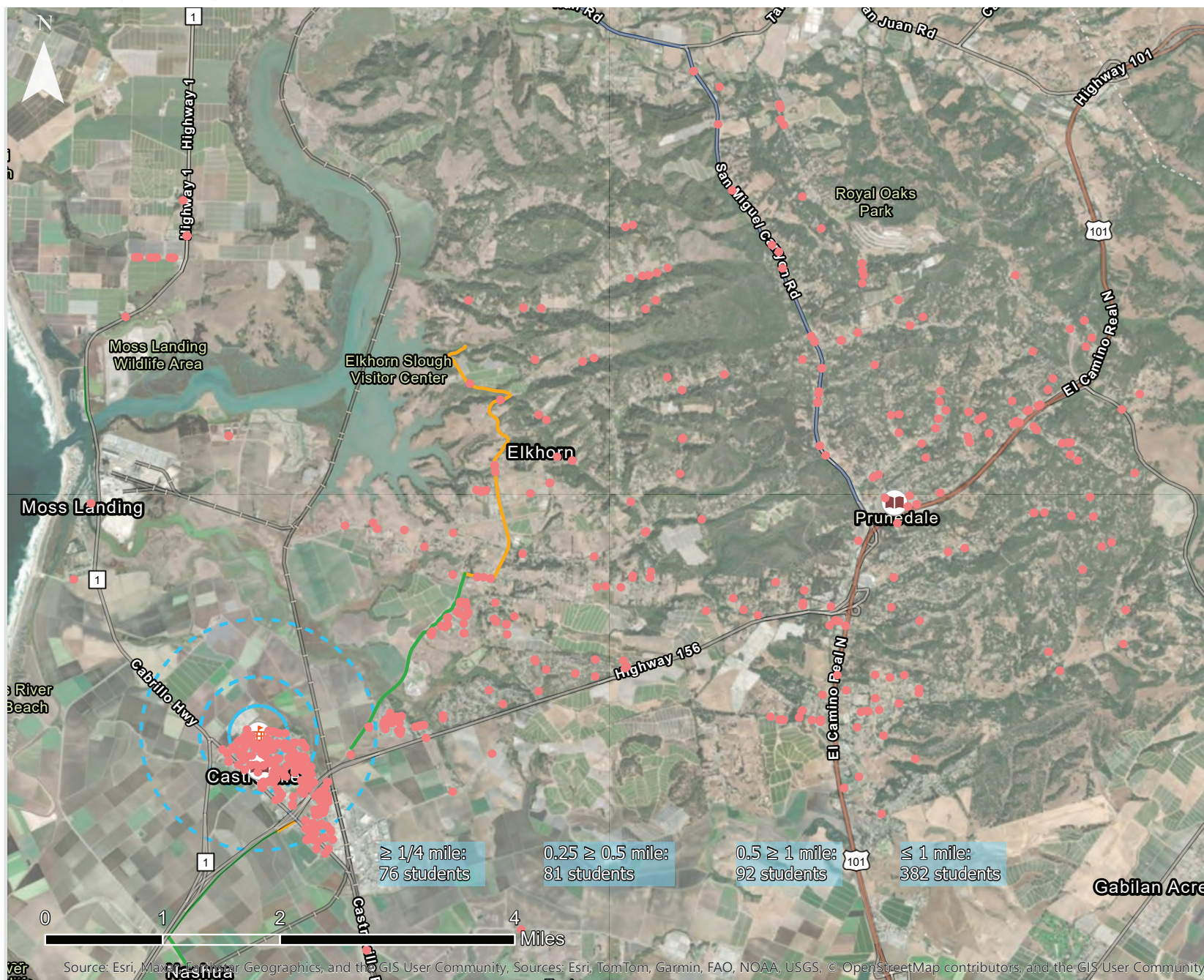
Bike Route

Students

631 Total Students



North Monterey County Safe Routes to School Plan



North Monterey County Middle School



Drop off time at North Monterey County High School.

During a 2024 audit of the school, drivers were observed not using the designated drop off, instead idling in the road on Cooper and Seymour Streets, or in the red no parking zones, with their hazards on. Cars were also observed speeding on Seymour Street, and at an outreach presentation, parents reported feeling unsafe walking near the school. 59 students were observed walking to school, and the high visibility crosswalks at Cooper and Seymour were heavily used. Parked cars near the intersection made it difficult for drivers to see students attempting to cross the street. No bicyclists were observed during the audit. There is no designated crossing guard at the school.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Distance
2. Convenience of driving
3. Time
4. Sidewalks or pathways



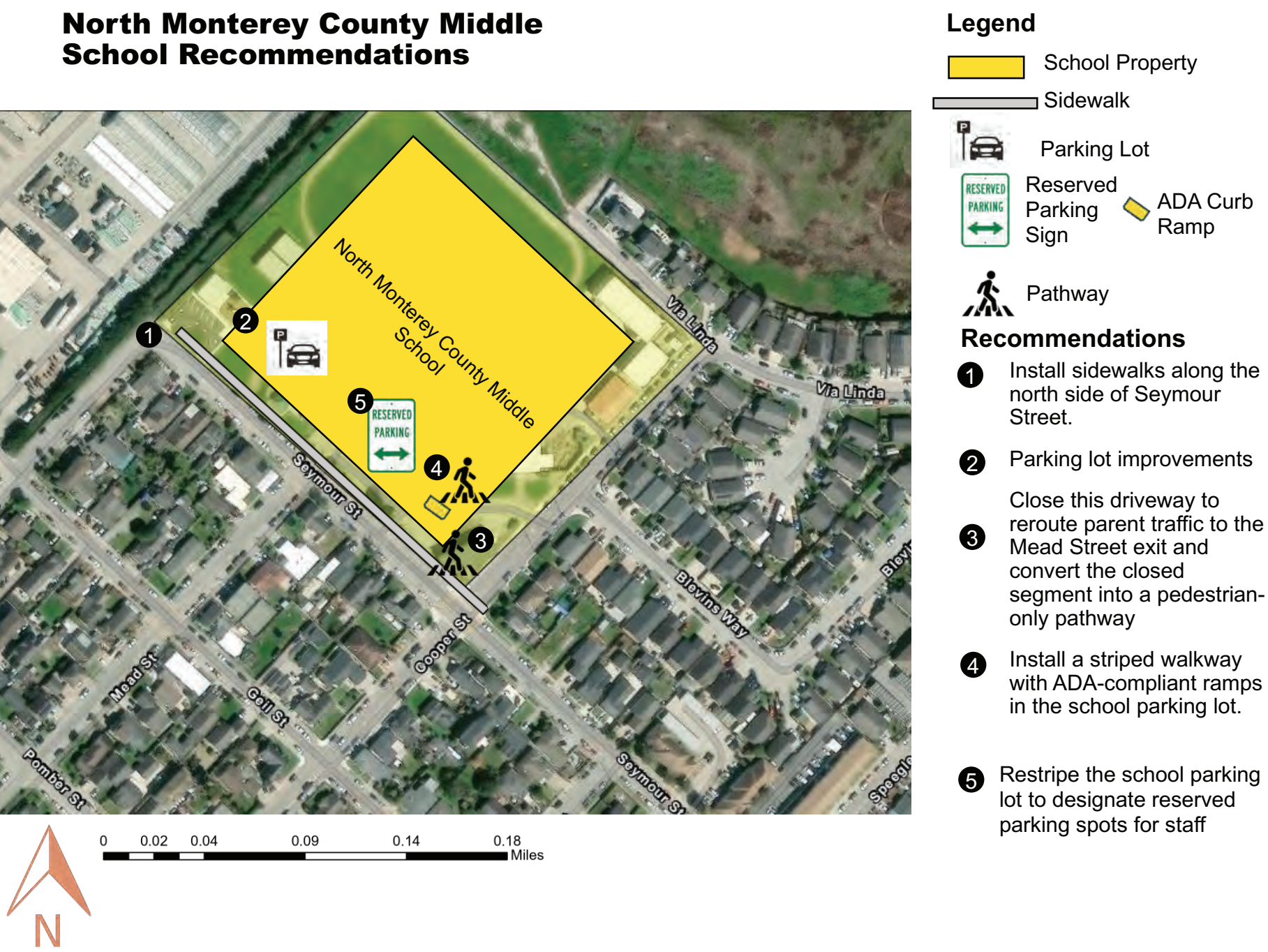
Table 4. North Monterey County Middle School Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Axtell Street	Benson Road	Blevins Way		Install Class III Bike Route, connecting to the shared-use path.
Castroville - various streets				Install ADA curb ramps at intersections throughout Castroville
Mead Street	Seymour Street	Tembladera Street		Install Class III Bike Route.
Seymour Street	Mead Street	Washington Street		Install sidewalks along the north side of Seymour Street.
Seymour Street	Speegle Street	Preston Street		Close sidewalk gaps.
Intersection	Geil Street / Castro Street	Wood Street		Install curb extensions on all corners to reduce crossing distance across Geil Street and Castro Street.
Intersection	Moro Cojo Street	Geil Street		Install curb extension on the southeast and southwest corners.
Intersection	Moro Cojo Street	Jackson Street		Install curb extensions on the northeast and southeast corners.
Intersection	Wood Street	California Street		Install curb extensions on the northeast and southeast corners.

Table 4. North Monterey County Middle School Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
School campus	School Driveway Exit on Seymour Street, closer to Cooper Street		Having multiple driveway exits increases congestion on Seymour Street	Close this driveway exit to redirect parent traffic to the exit on Mead Street and dedicate the closed route as a pedestrian-only pathway.
School campus	School Parking Lot		Pedestrian path to school is not ADA- compliant	Install a striped walkway with ADA-compliant ramps in the school parking lot.
School campus	School Parking Lot		Parents parking in staff spots	Restripe the school parking lot to designate reserved parking spots for staff.
School campus	School Parking Lot			Provide additional parking lot in western field area.
School campus	School Parking Lot		Some parents parking in loop	Have a staff person or volunteer monitor loop traffic and keep vehicles moving.
School campus	School Parking Lot		Conflicts between drivers entering school driveway and students entering campus	Have a staff person or volunteer assist students in crossing the parking lot in phases.

Figure 26. Map of North Monterey County Middle Recommendations





North Monterey County High School

North Monterey County High School is located to the east of central Castroville, on a suburban and rural section of Castroville Boulevard. It draws students from all across North Monterey County (see Figure 27).

Existing Conditions

The campus is located outside of the urbanized area of Castroville. It is surrounded on the south and east sides by Moro Cojo Slough, and undeveloped land to the north. It is connected to adjacent rural and suburban communities by Castroville Boulevard, a regional two lane road. The main entrance is at the south of campus along Castroville Boulevard, including a left turn lane for cars coming from the north. The one-way entrance leads to a parking lot, bus loading zone, drop-off zone, and continues an exit further north on Castroville Boulevard – a recent project completed in 2024 to aid in the flow of cars in the parking lot.

There is a shared use path on the east side of Castroville Boulevard between the urbanized center of Castroville and the school campus which many students to walk to school. A recently completed pedestrian bridge connects central Castroville with the path on Castroville Boulevard. The distance from the campus to the urbanized residential area of Castroville is approximately 1.5 miles along the path. There is intermittent fencing between the path and Castroville Boulevard. The path on Castroville Boulevard continues to the north and provides a pedestrian connection to the neighborhood around Los Ninos Place and Viva Lane. The path ends at Del Monte Farms Road, and there are no pedestrian facilities on Castroville Boulevard or adjacent streets north of that point. The shared use path accommodates bicycles, but there are no bicycle facilities on Castroville Boulevard north of Del Monte Farms Road.

10-12

GRADE LEVELS



1284

NUMBER OF STUDENTS

85.4%

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL



14%

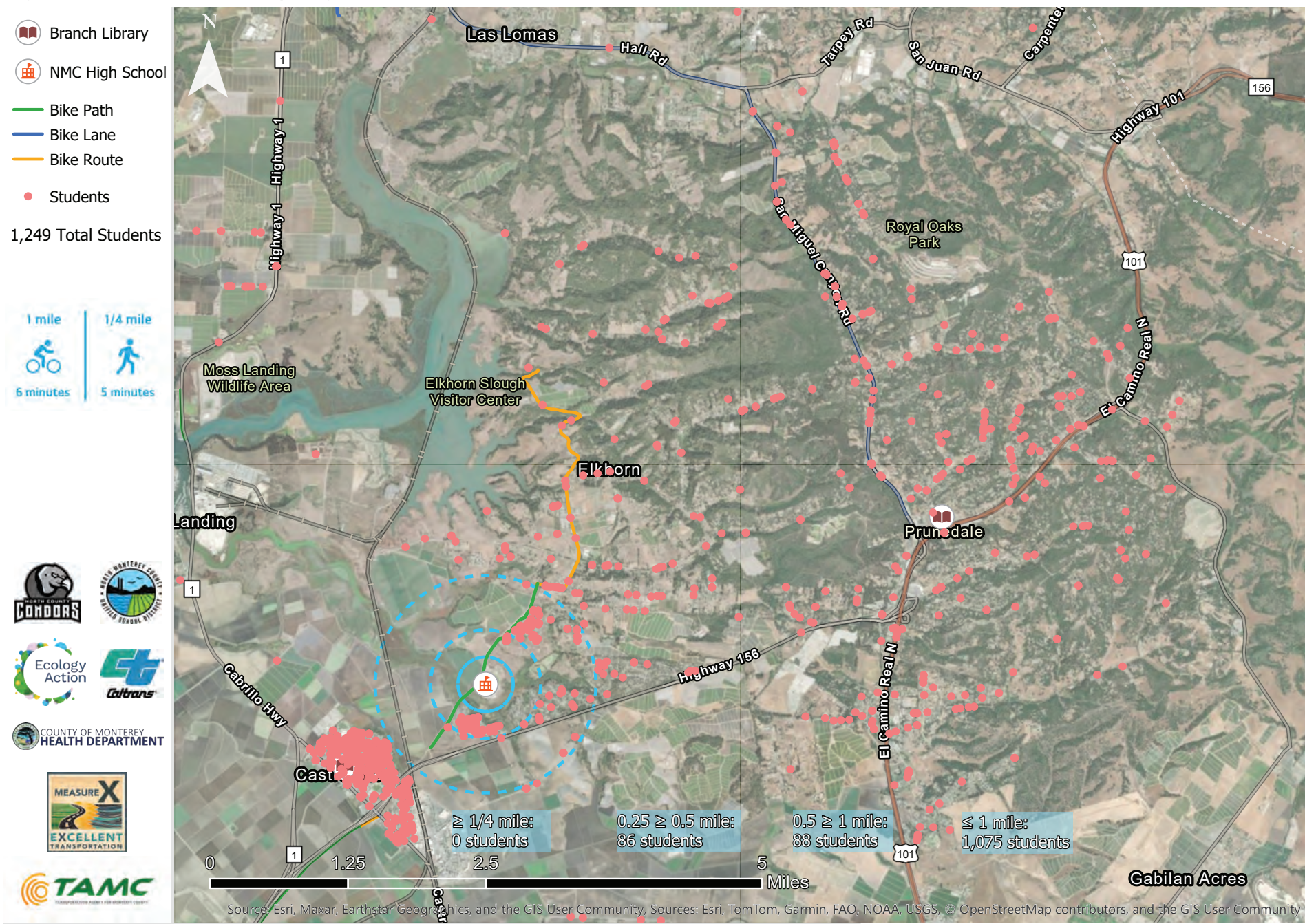
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS

58%

STUDENTS USING ACTIVE TRANSPORTATION



Figure 27. North Monterey High School Residence Map



During a 2024 audit of the campus, cars were observed traveling at high speeds along Castroville Boulevard. It was difficult at times for drivers to safely turn left out of the school driveway due to a curve in the roadway north of the school that limits visibility of oncoming traffic. Despite the designated drop-off area at the school, and sufficient parking for staff and students in the campus lot, many students were dropped off at Collins Road, a spur road connecting Highway 156 to Castroville Boulevard about one mile from the school along the shared use path. Parents were also observed parking on the path near the school to pick up students.

Some students walk on the farm roads from Benson Road to Collins Road, and cross the train tracks, rather than using the newly constructed pedestrian bridge. There are some locations with overgrown vegetation along the path.

School staff, students, and parents were asked about concerns and barriers to using active transportation to NoMoCo High. Concerns included high speed of cars along Castroville Boulevard, general worries about students walking under the bridge, and missing sidewalks in some sections leading to students having to walk on dirt paths on their way to school. Parents also reported that drivers do not always yield to students on the high-visibility crosswalk with a rapid flashing beacon at Collins Road where the shared use path crosses Castroville Boulevard. There were also some concerns about food vendors on Collins Road impacting traffic.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Distance
2. Speed of traffic along route
3. Sidewalks or pathways
4. Safety of intersections and crossings



Cars entering the driveway for drop off.

Table 5. North Monterey County High Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
School campus	School Bus Program		Students rely on bus transportation throughout North County	Reassess the need for school buses every semester to ensure that there are enough buses available to accommodate student transportation needs.
Castroville Boulevard	Collins Road	North Monterey County High School	High traffic speeds on Castroville Boulevard make students walking feel unsafe. Some parents park on path to pick up students.	Add a vertical or landscape barrier along the shared-use path to prevent vehicles from encroaching onto the path.
Intersection	Castroville Boulevard	Collins Road	Reports of drivers not yielding to students in crosswalk	Study the feasibility of implementing Passive Pedestrian and Bicycle Detection to trigger the Rectangular Rapid Flashing Beacons (RRFB) before users arrive at the crossing.
Castroville Boulevard	Collins Road	Dolan Road	High traffic speeds on Castroville Boulevard	Install speed feedback signs at the approach to the school zone along Castroville Boulevard to inform drivers of their speed and encourage them to slow down.

Table 5. North Monterey County High Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Install high-visibility crosswalks along the shared-use path where it intersects with neighborhood streets, including school driveways, Los Ninos Place, Viva Lane, Meridian Road, and Del Monte Farms Road.
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Install curb ramps along the shared-use path where it intersects with neighborhood streets, including school driveways, Los Ninos Place, Viva Lane, Meridian Road, and Del Monte Farms Road.
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Install “Trail Crossing” advance yield markings along the shared-use path where it intersects with neighborhood streets, including Cielo Azul, school driveways, Los Ninos Place, Viva Lane, Meridian Road, and Del Monte Farms Road.
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Install “Trail Crossing” warning signage along the shared-use path where it intersects with neighborhood streets, including Cielo Azul, school driveways, Los Ninos Place, Viva Lane, Meridian Road, and Del Monte Farms Road.

Table 5. North Monterey County High Recommendations *(continued)*

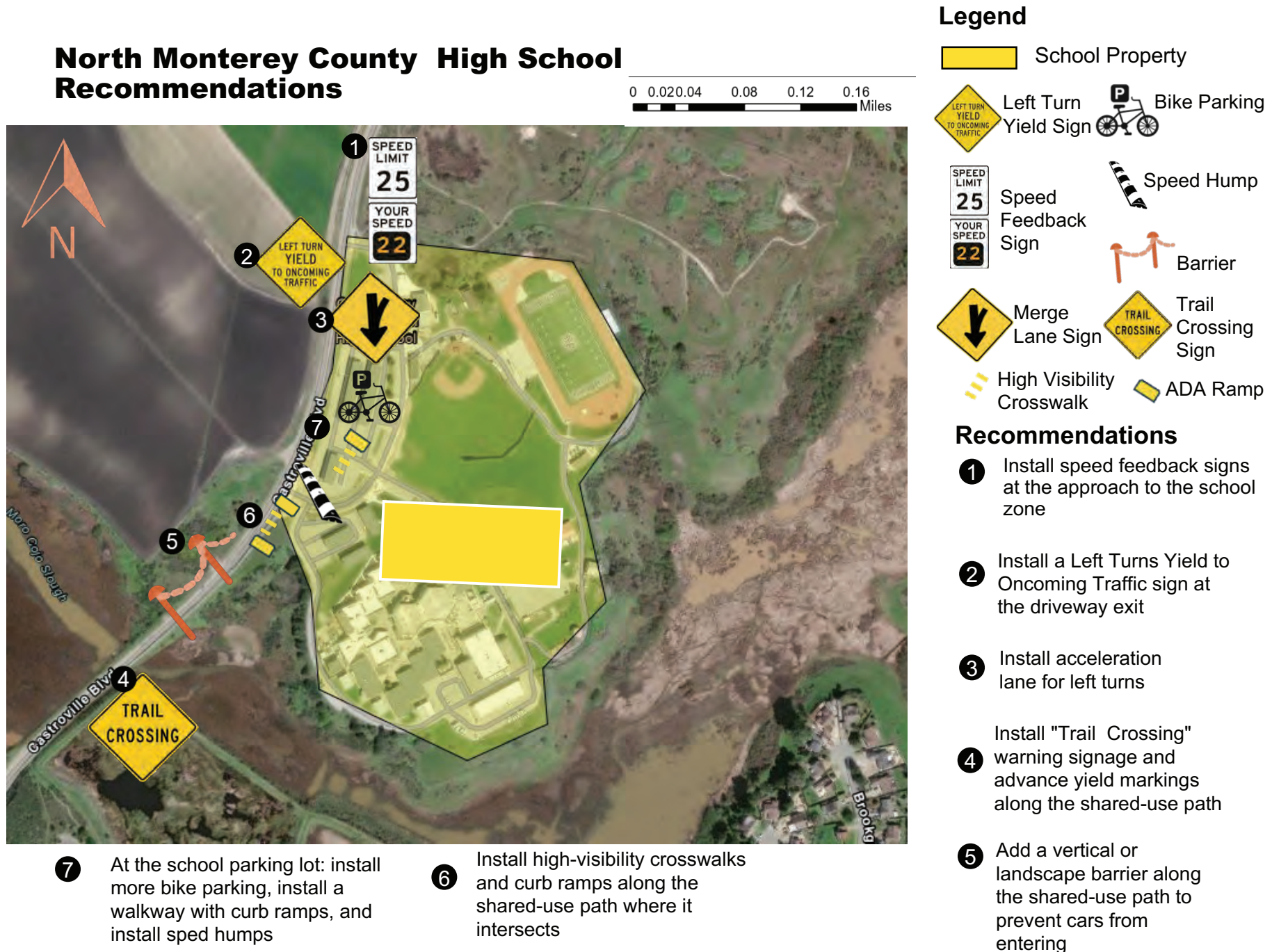
Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Dirt path	Castroville Boulevard	Orilla del Agua	Informal dirt path connecting large neighborhood to path – gets very overgrown and muddy when it rains	Formalize the dirt path connecting Orilla del Agua to Castroville Boulevard to enhance the connection to the bike path, with a preferred width of 6 feet.
Oak Hills - North County High	Charter Oak Boulevard	Castroville Boulevard	No pedestrian connection between nearby neighborhood and school.	Install Class I shared-use path.
School campus	Castroville Boulevard	School Northern Driveway	High traffic speeds on Castroville Boulevard, limited visibility for drivers exiting school	Explore options to dedicate school property to widen Castroville Boulevard to install acceleration lane for people turning left out of northern school driveway.
School campus	School campus		Students identified need for more bike parking	Install additional bicycle parking on campus.
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Vegetation is overgrown along path	Consider an ‘Adopt a Path’ program to enlist community volunteers to help maintain path.
School campus	School Parking Lot		Not all school staff wore safety vests at time of audit	Provide safety vests and hand-held stop signs for staff assisting with traffic direction in the parking lot. Offer crossing guard training to equip staff with the skills needed to manage traffic and ensure pedestrian safety effectively.

