

Existing Conditions

Background

The Pacific Grove Highway 68 Study (www.PGHwy68.org) is looking at ways to improve two streets in Pacific Grove: Forest Avenue and Sunset Drive. The goal is to create a more “complete” corridor—one that works better for different forms of transportation and for people of all ages and abilities. In particular, the study is exploring ways to improve walking and biking on those streets. The study corridor encompasses Forest Avenue from the city limit to Sunset Drive; and Sunset Drive from Forest Avenue to Asilomar Avenue.

To achieve the study’s goal, the final study document will include a set of recommended capital projects and changes to policies and practices. The recommendations will be aimed at improving conditions for pedestrians and cyclists and, more generally, at enhancing the appearance of the corridor. The study is a joint effort of the Transportation Agency for Monterey County, the City of Pacific Grove and the California Department of Transportation (Caltrans), and is being conducted with the help of planning consultants.



Introduction to this report

The first task in the planning process for the Pacific Grove Highway 68 Study consisted of initial outreach to the community to introduce the project and encourage the public to stay informed. The second task was the survey of existing conditions. This task consisted of two primary subtasks:

- Walking field survey of the corridor, to assess physical conditions in person. The survey was conducted on Wednesday, September 9, 2015.
- Review of additional relevant conditions and issues in the corridor, such as the land use pattern, key destinations, the surrounding street network, right-of-way and traffic characteristics, pedestrian and bicycle facilities, traffic collisions, transit service and related planning efforts.

This report summarizes observations and findings from the walking field survey and review of additional conditions. It establishes the context surrounding walking and biking in the corridor and provides the partner agencies, consultants and key stakeholders with initial insights into the walking and bicycling experience in the corridor.

The observations and findings from the existing conditions survey will be supplemented by the results of the needs assessment (the subsequent task in the planning process). Relying on input from the public, that assessment considers issues and conditions in the corridor from the community’s point of view. The needs assessment process obtained substantial input from the public on the challenges and obstacles to walking and biking in the corridor; the needs and concerns of local pedestrians and cyclists; and ideas, suggestions and opportunities to improve conditions. Together, the existing conditions survey and needs assessment will inform the recommended improvements for the corridor. One measure of the success of the Pacific Grove Highway 68 Study is how closely the improvements respond to the community’s needs, concerns and suggestions.

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Field survey

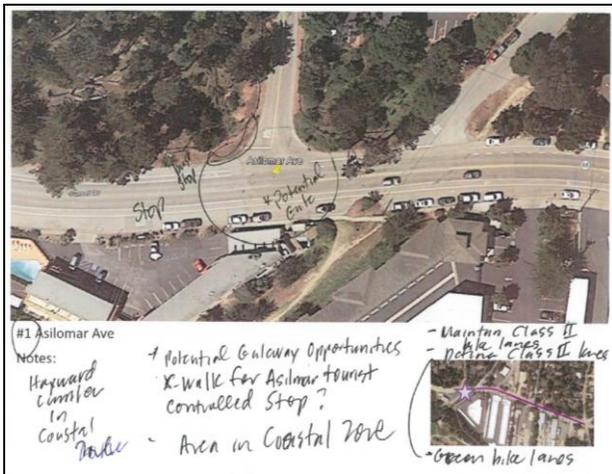
As mentioned in the introduction, a walking field survey of the corridor was conducted to assess physical conditions in person. Participants included representatives of the partner agencies, consultants, and key stakeholder groups and organizations. The survey was conducted on Wednesday, September 9, 2015.

The walking survey covered the stretch from Asilomar Avenue to Stuart Avenue. (The remainder of the study corridor, from Stuart Avenue to the city limit, does not have sidewalks; this segment was surveyed by car, separately by the consultants.) The walk was preceded by an introductory presentation about the project given by the consultants and was followed by a debriefing session on the group’s observations of the walk. The presentation and debrief were held at the First United Methodist Church (the “Butterfly Church,” at 915 Sunset Drive, in Pacific Grove).

The walk was attended by the following participants (listed in alphabetical order):

- Moe Ammar (Pacific Grove Chamber of Commerce).
- Marilou Ayupan (Mark Thomas & Co.; consultant).
- Jocelyn Francis (Pacific Grove Police Department).
- Daniel Gho (Pacific Grove Public Works Department).
- Ariana Green (Transportation Agency for Monterey County).
- Robert Huitt (Pacific Grove City Council).
- Jessica Kahn (Pacific Grove Public Works Department).
- Matt Kelly (Pacific Grove Unified School District).

- Kathleen Lee (Office of County Supervisor Dave Potter).
- Niko Letunic (Eisen | Letunic; consultant).
- Meghan Mitman (Fehr & Peers; consultant).
- John Olejnik (Caltrans District 5).
- Lisa Rheinheimer (Monterey–Salinas Transit).
- Terri Schaeffer (Pacific Grove Community and Economic Development Department).
- Anais Schenk (Fehr & Peers; consultant).
- Rena Weaver (Blind & Visually Impaired Center of Monterey County).
- Fred Williamson (Pacific Grove Community and Economic Development Department; intern).



Participants' observations during the walking survey were recorded and have been summarized in the appendix to this report. Below are general conclusions about the observations or themes that emerged. In addition, key issues, obstacles and opportunity areas observed by participants have been combined with those raised by the public, and are shown on annotated aerial photographs in the needs assessment report.

- The main **walking**-related issues raised are:
 - Discontinuous sidewalks throughout, and in some places even lack of shoulder.
 - Difficult or challenging intersections to cross (see below for a list); related to this, need for more marked crosswalks.
 - Dangerous driver behavior (speeding, failing to yield, not paying attention).
 - In the Forest Avenue commercial district, many driveways.
- The main **biking**-related issues raised are:
 - Lack of bike lanes in most places, and even no signed routes.
 - On Forest Avenue, steep grades.
 - Speeding and disrespectful drivers.
- The main intersections of concern were:
 - Forest/Stuart/Piedmont Avenues (very difficult to cross; opportunity for gateway treatment).
 - Forest Avenue at Prescott Lane, at Forest Hill Boulevard and at David Avenue (challenging or difficult to cross).
 - Forest Avenue/Sunset Drive (challenging to cross; needs wayfinding signage).
 - Sunset Drive/Congress Avenue/Cedar Street (confusing, five-legged intersection).
 - Sunset Drive/17 Mile Drive/Maple Street (another five-legged intersection, though less confusing).
- Other commonly raised issues include:
 - Lack of disabled-access features.
 - Encroachment by residents' property or improvements into the right-of-way.
 - Overly wide lanes at several locations.
 - Congested pick-up and drop-off times at the high school.
 - Uninviting or unattractive streetscape, particularly in the Forest Avenue commercial district.