Table 5. North Monterey County High Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
School campus	School Parking Lot		No marked pedestrian path in parking lot	Install a striped walkway with ADA-compliant ramps in the school parking lot.
School campus	School Parking Lot		Reports of speeding	Install speed humps in the school parking lot and driveway to reduce vehicle speeds.
School campus	Castroville Boulevard	School Northern Driveway	High traffic speeds on Castroville Boulevard, limited visibility for drivers exiting school	Install a Left Turns Yield to Oncoming Traffic sign at the driveway exit.
School campus	Bike Program			Implement a campus bike lending and repair program to promote cycling among students.
Intersection	Castroville Boulevard	Collins Road	Reports of drivers not yielding to students in crosswalk	Assign SRO to crosswalk to encourage drivers to yield to students in the crosswalk.

*Traffic during school drop-off.*

Figure 28. Map of North Monterey High Recommendations





Crosswalk leading to Prunedale Elementary School.



Driveway going up to Prunedale Elementary School.

School Profiles: Prunedale

Prunedale is a rural area within North Monterey County centered around the Highway 101 corridor north of Salinas. The schools are in a residential area surround the Pesante Road exit on the east side of Highway 101.

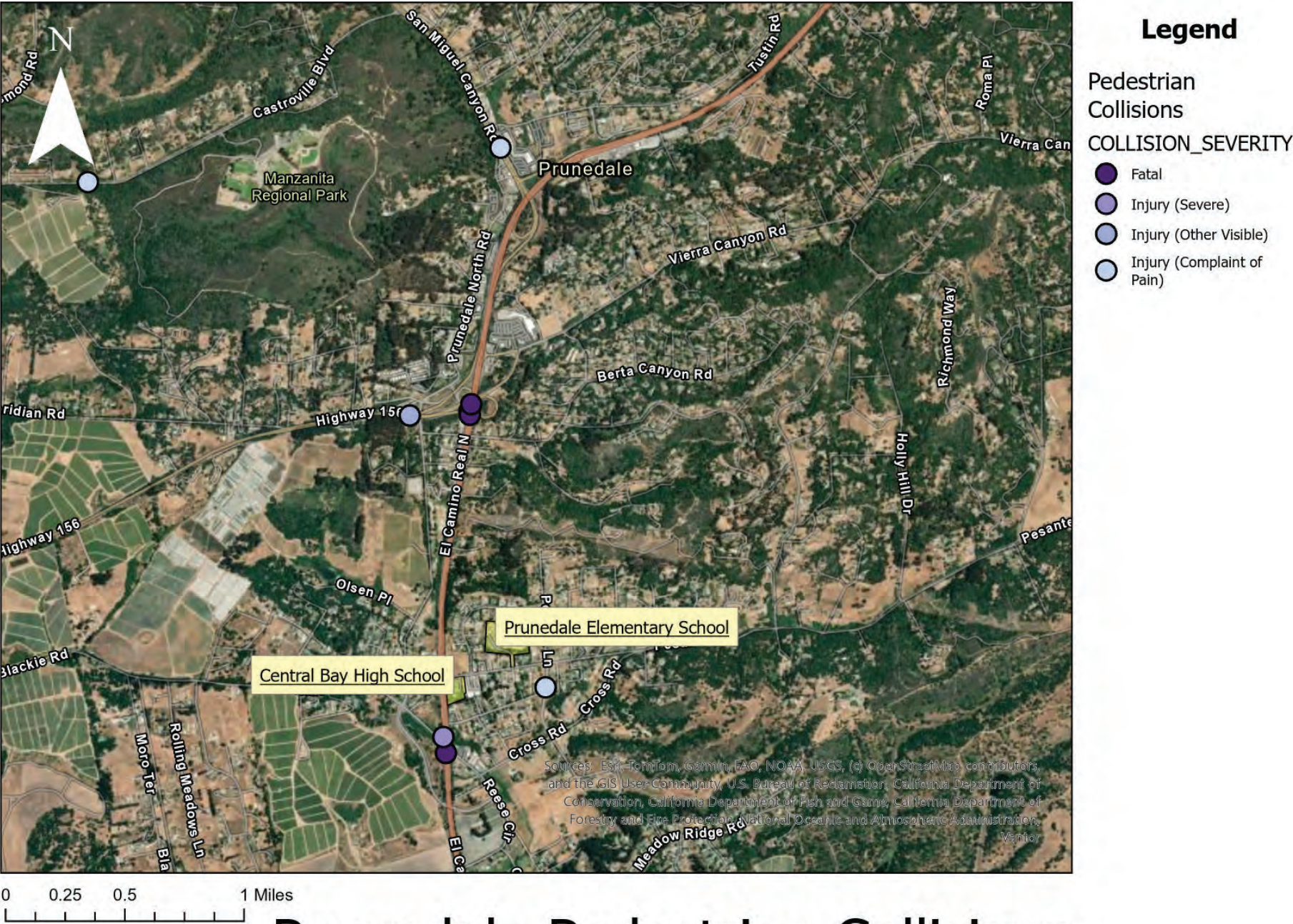
The schools studied in Prunedale were:

- Prunedale Elementary School
- Central Bay High School & North Monterey County Independent Study

Figure 29. Map of Prunedale Area Bike Collisions



Figure 30. Map of Prunedale Area Pedestrian Collisions





Prunedale Elementary School

Prunedale Elementary is located on Pesante Road, 0.3 miles away from Central Bay High School / Independent Study and HWY 101 (see Figure 31).

Existing Conditions

The campus is located in a relatively densely settled part of the rural/suburban unincorporated Prunedale neighborhood, one block east of Highway 101 on Pesante Road, which has an on and offramp for northbound 101 traffic. The school is less than ½ mile away the highway. The posted speed limit on Pesante Road is 45 MPH outside of the ½ mile school zone. The school is set in the middle of a residential block, surrounded by residential uses on all sides. The school is accessed by a single driveway mid-block on Pesante Road that serves as entrance and exit to the campus.

There are no sidewalks on Pesante Road and there is only one marked crosswalk which is located near the school entrance. There is no formal sidewalk in the school driveway only a dirt path in the first portion of the driveway at Pesante Road. There are no bike lanes on Pesante Road and no bicycle facilities on other nearby neighborhood streets.

During a 2024 audit of the campus, drivers were observed speeding along Pesante Road, especially coming from or going to the highway on and offramp. The slight curve on Pesante Road also created a blind spot for drivers. When exiting the school driveway, school buses have to make wide turns into the oncoming traffic lane to accommodate the short turning radius at the corner.

During pick up and drop off times, traffic congestion on Pesante Road and can extend east to the next intersection at Pollock Lane. Drivers were observed double parking at the school parking lot, parking at the church across the street, or arriving up to an hour early before pickup time to wait for students.

K-6

GRADE LEVELS



644

NUMBER OF STUDENTS

85.4%

STUDENTS

RESIDING WITHIN

1 MILE OF SCHOOL



20%

STUDENTS

QUALIFYING FOR FREE

OR REDUCED MEALS

46%

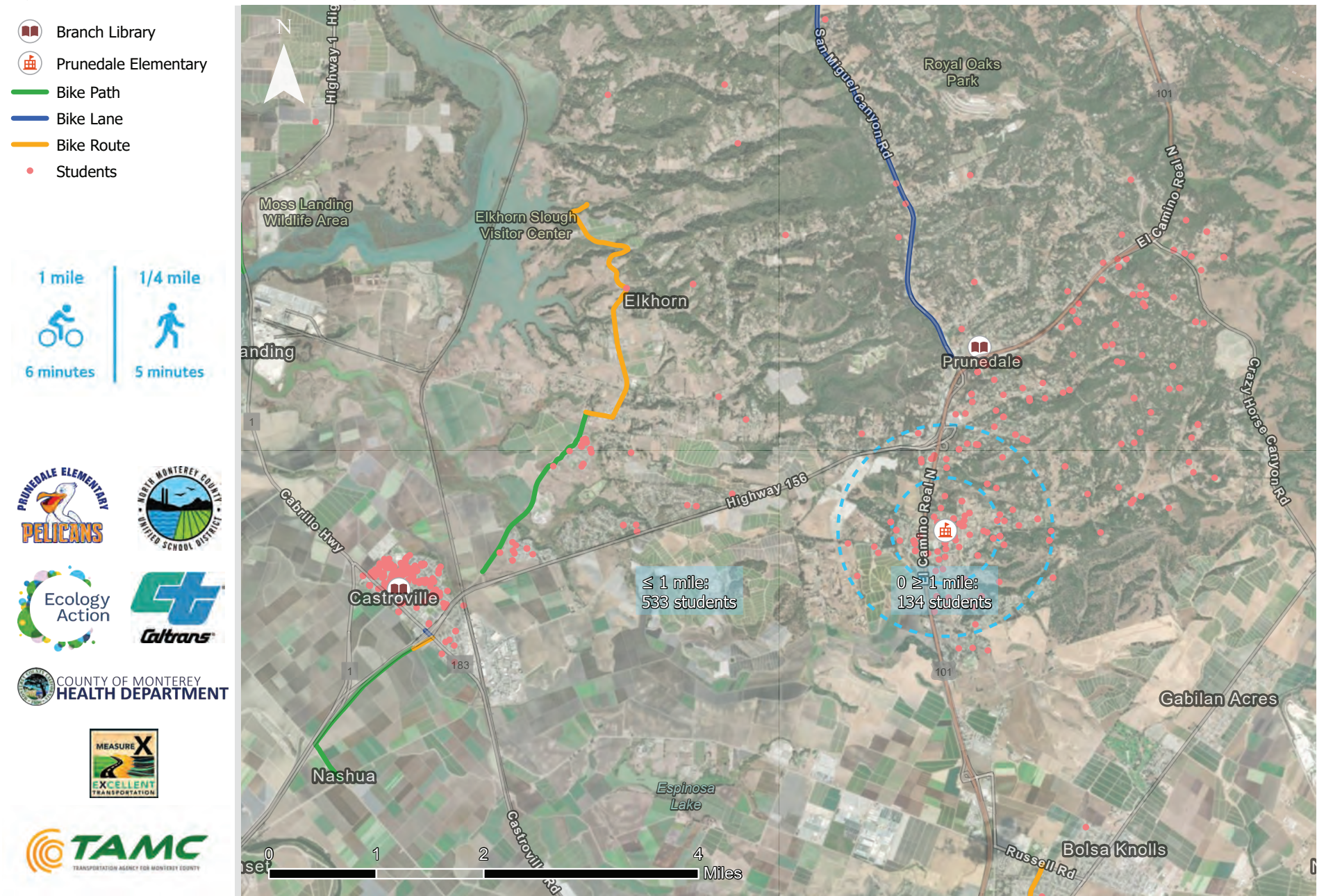
STUDENTS

USING ACTIVE

TRANSPORTATION



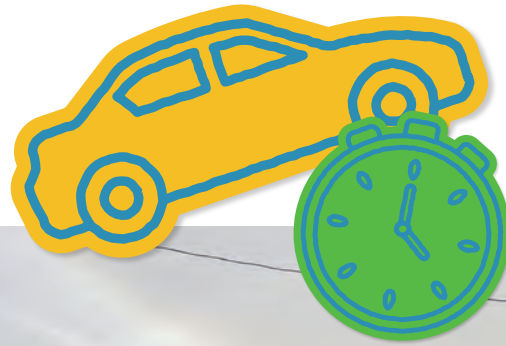
Figure 31. Prunedale Elementary School Residence Map



The dirt path on the school driveway was muddy in rainy conditions, and when the path ends families were observed walking in the road with mixed traffic through the parking lot to access the school. Some families used the marked crosswalk; others were seen crossing Pesante Road in other locations.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Distance
2. Speed of traffic along route
3. Sidewalks or pathways
4. Safety of intersections and crossings



Crosswalk to Prunedale Elementary School.

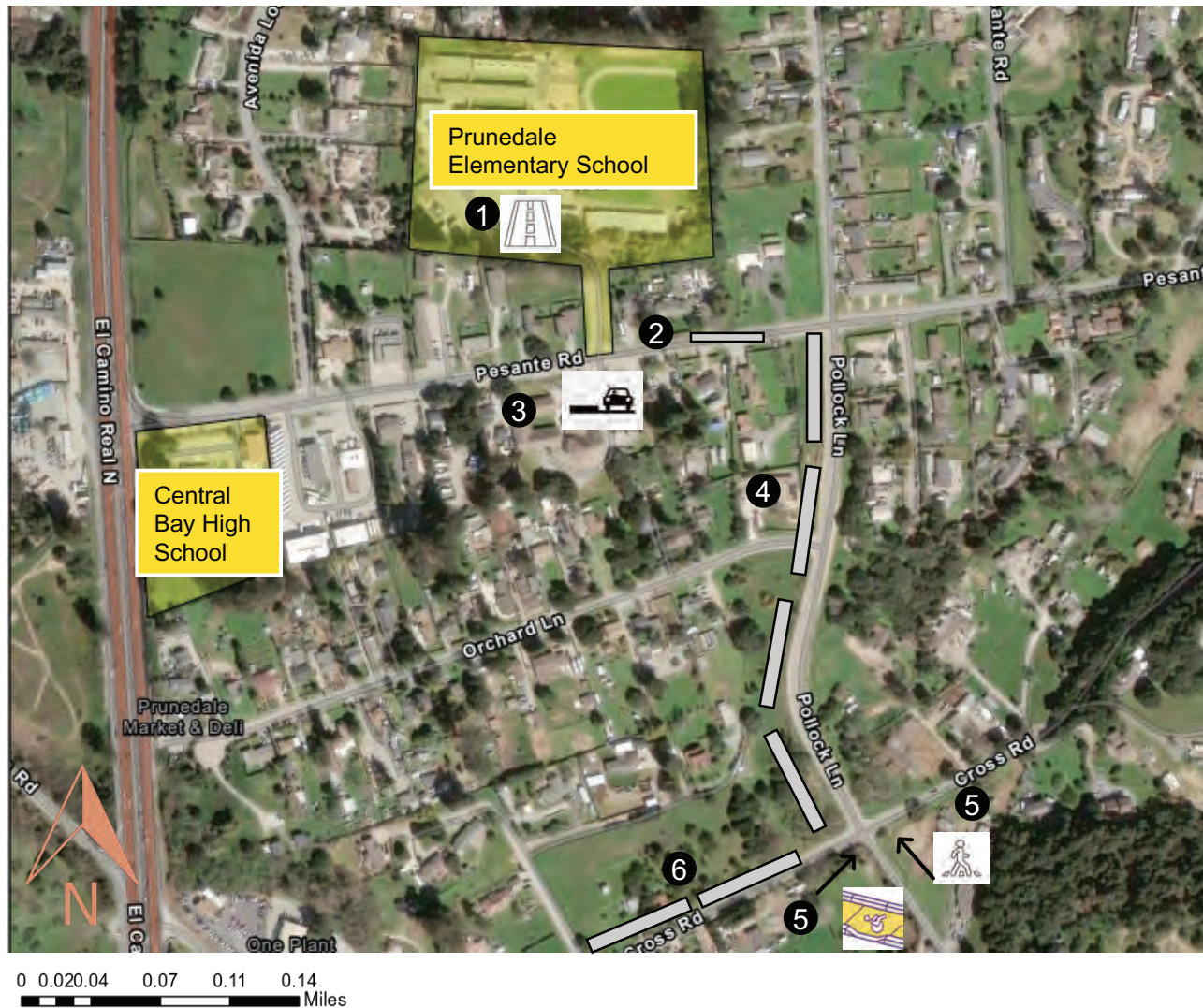
Table 6. Prunedale Elementary Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Pesante Road	Prunedale Entry Driveway	Pollock Lane	Middle school students walking down Pesante Road to bus stop on Orchard Lane	If pedestrian counts show it is warranted, extend sidewalks along the south side of Pesante Road to Pollock Lane.
Prunedale Entry Driveway - entire length			Drop-off locations could be more clear	Add roadway striping to delineate pick-up/drop-off traffic on each direction and to formalize parking spots.
First Baptist Church of Prunedale			Heavy traffic congestion in school parking lot/driveway	Coordinate with the church to create program to encourage parents to park in the church parking lot to drop-off/pick-up their students, rather than going up/down the driveway.

*Driveway to Prunedale Elementary School.*

Figure 32. Map of Prunedale Elementary Recommendations

Prunedale Elementary School Recommendations



Legend

-  School Property
-  Striping
-  Sidewalk
-  Drop-off lot
-  Crosswalk
-  Curb Ramps

Recommendations

- 1** Add roadway striping to delineate pick-up/drop-off traffic on each direction and to formalize parking spots.
- 2** Sidewalk
- 3** Coordinate with the church to encourage parents to use the church lot for drop-off/pick-up instead of the driveway
- 4** Sidewalk
- 5** If pathway is installed, install crosswalks on the west and north legs.
- 5** If pathway is installed, install curb ramps on the northeast, northwest, and southwest corners.
- 6** Sidewalk



Central Bay High School and North Monterey County Independent Study

Central Bay High School and North Monterey County Independent Study share the same campus located on Pesante Road in Prunedale (see Figure 33).

Existing Conditions

The campus is located in a relatively densely settled part of the rural/suburban unincorporated Prunedale neighborhood, one block east of Highway 101 on Pesante Road, which has an on and offramp for northbound 101 traffic. The school is less than ½ mile away the highway. The posted speed limit on Pesante Road is 45 MPH outside of the ½ mile school zone. The school abuts Highway 101 to the west and an industrial property to the east. The school is accessed by a single driveway on Pesante Road. There is no drop off loop for cars or buses.

There are no sidewalks on Pesante Road and there are no nearby marked crosswalks leading to the campus. There are no bike lanes on Pesante Road and no bicycle facilities on other nearby neighborhood streets.

Central Bay High School has a small student population, and many students take the bus. During a 2024 audit of the campus, there was limited student drop-off and no traffic congestion before or after school. Students who use the bus are dropped off at the entrance gate of the parking lot, a dirt area with potholes that becomes muddy and slippery in wet conditions. There was a single sign for the school covered by vegetation, and no other school signage in the area.

Drivers were observed speeding along Pesante Road, especially coming from or going to the highway on and offramp. The driveway to the campus parking lot is narrow and only allows cars in one direction at a time. The lot itself is small and can be difficult to navigate. The road was observed to be in disrepair and markings are faded.

9-12

GRADE LEVELS



35

NUMBER OF
STUDENTS

96.3%

STUDENTS
RESIDING WITHIN
1 MILE OF SCHOOL



84%

STUDENTS
QUALIFYING FOR FREE
OR REDUCED MEALS

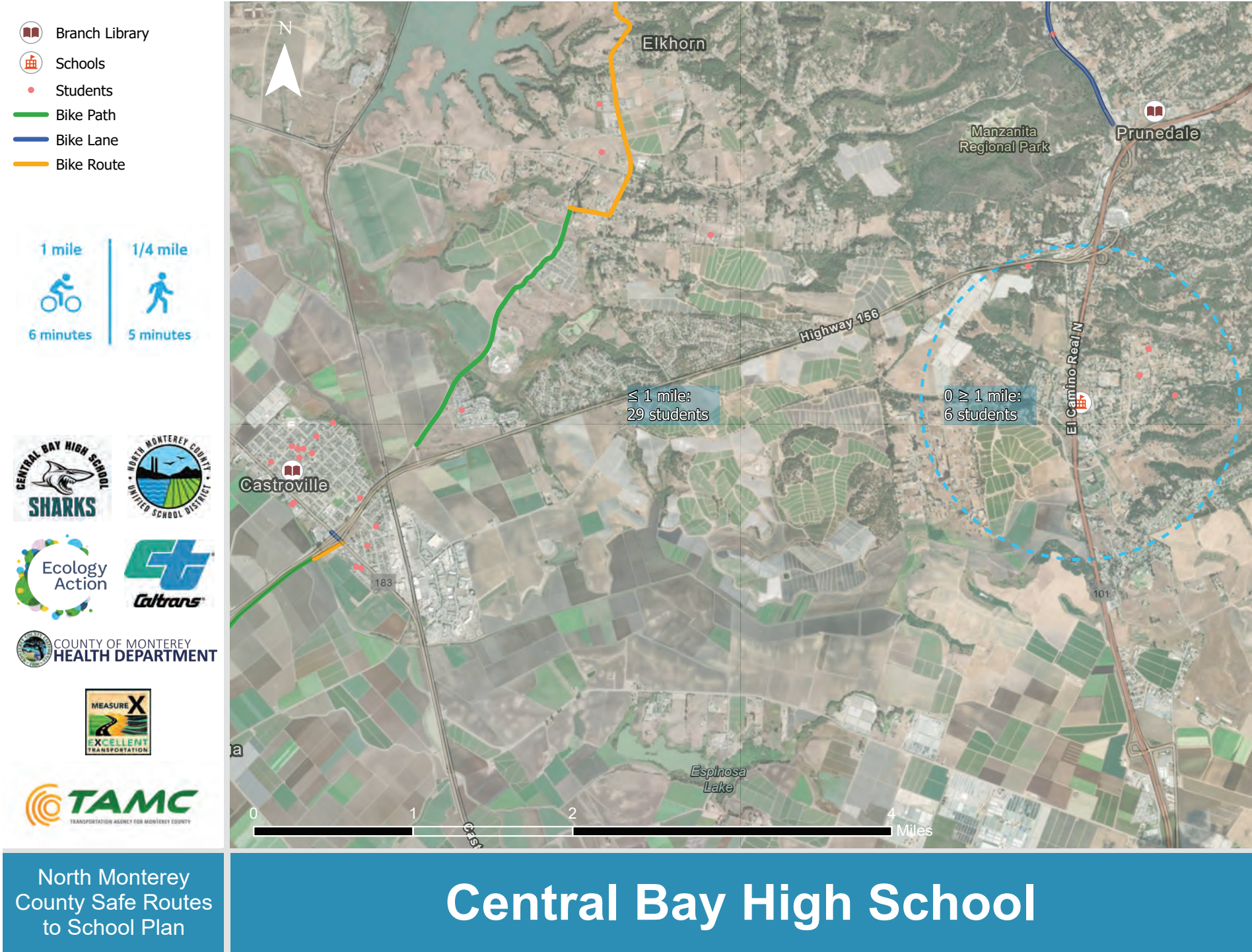


65%

STUDENTS
USING ACTIVE
TRANSPORTATION

*(based on results from
Mode Survey)*

Figure 33. Central Bay High School Residence Map





Central Bay High School.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Distance
2. Speed of traffic along route
3. Sidewalks or pathways
4. Safety of intersections and crossings

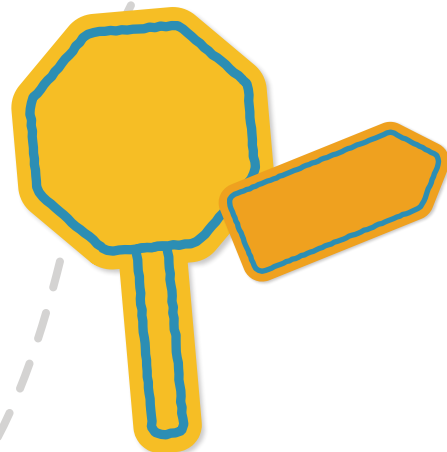


Table 7. Central Bay High School Recommendations

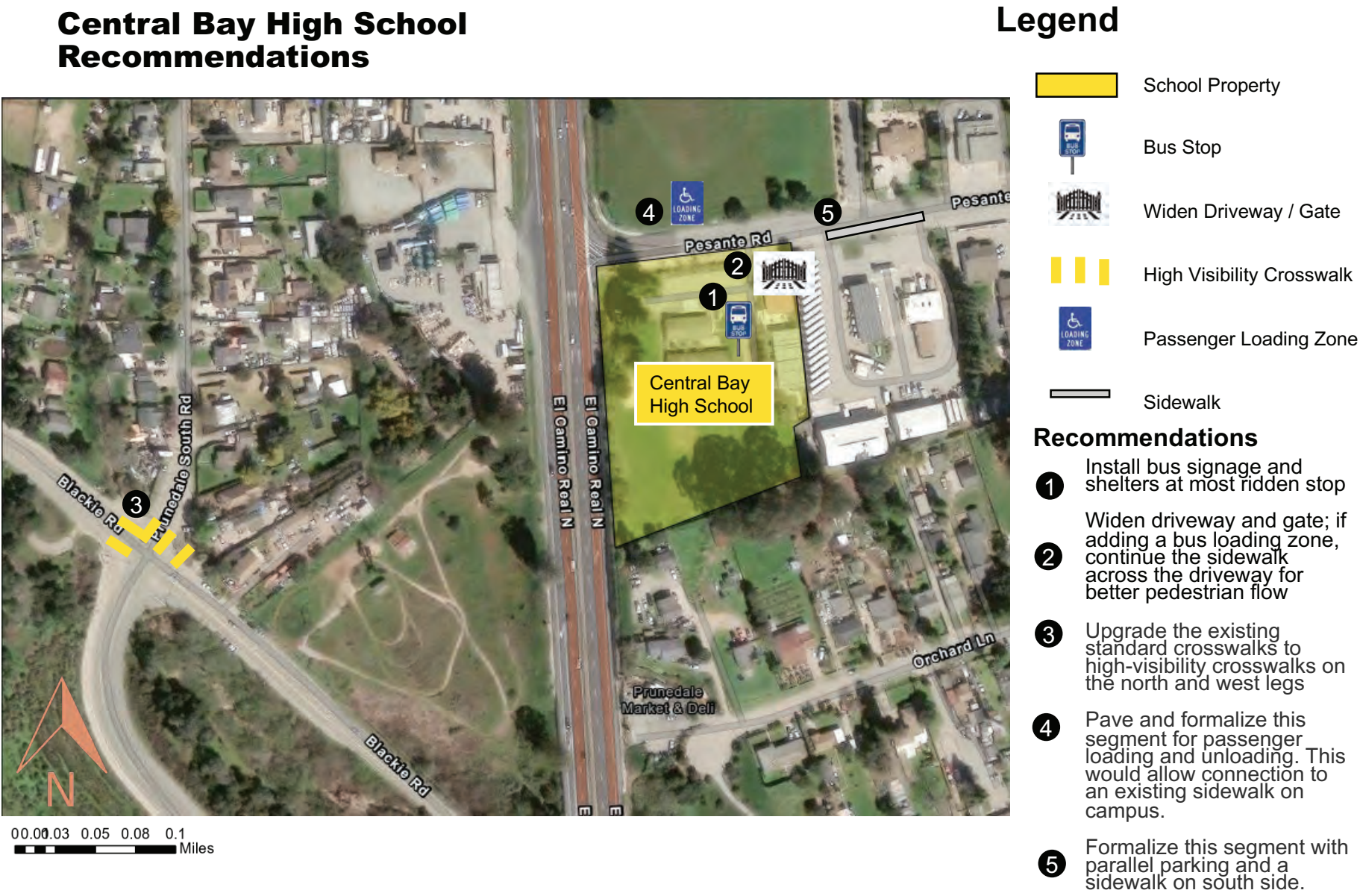
Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Pesante Road and Blackie Road			School bus stops throughout Prunedale area – often no safe place for students to wait and no shelter in rainy conditions	Install bus stop signage and shelters at most ridden stops.
Pesante Road	School Driveway	Prunedale Elementary Entrance	No formal pedestrian route into school, parents walking through parking lot	Formalize this segment with parallel parking and a sidewalk on south side.
Pollock Lane	Cross Road	Pesante Road	No sidewalks, students walking to bus stops	If pedestrian counts show it is warranted, install pedestrian pathway on one side of the road.
Cross Road	Pollock Lane	Reese Circle	No sidewalks, students walking to bus stops	If pedestrian counts show it is warranted, install pedestrian pathway on one side of the road.
Intersection	Cross Road	Pollock Lane	No marked crosswalks	If pathway is installed, install crosswalks on the west and north legs.
Intersection	Cross Road	Pollock Lane	Currently no sidewalks or curb ramps	If pathway is installed, install curb ramps on the northeast, northwest, and southwest corners.
Intersection	Blackie Road	Prunedale South Road	Pedestrian collision at this location	Upgrade the existing standard crosswalks to high-visibility crosswalks on the north and west legs.

Table 7. Central Bay High School Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Intersection	Blackie Road	Prunedale South Road	Pedestrian collision at this location	Upgrade the existing standard crosswalks to high-visibility crosswalks on the north and west legs.
School campus	Campus Driveway		Driveway is not wide enough for vehicles to enter and exit at the same time	Widen driveway and entry gate. If a bus loading zone is created, continue sidewalk across driveway for improved pedestrian experience.
School campus	Campus Parking Lot			Reconfigure parking lot layout to ease entry. Widen driveway entry.
Pesante Road	Campus Driveway	Bus Depot Driveway	No sidewalk in bus loading area	Pave and formalize this segment for passenger loading and unloading. This would allow connection to an existing sidewalk on campus.

*Entrance to the driveway in Central Bay High School.*

Figure 34. Map of Central Bay High Recommendations





Willow Road in Las Lomas.



Bay Farms Road heading to Ohlone Elementary School.

School Profiles: Pajaro / Las Lomas

Pajaro is a small unincorporated community on the northern border of Monterey County, just on the south side of the Pajaro river, over the Main Street bridge from downtown Watsonville. Las Lomas is a more rural unincorporated area directly to the south of Pajaro.

The schools studied in Pajaro / Las Lomas area were:

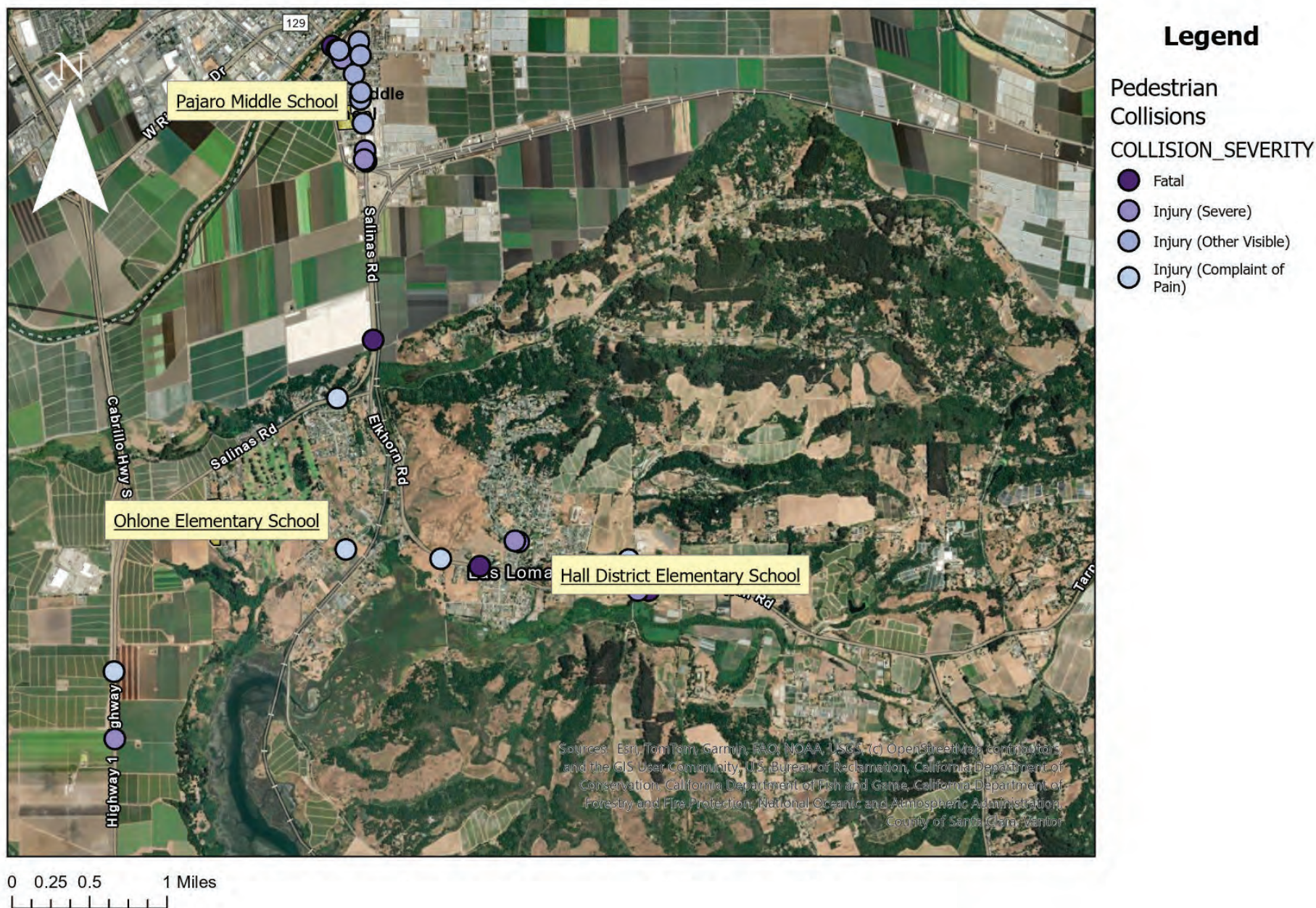
- Hall District Elementary School
- Ohlone Elementary School
- Pajaro Middle School

Figure 35. Map of Pajaro Area Bike Collisions



Pajaro/Las Lomas Bike Collisions

Figure 36. Map of Pajaro Area Pedestrian Collisions



Pajaro/Las Lomas Pedestrian Collisions



Hall District Elementary School

Hall District Elementary School is in Las Lomas, and it draws students from the area and surrounding unincorporated areas (see Figure 37).

Existing Conditions

The school is located in a rural area of Las Lomas, about 0.5 miles east of the more densely settled residential center of the neighborhood. The campus is bordered by Hall Road, a two lane rural state highway (G12), to the south and Sill Road on the east and north, a smaller road that leads to the core residential area of Las Lomas. The primary entrance to the campus is on the northeast corner at the intersection of Sill and Harrington Roads. At this entrance there is a bus drop-off lane, parent drop-off lane, and parking for parents and staff. There is also a small parking area near the school office off Sill Road. No parent drop-off is allowed in this area, and parking is reserved for approved visitors and school staff.

There are no sidewalks on Sill Road or Hall Road. There is one high-visibility yellow crosswalk on Hall Road at Sill Road. There are no streetlights on Sill Road near the school. There is minimal school signage posted on Sill Road. There is a Class II bike lane on Hall Road and no bike facilities on Sill Road.

During a 2024 school audit, parents were observed dropping off students in No Parking areas near the main entrance to school, which reduced the travel lane and required students to cross Sill Road. The parking lot with the drop off area appeared to be newly constructed and in good condition. Large trucks were observed using Sill and Harrington Roads to access nearby agricultural fields. Drivers use Sill Road as a cut-through to avoid congestion at the traffic light to the west on Hall Road at Las Lomas Drive.

TK-6

GRADE LEVELS



526

NUMBER OF
STUDENTS

93.3%

STUDENTS
RESIDING WITHIN
1 MILE OF SCHOOL



56%

STUDENTS
QUALIFYING FOR FREE
OR REDUCED MEALS

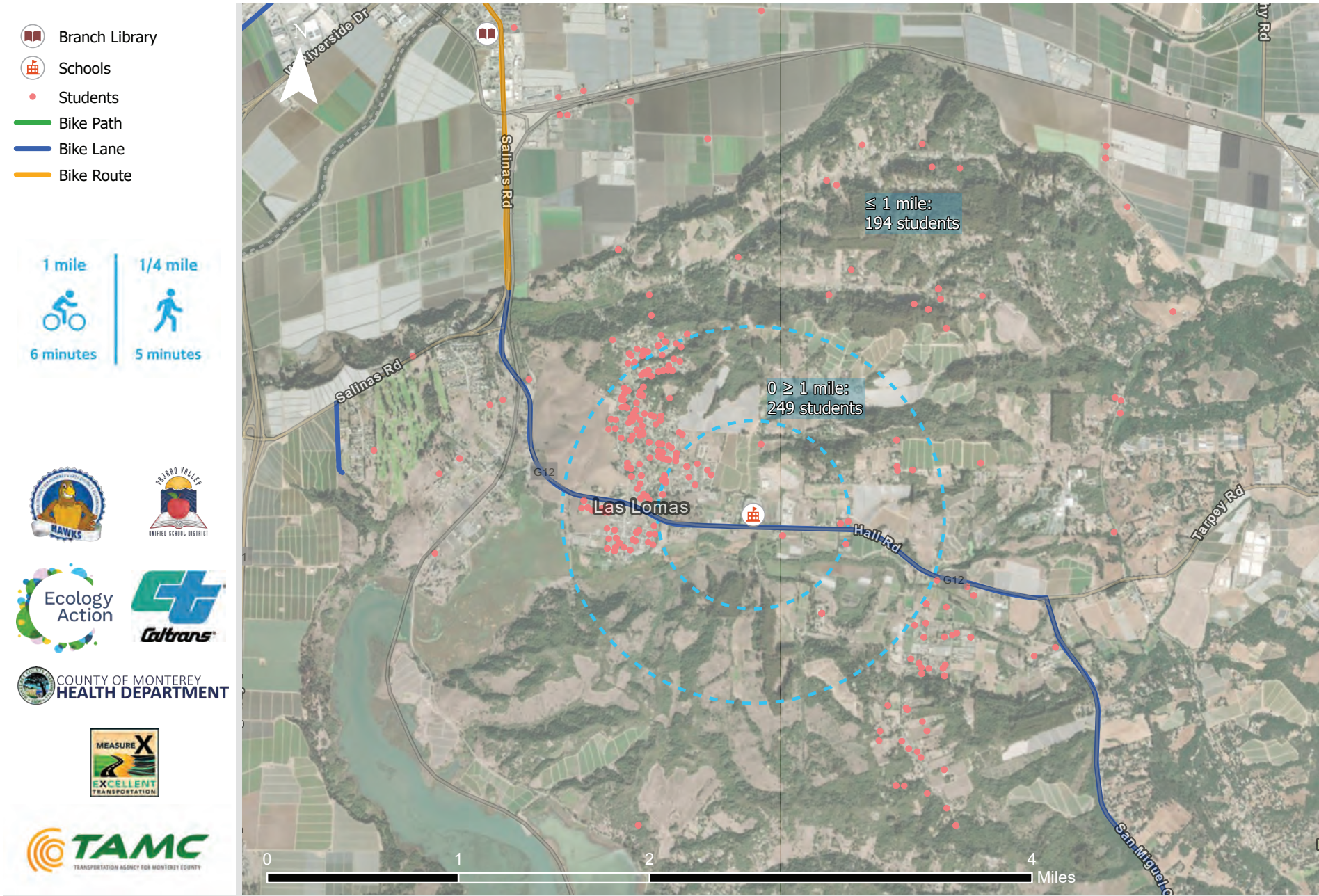
67%

STUDENTS
USING ACTIVE
TRANSPORTATION

*(based on parent and
mode surveys)*



Figure 37. Hall District Elementary School Residence Map





Willow Road in Las Lomas.

In conversations during the audit, parents and school staff during the audit, reported safety concerns due to heavy traffic, speeding, and drivers not stopping for students waiting to cross. They described how the curve in Sill Road at the parking lot creates a blind spot for exiting drivers.

At the time of the audit, there were no pedestrians or cyclists observed near the school. School staff reported one family that walks to school on Sill Road from Las Lomas. Sill Road has a dirt shoulder that becomes muddy in the rainy season.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Safety of intersections and crossings
2. Amount of traffic along route
3. Distance
4. Speed of traffic along route

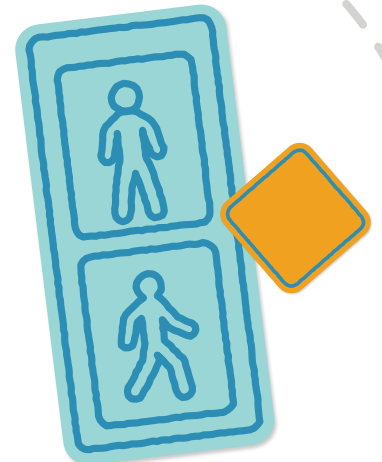


Table 8. Hall District Elementary Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Intersection	Hall Road	Unnamed Street 500ft West of Willow Road	Well-used PVUSD bus stop, no shelter for students and muddy conditions when it rains	Install bus shelter adjacent to 140 Hall Road.
Intersection	Hall / Willow west-bound far-side bus stop		Las Lomas Dr is the only controlled crossing location – locating the bus stop closer to the intersection would be more convenient	Relocate the Hall / Willow westbound far-side bus stop closer to the signalized intersection at Hall Road and Las Lomas Drive.
Willow Road	Hall Road	Berry Road	No sidewalks, students walking to bus stops	Install sidewalks on one side of the roadway.
Sill Road	Hall Road	King Hall Road	No sidewalk on Sill Road	Install pedestrian path or multi-use facility with lighting.
Intersection	Sill Road	Harrington Road	Currently no sidewalk or curb ramps	If sidewalk is installed, install curb ramps on all corners.
Intersection	Sill Road	Harrington Road	Blind corner, difficult for drivers exiting school parking lot to see oncoming traffic from Sill Road	Conduct intersection control analysis for traffic circle or all-way stop. Consider contracting for temporary traffic control during school hours.

Table 8. Hall District Elementary Recommendations (*continued*)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Hall Road	Unnamed Street 500ft West of Willow Road	Las Lomas Drive		Install sidewalks on both sides of Hall Road to create a connection between the bus stops, the intersection, and the adjacent neighborhood streets. If the Hall / Willow westbound far-side bus stop can be relocated closer to the intersection, only the south side of Hall Road will need sidewalks.
Intersec- tion	Sill Road	Parking Lot Exit	Signage needed if traffic circle is installed	Install a right-turn-only sign at the parking lot exit, directing vehicles intending to turn left to proceed to the new traffic circle at Sill Road / Harrington Road for a U-turn.
Sill Road	Hall Road	King Hall Road	Parents parking on Sill Road across the street from school and walking across Sill Road to school	Coordinate with the enforcement department to enforce a “No Parking During Pick-up and Drop-off Hours” policy along Sill Road.
Intersec- tion	Hall Road	Las Lomas Drive	Traffic congestion at existing stop light	Install a modern Roundabout.
Hall Road	Hall / Willow bus stops and Hall/Sill bus stops			Formalize these bus stops with amenities, such as bus shelters, benches, and timetables.
Sill Road	Sill Road	School Bus Exit	Buses pull into opposing lane when exiting	Widen the gate to facilitate easier bus exits.

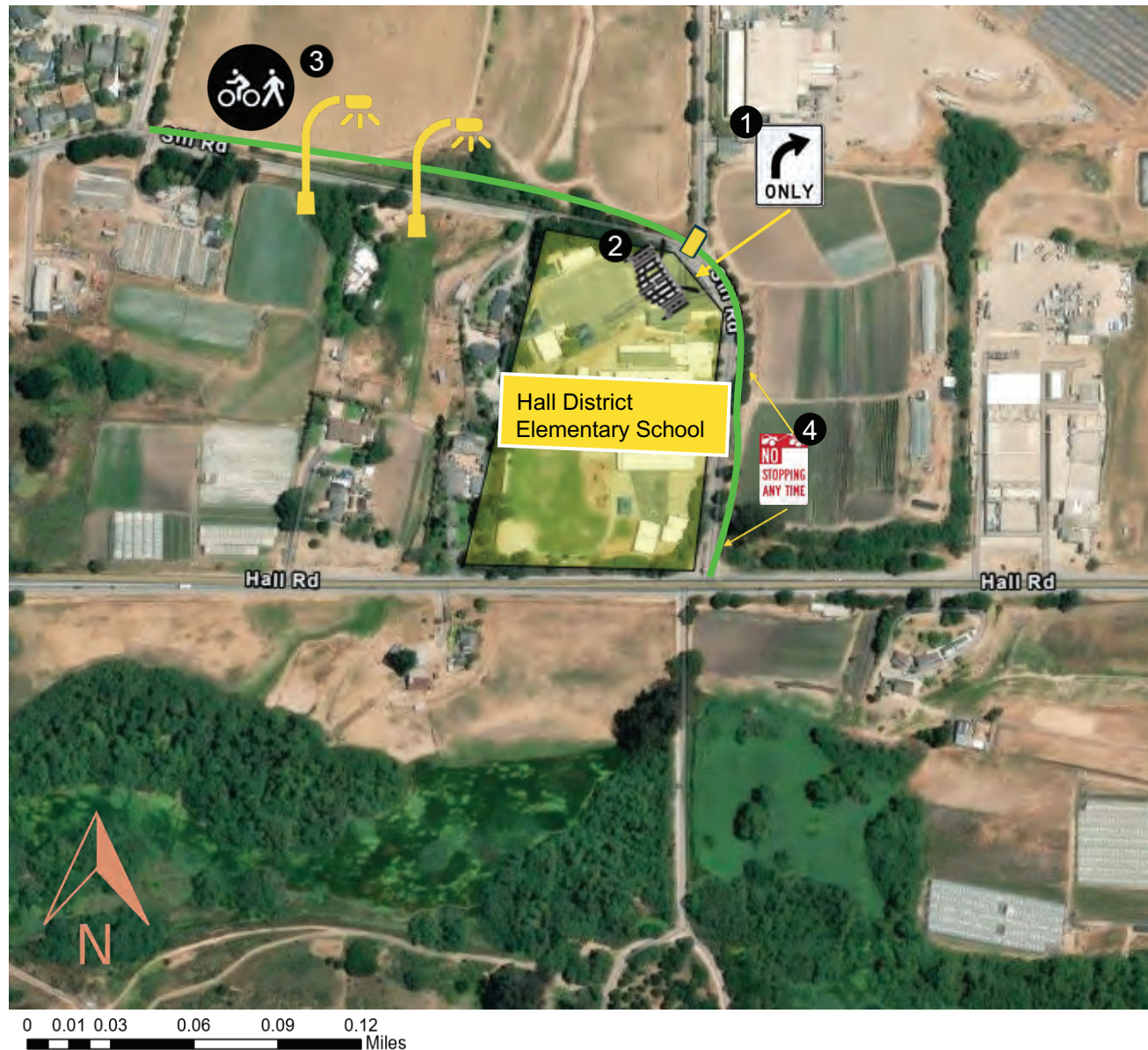
Table 8. Hall District Elementary Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Sill Road	Hall Road	King Hall Road	Vegetation obscuring road signage	Ensure roadways are clear of overgrown vegetation and signage is not obscured.
Sill Road	Hall Road	Harrington Road	Semi trucks add to congestion during pick-up and drop-off	Coordinate with Classic Salads to prevent semi-trucks from being present on Hall Road or Harrington Road during pick-up and drop-off hours.