Setting

California State Route 68—or Highway 68—is one of a few, limited entryways into Pacific Grove, and one of the two or three main ones. It begins in the city as Asilomar Avenue, at Sinex Avenue, and runs in a generally eastbound direction to end at Highway 101 near downtown Salinas. The Pacific Grove Highway 68 study corridor consists of two streets in the southern part of Pacific Grove: (i) Forest Avenue from the city limit to Sunset Drive, through the city’s Forest Hill neighborhood; and (ii) Sunset Drive from Forest Avenue to Asilomar Avenue (see the context map, on page 6).

The corridor generally connects the west side of the city of Monterey and points beyond to the ocean at Spanish Bay. Cross streets provide access to the rest of Pacific Grove, including downtown; and to Pebble Beach/Del Monte Forest to the south. Beginning at the city limit and moving north then west, the corridor’s major cross streets are David Avenue, Congress Avenue, 17 Mile Drive and Asilomar Avenue. As part of a state route, Highway 68 through Pacific Grove is controlled by Caltrans rather than by the City.

Land use

A variety of land uses lie along the study corridor. The first segment of the corridor,

from the city limit to Stuart Avenue, is characterized by both low- and medium-density residential. The second segment, from Stuart Avenue to just past David Avenue, is almost entirely commercial, with a variety of supermarkets, restaurants and neighborhood- and citywide-serving retailers and professional services. The commercial segment is followed by a short transitional zone, from David Avenue to Sunset Drive, fronting a mixture of commercial and residential uses and also Higgins Park.

Sunset Drive from Forest Avenue to Congress Avenue is fronted on the south side by Pacific Grove High School and on the north side by medium-density residential. Between Congress Avenue and 17 Mile Drive there is medium-density residential on the north side; on the south is the Mission Linen property—a county island completely surrounded by incorporated Pacific Grove—and the First United Methodist Church (the “Butterfly Church”).

Lastly, the segment of Sunset Drive from 17 Mile Drive to Asilomar Avenue is Pacific Grove’s only remaining industrial and heavy-commercial area (this area also has scenic qualities, namely views of the ocean and pine forests). Pockets of high-density housing in the form of smaller-scale apartment buildings are found scattered along the corridor.



Key destinations

As mentioned above, the corridor generally connects Monterey to the ocean, and points in between to the north and south. Along or very near the corridor are more specific destinations important to Pacific Grove and adjacent communities. Beginning at the southern end of the route, the main destinations (shown on the context map) are:

- **The Presidio of Monterey**, an active military installation and the home of the Defense Language Institute Foreign Language Center.
- **Forest Hill commercial district**, on Forest Avenue between Stuart Avenue and just past David Avenue. The district includes the Safeway and Trader Joe's supermarkets, the Fairway Shopping Center (on the southwest corner of David Avenue) and the Country Club Gate shopping center (on the northwest corner of David Avenue).
- **Pacific Grove Middle School**, a few short blocks north of the corridor, at the corner of Forest Avenue and Sinex Avenue. This is the city's only middle school.
- **Pacific Grove High School**, the city's only high school, located near the intersection of Forest Avenue and Sunset Drive.
- **Forest Grove Elementary School**, a short distance south of the corridor, along Congress Avenue.
- **Rip Van Winkle Open Space**, just off the corridor, extending between Congress Avenue and 17 Mile Drive and south to Forest Lodge Road. The heavily forested area is popular with joggers and walkers and as an off-leash dog area.
- Two houses of worship: First United Methodist Church, or the **Butterfly Church** (at 915 Sunset Drive), and **Kingdom Hall of Jehovah's Witnesses** (1100 Sunset Drive).
- **Sunset Drive commercial district**, between 17 Mile Drive and Asilomar Avenue, and housing a mix of light industrial uses and other uses.



- **The Inn at Spanish Bay / Links at Spanish Bay**, one of the Pebble Beach golf resorts, just south of Sunset Drive, off 17 Mile Drive.
- **Asilomar State Beach and Conference Grounds**, a California state park unit, located at the western end of the study corridor. The park incorporates both a 1-mile strip of beach and a historic, rustic conference hotel spread throughout 30 buildings. A pedestrian trail runs through the beach dunes.

Context map



Street network

A city's streets may be classified by their function, which typically corresponds with the amount and speed of traffic on them. This functional classification typically encompasses, from busiest to least busy, freeways, arterials, collectors and local streets.

The Pacific Grove General Plan classifies both Forest Avenue and Sunset Drive (to Asilomar Avenue) as arterials (see the context map). Arterials are medium-speed, medium-volume roads that generally connect to freeways or to other arterials. David Avenue and Congress Avenue are also designated as arterials. Sunset Drive north of Asilomar Avenue is classified by the General Plan as a "scenic drive," intended primarily for recreational travel.

17 Mile Drive and Asilomar Avenue are classified as collectors. These are lower-speed, lower-volume streets than arterials. They generally serve shorter trips and distribute cars from local streets to the arterials.



The rest of the street network in the corridor area is made up of local streets. These are low-speed, low-volume, neighborhood-serving streets whose main purpose is to provide

access to fronting properties. Local streets that intersect with the Highway 68 corridor include, among others, Stuart Avenue, Prescott Lane, Forest Hill Boulevard, Morse Drive, 19th Street, Cedar Street, Walnut Street, Grove Acre Avenue and Crocker Avenue.

Right-of-way characteristics

The study corridor is two travel lanes wide, except for the stretch of Forest Avenue from Prescott Lane to Sunset Drive, which is four lanes wide. There are center turn lanes on Forest Avenue for a short stretch as it enters the city and from Piedmont Avenue to Sunset Drive; and on Sunset from near Forest Avenue to Congress Avenue.

The only relatively long stretch of continuous sidewalk in the corridor is on the south side of Sunset Drive from David Avenue to Congress Avenue, a segment that encompasses the high school. There are bits of discontinuous sidewalk on the following stretches:

- **East side of Forest Avenue:** From Piedmont Avenue to just past Prescott Lane, from Forest Hill Boulevard to just before David Avenue and from Morse Drive to Sunset Drive; also, there is a walking path roughly parallel to Forest Avenue through Higgins Park.
- **West side of Forest Avenue:** From just before Piedmont Avenue to Sunset Drive.
- **North side of Sunset Drive:** Across from the high school and for a short distance west of Grove Acre Avenue.
- **South side of Sunset Drive:** In the area of the Butterfly Church and from 17 Mile Drive to Asilomar Avenue.

There are marked crosswalks across Forest Avenue at Prescott Lane, Forest Hill Boulevard, David Avenue and Sunset Drive; and across Sunset Drive at Forest Avenue, 19th Street, Congress Avenue and 17 Mile Drive. Relatively long stretches with no marked crosswalks occur on Forest Avenue between the city limit and Prescott Lane; and on Sunset Drive from Congress Avenue to 17 Mile Drive and from 17 Mile Drive to Asilomar Avenue.