*Bus stop in Las Lomas.*

Figure 38. Map of Hall District Elementary Recommendations

Hall District Elementary School Recommendations



Legend

- School Property
- Bike & Ped
Lanes
 Bike & Ped Lanes
- NO
STOPPING
ANY TIME
 No Parking Sign
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Pajaro Middle School

Pajaro Middle School is located in Pajaro on Salinas Road, part of the G12 corridor. It draws students from Pajaro and Las Lomas and some others en-route to Prunedale (see Figure 39).

Existing Conditions

Pajaro Middle School is located in a urbanized section of the Pajaro neighborhood, just south of the city of Watsonville. The campus is located on the corner of Salinas Street, the three-lane main street through Pajaro, and Fremont Street. It backs up to railroad tracks and agricultural fields beyond. The school has a parking lot with a dedicated drop-off loop that separates bus traffic from parent vehicles. A traffic signal at one end of the parking lot helps vehicles turn onto Salinas Road.

There are sidewalks on both sides of Salinas Street and Fremont Street. At Bishop street, a few blocks north of the school, there is a sidewalk gap on the west side of the street where businesses have instead established nose-in parking spots. There is a mid-block high-visibility yellow crosswalk with an overhead flashing beacon in front of Assumption Church, one block north of the school, but the curve for southbound drivers reduces visibility of the crosswalk. Bicycling facilities are also limited. Part of Salinas Road is designated as a bike route, which transitions into a bike lane traveling south.

During a 2024 audit, most drop-off activity was observed within the loop, but some drivers stopped along the curb on Salinas Road to let students out. There were delays at the traffic signal at the parking lot entrance; one car waited approximately three minutes for the light to change. School staff noted that bus drivers often exit via Fremont Street rather than the school driveway, requiring them to stop traffic to make a left turn onto Salinas Road.

6-8

GRADE LEVELS



367

NUMBER OF STUDENTS

96.5%

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL



33%

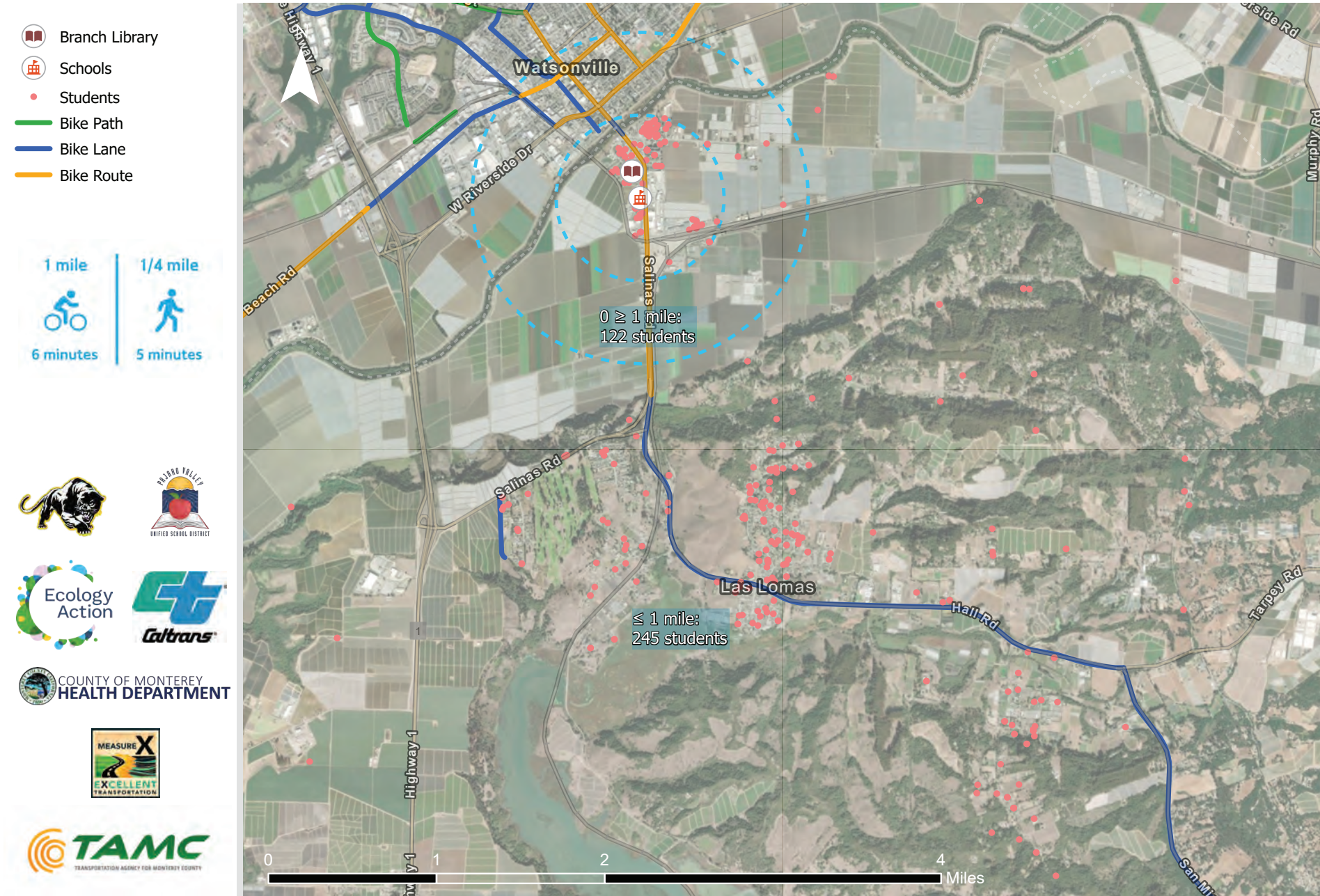
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS

48%

STUDENTS USING ACTIVE TRANSPORTATION



Figure 39. Pajaro Middle School Residence Map



North Monterey
County Safe Routes
to School Plan

Pajaro Middle School



Rectangular Rapid Flashing Beacon in Pajaro.

13 students were counted walking to school, and a later tally recorded 66 students walking between the intersection of Salinas Road and San Juan Road. Only two cyclists were observed traveling to school during the audit. Students were observed walking along Salinas Road from both directions and using the mid-block crossing and flashing beacon. Students traveling south from San Juan Road often use back streets such as Brooklyn Street, which have complete sidewalks and lower traffic volumes. The crosswalk at San Juan Road and Salinas Road is also heavily used. Other issues include faded crosswalks, narrow sidewalks with utility poles reducing pedestrian space, and large vehicles such as school buses encroaching on sidewalks when turning into the school driveway.

Many parents said that speeding on Salinas Road was common and parents described near-misses and drivers failing to yield at the mid-block crosswalk and San Juan Road. Parents also expressed concerns about students living on Lewis Road near the railroad tracks. The sidewalk on Salinas Street ends prior to connecting with Lewis Road, children to walk in the street. High vehicle speeds on Lewis Road were cited as a significant safety issue.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Speed of traffic along route
2. Sidewalks or pathways
3. Safety of intersections and crossings
4. Insufficient lighting

Table 9. Pajaro Middle Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Intersec- tion	Salinas Road	Matiashev- ich Lane	Some drivers not yielding to pedestrians	Station a school crossing guard in front of school.
Salinas Road	Salinas Road	Midblock crossing between Bishop Street and Jonathan Street	Drivers not yielding to pedestrians	Install curb extensions on both sides of the crosswalk. Curb extension on east side should accommodate bike lane.
Salinas Road / Porter Drive	Railroad Ave	San Juan Road		Close sidewalk gaps along this segment. Widen sidewalks to 5' where necessary. Fill in sidewalk cracks. Remove obstacles, such as utility poles, if possible.
Intersec- tion	Salinas Road	Railroad Ave		Upgrade the existing standard crosswalk to a high-visibility crosswalk on the east leg.
Intersec- tion	Salinas Road	Railroad Ave		Install curb ramps on the northeast and southeast corners.
Salinas Road	Railroad Ave	Fremont Street	Street lighting is limited	Review existing street lighting to ensure it meets lighting needs and standards.
School parking lot			Buses cut into sidewalk when entering school	Widen the school parking lot entrance.

Table 9. Pajaro Middle Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
School parking lot			Buses exiting on Fremont Street, bus drivers have to stop traffic to turn left	Review circulation within school parking lot to enable buses to use signalized intersection to turn left on Salinas Road.
Intersection	Salinas Road	Matiasевич Lane		Install “Do Not Block Intersection” signage and add corresponding road markings at this intersection.
N/A	Pedestrian Safety Education		Students do not always press button to activate beacon at the mid-block crosswalk	Integrate pedestrian safety education into the curriculum, teaching students how to properly use Rectangular Rapid Flashing Beacons (RR FBs) and follow safe walking/crossing practices.

*Route to Pajaro Middle School along Salinas Road.*

Figure 40. Map of Pajaro Middle Recommendations

Pajaro Middle School Recommendations



Legend

- School Property
- Sidewalk
- Lightpole
- Curb Ramp
- High Visibility
- Crosswalk
- Crossing Guard

Recommendations

- 1** Close sidewalk gaps along this segment (Railroad Ave to San Juan Rd). Widen sidewalks to 5' where necessary. Fill in sidewalk cracks. Remove obstacles, such as utility poles, if possible
- 2** Review existing street lighting to ensure it meets lighting needs and standards
- 3** Station a school crossing guard in front of school
- 4** Review school parking circulation and widen entrance
- 5** Upgrade crosswalk to high visibility crosswalk and add curb ramps



Ohlone Elementary School

Ohlone Elementary School is located on Salinas Road, near Highway 1. It is west of Los Lomas and south of Watsonville and Pajaro. It draws students from Pajaro (see Figure 41).

Existing Conditions

Ohlone Elementary School is in a small residential area in a rural section of Pajaro / Las Lomas. It fronts onto Bay Farm Road, across from agricultural fields, and has a driveway connecting to Hillcrest Road, a residential street with single family homes. The school has two designated areas for student drop-off and pick-up: one located on Bay Farms Road to the west and another on Hillcrest Road to the east. The Bay Farms Road entrance includes a small parking lot with a one-way loop for loading and unloading. The Hillcrest Road entrance features a larger parking lot primarily used by school buses for pick-up and drop-off.

Pedestrian infrastructure around the school is limited. A sidewalk exists on the school side of Bay Farms Road and continues south to Bayhill Road, but there is no sidewalk north of the school toward Salinas Road. Hillcrest Road lacks sidewalks entirely between the school and Salinas Road, and bicycling facilities are minimal. While Salinas Road has bike lanes on both sides, there are no bike lanes on Bay Farms Road, Hillcrest Road, or other streets immediately surrounding the school.

During a 2024 audit, some drivers were observed parking along the west side of the Bay Farms Road instead of using the loop. The intersection of Bay Farms Road connects and Salinas Road is near a highway ramp, and its narrow configuration combined with high vehicle speeds creates challenges for drivers—particularly school bus operators—making left turns from both Bay Farms Road and Hillcrest Road.

K-6

GRADE LEVELS



452

NUMBER OF STUDENTS

94.6%

STUDENTS
RESIDING WITHIN
1 MILE OF SCHOOL



21%

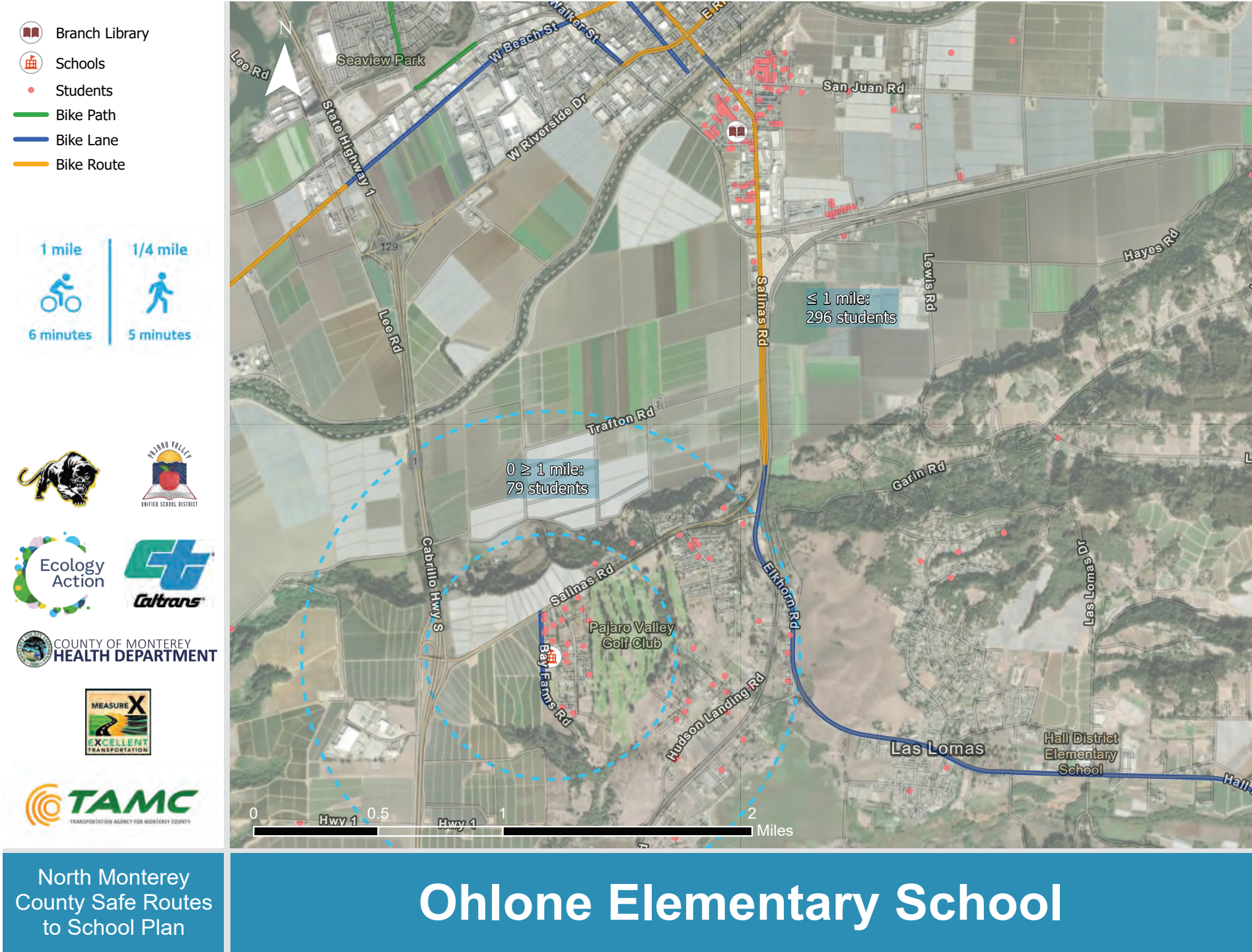
STUDENTS
QUALIFYING FOR FREE
OR REDUCED MEALS

70%

STUDENTS
USING ACTIVE
TRANSPORTATION
(based on 7 Mode
survey responses)



Figure 41. Ohlone Elementary School Residence Map





Hillcrest Road near Ohlone Elementary School.

Students living along Hillcrest Road were observed walking on private property where sidewalks are missing. Students who reside outside the immediate neighborhood - anywhere across Salinas Road - typically take the bus or are driven to school, as there is no safe pedestrian crossing and no sidewalks along Salinas Road. During the audit, one recreational cyclist was observed riding along Salinas Road.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Safety of intersections and crossings
2. Amount of traffic along route
3. Distance
4. Speed of traffic along route

Table 10. Ohlone Elementary Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Salinas Road	Bay Farms Road	Fair Way	No sidewalk on Salinas Road – some students live across from Golf Course	Install sidewalk or pedestrian path along the south side of Salinas Road.
Hillcrest Road	Salinas Road	Bayhill Road	No sidewalk, students walking in street	Install sidewalk or pedestrian path where feasible along west side of roadway between Salinas Road and Bayhill Road.
Bayhill Road	Bay Farms Road	Hillcrest Road	Missing sidewalk	Close sidewalk gap.
Intersection	Hillcrest Road	Salinas Road	Difficult for drivers to turn left onto Salinas Road, especially bus drivers. High traffic volumes and speeds on Salinas Road.	If and when warranted, install a traffic signal at Salinas Road and Hillcrest Road or Bayhill Road.
Bay Farms Road	Salinas Road	School Entry Plaza	Missing sidewalk	Install sidewalks on the east side of the road.
Hillcrest Road	Salinas Road	School Parking Lot	No sidewalk, students walking in street	Install traffic calming measures on Hillcrest Road approaching the school parking lot.
Bay Farms Road	Bayhill Road	Salinas Road	Some parents parking across Bay Farms Road and walking across	Coordinate with the enforcement department to enforce “No Parking Anytime” regulations along the west side of Bay Farms Road.

Table 10. Ohlone Elementary Recommendations *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Bay Farms Road	Driveway Entrance	Driveway Exit	Lack of shade on campus	Plant more shade trees along the school loading areas at street and at school fence.
Intersection	Bay Farms Road	Driveway Exit	Some drivers entering the wrong way	Install “Do Not Enter” signage at the driveway exit.
Bay Farms Road	Bayhill Road	Salinas Road	Some drivers doing U-turns at driveway exit	Place no U-turns signs on school property near school driveway exit.
Bay Farms Road	School Entry Plaza	School North Boundary	Many parents prefer dropping off on-street rather than using loop	Formalize the curb space in front of the school entry plaza as a loading zone.
Intersection	School Parking Lot		No pedestrian path in parking lot	Install a striped walkway in the school parking lot.
Intersection	School Parking Lot		Reports of speeding in parking lot	Install traffic calming measures, such as speed humps, in school parking lot to prevent speeding.
Intersection	Hillcrest Road	Salinas Road	Traffic congestion during school drop-off and pick-up, students walking in street	Stripe short segment of centerline on Hillcrest Road near the intersection.

Figure 42. Map of Ohlone Elementary Recommendations

Ohlone Elementary School Recommendations



Legend

- School Property
- Sidewalk

- School Loading Zone Sign

- No U-Turn Sign
- Tree
- Speed Hump

- No Parking Sign

- Traffic Light
- Crosswalk

- Do Not Enter Sign

- Speed Feedback Sign

Recommendations

- 1 Install sidewalk or pedestrian path alongside South side of Salinas Rd
- 2 Install sidewalk or pedestrian path on both sides
- 3 Close sidewalk gap on Bayhill Rd
- 4 Plant more trees at school loading areas and fence
- 5 Formalize the curb space in front of the school entry plaza as a loading zone
- 6 Add "No U-Turn" sign at driveway exit
- 7 Add "Do Not Enter" sign at driveway exit
- 8 Enforce the "No Parking Anytime" regulations
- 9 Install Speed Feedback Sign approaching school parking
- 10 Install a traffic signal at Salinas Rd and Hillcrest Rd
- 11 Install a crosswalk and speed humps in school parking lot



Elkhorn Road heading towards Castroville Boulevard.



Elkhorn Road.

School Profiles: Elkhorn / Royal Oaks

Elkhorn is an unincorporated rural residential area on the western side of Prunedale along Castroville Boulevard and Dolan Road, about halfway to Moss Landing on Highway 1 and the Elkhorn Slough. Royal Oaks is a similar rural residential area just north of Prunedale, located around San Miguel Canyon Road.

The schools studied in Elkhorn / Royal Oaks were:

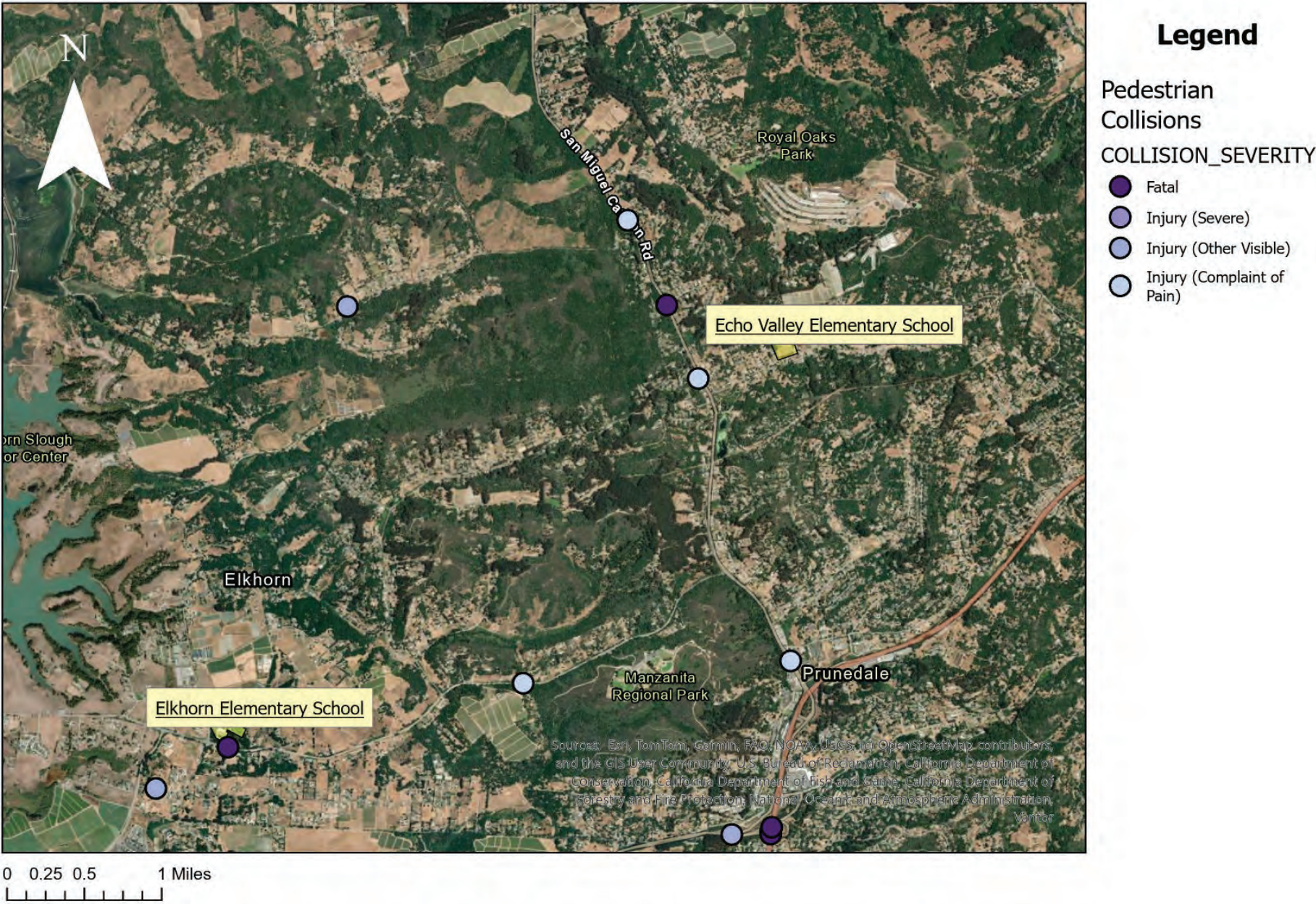
- Echo Valley Elementary School
- Elkhorn Elementary School

Figure 43. Map of Elkhorn Area Bike Collisions



Elkhorn/Royal Oaks Bike Collisions

Figure 44. Map of Elkhorn Area Pedestrian Collisions



Elkhorn/Royal Oaks Pedestrian Collisions

Echo Valley Elementary School

Echo Valley Elementary School is located on Echo Valley Road, between San Miguel Canyon Road and Highway 101, just south of the community of Royal Oaks. The majority of students live in Castroville (see Figure 45).