While cyclists may use the entire corridor, the only dedicated bicycle facilities are bike lanes on Sunset Drive from Asilomar Avenue to 17 Mile Drive, on both sides of the street. There is a shoulder of varying width on Forest Avenue from the city limit to Stuart Avenue; and a wide shoulder on Sunset Drive from 17 Mile Drive to Congress Avenue (cars are allowed to park on this shoulder, however). Elsewhere

bicycling is generally accommodated along the right side of wide outside lanes.

Traffic characteristics

At the city limit, the speed limit on Highway 68 is 40 mph. It decreases to 35 mph through the Forest Avenue commercial district, and further to 25 mph on Sunset Drive. There are three signalized intersections in the study corridor: at Forest Avenue/Prescott Lane, Forest Avenue/David Avenue and Forest Avenue/Sunset Drive.

According to Caltrans’ State Route 68 Concept Report (see “Related Plans” section), traffic is light as Highway 68 begins at Sinex Avenue, at 3,700 annual average daily traffic (AADT). Within a mile, it increases to 20,600 AADT at Forest Avenue. Generally, traffic volumes on the highway increase moving east as the route serves more residential and commercial areas. The report shows that AADT has remained relatively constant from 1994 to 2010 (the latest year for which the report includes data); this is consistent with the slow population growth in the area. The transportation model for the Monterey Bay Area predicts that traffic will continue to grow slowly, and in some areas decrease, due to housing and jobs shifts in the region. The table below shows AADT in 2020 and 2035 for five stretches of the corridor.

From	To	2010 Count AADT	2035 Model AADT
Sinex Ave. (PM 0.00)	Sunset Dr. (PM 0.22)	3,000-3,600	3,400 - 4,100
Sunset Dr. (PM 0.22)	Forest Dr. (PM 1.12)	6,500-14,000	6,600 -14,300
Forest Dr. (PM 1.12)	Prescott Ln. (PM 1.50)	20,000	19,800
Prescott Ln. (PM 1.50)	Presidio Blvd. (PM 1.99)	22,000-25,400	21,900 -25,300
Presidio Blvd. (PM 1.99)	SR-1 (PM L4.20)	25,400	26,200

Traffic collisions

This section looks at traffic collision data in the corridor. Data in the first section is from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), a database of collisions as reported to and collected by local police departments and other law enforcement agencies. Data in the second section is from Caltrans' State Route 68 Concept Report (see also the "Related Plans" section).

Pedestrian and bicyclist victims

According to SWITRS, during the 11-year period from 2004 through 2014 there were 10 collisions with motor vehicles in the corridor that resulted in a pedestrian or cyclist fatality or serious injury (see the context map; the map does not include collisions resulting in minor injury or property damage only). These 10 collisions resulted in:

- Two pedestrian fatalities: at (or near) Hill Boulevard, in 2004; and at 19th Street, in 2006.
- Three pedestrians with serious injuries: at Morse Drive, at Congress Avenue/Cedar Street and at Crocker Avenue.
- No bicyclist fatalities.
- Five bicyclists with serious injuries: at David Avenue, at Grove Acre Avenue (two), between Grove Acre Avenue and Crocker Avenue, and at Asilomar Avenue.

As the map shows, half of the collisions were spread out along a stretch of the corridor from Forest Hill Boulevard to Congress Avenue/Cedar Street. However, the other half of the collisions are clustered along a short segment from Grove Acre Avenue to Asilomar

Avenue; this indicates a possible collision hotspot, and a potential area of concern.

Intersection collision rates

Caltrans' Concept Report for Highway 68 compares actual intersection collision rates for the corridor to statewide average collision rates for similar intersections. As shown in the table below, the report finds seven intersections in the study corridor with "much higher" collision rate than the statewide average rate (rates are per million vehicle miles for a three-year period from April 2007 through March 2010).

It is worth noting that five of the seven intersections are found within a short stretch at the start of the study corridor. Meanwhile, the remaining two intersections, at or near the other end of the corridor, have the highest collision rates by far.

Intersection collision rates

	<i>Actual</i>	<i>Statewide average</i>
Asilomar Avenue	0.60	0.15
17 Mile Drive	0.71	0.25
Prescott Lane	0.27	0.25
Piedmont Avenue	0.19	0.15
Bishop Avenue	0.19	0.15
Adobe Lane	0.22	0.15
Presidio Boulevard	0.31	0.15

Transit service

Walking and bicycling become more practicable the better they are integrated with transit. Transit service in the study corridor is provided by Monterey–Salinas Transit (MST). The agency operates two bus routes that stop in the corridor (see the context map for the location of bus stops):

- **Line 1, Asilomar–Monterey:** Regular daily route that runs along 17 Mile Drive, Sunset Drive and Asilomar Avenue. Bus stops on the corridor are at Sunset Drive/17 Mile Drive and Sunset Drive/Grove Acre Avenue.
- **Line 2, Pacific Grove–Carmel:** Regular daily route that runs along 19th Street, Sunset Drive and Forest Avenue, then loops around to David Avenue toward Monterey. Bus stops include Sunset Drive/Forest Avenue, Forest Avenue/Forest Hill Boulevard, Forest Avenue/Syida Drive and David Avenue/Forest Avenue.

In addition, Line 21, Pebble Beach–Salinas Express, is an express, commute-hour route that runs through, but does not stop in, the study area. The line runs in part along 17 Mile Drive, Sunset Drive and Forest Avenue but the nearest stops are at David Avenue/Wave Street and at the Inn at Spanish Bay.

All MST regular, fixed-route buses are fully accessible and equipped with a wheelchair lift. Passengers who are not able to use buses due to their disability may be eligible for the MST's paratransit program.

In addition, MST buses are outfitted with front-mounted racks for two or, in some cases, three bicycles; two additional bikes may be stowed in the wheelchair securement area at the driver's discretion. Bikes always ride free with paying passengers.



Forest Hill Specific Plan (1998)

This plan supplements the General Plan by providing additional policy direction for the Forest Hill area. The study area covers both sides of Forest Avenue—extending generally one lot deep on each side—from David Avenue to just south of Piedmont Avenue. The plan analyzes five major issues identified by the community as particular areas of concern: walking, driving, parking, buffers between commercial and residential users, and the visual importance of the Forest Avenue entrance to the city.