Existing Conditions

Echo Valley Elementary School is located along Echo Valley Road, a rural two-way corridor that carries moderate traffic, including large trucks. The road serves as a connector between U.S. 101 and San Miguel Canyon Road. The school has two parking areas: an upper lot designated for staff and school buses, and a lower lot with limited spaces for parents. Drop-off and pick-up occur in the lower lot, where school staff manage traffic by collecting student names as vehicles enter and directing students from the cafeteria waiting area to the lot. Adjacent to the school driveway is Maher Road, a narrow route used by trucks and commuter vehicles.

Pedestrian facilities are minimal. There are no sidewalks along Echo Valley Road or the school driveway. While both parking lots have sidewalk areas where students can wait for a car or bus, there is no protected pedestrian connection between the two lots. Pedestrians must walk alongside vehicles or use a narrow dirt embankment. On the south side of Echo Valley Road, the shoulder is minimal or absent. There are no bike lanes or other bicycle facilities along Echo Valley Road.

During a 2024 audit, queues formed along Echo Valley Road during pick up and drop off for eastbound vehicles waiting to turn into the driveway. Because there is no dedicated turn lane, through-traffic often passed the queue by entering the opposing lane. Maneuvering in and out of Maher Road during peak times is challenging, and school staff reported that large trucks occasionally turn into the school driveway by mistake, creating circulation issues due to limited space for turning around.

K-6
GRADE LEVELS



540
NUMBER OF
STUDENTS



89.2%
STUDENTS
RESIDING WITHIN
1 MILE OF SCHOOL



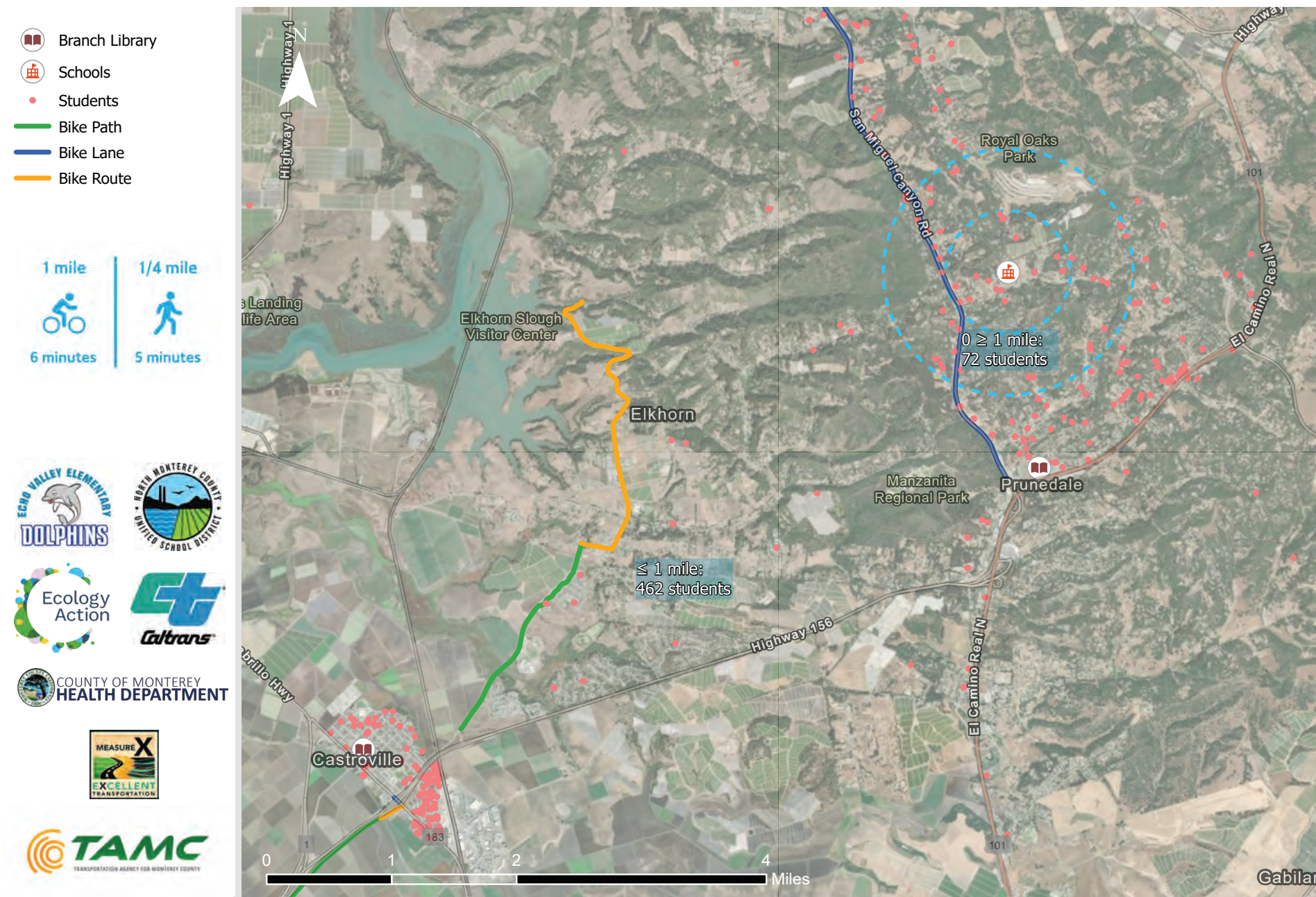
13%
STUDENTS
QUALIFYING FOR FREE
OR REDUCED MEALS



40%
STUDENTS
USING ACTIVE
TRANSPORTATION



Figure 45. Echo Valley Elementary School Residence Map





Echo Valley Elementary School driveway.

On the south side of Echo Valley Road middle and high school students waiting for buses were observed waiting on private property to avoid being in the roadway. Flooding occurs in this area during rainy conditions, further reducing safe waiting space. No cyclists were observed during the audit.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Distance
2. Sidewalks or pathways
3. Weather or climate
4. Speed of traffic along route



Table 11. Echo Valley Elementary Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Echo Valley Road	San Miguel Canyon Road	Maher Road	No sidewalk on Echo Valley Road	If pedestrian counts show need, install sidewalks or pedestrian path along Echo Valley Road as a long-term improvement. This project will require the County to acquire necessary Right-of-Way.
Intersection	Echo Valley Road	San Miguel Canyon Road	Difficult to turn left from Echo Valley Road to San Miguel Canyon Road	Install a Roundabout.
Intersection	Echo Valley Road	Strawberry Road		Install a Roundabout.
Intersection	San Miguel Canyon Road	San Miguel Canyon Road / Echo Valley Bus stops	MST routes used by students traveling to school	Formalize this bus stop with amenities, such as a bus shelter, benches, and a timetable.
Echo Valley Road	Campus Driveway		No path for pedestrians in school driveway	Install sidewalks along the campus driveway.
School Campus	Campus Lower Parking Lot		No shade for pedestrians in school driveway	Plant trees on campus alongside the pick up sidewalk for shade and overhead cover.
School Campus	Campus Upper Parking Lot		Lack of shade	Install an additional solar panel shade structure in the upper parking lot.

Table 11. Echo Valley Elementary Recommendations *(continued)*

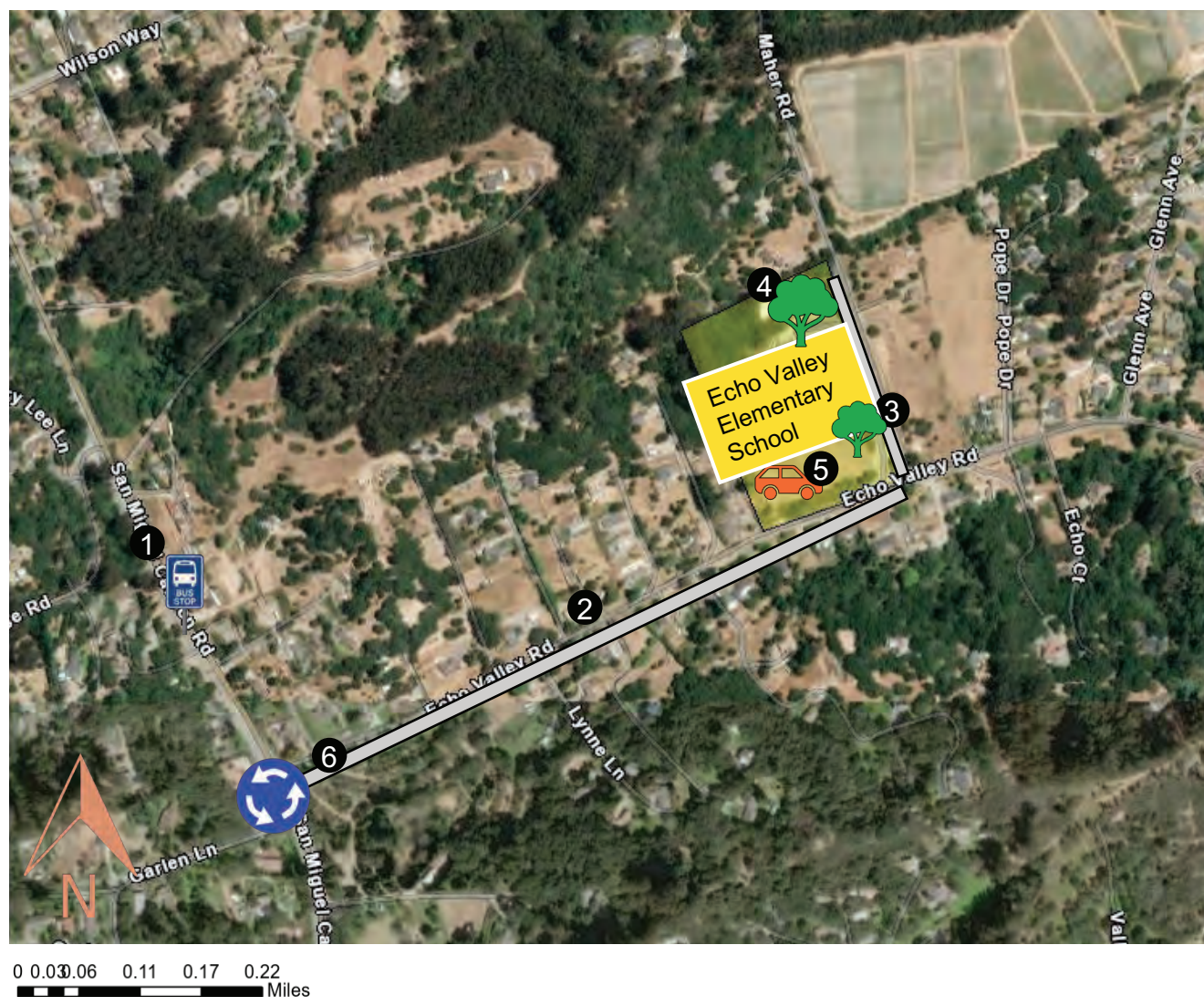
Street	Cross Street 1	Cross Street 2	Issue	Recommendation
School Campus	Campus Upper Parking Lot		Lack of shade	Plant trees alongside the sidewalk in the upper parking lot.
School Campus	Campus Lower Parking Lot			Add additional staff parking area near Echo valley road to alleviate traffic from main campus.



Traffic on Echo Valley Road.

Figure 46. Map of Echo Valley Elementary Recommendations

Echo Valley Elementary School Recommendations



Legend

-  School Property
-  Bus Stop
-  Sidewalk
-  Trees/Shade
-  Parking
-  Roundabout

Recommendations

- 1 Formalize this bus stop with amenities, such as a bus shelter, benches, and a timetable.
- 2 Install sidewalks or pedestrian path along Echo Valley Road
- 3 Install sidewalks along the campus driveway
- 4 Install an additional solar panel shade structure in the upper parking lot, and plant trees alongside the sidewalk.
- 5 Plant trees along pick up area for shade. Add additional parking near Echo Valley Rd.
- 6 Study to see if roundabout can be constructed



Elkhorn Elementary School

Elkhorn Elementary School is located near the intersection of Elkhorn Road and Castroville Boulevard, four miles east of Moss Landing. It draws students from the immediate area (see Figure 47).

Existing Conditions

Elkhorn Elementary School is located in a rural area inland from Elkhorn Slough. It is located at the intersection of Castroville Boulevard and Elkhorn Road, two regional through-roads. The entrance to the school is just north of the intersection on Elkhorn Road. The school has a small parking lot with a drop-off loop and some spaces reserved for staff.

Pedestrian infrastructure is limited. There are no sidewalks along Elkhorn Road or Castroville Boulevard. A crosswalk exists on the east leg of the intersection of Castroville Boulevard and Elkhorn Road, and a yellow high-visibility crosswalk with a rapid flashing beacon is located at the same intersection. Bicycling facilities include Class II bike lanes on Elkhorn Road. A separated bike path exists along a portion of Castroville Boulevard between Collins Road and Del Monte Farms Road, but there are no bicycle facilities north of Del Monte Farms Road.

During a 2024 audit, when the lot reached capacity, parents were observed parking in the Class II bike lane along Elkhorn Road. Arrival and dismissal times create congestion on Elkhorn Road near the school. Queues form for vehicles turning right into the school driveway, and some drivers were observed using the opposing lane to bypass the line. In addition, non-school traffic occasionally uses the school lot as a location to make U-turns.

K-6

GRADE LEVELS



586

NUMBER OF STUDENTS

87.2%

STUDENTS

RESIDING WITHIN
1 MILE OF SCHOOL



27%

STUDENTS

QUALIFYING FOR FREE
OR REDUCED MEALS

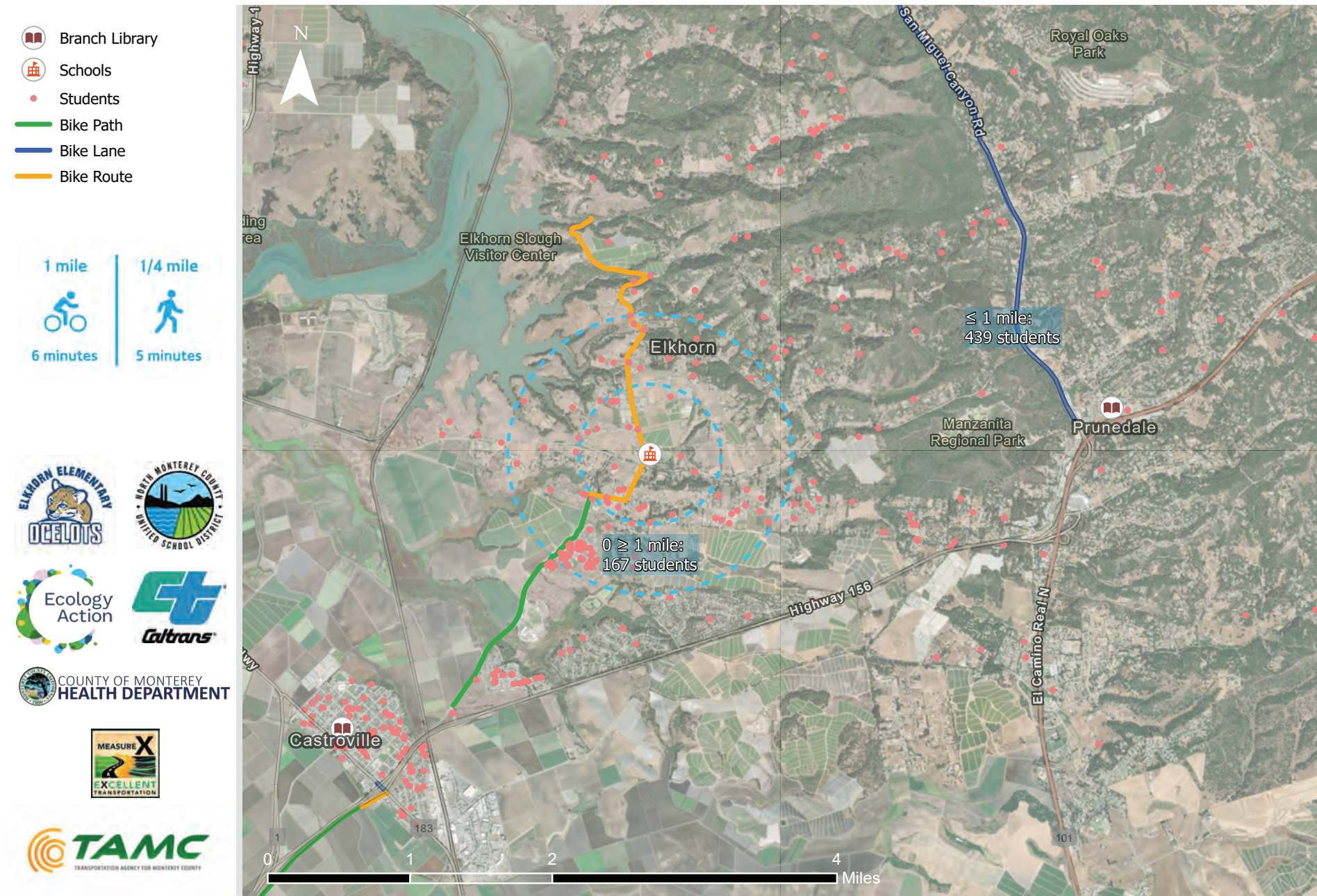
45%

STUDENTS
USING ACTIVE
TRANSPORTATION

*(based on parent
survey and mode
survey)*



Figure 47. Elkhorn Elementary School Residence Map





Drop off at Elkhorn Elementary School.

At the time of the audit, no crossing guards were present at any nearby crossings. No bicyclists were observed near the school.

The team gathered responses from a bilingual survey and discussions at on-site parent presentations to assess the top concerns affecting parents' decision to allow or not allow their child to walk or bike to or from school:

1. Distance
2. Speed of traffic along route
3. Sidewalks or pathways
4. Safety of intersections and crossings



Parked cars along Elkhorn Road.

Table 12. Elkhorn Elementary Recommendations

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Del Monte Farms Road	Castroville Boulevard	Ormart Road	Existing path ends at Del Monte Farms Road	Construct multi-use facility on Del Monte Farms Road and Ormart Road to connect existing path to existing crossing.
Elkhorn Road	Castroville Boulevard	School Driveway	No sidewalks on Elkhorn Road. Families currently parking on Elkhorn Road and walking in the street.	Install multi-use facility along the east side of Elkhorn Road to connect with the school driveway.
Intersection	Elkhorn Road	Castroville Boulevard	Speeding reported on Elkhorn Road near school	Install a curved arrow sign (W1-2 or W1-2a) for vehicles turning from Castroville Boulevard onto Elkhorn Road. A study may be required to determine the appropriate advisory speed for the W1-2a sign.
Intersection	Elkhorn Road	Castroville Boulevard	Crosswalk markings faded	Repaint the existing high-visibility crosswalk on the east leg of the intersection.
Elkhorn Road	School Driveway	Russo Road	Some students could walk to school from Russo Road. Parents currently parking on Elkhorn Road and walking in the street.	As a long-term improvement, install multi-use facility along the east side of Elkhorn Road.

Table 12. Elkhorn Elementary Recommendations (*continued*)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation
Elkhorn Road	Elkhorn Road	School Driveway	Parents parking across Elkhorn Road from school and crossing the street – high traffic speeds on Elkhorn Road	Install “No Stopping Any Time” signage on the west side of Elkhorn Road to discourage parents from parking to pick up and drop off students.
Ormart Road	Del Monte Farms Road	Castroville Boulevard	Existing path ends at Del Monte Farms Road	Construct multi-use facility on Del Monte Farms Road and Ormart Road to connect existing path to existing crossing.
Intersection	Elkhorn Road	Castroville Boulevard		If roundabout is constructed, enhance existing lighting near crosswalk or install additional pedestrian-scale lighting.
Intersection	Elkhorn Road	Castroville Boulevard	Speeding reported on Castroville Boulevard near crossing	Install rumble strips approaching the intersection.
School driveway			No pedestrian facilities for students to reach school entrance	Install marked crosswalk from bus drop-off area to front of campus, and sidewalk along front of campus to enable students to reach the entrance safely.
Castroville Boulevard			Parking and entry issues	Study the possibility of adding faculty parking on school district-owned land in existing field, including adding a turn pocket and new entrance.

Figure 48. Map of Elkhorn Elementary Recommendations

Elkhorn Elementary School Recommendations



Legend

- School Property
- Multi-Use Facility
- Bike & Ped Lanes
- High Visibility Crosswalk
- Center Turn Lane
- Curved Arrow Sign
- No Stopping Any Time Sign
- Crosswalk
- Lightpole
- Rumble Strips

Recommendations

- 1 Marked crosswalk from bus drop off to front of school
- 2 Multi-use facility on East side of Elkhorn Rd
- 3 Add turn pocket to allow entrance
- 4 Multi-use facility to connect to existing crossing
- 5 Install curved arrow sign
- 6 Repaint High Visibility Crosswalk
- 7 Add lighting, if roundabout is installed
- 8 Add rumble strips
- 9 Add "No Stopping Any Time" sign on West side of Elkhorn Rd

County Wide Recommendations

The following table showcases recommendations applied countywide, as opposed to a specific school site.

Table 13. County Wide Recommendations

School or Community Area	Street	Cross Street 1	Cross Street 2	Recommendation
North Monterey County School District	N/A			Study bus ridership levels and prioritize installing prefabricated bus shelters at the busiest stops, especially along roads with fastmoving traffic.
Castroville - Moss Landing	TBD			Study options to install multi-use path connecting Castroville with the beach and/or Moss Landing.
Moss Landing	Struve Road	Access Road to Moss Landing Park	Highway 1	Install sidewalks.
North Monterey County USD & Pajaro Valley USD	County-wide			Create messaging toolkit for school messaging around traffic and drop-off procedures.
North Monterey County	Pajaro Rail Line	Salinas Road	Pajaro River Levee	Install Class I shared-use path.
North Monterey County	Pajaro River Levee	Pajaro Rail Line	Drainage Pond / Miller Property	Install Class I shared-use path.
North Monterey County	N/A	Salinas River at Salinas River State Beach	Pajaro River Levee	Construct Monterey Bay Sanctuary Scenic Trail segments 13-17.



Parking lot in Elkhorn Elementary School.

Policy and Program Recommendations

The recommendations below are for all school sites and are arranged by implementing agency and type of program. Some recommendations are listed under multiple organizations that could take the lead on implementation.

Transportation Agency for Monterey County (TAMC)

Education

- Support the Street Smarts traffic-safety education campaign, including information on how to use new infrastructure like roundabouts, curb extensions, Class IV separated bikeways, and pedestrian hybrid beacons to improve navigation
- Install traffic gardens at elementary schools and parks to provide space for traffic safety education.
- Promote a TAMC program that allows community to report sidewalk and bicycle facility hazards on North Monterey County roadways.



Students and guardian walking after pick up at Echo Valley Elementary School.

Encouragement

- Work with schools to develop SchoolPool carpooling programs, with incentives for participation such as priority parking spaces and drop-off lanes.
- Develop a bar-code scanner program that notifies parents when students arrive and exit school.
- Develop a pilot program to structure school drop-off times and locations by grade level and align it with education programs.
- Promote the TAMC Safe Routes website (saferoutesmonterey.org) as a community resource for establishing walking school buses, finding safety information, etc.
- Continue to provide bike and skateboard racks to schools through the Bicycle Secure program.

Equity

- Design and implement public outreach and engagement that is broadly accessible for people of different literacy levels and provides means for all to participate. For example, increase output of informational videos for communities that may not read.
- Provide an equitable share of transportation investments to underserved racially diverse communities to improve their health, safety, and quality of life.



School Districts

Education

- Incorporate traffic safety education into school curriculums.
- Partner with TAMC and other Safe Routes to Schools partners to assess number of students who bicycle and/or walk to school to understand needs.

Encouragement

- Adopt a district-wide policy supporting active transportation projects and programs.
- Establish a Safe Routes to Schools contact at the district level to act as the point person for Active Transportation education, programs, and events.
- Provide orientation for principals and school staff on Safe Routes to Schools programs and best practices, including traffic management.
- When school bus stops are near each other, relocate one of the bus stops or stagger pick-up times to reduce school congestion.
- Promote events that encourage active transportation, such as Walk and Bike to School Day, Park and Walk Day.
- Schedule events (for example once a week or once a month) (for example once a week or once a month) that encourage active transportation, such as Walk and Bike to School Day, Park and Walk Day.
- Use the TAMC Bicycle Secure program to provide secure bike, scooter, and skateboard parking at each school site.
- Consider the use of electric school buses.
- Work with near by organizations to start and continuously support Park and Walk and Walk to School Bus programs

Engagement

- Reassess crossing guard funding and recruiting structures to allow at least one crossing guard per school for both morning drop-off and afternoon pick-up times, or develop a volunteer crossing guard program to recruit and motivate volunteers.



Monterey County: Police, Recreation, and Public Works Departments

Education

- Train police officers to teach traffic safety, with a focus on driver safety, and accurately report collisions involving bicyclists or pedestrians.
- Incorporate bike/walk safety trainings and/or helmet giveaways into County messaging, after-school programs, and events.

Encouragement

- Support and promote bike and pedestrian encouragement activities such as Bike Month, Ciclovía, and Walk and Bike to School Day through specific departments on social media.



Bus loop at Prunedale Elementary School.



School bus in Castroville.

School Sites

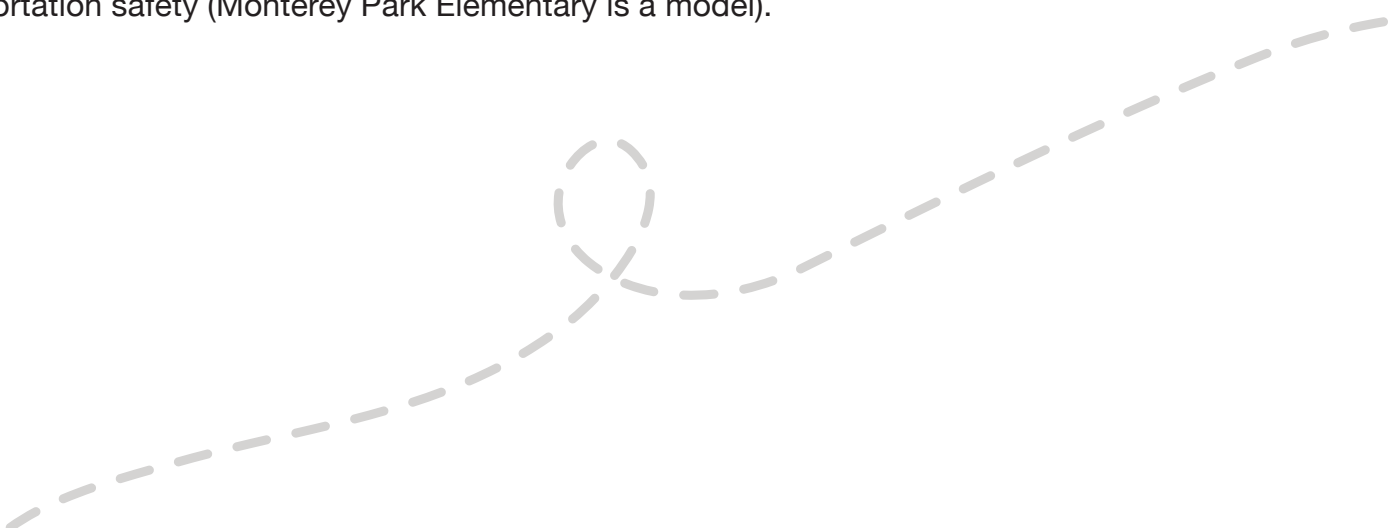
Education

- Distribute a traffic circulation plan and bike and pedestrian safety information to parents at the beginning of the school year through all possible communication channels (email, handouts, parent meetings, back to school nights, etc.).
- Hold school safety assemblies for students at the beginning of the school year to go over safe walking, biking, and drop-off practices as well as to review the traffic circulation plan.
- Pass out bike maps, resource lists, and bike cage information to parents and students every fall, and conduct annual bike safety clinics.
- Incorporate active transportation into appropriately aligned lesson plans
- Incorporate Chalk Your Walk programs into arts curriculums.
- Develop a curriculum for teaching students about the climate impacts of transportation, transportation infrastructure, and the built environment, and future internship and career opportunities.
- For high school students, promote bus routes for school transportation, develop carpool incentive programs, and offer bike maintenance courses through a Regional Occupation Center (ROP) program.
- For high school students, expand to new or existing clubs/groups to include active transportation issues, such as student bike/pedestrian counts, active transportation projects, and Safe Routes to Schools support for younger students.
- Provide information to school staff about active-transportation and carpooling options, including electric bikes.

Encouragement

- Incorporate active transportation and support for Walk and Bike to School Day into existing school health policies.
- Designate an administrative staff member as the Safe Routes to Schools contact at each school.
- Host biannual Walk and Bike to School Day events.
- Develop walking and rolling school bus programs with incentives for participation.
- Develop SchoolPool carpooling programs with incentives for participation, including priority parking spaces and drop-off lanes.
- Establish and encourage use of Park and Walk/Ride locations.
- Promote and incentivize middle- and high-school bike clubs, mountain bike clubs, and skateboard clubs. While also finding a location for safe storage.
- Promote and incentivize family walking and biking groups to encourage more eyes on the street, potentially through existing parent groups.
- Stagger school start times between grade levels to disperse drop-off traffic.
- Stagger school start times for schools within two blocks of each other.
- Adjust school delivery times for bus and vehicles to avoid drop-off periods.
- Develop partnerships with arts programs to install public art along routes to schools.
- Add active-transportation information to school staff email signatures.
- Pursue grant funding through the Specialized Outride program to bring bikes and bike education to middle schools.

Engagement

- When possible, have school staff or volunteers help with traffic control in school parking lots for 15 minutes before and after school.
 - Pursue the AAA School Safety Patrol program to engage students in transportation safety (Monterey Park Elementary is a model).
- 

Non-Profits and Monterey County Health Department

Education

- Develop an annual crossing guard training program.
- Develop programs and events to provide parents and guardians with traffic safety education, such as the following:
 - Community traffic safety education events on weekends.
 - Traffic safety messaging at established parent meetings and events, such as back-to-school nights and spring open houses.
 - Create traffic-safety education staff members at schools to talk to parents during drop-off.
 - Work with parent leaders to develop parent-driven programs.
 - Provide training and tips on using the school drop-off loop.
- Provide driver safety training targeting youths and seniors.
- Provide bike and pedestrian safety training during after-school programs
- Provide pedestrian safety education and training for students including classroom education and on-blacktop or neighborhood walking instruction.
- Provide bicycle safety education and training for students, including classroom education and on-bike safety rodeos taught by certified safety instructors.
- Develop a vertical education program, the practice of organizing curriculum so that skills and knowledge build logically from one grade level to the next, with specific safety messaging for every grade level.
- Develop programs or events to provide family-focused bike- and walk-safety trainings.
- Pass out bike maps, resource lists, and bike cage information to students every fall, and conduct annual bike safety clinics. Work with Family Resource Centers or non-profits to offer bike and pedestrian education and support.
- Develop a curriculum for teaching students about the climate impacts of transportation, transportation infrastructure, built environment, and internship and career opportunities.
- For high school students, promote bus routes for school transportation, develop carpool incentive programs, and offer bike maintenance courses through an ROP program.
- For high school students, expand opportunities for new or existing health leadership groups to include active transportation issues, such as student bike/pedestrian counts, active transportation projects, and Safe Routes to Schools support for younger students.
- Support the Street Smarts traffic safety education campaign, including information on how to use new infrastructure like roundabouts and sharrows.



Encouragement

- Provide orientation for principals and school staff on Safe Routes to Schools programs and culturally appropriate best practices.
- Develop year-round walking or rolling school bus programs with incentives for participation.
- Develop a walking/rolling school bus toolkit and training presentation for parent volunteers.
- Develop SchoolPool carpooling programs, with incentives for participation such as priority parking spaces and drop-off lanes.
- Develop a social media campaign focused on students and school staff to encourage more biking and walking.
- Consider a program to provide free bus passes to students.
- Offer middle- and high-school bike clubs, mountain bike clubs, scooter clubs, and skateboard clubs.
- Coordinate family walking and biking groups to encourage more eyes on the street.
- Develop and promote earn-a-bike or bike-loan programs in which students earn a bike by riding frequently or maintaining perfect attendance. Explore partnerships with the Monterey County Sheriff Office to provide abandoned bikes to students.
- Organize helmet giveaway events for students and families.
- Develop programs to install public art along routes to schools.
- Consider a neighborhood city grant program to support programs such as walking school buses.



Students walking in Castroville.

Equity

- Include members of disadvantaged communities as stakeholders, and consider language accessibility in program development. Emphasize the relationship between health and active transportation in all program messaging.
- Provide bilingual materials, which are legible for low literacy levels and high in visuals, and staff for all programs.
- Conduct an audit of past policies that have limited access to safe transportation options, and propose new policies to address these inequities.



Castroville Elementary School.

Monterey-Salinas Transit (MST)

Encouragement

- Consider a program to provide free bus passes to students.
- Expand bus routes to serve middle and high schools that are not currently served by MST.

CHAPTER 5

PARTICIPATORY BUDGETING



Chapter 5. Participatory Budgeting

The Participatory Budgeting process was a cornerstone of the North Monterey County Safe Routes to Schools Plan, ensuring that community voices guided the allocation of project funding. It included parents, school staff, advocates, and residents from across North Monterey County. Over 13 months, the committee met regularly to review draft recommendations, design an inclusive voting process, and prioritize projects that reflect local needs and values. This democratic approach empowered community members to decide how \$1 million in Measure X funds would be invested in safety improvements near schools, reinforcing the plan's commitment to equity and transparency.

Project Prioritization

Rather than distributing funds equally across the 11 schools, the Steering Committee decided to group North Monterey County into five areas, each of which encompassed multiple schools and recommended projects, to give a larger proportion of the \$1 million dollar budget to each area and to streamline the prioritization process. The five project areas were:

1. The areas around Echo Valley Elementary School & Elkhorn Elementary School
2. Las Lomas
3. Pajaro, including area around Ohlone Elementary School
4. Prunedale
5. Castroville, including North Monterey County High School.

Steering Committee agreed to fund at least one project in each of the five areas, and to distribute the budget based on the relative needs in each area. To establish the relative need and appropriate budget for each area, the Committee established 11 criteria across the categories of demographics, infrastructure, and safety that were used to measure needs in each community. Each area was given a score in each criteria and the total score was used to determine the budget for each area. See Table 3 for the list of scoring criteria.



Student crossing on Merritt Street.

Table 14: Criteria for Funding Allocation

Category	Criteria	Description	Max Points
DEMOGRAPHIC CRITERIA - 30 POINTS TOTAL	Number of students who live in each community	More than 1,000 students - 10 points	10
		500 - 1,000 students - 5 points	
		Less than 500 students - 0 points	
	Income - Free & Reduced Program Meals (by school)	More than 95% of students eligible for FRPM - 10 points	10
		85% - 95% of students eligible for FRPM - 5 points	
		Less than 85% of students eligible for FRPM - 0 points	
	English language learners (elementary & middle schools only)	More than 70% - 5 points	5
		60 - 70% - 2.5 points	
		50 - 60% - 0 points	
	Number of homeless students	More than 30% of students are homeless - 5 points	5
		20 - 30% of students are homeless - 2.5 points	
		0 - 20% of students are homeless - 0 points	

Table 14: Criteria for Funding Allocation (continued)

Category	Criteria	Description	Max Points
INFRASTRUCTURE CRITERIA - 45 POINTS TOTAL	Existing bike lanes/sidewalks	Most community members do not have access to sidewalks for their daily trips - 15 points	15
		Most community members have access to sidewalks for their daily trips, with some gaps - 10 points	
	Current infrastructure safety projects	No upcoming safety projects - 15 points	15
		Two or less upcoming safety projects - 10 points	
	Street lights	Five or more upcoming infrastructure safety projects - 0 points	5
		Less than 2 street lights per school - 5 points	
	School Signage	More than 5 street lights per school - 0 points	5
		Pedestrian crossing signs only - 5 points	
SAFETY CRITERIA - 25 POINTS TOTAL	Collision data	School crossing signs present - 2.5 points	5
		School speed limit & pedestrian crossing signs present - 0 points	
	Number of MST routes	Community is served by one MST route - 5 points	5
		Community is served by two MST routes - 0 points	
	Traffic Volumes	More than 200 collisions - 20 points	20
		100 - 200 collisions - 10 points	
		High: 15,000 average cars per day or higher - 5 points	
		Medium: 5,000 - 15,000 average cars per day - 2.5 points	
		Low: Less than 5,000 average cars per day - 0 points	5

TOTAL 100

Table 15: Point Breakdown and Funding Allocation

COMMUNITY	SCHOOL NAMES	TOTAL	% OF TOTAL	BUDGET
ECHO VALLEY & ELKHORN	ECHO VALLEY AND ELKHORN	70	22%	\$218,750
LAS LOMAS	HALL ELEMENTARY	67.5	21%	\$210,938
PAJARO	OHLONE AND PAJARO MIDDLE	67.5	21%	\$210,938
PRUNEDALE	PRUNEDALE ELEMENTARY, CENTRAL BAY HIGH, NOMOCO INDEPENDENT STUDY	60	19%	\$187,500
CASTROVILLE	CASTROVILLE ELEMENTARY, NOMOCO MIDDLE AND HIGH SCHOOL	55	17%	\$171,875

TOTAL \$1,000,000*Cars waiting to enter the Echo Valley Elementary school driveway.*

Election and Results

Following the allocation of funds, the Steering Committee identified and grouped recommended projects into two or three proposals per community for inclusion on the ballot (Figure 49). Voters were asked to pick one per community. The participatory budgeting election was conducted over a two-week period in April and May 2025. Individuals aged 12 and older who reside, work, attend school, or have children enrolled in schools within North Monterey County were allowed to vote. No identification was required. Voting was facilitated through both online platforms and thirteen designated in-person locations, including all school sites and the Prunedale and Castroville libraries (Appendix).

Election outreach activities included community events, signs placed at schools and high-traffic areas, videos, and direct promotion during parent meetings. Members of the steering committee were present at outreach events and were the faces of promotional videos. Most ballots were completed in Spanish and submitted in person. A total of 999 ballots were submitted.

The five winning proposals included 26 total projects as priority investments. The winning projects include improvements on County roadways as well as school campuses. Steering Committee representatives presented election outcomes to the North Monterey County Unified School District (NMCUSD) Board in August 2025 for campus-related projects and to the Monterey County Board of Supervisors in October 2025 for roadway projects. Implementation of funded projects is scheduled to commence in 2026, subject to available resources and prevailing construction costs.

The results of the election are as follows:

Figure 49: Election Ballot

North Monterey County Safe Routes to Schools Plan
PARTICIPATORY BUDGETING BALLOT

VOTE NOW FOR SAFER STREETS!

COMMUNITY #1: PAJARO
Includes Pajaro Middle School and Ohlone Elementary School

INSTRUCTIONS: Vote for one proposal on this page

☐ **Proposal #1**

- Install curb extensions on both sides of the crosswalk on Salinas Road near the Assumption Catholic Church.
- Update school zone signage and pavement markings around Pajaro Middle School and Ohlone Elementary School.
- Install two speed feedback signs on Salinas Road near Pajaro Middle School.
- Conduct study of traffic signal or acceleration lane at intersections of Salinas Road and Bay Farms Road and Salinas Road and Hillcrest Road.

Cost Estimate: \$216,000

Project goals:

- Make people crossing the street near the Catholic Church more visible to drivers.
- Alert drivers of school zones.
- Slow down drivers on Salinas Road.
- Look for ways to make it easier to turn onto Salinas Road from Bay Farms Road and/or Hillcrest Road.

Curb extensions at crosswalk near Assumption Catholic Church

☐ **Proposal #2**

- Install sidewalk or pedestrian walkway along the west side of Hillcrest Road between Salinas Road and Ohlone Elementary School.

Cost Estimate: \$195,000

Project goals:

- Improve safety of people walking on Hillcrest Road.

Sidewalk on Hillcrest Road

For more information about this project and participatory budgeting, read the Voter Guide at: bit.ly/NorthCountyPB

Table 16: Criteria for Funding Allocation

Key	
	<i>school district responsibility</i>
	<i>county responsibility</i>

OHLONE & PAJARO MIDDLE				
Project Number: Proposal #1				
School	Location	Recommendation	Total Estimated Cost	Total Estimated Cost
Ohlone Elementary	Salinas Road from Hillcrest Road to Bay Farms Road	Conduct engineering analysis for intersections of Bay Farms & Hillcrest to study feasibility of traffic signal or acceleration lane.	\$30,000	\$216,000
Pajaro Middle	Salinas Road from Railroad Ave to Porter Road	Update school zone signage.	\$4,000	
Pajaro Middle	Salinas Road from Railroad Ave to Porter Road	Install speed feedback signs.	\$40,000	
Pajaro Middle	Salinas Road from Railroad Ave to Porter Road	Update school zone pavement markings.	\$4,000	
Pajaro Middle	Crosswalk on Salinas Road near Catholic Church	Install curb extensions on both sides of the crosswalk.	\$130,000	
Ohlone Elementary	Bay Farms Road and Hillcrest Road	Update school zone signage.	\$4,000	
Ohlone Elementary	Bay Farms Road and Hillcrest Road	Update school zone pavement markings.	\$4,000	

Table 16: Criteria for Funding Allocation (*continued*)

LAS LOMAS				
Project Number: Proposal #1				
School	Location	Recommendation	Total Estimated Cost	Total Estimated Cost
Hall Elementary	Intersection of Hall Road and Sill Road	Install Rectangular Rapid Flashing Beacons (RRFB) at the crosswalk.	\$52,000	\$213,000
Hall Elementary	Intersection of Hall Road and Sill Road	Study the feasibility of constructing a roundabout or traffic signal.	\$30,000	
Hall Elementary	Hall Road from west of Sill Road to Pini Road	Update school signage on Hall Road, including relocating the school zone signage closer to the intersection and ensure it is not obstructed by landscaping to improve visibility.	\$4,000	
Hall Elementary	Hall Road from west of Sill Road to Pini Road	Update school zone pavement markings, including restriping crosswalk and installing crosswalk on northern leg of the intersection of Hall Road and Sill Road.	\$9,000	
Hall Elementary	Berry Road at Willow Road	Install bus shelter at the intersection of Willow Road and Berry Road.	\$39,000	
Hall Elementary	Hall Road near Hall Elementary	Install two speed feedback signs.	\$40,000	
Hall Elementary	Hall Road near Willow Road	Install bus shelter adjacent to 140 Hall Road.	\$39,000	

Table 16: Criteria for Funding Allocation (*continued*)

ECHO VALLEY & ELKHORN				
Project Number: Proposal #2				
School	Location	Recommendation	Total Estimated Cost	Total Estimated Cost
Echo Valley Elementary	Echo Valley Road from Lynn Lane to Maher Road	Conduct technical study to explore options to improve circulation, including adding additional entrances to the school and/or widening Echo Valley Road to add a center turn lane, and improved drainage.	\$30,000	\$218,000
Echo Valley Elementary	106 Echo Valley Road	Add bus shelter adjacent to 106 Echo Valley Road.	\$39,000	
Echo Valley Elementary	School campus between the upper and lower parking lots	Formalize a route with concrete sidewalk connecting students from upper parking lot to lower parking lot.	\$25,000	
Echo Valley Elementary	Echo Valley Road from San Miguel Canyon Road to Maher Road	Update school zone signage, including signs directing trucks to Maher Road.	\$4,000	
Echo Valley Elementary	Echo Valley Road from San Miguel Canyon Road to Maher Road	Update school zone pavement markings, including markings to clarify intersection at Echo Valley / Maher Road.	\$4,000	
Echo Valley Elementary	School driveway	Install mural in school driveway.	\$10,000	
Elkhorn Elementary	School campus	Conduct technical study of using the school's lower field for parking and/or circulation.	\$30,000	
Elkhorn Elementary	Intersection of Elkhorn Road and Castroville Boulevard	Conduct study of roundabout at Castroville Boulevard / Elkhorn Road.	\$30,000	