During the planning process, the community established that walking in the area (and also biking) was challenging: sidewalks are discontinuous and do not meet accessibility requirements; crossing Forest Avenue, even at traffic signals, is difficult; some intersections lack marked crosswalks; the streetscape is unattractive; and bus stops are poorly located for pedestrian access. The plan includes numerous policies that could be applicable to the Pacific Grove Highway 68 Study (the policies have been edited for brevity):

- 3.1: Enhance the street with trees, street furniture, medians and other streetscape improvements.
- 3.2: Create a defined street edge and use streetscape improvements to narrow the perceived width of the street.
- 3.8: Create a gateway monument for the corridor. [Elsewhere, the plan specifies that it be located on the side of Forest Avenue at Stuart Avenue, on land left over from a recommended redesign of the intersection. The plan also suggests that the City conduct a competition to select a designer or artist to design the gateway.]
- 3.9: Reduce the number of curb cuts.
- 3.16: Create a continuous sidewalk on both sides of the street.
- 3.18: Consolidate driveways.
- 4.2: Maintain four through lanes.
- 4.3: Continue to provide two-way left-turn lanes.
- 4.5: Maintain the existing marked crosswalks.
- 4.6: Provide marked crosswalks across all legs of the intersection at David Avenue.
- 4.7: Install a mid-block crossing and pedestrian-actuated signal between Forest Hill Boulevard and Prescott Lane.
- 4.8: Install bulbouts at the crosswalks at Forest Hill Boulevard (southeast corner) and at Safeway (northwest corner).
- 4.9: Require new developments to provide sidewalks to standards set forth in the plan.
- 4.11: Stripe bike lanes on both sides of the street. [Elsewhere, the plan specifies five-foot lanes.]
- 4.12: Require new developments to provide ample and convenient bike-parking racks.
- 4.13: Construct medians to ensure that the two-way left-turn lane is not used as a through lane.
- 4.14: Plant street trees in bulbouts between driveways.
- 4.15: Add an eastbound right-turn lane from David Avenue to Forest Avenue southbound.
- 4.16: Add a northbound right-turn lane from Forest Avenue to David Avenue eastbound.
- 4.18: Realign the “Y” intersection at Stuart Avenue to a 90-degree “T” intersection.

Figure 3-4 of the plan depicts some of the recommended street improvements along Forest Avenue:

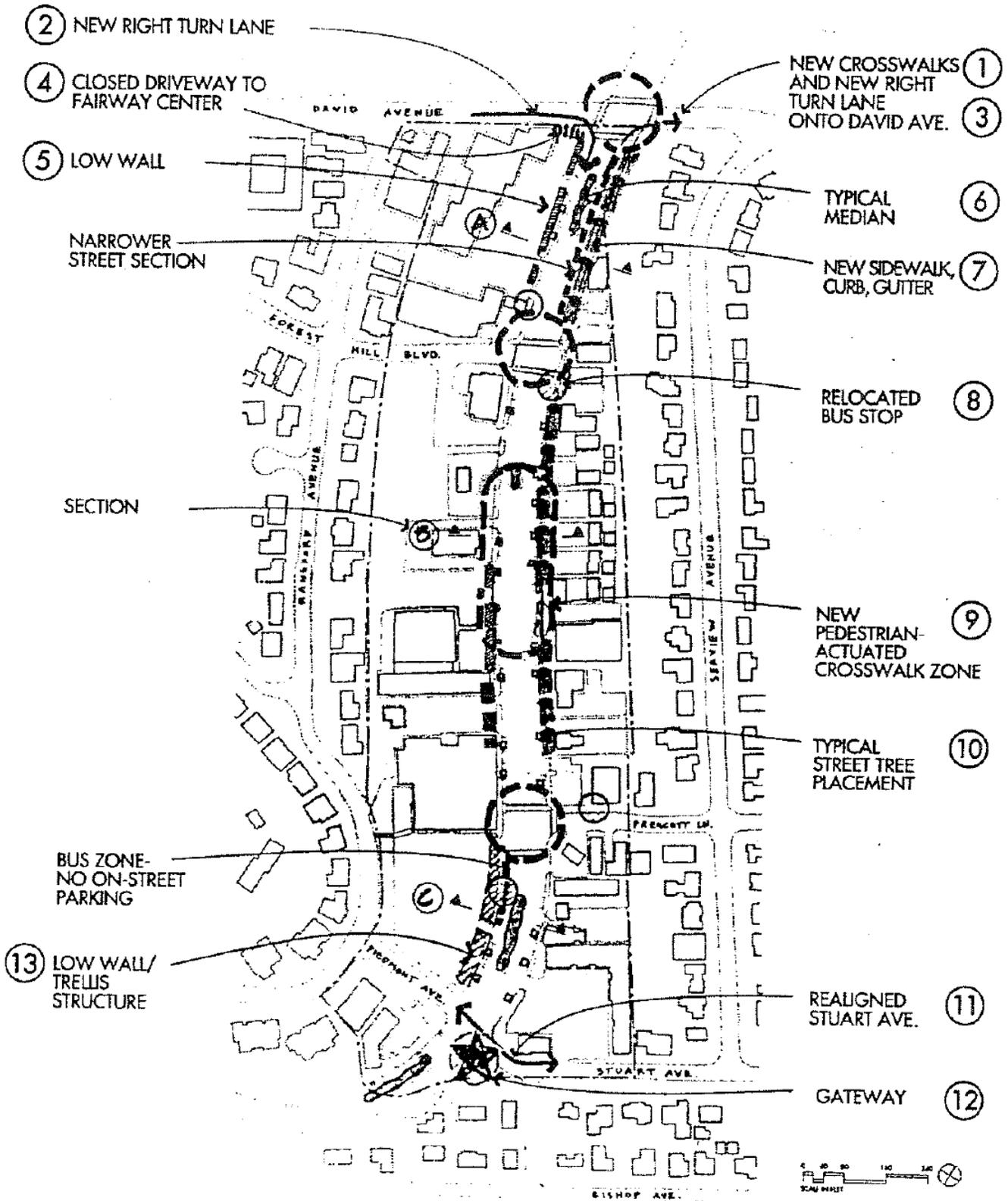
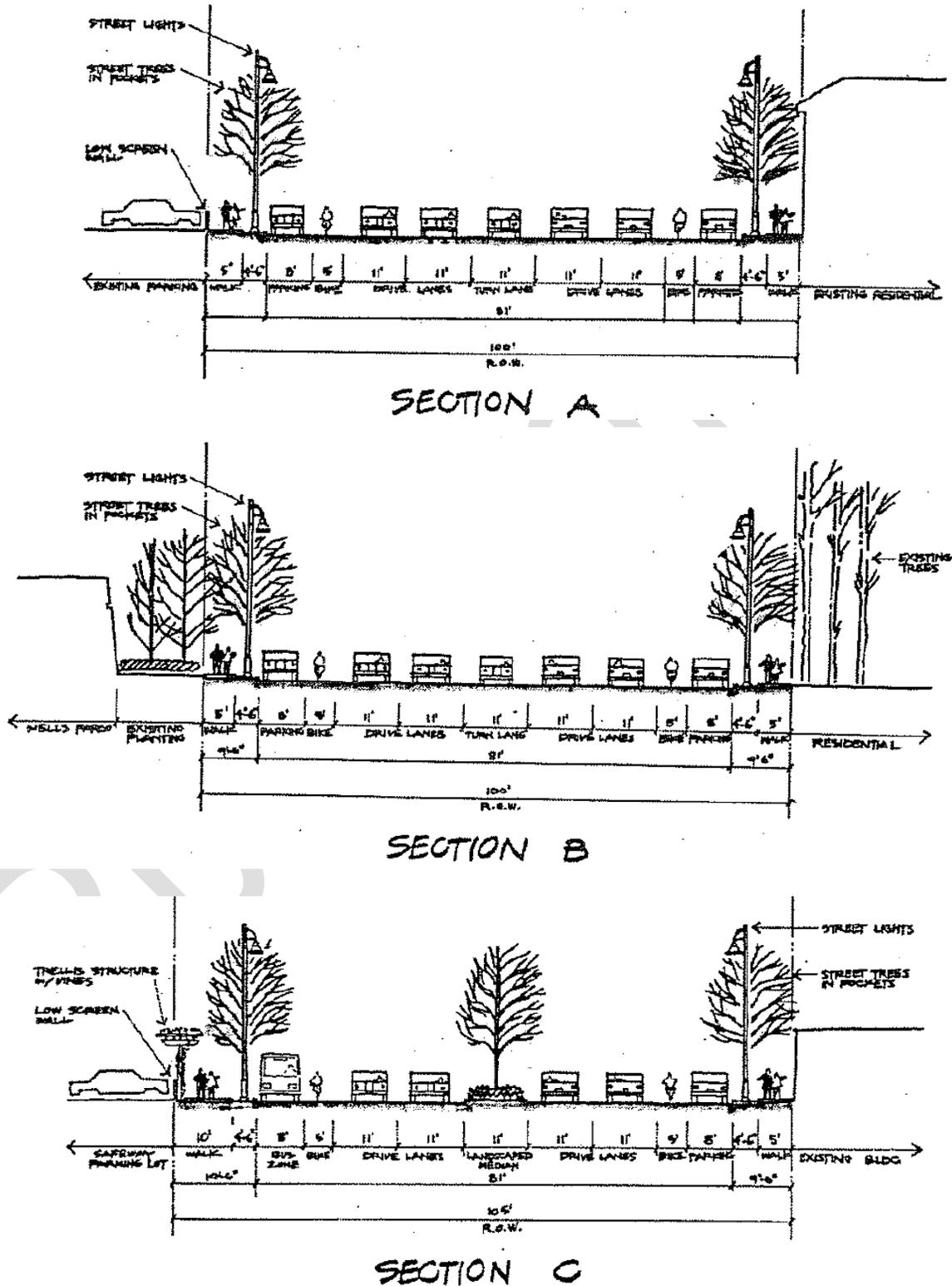