Table 16: Criteria for Funding Allocation (continued)

ECHO VALLEY & ELKHORN (continued)				
Project Number: Proposal #2				
School	Location	Recommendation	Total Estimated Cost	Total Estimated Cost
Elkhorn Elementary	Elkhorn Road	Update school zone signage.	\$4,000	(\$218,000)
Elkhorn Elementary	Elkhorn Road	Update school zone pavement markings.	\$4,000	
Elkhorn Elementary	Intersection of Elkhorn Road and Castroville Boulevard	Use remaining \$38K as matching funds for roundabout.	\$38,000	
PRUNEDALE				
Project Number: Proposal #2				
School	Location	Recommendation	Total Estimated Cost	Total Estimated Cost
Prunedale Elementary	Crosswalk in front of Prunedale Elementary	Install Rectangular Rapid Flashing Beacons (RRFB).	\$52,000	\$187,500
Prunedale Elementary and Central Bay High	Pesante Road from Hwy 101 to Pollock Lane	Update school signage on Pesante Road for Central Bay High and Prunedale Elementary, including signage for drivers exiting US 101.	\$6,000	
Prunedale Elementary	Prunedale Elementary Driveway	Reconfigure school driveway to allow buses to exit without entering opposing lane.	\$50,000	
Prunedale Elementary	Prunedale Elementary Driveway	Formalize pathway with a sidewalk on the north side of the driveway.	\$73,500	

Table 16: Criteria for Funding Allocation (*continued*)

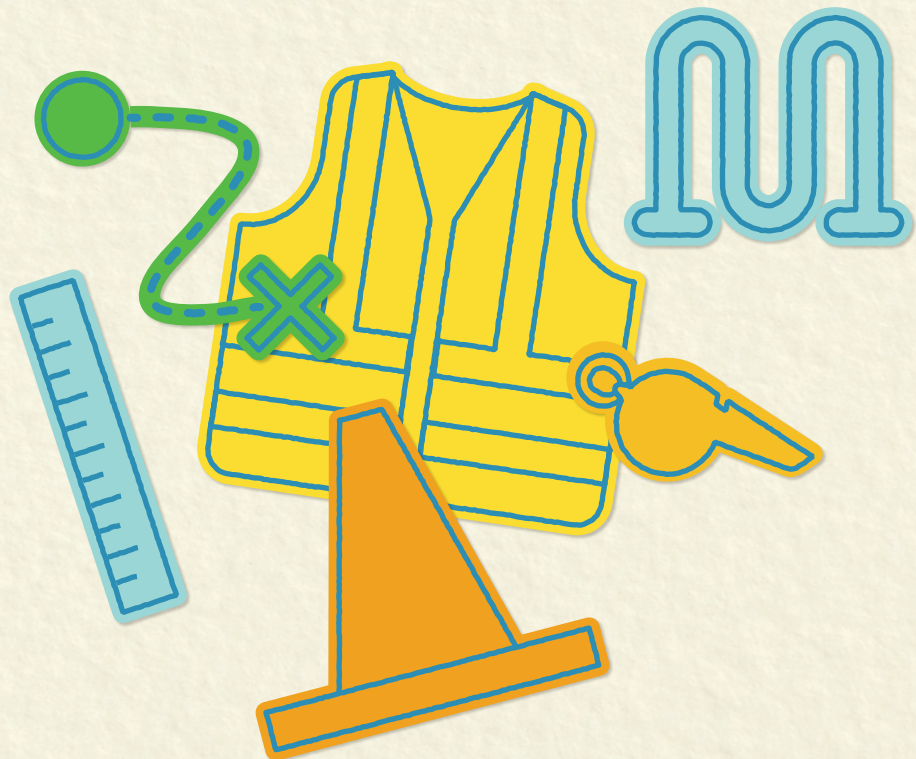
CASTROVILLE				
Project Number: Proposal #3				
School	Location	Recommendation	Total Estimated Cost	Total Estimated Cost
All Castroville schools	Intersection of McDougall Street and Preston Street	Install high-visibility crosswalk and curb extensions on two legs of intersection.	\$135,000	\$187,000
Castroville Elementary	Intersection of McDougall Street & Union Street	Install rapid flashing beacons (RRFB) at existing crosswalk.	\$52,000	
TOTAL				\$1,021,500
COUNTY STRIPING FUNDS				\$21,500
TOTAL NMCUSD				\$218,500
TOTAL COUNTY				\$781,500



Drop off at Hall District Elementary School.

CHAPTER 6

IMPLEMENTATION, REPORTING, AND MAINTENANCE



Chapter 6. Implementation, Reporting, and Maintenance

Implementation and Reporting

The projects included in this plan will be implemented over time, as funding becomes available. With limited funding, the County of Monterey must decide how to prioritize the recommendations.

Some projects that are low cost and have community support can be incorporated into the County's maintenance programs and installed using maintenance funds. For larger projects, leveraging local funds with additional grant funding will be critical. There are also projects that require either private property acquisition or coordination with Caltrans. Though these are high-cost projects that will take many years to fund, design, and construct, they are included in this plan as part of a long-term vision for the future of transportation in North Monterey County.

The County of Monterey has the opportunity to make bicycle and pedestrian improvements as part of ongoing road maintenance. The County is required to upgrade curb ramps to Americans with Disabilities Act standards during major road resurfacing projects. Many resurfacing projects provide a chance to restripe roadways and install improvements such as high-visibility crosswalks, Class IIB buffered bike lanes, green bike lane treatments, and Class IV separated bikeways for a relatively low additional cost. Traffic signal maintenance and upgrades also provide opportunities to install countdown pedestrian signal heads, leading pedestrian interval signal phasing, and video detection for cyclists. County staff will review the Safe Routes to Schools Plan project list when planning maintenance projects to look for ways to incorporate bike and pedestrian improvements. This allows for a highly cost-effective strategy for implementing the projects included in this plan.

Installing bicycle and pedestrian improvements as part of regularly scheduled maintenance is part of the quick-build approach to providing bicycle and pedestrian facilities. The concept of quick-build is meant to allow local jurisdictions to construct facilities faster using low-cost materials. Materials such as paint, planters, and plastic posts are less expensive initially than projects that require new pavement or changes to curb alignments, but they have more substantial ongoing maintenance costs. Quick-build is best suited to temporary trial projects that can be adjusted based on the success of the design and community feedback. More information on the quick-build approach can be found in the Quick-Build Guide developed by the California Bicycle Coalition and Alta Planning + Design.¹

Projects from this plan can also be installed as future development occurs across North Monterey County. This Safe Routes to Schools Plan provides a list of projects that can be used to mitigate land-use development impacts by reducing vehicle miles traveled. In 2013, California lawmakers approved Senate Bill 743, which considers vehicle miles traveled as a metric to determine impacts in transportation analysis under the California Environmental Quality Act (CEQA). Jurisdictions are no longer required to use traffic congestion or level of service as a metric, though they can still enforce them through consistency with the agency's General Plan. In addition, the traditional level-of-service metric may still be relevant to CEQA, as it relates to impacts on public services, including emergency response and transit. The state released guidelines in 2018 that recommended the use of vehicle miles traveled as the key metric for analyzing transportation impacts. The Safe Routes to Schools Plan is a resource that the county developers can use for project ideas to improve biking and walking facilities and reduce vehicle miles traveled.

This chapter includes a list of roadways that are high priorities for future improvements based on criteria that are aligned with the vision and goals of this plan. Individual projects will be prioritized for funding through the Monterey County Regional Transportation Plan.

For projects within Caltrans right of way, all improvements must be consistent with Highway Access Management Plans. Caltrans maintenance agreements are required prior to new construction.

¹ California Bicycle Coalition. (n.d.). Quick-build bikeway networks for safer streets. CalBike. Retrieved November 26, 2025, from www.calbike.org/our_initiatives/quick-build-bikeway-networks-for-safer-streets

Project Prioritization Framework and Recommendation List

The North Monterey County Safe Routes to Schools Plan identified many infrastructure and programmatic projects through the outreach and analysis process that, if implemented, would help remove barriers to biking and walking to school. The projects were analyzed using a prioritization framework to help stakeholders such as the County, TAMC, Caltrans and the school district come to consensus on which projects should be prioritized for implementation to help meet project goals.

Framework

The project team developed the prioritization framework in collaboration with County Public Works. The framework uses the following ranked criteria to assess a project's impact:

1. **Safety** - does the project enhance safety for active transportation?
2. **Connectivity** - does the project connect active transportation users to community and equity destinations? e.g. libraries, parks, schools, services, etc
3. **Filling gaps** - does the project fill gaps in the active transportation network?
4. **Community priorities** – was the project identified as high priority to community members during the outreach phase of the project?

Safety was measured by determining if an infrastructure project is at or near the site of a past bike or pedestrian-involved crash, or a hotspot with repeated injuries. Safety is the top criteria for most grant funding proposals – the main source of funds to construct infrastructure projects – and was accordingly given the top priority.

Connectivity was measured by observing if the projects were at or near community and equity destinations. Projects were determined to fill gaps if they connected with or extended existing active transportation facilities (e.g. sidewalks, paths, bike lanes) or created new facilities in areas with none.

The project team captured the origin of each project recommendation during the outreach phase. Projects identified by the Participatory Budgeting committees, during public comment, and survey responses were considered the highest community priority, followed by projects identified during school audit site visits, which included conversations with students, parents, and administrators.



Analysis

The project team first worked with County Public Works staff to review the complete set of project recommendations gathered during the entire project and filter out those that have been completed, are under construction, have been funded through other County projects, or have been identified to receive funding from TAMC as part of the Participatory Budgeting process. The remaining unfunded projects were identified as “future projects.” The future projects were then placed on a map and overlaid with pedestrian and bicycle crash data (excluding alcohol-involved crashes) and bike network data.

After initial analysis of individual projects using the prioritization framework, the team gathered nearby infrastructure projects into larger groups to form project recommendations. These clusters of projects are focused around schools, intersections, or corridors, and are better fit to grant application budgets than individual projects. Recommended programs were grouped by theme.

The full table of recommended projects identified during the project is in Appendix N.

On March 18, 2026, the project team convened the Participatory Budgeting Steering Committee at the Castroville library to present the list of priority projects. The Steering Committee asked clarifying questions, offered more detailed language that could be included, and in some cases made recommendations about which projects should be prioritized within the list for their community. The feedback from the meeting was integrated into the report.



Project team working on the temporary installations in Castroville.

Recommended Priority Infrastructure Projects

1. Castroville Safe Routes to Schools Corridors

Castroville is the most populous and urbanized area within the project area. With an elementary, middle, and high school, it has a large catchment area for students biking and walking to all three schools. Crash data show that a history of pedestrian and bicycle-involved crashed along Merritt Street and Castroville Boulevard, the arterial streets that provide direct access to the elementary and high schools.

Caltrans' SR 183 and Castroville Boulevard / 156 intersection improvement projects will address some of these issues, but throughout Castroville the plan identified approximately \$28M in additional, unfunded improvements on adjacent County-maintained streets, and approximately \$300k in additional, unfunded improvements to school campuses. This demonstrates the ongoing need for enhancing safety and high priority for these projects.

Enhancing existing facilities and filling gaps in the corridor will make biking and walking between Elkhorn Elementary and the three Castroville campuses safer and more feasible. The County may want to wait until the completion of Caltrans' projects to finalize designs. All future improvements to the State Highway System are subject to the Intersection Safety and Operational Assessment Process (ISOAP).

School District – Castroville Elementary: Restripe or remove parking areas at Merritt Street, explore options for parking in nearby dirt lots, and relocate the pedestrian entrance on Pajaro Street. Parking lot striping.

County Public Works – Safe Routes to Schools improvements on six neighborhood streets, with priority on McDougall and Union Streets (the sites of past accidents), and at sites where the Temporary Traffic Calming Pilot Project was installed and had community support, such as the intersection of Geil and Preston. Class III bike route on Axtell in Castroville to Benson Road overpass. Improvements along existing Castroville Boulevard shared use path including curbs, crosswalks, signage, and a vertical barrier. New multi-use path from northern end of existing path to connect to Elkhorn Elementary School Driveway.

Caltrans – Details suggested by audits not included in SR 183 project, such as HAWK beacons if RRFBS do not result in adequate yielding; median refuge islands on certain crossings.

Castroville CSD – Upgrade street lighting.

Total estimated infrastructure cost: \$29.4M

Table 17. Castroville Priority Projects

Jurisdiction: Caltrans							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 2							
Intersec- tion	Merritt Street	Wood Street	Reports of drivers not yielding to pedestrians. High traffic volumes on Merritt Street	As a long-term improve- ment, consider additional intersection control such as signal or HAWK beacon. Curb ramps, high-visibility crosswalk, and Rectangular Rapid Flashing Beacons will be installed as part of Castroville Improvement project.	Castroville Elementary: School audit/ Castroville CMP	Caltrans - Ladder Crosswalk with flashing beacons, pavement markings and signs for vehicles to yield to pedestrian crossing Merritt Street are being installed across SR183 at this location with new ADA curb ramps.	\$520,000
						County - Keep the HAWK recommendation in case an RRFB doesn't get satisfactory yielding compliance in the future.	
Intersec- tion	Merritt Street	Wood Street	Reports of drivers not yielding to pedestrians. High traffic volumes on Merritt Street	Install median refuge island on the east leg of the intersection.	Castroville Elementary: School audit; Castroville Improve- ment Project (05-1H650)	Caltrans SR 183 improvement project includes crosswalk and raised island with a pedestrian refuge area on west leg only.	\$3,250

Table 17. Castroville Priority Projects (continued)

Jurisdiction: Castroville CSD							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Multiple				Upgrade lighting throughout Castroville, with a focus on the intersection of Main and Geil and the area around the library, plaza, and Recreation Center	Steering Committee	Steering Committee - ensure that lighting is brighter than that those installed by CSD in early 2026 project. A community process should be used to identify which are the areas of most need for new lighting.	\$447,200
Jurisdiction: Private Property							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Dirt path	Castroville Boulevard	Orilla del Agua	Informal dirt path connecting large neighborhood to path gets very overgrown and muddy when it rains	Formalize the dirt path connecting Orilla del Agua to Castroville Boulevard to enhance the connection to the bike path, with a preferred width of 6 feet.	North Monterey County High School: School audit; TAMC ATP	County - Consider shorter and flatter trail option to Castroville Boulevard at culdesac on Brisa Del Mar, adjacent to fenced in gas facility. Steering Committee - Project should also include lighting.	\$97,110

Table 17. Castroville Priority Projects (continued)

Jurisdiction: County							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Intersec- tion	Geil Street	Preston Street	Drivers speeding, difficult for pedestrians to cross	Install curb extensions and high visibility crosswalks on all legs	Castroville Elementary: Participa- tory Budgeting committee	County - ok with pilot survey feedback/ consider parking impacts. Steering Committee - Consider adding speed bumps or in-road countermeasures to slow speeds approaching intersection.	\$280,800
Multiple				Install decorative crosswalks in Castroville, with input from community members.	Steering Committee	Good project for community group.	\$10,400
						County - harder to maintain and specialty products. Steering Committee - Future community process will decide locations. Monterey Arts Council could be a source of funding. Other projects more directly related to safety should be prioritized.	

Table 17. Castroville Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Castroville Boulevard	Collins Road	North Monterey County High School	High traffic speeds on Castroville Boulevard make students walking feel unsafe. Some parents park on path to pick up students.	Add a vertical or landscape barrier along the shared-use path to prevent vehicles from encroaching onto the path.	North Monterey County High School: High School student audit	Barrier would need to allow animals to cross through. High priority for high school students & Steering Committee members. County - bollard instead of fencing; issues with maintenance need to be able to get mower through. Sup Church: Consider other types of fencing / something stronger than a Bollard. TAMC: ensure the Castroville Blvd changes are related to the roundabout / development project	#N/A
Community Priority: 2							
Intersection	Geil Street	Main Street	Popular pedestrian crossings. Low visibility around corners and no marked crosswalks.	Conduct stop warrant analysis. Install high-visibility crosswalks connecting to I-156 overcrossing.	Castroville Elementary: School audit	Steering Committee - Consider adding speed bumps or in-road countermeasures to slow speeds approaching intersection.	\$10,400

Table 17. Castroville Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Castroville Boulevard	Collins Road	Dolan Road	High traffic speeds on Castroville Boulevard	Install speed feedback signs at the approach to the school zone along Castroville Boulevard to inform drivers of their speed and encourage them to slow down.	North Monterey County High School: School audit		#N/A
Intersection	Castroville Boulevard	Collins Road	Reports of drivers not yielding to students in crosswalk	Study the feasibility of implementing Passive Pedestrian and Bicycle Detection to trigger the Rectangular Rapid Flashing Beacons (RRFB) before users arrive at the crossing.	North Monterey County High School: School audit	County - Caltrans is realigning Castroville Boulevard. Check with them to see if this crossing enhancement could be integrated into the project. If not, hold off until Hwy 156 project is complete.	\$40,000
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Install crossing enhancements along the shared-use path where it intersects with neighborhood streets, including school driveways, Los Ninos Place, Viva Lane, Meridian Road, and Del Monte Farms Road.	North Monterey County High School: School audit	County - Line of sight and turn speed will inform choice of crossing enhancement. At some locations, where the trail is closer to the roadway, a crosswalk may be possible.	\$36,400

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Where feasible, install curb ramps along the shared-use path where it intersects with neighborhood streets, including school driveways, Los Ninos Place, Viva Lane, Meridian Road, and Del Monte Farms Road.	North Monterey County High School: School audit	County - most locations are already at-grade crossings. Adding concrete could introduce ponding / drainage issues.	\$364,000
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Install "Trail Crossing" advance yield markings along the shared-use path where it intersects with neighborhood streets, including Cielo Azul, school driveways, Los Ninos Pl, Viva Lane, Meridian Road, and Del Monte Farms Road.	North Monterey County High School: School audit		\$4,323

Table 17. Castroville Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Currently no indication of trail crossings on neighborhood streets	Install “Trail Crossing” warning signage along the shared-use path where it intersects with neighborhood streets, including Cielo Azul, school driveways, Los Ninos Pl, Viva Lane, Meridian Road, and Del Monte Farms Road.	North Monterey County High School: School audit		\$5,600
Del Monte Farms Road	Castroville Boulevard	Ormart Road	Existing path ends at Del Monte Farms Road	Construct multi-use facility on Del Monte Farms Road and Ormart Road to connect existing path to existing crossing.	Elkhorn Elementary School: School Audit; Collisions	County - would be difficult to implement, would need ROW, tree removal, etc... Low priority.	\$922,545
Elkhorn Road	Castroville Boulevard	School Driveway	No sidewalks on Elkhorn Road. Families currently parking on Elkhorn Road and walking in the street.	Install multi-use facility along the east side of Elkhorn Road to connect with the school driveway.	Elkhorn Elementary School: School Audit/Participatory Budgeting Committee	County - route the path inland from the intersection to bring students away from drop-off conflicts.	\$145,665
Intersection	Merritt Street	Wood Street	Pedestrian route to school for students who live south of Merritt Street	Install a crosswalk on the north leg across Wood Street.	Castroville Elementary School: School audit	Caltrans - Stop bar is being installed under Castroville SR183 Improvement Project but no crosswalk.	\$5,200

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Merritt Street	Pajaro Street	Washington Street	Higher traffic volumes and speeding on Pajaro Street near Castroville	Study the feasibility of intersection modifications at another intersection on Merritt Street between Pajaro Street and Washington Street to avoid the concentration of traffic on Pajaro Street and make it easier for school buses to turn onto Merritt Street.	Castroville Elementary School: School audit; Collisions; Participatory Budgeting Committee	Caltrans - Would have to filter through Traffic Operations/Safety.	\$3,250
Community Priority: 3							
Mc-Dougall			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.	Castroville Elementary School	Costs approximate per corridor. County has ordered some RRFBs and Speed Feedback signs	\$1,500,000

Table 17. Castroville Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Intersection	Mc-Dougall Street	Rico Street	Missing curb ramp	Install an ADA curb ramp on the northeast corner. Replacing the existing curb ramp on the northwest corner with an ADA curb ramps.	Castroville Elementary School: Monterey County ATP Sidewalk Project		\$52,000
Oak Hills - North County High	Charter Oak Boulevard	Castroville Boulevard	No pedestrian connection between nearby neighborhood and school.	Install Class I shared-use path.	North Monterey County High School: TAMC ATP	County - very long-term project	\$1,359,540
Intersection	Pomber Street	Union Street	Missing curb ramps	Install an ADA curb ramp on the northwest and southwest corners.	Castroville Elementary School: Monterey County ATP Sidewalk Project		\$52,000
Geil Street	Salinas Street	Pajaro Street	Missing sidewalk, key pedestrian route to school	Close sidewalk gaps.	Castroville Elementary School: Monterey County ATP Sidewalk Project / TAMC ATP		\$19,500

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Seymour Street			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.	Castroville Elementary School	Costs approximate per corridor. County has ordered some RRFBs and Speed Feedback signs	\$1,500,000
Axtell Street	Benson Road	Blevins Way		Install Class III Bike Route, connecting to the shared-use path.	North Monterey County Middle School: Monterey County ATP Sidewalk Project		\$116,708
Castroville - various streets				Install ADA curb ramps at intersections throughout Castroville	Monterey County ATP Sidewalk Project		\$780,000

Table 17. Castroville Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Geil Street (including south of 156)			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.	Castroville Elementary School	Costs approximate per corridor. County has ordered some RRFBs and Speed Feedback signs	\$1,500,000
Mead Street	Seymour Street	Tembladera Street		Install Class III Bike Route.	North Monterey County Middle School: Monterey County ATP Sidewalk Project		\$102,375
Seymour Street	Mead Street	Washington Street		Install sidewalks along the north side of Seymour Street.	North Monterey County Middle School: Monterey County ATP Sidewalk Project		\$54,438

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Seymour Street	Speegle Street	Preston Street		Close sidewalk gaps.	North Monterey County Middle School: Monterey County ATP Sidewalk Project		\$56,875
Union			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.	Castroville Elementary School	Costs approximate per corridor. County has ordered some RRFBs and Speed Feedback signs	\$1,500,000

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Pajaro			Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage.	Castroville Elementary School	Costs approximate per corridor. County has ordered some RRFBs and Speed Feedback signs	\$1,500,000
Intersection	Geil Street / Castro Street	Wood Street		Install curb extensions on all corners to reduce crossing distance across Geil Street and Castro Street.	North Monterey County Middle School: Monterey County Curb Ramps Project		\$260,000