Figure 3-5 illustrates cross sections for the street (the sections correspond to lettered locations shown in Figure 3-4):



State Route 68 Concept Report (2013)

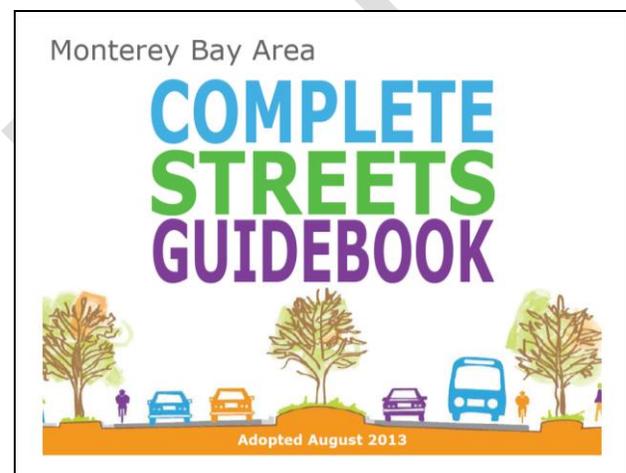
The Concept Report, prepared by Caltrans, is essentially a long-range, master plan for Highway 68. Segment 1 of the corridor, as designated by Caltrans, extends from Sinex to Highway 1. Because this segment is “within an urbanized area with physical constraints,” the report does not envision widening it. Instead, the report’s recommended strategies for Segment I are to maintain traffic-signal control through the urbanized area and to consider operational improvements when appropriate or as land use developments occur. Moreover, since the segment serves primarily local users, the report recommends pursuing “relinquishment,” or ceding ownership and management control of the corridor to the local jurisdictions, including the City of Pacific Grove.

TAMC Bicycle and Pedestrian Master Plan (2011)

TAMC’s plan compiles and prioritizes proposed bicycle and pedestrian improvements submitted by the County and its cities as well as other relevant public agencies. The plan identifies one pedestrian improvement in the study corridor, though not as a priority project: lighted crosswalk, pavement markings and signs at Forest Avenue/Forest Hill Boulevard (planning-level cost estimate: \$170,000). The plan also identifies one non-priority bicycling project: bike lanes on Forest Avenue between Prescott Lane and Presidio Boulevard (estimated cost: \$20,800).

Monterey Bay Area Complete Streets Guidebook (2013)

This guide was developed by a consortium of public agencies to assist local jurisdictions in planning, designing and implementing “complete streets” projects. (Complete streets are meant to accommodate different forms of transportation and people of all ages and abilities.)



The guide includes, among other sections, performance measures for evaluating the effectiveness of complete street projects; descriptions of different types of complete streets and roadway users; design principles and guidelines for the design of various street features; an overview of complementary programs in the areas of education, encouragement, and enforcement; talking points to engage decision-makers and the broader public; and a project-review checklist.

Main Street, California (2013)

Caltrans' "Guide for Improving Community and Transportation Vitality" provides guidelines and suggestions for the planning and design of "main street"-type projects that enhance multimodal access, livability and sustainability. The guide's intended audience includes internal Caltrans staff and the agency's partners and other stakeholders.

The guide describes and illustrates design features and considerations that constitute best practices in the design of livable streets. These include, among others:

- Design speed and speed limit.
- Appropriate number and width of traffic lanes.
- Intersection design, including roundabouts.
- Sidewalks.
- Accessible design.
- Pedestrian refuge/crossing islands.
- Curb extensions or bulbouts.
- Bikeways.
- Street lighting.
- Landscaping.
- Gateway monuments and community identification.
- Stormwater management strategies.

Appendix: Observations from walking field survey

Asilomar segment (Sunset Drive from Asilomar Avenue to Congress Avenue / Cedar Street)

General	<ul style="list-style-type: none"> • Parking in bike lanes. • Challenging mix of modes in limited space (bikes, pedestrians, tour buses and trucks). • Gateway treatment potential. • Speeding occurring as eastbound drivers swing around from the ocean frontage. • Bus stops are on the north side of the street where there are no sidewalks. Also, when it rains, the stops flood or get too muddy and people end up standing in the street. • Ramps and tactile notification of intersections missing at most corners. • Stakeholders expressed a desire to maintain community character regarding signalization or other intersection controls.
At/near Asilomar Avenue	<ul style="list-style-type: none"> • Path leading to Pebble Beach is not marked other than with a sign that no bikes are allowed. • Speeding makes crossing unsafe. Consider traffic calming or a stop sign. • Crossing of some kind needed to connect pedestrians from Asilomar to Pebble Beach and the ocean front. • Gateway treatment potential. • Conduct study for all-way stop sign warrants.
At/near Grove Acre Avenue	<ul style="list-style-type: none"> • Transit stop on north side of street is not well used. • Trees in the sidewalk on the south side of the intersection reduce the sidewalk width to a narrow passing. • Consider removing bus stop if not used. There is a stop one block east for the same route.
At/near 17 Mile Drive	<ul style="list-style-type: none"> • Five-legged approach creates right-of-way confusion. • Lack of signage and notice of the northbound right turn. • Stop signs are lower than normal and far off the street, and therefore not as visible. • Bike lanes drop off here. TAMC bike plan notes that Sunset Drive becomes a bike route between 17 mile Drive and Forest Avenue, but there are no signs, sharrows or demarcations. • There is a large ditch on the southwest side of the intersection used for stormwater runoff. Potential opportunity site for a bioswale. • Consider a signal or roundabout to organize right-of-way and improve efficiency. • Not too concerned about the five-legged intersection because Maple Street is a low-volume street. Do not signalize or restrict Maple Street movement. • Concern about roundabout regarding access for tour buses, safety for cyclists and community character.

School segment (Sunset Drive from Congress Avenue / Cedar Street to Forest Avenue)

General

- No sidewalks on much of the northern side of the street. Sidewalks missing on both sides between Congress Avenue and 17 Mile Drive. Parking in shoulder prevents use by pedestrians and cyclists.
- Desire lines on private property next to the corridor are not well-suited for pedestrians.
- The shoulder on portions of the north side is almost wide enough for a bike lane.
- Is the center turn lane between Congress and 19th Street necessary?
- Ramps and tactile notification of intersections missing at most corners.
- Speeding because of the grade.
- Largely unused parking on the south side of the street—but it's well-used during school events.
- Lanes are very wide.
- Dark at night and evenings, when people may be walking to school events.
- School pick-up and drop-off locations not clearly marked; leads to double parking.
- Residents have encroached pretty far into the public right-of-way.
- Opportunity for a cycle track on the south side due to few driveways. Would need to resolve conflicts with drop-off and pick-up activity.
- Short path between H.S. athletics facility and school parking lot could be turned into a Class I facility. Would need to remove curb impediments to access it.
- Assess potential for median refuges at key crossings.

At/near Congress Avenue

- Busy intersection with driver confusion about right-of-way, which leads to drivers not noticing people and school children in the crosswalks.
- Marked crosswalks missing on two legs of the intersections.
- Missing curb ramps.
- The crosswalks on the north legs are angled in such a way that crossing distance is increased and visibility is poor.
- The southeast corner was tightened up at some point but the crosswalk is now set back, impairing drivers' visibility of pedestrians in the crosswalk.
- High levels of pedestrian and bicycle traffic during school drop-off and pick-up.
- One crossing guard is not enough for the number of legs pedestrians have to cross.
- Lanes are wide, allowing drivers to sneak by for right-turn movements.
- Consider feasibility of traffic signal or roundabout.
- Provide forum for community discussion and education regarding roundabouts.

At/near 19th Street

- High pedestrian traffic at the main entrance to the high school.
- New motion sensor with in-pavement LED crosswalk. Observed driver non-compliance.
- Wide crossing distance.
- Crosswalk ramp leads to curb, which means that cyclists cannot access the path directly from the north side of the street.
- Consider a Rapid Rectangular Flashing Beacon or Pedestrian Hybrid Beacon, ideally with a median. (Would need to educate the community about these measures.)

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| At/near Forest Avenue | <ul style="list-style-type: none"> • Crossing time at the light is too short. • West leg has sweeping corners. • Wayfinding is confusing. • Eastbound bus pull-out could be preserved while adding a bulb-out. • Consider squaring up the intersection. • Audible signals needed for visually impaired pedestrians. |
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Commercial segment (Forest Avenue from Sunset Drive to Stuart Avenue)

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| General | <ul style="list-style-type: none"> • Gateway treatment potential; need for placemaking. • Sidewalks missing on much of the east side of the segment. • Higher-volume road with substantial pedestrian activity. • Need ramps with truncated domes and audio cues for the visually impaired. • Informal on-street parking (and at times on the sidewalk), especially near Trader Joe's. • Many driveways along corridor, with parking facing the street (at 90 degrees). None of the driveways has tactile notification. • Potential gateway locations include the Prescott Avenue intersection near the bakery or Adobe Lane just before entering the commercial area. • Stakeholders expressed more interest in accommodating pedestrians than cyclists on this stretch. Potential for bike boulevards parallel to this portion of the corridor include Seaview Avenue and Ransford Avenue, and might be a preferable focus for this segment. Stakeholders also did not support the idea of a road diet (lane reduction). • Consider removing on-street parking to give more space to pedestrians, particularly on the north side of the street. and provide an on-street option elsewhere. • Add sidewalk on west side of segment between Piedmont Avenue and Adobe Lane. Consider adding a signal with a crosswalk at Adobe Lane and creating gateway character. • Provide forum for a community discussion about how to accommodate sidewalks on the northern side of street. |
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| At/near Morse Drive | <ul style="list-style-type: none"> • A marked crosswalk at this location has been removed. Need better access to the businesses on the west side of the street from Morse Drive. • Faded paint on the east-leg crosswalk. • Reopen crosswalks following sidewalk installation. |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

-
- | | |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| At/near David Avenue | <ul style="list-style-type: none"> • Marked crosswalks missing on two legs. • Long crossing distance, insufficient crossing time. • Desire lines leading down to the McDonald's from the northwest corner of the intersection are not accommodated. • Narrow sidewalk on west side and none on east side south of David. Sidewalk that continues north of Forest Hill Boulevard drops off before getting to David. |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
-

- Corners on eastbound leg could be tightened.

At/near Forest Hill
Boulevard

- Crosswalks are long, with five lanes of traffic to cross (including center turn lane), no refuge and poor visibility.
- Crosswalks on both north and south side of Forest Hill Boulevard might not be necessary. Determine if one or both marked crosswalks should remain based on demand and desire lines. If they remain, they need to be upgraded.
- Enhance bus-stop amenities.