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Intersec- tion	Moro Cojo Street	Geil Street		Install curb extension on the southeast and southwest corners.	North Monterey County Middle School: Monterey County Curb Ramps Project		\$130,000
Intersec- tion	Moro Cojo Street	Jackson Street		Install curb extensions on the northeast and southeast corners.	North Monterey County Middle School: Monterey County Curb Ramps Project		\$130,000
Intersec- tion	Wood Street	Cali- fornia Street		Install curb extensions on the northeast and southeast corners.	North Monterey County Middle School: Monterey County Curb Ramps Project		\$130,000

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Cooper	Seymour Street	Via Linda	Speeding traffic and missing sidewalk on key routes to school.	Designate as SRTS corridor and Implement multiple improvements: high-visibility crosswalks, curb extensions, RRFBs, traffic calming, speed feedback signs, filling sidewalk gaps, curb ramps, daylighting at intersections to implement AB 413, install advance stop bars and yield markings, school zone signage	Castroville Elementary School	Costs approximate per corridor. County has ordered some RRFBs and Speed Feedback signs	\$1,500,000
Multiple				Close sidewalk gaps throughout the Castroville community.	Castroville CMP; Monterey County ATP Sidewalk Project		\$14,052,500

Table 17. Castroville Priority Projects *(continued)*

Jurisdiction: School District							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
School campus	Castroville Boulevard	School Northern Drive-way	High traffic speeds on Castroville Boulevard, limited visibility for drivers exiting school	Explore options to make it safer to turn left onto Castroville Blvd from the High School exit.	North Monterey County High School: High school student audit	Students identified issue with sight distance for drivers turning left out of school driveway.	\$30,000
School campus	School campus		Students identified need for more bike parking	Install additional bicycle parking on campus.	North Monterey County High School: High school student audit	Steering Committee - consider racks that can accommodate scooters and skateboards in addition to bikes. TAMC has bike rack program that can fund this. Support for more racks on school campuses across the project area.	\$18,200

Table 17. Castroville Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 2							
Castroville Boulevard	Shared-Use Path along Castroville Boulevard		Vegetation is overgrown along path	Consider an 'Adopt a Path' program to enlist community volunteers to help maintain path.	North Monterey County High School: School audit		Program
School campus	School Parking Lot		No marked pedestrian path in parking lot	Install a striped walkway with ADA-compliant ramps in the school parking lot.	North Monterey County High School: School audit		\$52,000
School campus	School Parking Lot		Reports of speeding	Install speed humps in the school parking lot and driveway to reduce vehicle speeds.	North Monterey County High School: School audit		\$23,400

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
School campus	School Parking Lot		Not all school staff wore safety vests at time of audit	Provide safety vests and hand-held stop signs for staff assisting with traffic direction in the parking lot. Offer crossing guard training to equip staff with the skills needed to manage traffic and ensure pedestrian safety effectively.	North Monterey County High School: School audit		Program
School campus	Bike Program			Implement a campus bike lending and repair program to promote cycling among students.	North Monterey County High School: School audit		Program
School campus	Castroville Boulevard	School Northern Driveway	High traffic speeds on Castroville Boulevard, limited visibility for drivers exiting school	Install a Left Turns Yield to Oncoming Traffic sign at the driveway exit.	North Monterey County High School: School audit		\$800

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
School campus	School Drive-way Exit on Seymour Street, closer to Cooper Street		Having multiple driveway exits increases congestion on Seymour Street	Close this driveway exit to redirect parent traffic to the exit on Mead Street and dedicate the closed route as a pedestrian-only pathway.	North Monterey County High School: School audit		\$12,350
School campus	School Parking Lot		Pedestrian path to school is not ADA- compliant	Install a striped walkway with ADA-compliant ramps in the school parking lot.	North Monterey County High School: School audit		\$52,000
School campus	School Parking Lot		Parents parking in staff spots	Restripe the school parking lot to designate reserved parking spots for staff.	North Monterey County High School: School audit		\$1,560
School campus	Merritt Street	Pajaro Street	Potential for conflict between cars pulling out of parking spots and traffic on Pajaro Street	Restripe the parking area to angled parking to improve visibility.	Castroville Elementary: Collisions		\$1,950

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 3							
School campus	Merritt Street	Union Street	Potential for conflict between cars pulling out of parking spots and traffic on Union Street, especially with drivers turning right from Merritt Street to Union Street	Restripe the parking area to angled parking to improve visibility. Consider removing parking closest to Merritt Street to reduce conflicts with vehicles turning from Merritt to Union.	Castroville Elementary: Collisions		\$1,950
School campus			Limited parking for school staff and parents	Explore options to install parking area in dirt lot at the corner of Union and Pomber.	Castroville Elementary		\$30,000
School campus			Limited parking for school staff and parents	Explore options to install parking area in dirt lot adjacent to Salinas Street between Merritt and McDougall.	Castroville Elementary		\$30,000

Table 17. Castroville Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
School campus	Pajaro Street	Parking Lot	Project identified in NMCUSD Facilities Master Plan	Relocate pedestrian entrance on Pajaro Street to alleviate traffic on Union & Merritt Street and re-purpose the existing play area for natural play/learning to create a safe and inviting entrance for students.	Castroville Elementary: North Monterey County Unified School District Facilities Master Plan		Program
School campus	School Parking Lot			Provide additional parking lot in western field area.	North Monterey County Middle School: North Monterey County Unified School District Facilities Master Plan		\$30,000

2. Pajaro Middle School Area Improvements

Crash data show that pedestrian and bicycle-involved crashes have occurred in streets directly adjacent to Pajaro Middle School, notably along Salinas Road. The County's current HSIP project and selected Participatory Budgeting projects will address some of these issues on Salinas road, but improvements further south of the HSIP project boundary, and to the campus itself should be a high priority to continue to enhance safety along this corridor. All projects in the following table are related to improvements for areas near Pajaro Middle School.

School District – Review parking lot circulation and widen the school lot entrance so buses can use the signalized intersection to turn left on Salinas Road.

County Public Works – Extend sidewalk improvements south of Fulton Street to Railroad Ave, add curb extensions at the midblock crossing between Bishop and Jonathan Street, and make improvements to crosswalks and curbs at Salinas and Railroad Ave if not part of future station improvement project.

Total estimated infrastructure cost: \$924,000



Intersection at Salinas Road & Railroad Ave.

Table 18. Pajaro Priority Projects

Jurisdiction: County							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Intersec- tion	Salinas Road	Fremont Street	Students cross Salinas Road here at the southern edge of the school campus but there is no crosswalk.	Study location to see if crosswalk is warranted, and if so install high visibility crosswalk.	Participatory Budgeting Committee		TBD
Community Priority: 3							
Salinas Road / Porter Drive	Railroad Ave	San Juan Road		Close sidewalk gaps along this segment. Widen sidewalks to 5' where necessary. Fill in sidewalk cracks. Remove obstacles, such as utility poles, if possible.	Pajaro Bike/Ped Improvements project	County - review remaining gaps for inclusion and task scope after completion of current HSIP project	\$568,750
Intersec- tion	Salinas Road	Railroad Ave		Upgrade the existing standard crosswalk to a high-visibility crosswalk on the east leg.	Pajaro Bike/Ped Improvements project	County - Is this improvement part of railroad station project?	\$ 6,500

Table 18. Pajaro Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Intersec- tion	Salinas Road	Railroad Ave		Install curb ramps on the northeast and southeast corners.	Pajaro Bike/Ped Improvements project	County - Is this improvement part of railroad station project?	\$52,000
Jurisdiction: Pajaro CSD							
Community Priority: 2							
Salinas Road	Railroad Ave	Fremont Street	Street lighting is limited	Review existing street lighting to ensure it meets lighting needs and standards.	School Audit	Pajaro CSD maintains streetlights County - Not county streetlighting - they could be involved under encroachment permit. Only street lighting/ luminaires at traffic signals has been updated.	\$111,800

Table 18. Pajaro Priority Projects (*continued*)

Jurisdiction: School District							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 2							
School parking lot			Buses cut into sidewalk when entering school	Widen the school parking lot entrance.	School Audit		\$25,000
Community Priority: 3							
School parking lot			Buses exiting on Fremont Street, bus drivers have to stop traffic to turn left	Review circulation within school parking lot to enable buses to use signalized intersection to turn left on Salinas Road.		County - would need to remove poles - up to school to make those changes	\$30,000



Maher Road heading towards Echo Valley Road.

3. Hall District Elementary School Area Improvements

Crash data show that pedestrian and bicycle-involved crashes have occurred in streets directly adjacent to Hall District Elementary School, and in the nearby residential area, on Hall and Sill Roads. County Public Works has recently completed traffic calming projects on Hall Road, including narrowing lanes and adding turn pockets. Data collected on their effectiveness will indicate if further calming projects are needed. All projects in the following table are related to improvements for areas near Hall District Elementary School.

School District – At Sill and Harrington road intersection, conduct analysis for a traffic circle or all way stop.

County Public Works – Sidewalk and intersection projects along Willow and Sill Roads, and at the Sill/Harrington intersection pending results of study.

Total estimated infrastructure cost: \$1.16M

Table 19. Hall District Priority Projects

Jurisdiction: County							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Willow Road	Hall Road	Berry Road	No sidewalks, students walking to bus stops. Flooding issues from driveways force pedestrians to walk in the street during rainy season.	Install sidewalks on one side of the roadway.	Participatory Budgeting Committee	Steering Committee - Support sidewalks on both sides if possible but acknowledge parking demand may be an issue with residents.	\$195,000
Sill Road	Hall Road	King Hall Road	No sidewalk on Sill Road	Install pedestrian path or multi-use facility with lighting.	Participatory Budgeting Committee		\$357,500
Intersection	Sill Road	Harrington Road	Currently no sidewalk or curb ramps	If sidewalk is installed, install curb ramps on all corners.	Public Comment [former principal]		\$104,000

Table 19. Hall District Priority Projects *(continued)*

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Intersection	Sill Road	Har-rington Road	Blind corner, difficult for drivers exiting school parking lot to see oncoming traffic from Sill Road	Conduct intersection control analysis for traffic circle or all-way stop. Consider contracting for temporary traffic control during school hours.	Public Comment [former principal]	Temporary traffic control would be a School District project. Steering Committee - Strong support for either all way stop or traffic circle.	\$3,250
Hall Road	Unnamed Street 500ft West of Willow Road	Las Lomas Drive		Install sidewalks on both sides of Hall Road to create a connection between the bus stops, the intersection, and the adjacent neighborhood streets. If the Hall/Willow westbound far-side bus stop can be relocated closer to the intersection, only the south side of Hall Road will need sidewalks.	Participatory Budgeting Committee / G12 Corridor Study	Cost estimate for both sides	\$487,500

Table 19. Hall District Priority Projects (*continued*)

Jurisdiction: School District							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Sill Road	Sill Road	School Bus Exit	Buses pull into opposing lane when exiting	Widen the gate to facilitate easier bus exits.	Participatory Budgeting Committee		\$12,350
Community Priority: 2							
Intersec- tion	Sill Road	Parking Lot Exit	Signage needed if traffic circle is installed	Install a right-turn-only sign at the parking lot exit, directing vehicles intending to turn left to proceed to the new traffic circle at Sill Road / Harrington Road for a U-turn.	School Audit		\$800

4. Prunedale Sidewalk Project

Crash data show that three crashes have pedestrian and bicycle-involved crashed have occurred in residential streets that connect to Prunedale Elementary.

County Public Works – Sidewalk and intersection projects along Pesante Road, Pollack Lane, and Cross Road.

Total estimated infrastructure cost: \$775,000

**This scope of this project could be expanded to include the School District and study parking lot circulation issues, adding bus loading and pickup and drop off zones*



Prunedale Elementary School parking lot.

Table 20. Prunedale Priority Projects

Jurisdiction: County							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 2							
Pesante Road	School Driveway	Prunedale Elementary Entrance	No formal pedestrian route into school, parents walking through parking lot	Formalize this segment with parallel parking and a sidewalk on south side.	Central Bay High School: School Audit	County - Connect sidewalk to Pollack down to Orchard Lane; consider a complete street design for the corridor of Pesante Road.	\$130,000
Pesante Road	Prunedale Entry Driveway	Pollock Lane	Middle school students walking down Pesante Road to bus stop on Orchard Lane	If pedestrian counts show it is warranted, extend sidewalks along the south side of Pesante Road to Pollock Lane.	Prunedale Elementary School: School audit	Steering Committee member who lives on Pesante says that sidewalks/paths are high priority for the neighborhood	\$97,500

Table 20. Prunedale Priority Projects (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 3							
Pollock Lane	Cross Road	Pesante Road	No sidewalks, students walking to bus stops	If pedestrian counts show it is warranted, install pedestrian pathway on one side of the road.	Central Bay High School: Collisions	Steering Committee member who lives on Pesante says that sidewalks/paths are high priority for the neighborhood	\$227,500
						County - expensive to keep sidewalk on the west side of Polluck due to need for retaining wall.	
Cross Road	Pollock Lane	Reese Circle	No sidewalks, students walking to bus stops	If pedestrian counts show it is warranted, install pedestrian pathway on one side of the road.	Central Bay High School: Collisions	Steering Committee member who lives on Pesante says that sidewalks/paths are high priority for the neighborhood	\$231,563

Table 20. Prunedale Priority Projects (*continued*)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Intersec- tion	Cross Road	Pollock Lane	No marked crosswalks	If pathway is installed, install crosswalks on the west and north legs.	Central Bay High School: Colli- sions	County - Combine project to do a neighborhood-wide sidewalk project	\$10,400
Intersec- tion	Cross Road	Pollock Lane	Currently no sidewalks or curb ramps	If pathway is installed, install curb ramps on the north- east, northwest, and southwest corners.	Central Bay High School: Colli- sions		\$78,000



Pick up time at Prunedale Elementary School.

5. Bus Use Analysis and Stop Enhancement

This plan identifies needed improvements at school bus and MST bus stops at and nearby many school sites, especially the more rural campuses. While work can proceed on the specific stops already identified in this plan, a system-wide study of bus ridership and existing conditions could reveal larger patterns and fund a larger suite of improvements.

School District (Collaborating with Public Works and MST) - Study school bus ridership levels to understand need and usage across the system, and assess existing conditions at all school bus stops. Using findings, prioritize installing prefabricated bus shelters at the busiest stops, especially along roads with fast-moving traffic. Add striping and signage to indicate bus stop approaches for improved visibility and safety. Install sidewalks adjacent to bus shelters to formalize stop locations and provide space for pedestrian overflow.

Total estimated infrastructure cost: \$156,000

**Scope shown here only includes bus stops specifically identified for improvement in this plan.*



Project team painting in a crosswalk.

Table 21. Bus Analysis Project

Jurisdiction: School District							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Pesante Road and Blackie Road			School bus stops throughout Prunedale area – often no safe place for students to wait and no shelter in rainy conditions	Install bus stop signage and shelters at most ridden stops.	Central Bay High School: Community Concerns	School or MST to work with County to get an encroachment permit	\$117,000
Intersection	Hall Road	Un-named Street 500ft West of Willow Road	Well-used PVUSD bus stop, no shelter for students and muddy conditions when it rains	Install bus shelter adjacent to 140 Hall Road.	Hall District Elementary School: Participatory Budgeting Committee	County has ROW	\$39,000
						County - School bus stop. Unsure of who the property owner is	
Community Priority: 2							
School campus	School Bus Program		Students rely on bus transportation throughout North County	Reassess the need for school buses every semester to ensure that there are enough buses available to accommodate student transportation needs.	North Monterey County High School: School audit		Program

Table 21. Bus Analysis Project (continued)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Intersec- tion	Hall / Willow west- bound far-side bus stop		Las Lomas Drive is the only controlled crossing location – locating the bus stop closer to the intersection would be more convenient	Relocate the Hall/ Willow westbound far-side bus stop closer to the signalized intersection at Hall Road and Las Lomas Drive.	Hall District Elementa- ry School: School Audit		\$39,000
Jurisdiction: School District + County							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 2							
N/A				Study bus ridership levels and prioritize installing prefabricated bus shelters at the busiest stops, especially along roads with fast- moving traffic.	School Audit	Estimate. Expect additional costs for ROW acquisition where needed.	\$430,000
				Add striping and signage to indicate bus stop approaches for improved visibility and safety.			
				Install sidewalks adjacent to bus shelters to formalize stop locations and provide space for pedestrian overflow.			



Temporary installation at Union Street & Geil Street.

Recommended Priority Programs

6. Crossing Guard Program

Audits and outreach at many school sites pointed to a general need for crossing guards and identified specific intersections and parking lots with a particular need for management during drop off and pickup.

School District – Reassess crossing guard funding and recruiting structures to allow at least one crossing guard per school for both morning drop-off and afternoon pick-up times, or develop a volunteer crossing guard program to recruit and motivate volunteers.

Total program cost: TBD

**Scope shown here only includes crossings specifically identified for in this plan.*

Table 22. Crossing Guard Project

Jurisdiction: School District							
Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
Community Priority: 1							
Inter-section	Geil Street	Main Street	Parents are worried about students using the bridge by themselves	Create walking school bus or community crossing guard program at pedestrian overcross to address safety concerns	Castroville Elementary School: Participatory Budgeting committee	TAMC may be able to support	Program
Inter-section	Union Street	Mc-Dougall Street	Main school crossing, reports of drivers not yielding to pedestrians	Station a school crossing guard at this intersection.	Castroville Elementary School: Participatory Budgeting Committee		Program
Community Priority: 2							
School campus	School Parking Lot		Some parents parking in loop	Have a staff person or volunteer monitor loop traffic and keep vehicles moving.	North Monterey County Middle School: School audit		Program

Table 22. Crossing Guard Project (*continued*)

Street	Cross Street 1	Cross Street 2	Issue	Recommendation	Origin	Comments	Total Cost
School campus	School Parking Lot		Conflicts between drivers entering school driveway and students entering campus	Have a staff person or volunteer assist students in crossing the parking lot in phases.	North Monterey County Middle School: School audit		Program
Inter-section	Salinas Road	Matia-sevich Lane	Some drivers not yielding to pedestrians	Station a school crossing guard in front of school.	Pajaro Middle School: School Audit	School & law enforcement	Program
Inter-section	Cas-troville Boulevard	Collins Road	Reports of drivers not yielding to students in crosswalk	Assign SRO to crosswalk to encourage drivers to yield to students in the crosswalk	North Monterey County High School		Program

Funding Sources

The following table lists potential grant and program funding sources that can be used to implement the projects identified in this plan. Most state and federal funding sources require local matching funds.

Table 23: Funding Sources for Active Transportation

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
Local				
Measure X: Regional Sales Tax	X	X	X	X
Transportation Development Act	X	X	X	X
County General Funds	X	X	X	X
County Gas Tax Revenues	X	X	X	X
Foundations	X	X	X	
Businesses and Corporations	X		X	
Regional Surface Transportation Program – Competitive Funds	X	X	X	X
Regional Surface Transportation Program – Formula Funds	X	X	X	X
Developer Impact Fees	X			

Table 23: Funding Sources for Active Transportation (continued)

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement & Enforcement Programs	Maintenance
State				
Active Transportation Program	X	X	X	
California Office of Traffic Safety			X	
AB 2766	X	X	X	
State Highway Operations and Protection Program (SHOPP)	X	X		
State Transportation Improvement Program (STIP)	X			
Federal				
Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX)	X	X	X	
Highway Safety Improvement Program	X		X	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program	X			
Safe Streets 4 All Program	X			
American Rescue Plan Act	X	X	X	X

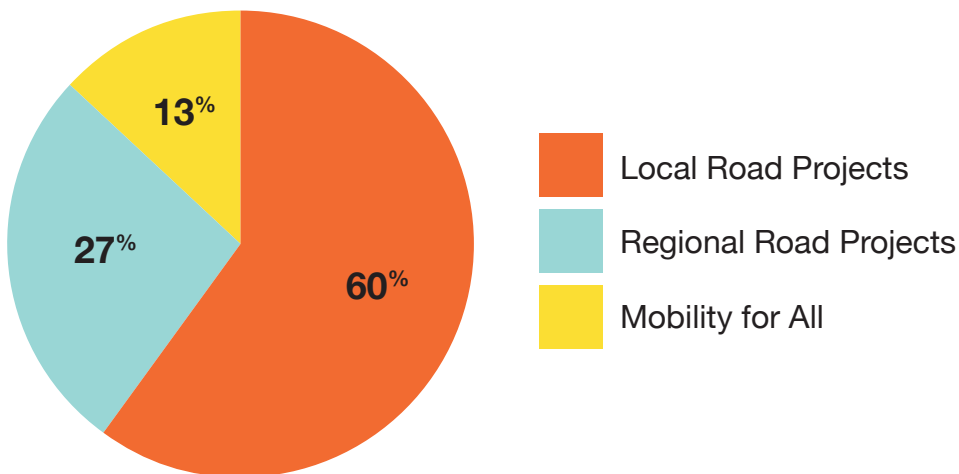


Project team installing a crosswalk.

Measure X

To address the ongoing shortfall in transportation funding, Monterey County voters approved Measure X in 2016. Measure X establishes a 3/8-percent sales tax that will provide approximately \$20 million annually for local transportation projects over the next thirty years. Sixty percent of the funds are distributed by formula to cities and the County of Monterey for road maintenance, repair, and safety projects. This funding, as well as funding in the Pedestrian and Bike Safety and Mobility category, can be used for Safe Routes to Schools projects.¹

Figure 50. Measure X Expenditure Categories



Source: Transportation Agency for Monterey County

¹ Transportation Agency for Monterey County. Measure X. www.tamcmonterey.org/measure-x

Maintenance

There are several ways to report maintenance issues in and around North Monterey County -

- The County of Monterey Public Works has a Request for Service site and mobile app to report non-emergency road repairs.
www.countyofmonterey.gov/government/departments-i-z/public-works-facilities-parks/pw-request-for-service-rfs
- The Transportation Agency for Monterey County (TAMC) maintains the Bicycle Service Request program, which is a webpage where any issue in Monterey County related to bicycle safety can be reported.
www.tamcmonterey.org/bike-service-request-form. Reports are forwarded to the appropriate jurisdiction for action.
- Maintenance issues on state highways can be reported to Caltrans at csr.dot.ca.gov.

The County of Monterey is responsible for maintaining pavement on roads that have been accepted for maintenance by the County. The County also maintains signage, signals, striping, guardrails, and other traffic-safety devices, walls and other retaining structures, and drainage facilities serving the roadway.

The County of Monterey currently employs the following maintenance policies and procedures to keep bicycle and pedestrian facilities in good repair:

- According to the California Streets and Highways Code Section 5610, adjacent property owners are responsible for the maintenance of sidewalks along the frontage of their properties.
- According to the Streets and Highways Code, a set amount of maintenance funding is provided by the gas tax, and the County is charged with maintaining roadways as best those funds allow. There is no specific standard to which a roadway must be maintained. Ideally, roads are resealed every five to ten years to keep pavement in good condition. The County works to maximize the funding it receives to provide the greatest benefit to the greatest number of road users.

APPENDICES