At/near Prescott
Avenue

- Crossing time is too short for such a long intersection.
 - Safeway and Trader Joe's are big attractors because they are the only grocery for the neighborhoods both to the east and the west. The stores make this a busy area for vehicles and pedestrians.
 - Sidewalk gap in front of Trader Joe's; also, illegal parking not well enforced.
 - Restaurant encroachment onto sidewalk area.
-

Needs Assessment

Overview

The needs assessment process for the Pacific Grove Highway 68 Study consisted of gathering information from the general public and from key stakeholders on the barriers, obstacles and challenges to walking and biking on the corridor; the needs and concerns of corridor users; specific problem areas and locations; and ideas and suggestions for improving conditions.

This report describes the various opportunities for public engagement and participation that the Transportation Agency for Monterey County (TAMC) and its agency partners on the project—the City of Pacific Grove and Caltrans—offered for soliciting input on needs. More importantly, the report presents and summarizes the approximately 500 comments received through the various channels for public input. These comments will be used during the next task in the planning process for the corridor study to develop a set of recommended projects to enhance walking and biking on Highway 68 through Pacific Grove. It is intended that the recommended improvements will respond closely to the needs, concerns and suggestions expressed by the community through the needs assessment process and presented in this report.

Opportunities for public input

Community input on needs was gathered through the following five main channels:

- ① [Survey](#), administered primarily online, which ran for a month, from October 21 through November 22, 2015.
- ② [Interactive map](#) on which people could post comments. The map was open for comments during the same period as the survey.
- ③ [Stakeholder luncheon](#), held on Thursday, November 19, 2015.
- ④ [Public workshop](#), also held on November 19, 2015, in the evening.
- ⑤ By [email and phone](#).

In order to inform and engage the public, the opportunities for participation listed above were announced and publicized in numerous ways:

- Postcard mailing to approximately 1,000 households on and near the corridor (see image at top right).
- Mass email to the approximately 100 people on the project's email list.
- Posts on the webpage for the corridor study (www.PGHwy68.org) and on TAMC's and the City of Pacific Grove's websites.
- Mention in the Pacific Grove City Manager's weekly email bulletin.
- Personalized notifications to contacts at the following local media outlets: Cedar Street Times, Monterey Herald, Carmel Pine Cone and "Bicycling Monterey" blog.
- Post on MySidewalk (an online platform for planning-related public outreach and engagement), through TAMC's account (see image at bottom right).
- Flyers distributed in person to corridor merchants (this was the main way in which the stakeholder luncheon was publicized).



October 23

Transportation Agency for Monterey County posted

Making Forest Avenue and Sunset Drive work better for everyone!

#Safety. #Livability. #Transportation in Monterey, CA, Pacific Grove, CA, Monterey County, CA



The Pacific Grove Highway 68 Study is looking at ways to improve two streets in Pacific Grove: Forest Avenue and Sunset Drive (from the city limit to Asilomar Avenue). The study aims to create a more "complete" corridor--one that works better for users of different forms of transportation and for... [Read More](#)

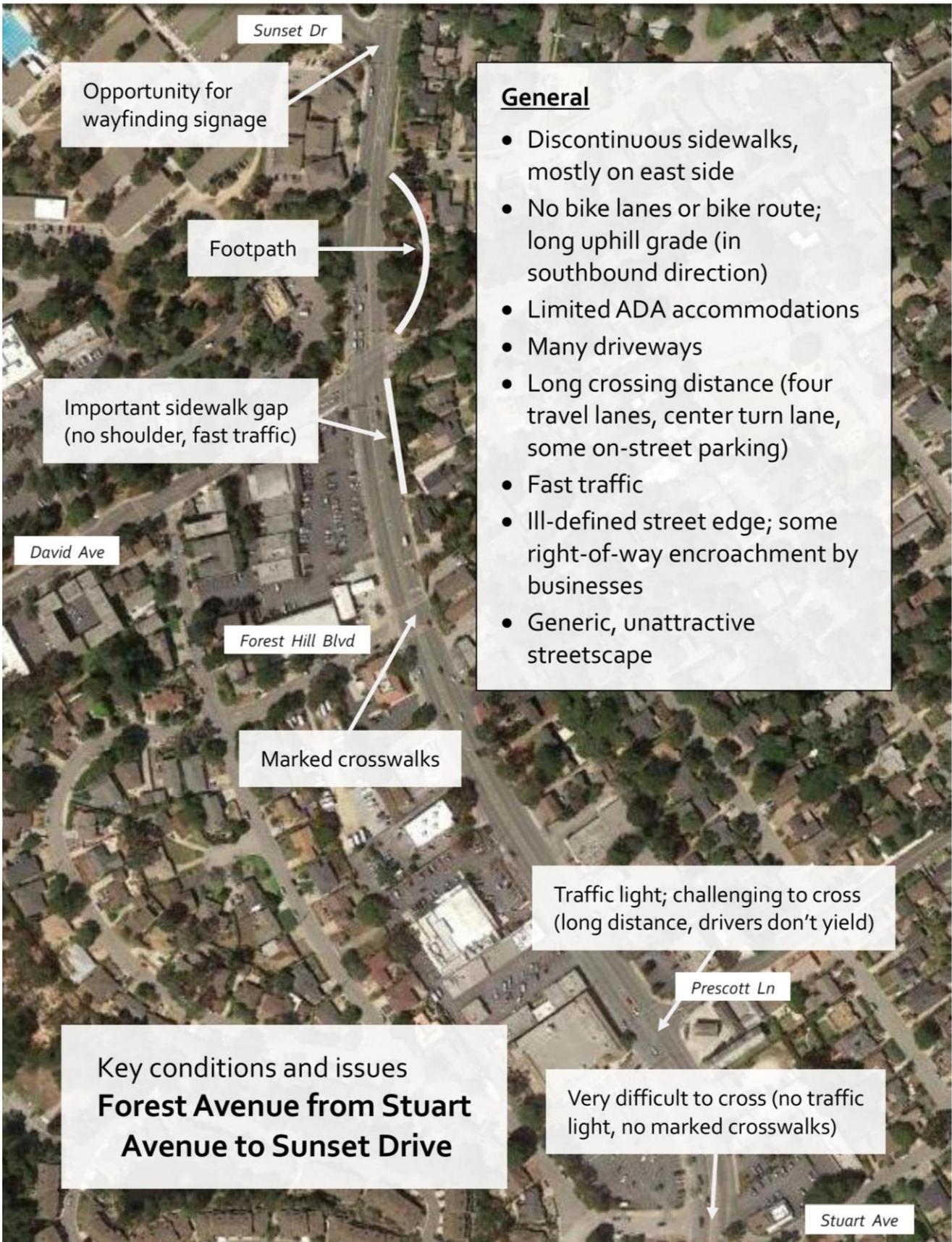
Key themes from the comments

The 500 or so comments listed in the rest of this report (including the appendices) present a rich picture of the community's thoughts and opinions about Pacific Grove Highway 68. From these comments, several themes emerge as especially important areas of concern regarding the corridor and as key focus areas for improvements; these themes are summarized below. In addition, key location-specific challenges and opportunities identified by the public have been combined with those observed by participants of the walking field survey of the corridor conducted in September 2015 (see the report on existing conditions) and are shown on the aerial photographs on the pages that follow.

- The main walking-related issues, needs or concerns expressed through the comments are:
 - Lack of a continuous sidewalk on either side of the corridor, with many specific locations cited.
 - Careless or aggressive driver behavior in the form of speeding, distracted driving and failure to stop for or yield to pedestrians.
 - Difficulty in crossing Forest Avenue, particularly at Piedmont Avenue / Stuart Avenue, at Prescott Lane and at David Avenue.
 - Inadequate street lighting, particularly on Sunset Drive.
 - Difficulty navigating the two five-way intersections on Sunset Drive, especially the one at Congress Avenue / Cedar Street.
 - Difficulty in crossing Sunset Drive west of 17 Mile Drive.
- The main biking-related issues, needs or concerns expressed through the comments are:
 - Lack of continuous bike lanes or other clearly marked, sufficiently wide and well-maintained dedicated space for cyclists on either side of the corridor.
 - Careless or aggressive driver behavior in the form of speeding, distracted driving and a general lack of respect toward cyclists and unwillingness to “share the road” with them.
 - Inadequate street lighting, particularly on Sunset Drive.
 - Lack of bicycle-detecting traffic lights.
- In terms of making the corridor more attractive and inviting to all users, and more representative of Pacific Grove, the main needs or concerns are:
 - Street trees, planted medians and other landscaping, with an emphasis on native, drought-resistant plants.
 - “Rationalizing” (minimizing, clarifying or simplifying) the many driveways on the Forest Avenue commercial strip.
 - Limiting or eliminating on-street parking.
 - Attractive gateway markers and, particularly to assist tourists, wayfinding signage.

The rest of this report, beginning on the next page, describes in more detail the main ways in which the public and stakeholders could provide input for the needs assessment for the corridor study, and summarizes comments received through them. The nine attachments list in full the comments received through the survey (attachments 1–6) and through the interactive map (attachments 7–9).







Walnut St

Cedar St

Congress Ave

General

- East of Congress Avenue: Sidewalk mostly on south side; wide travel lanes, center turn lane; on-street parking on south side
- West of Congress Ave: No sidewalks; shoulders, with some parking
- No bike lanes or bike route
- Limited ADA accommodations
- North side: Ill-defined street edge, right-of-way encroachment by residents
- Streets very dark at night

Confusing five-legged intersection; only location in study area with school crossing guard

Yellow crosswalk with in-pavement lights

Rip Van Winkle Open Space

Forest Grove Elem. School

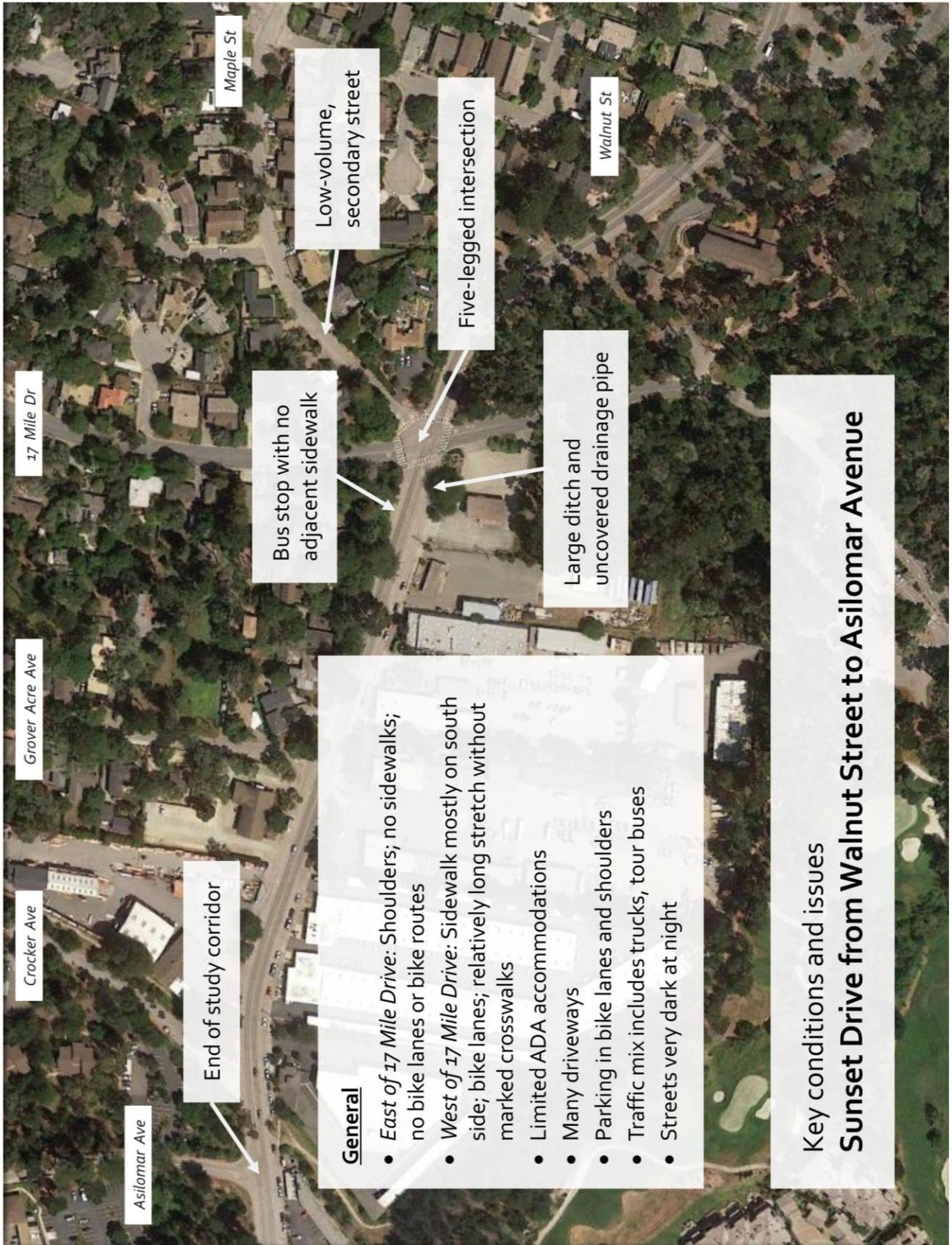
Pacific Grove High School

19th St

Key conditions and issues
Sunset Drive from Forest Ave to Walnut St

Congestion hotspot during student drop-off and pick-up times

Forest Ave



1 Survey

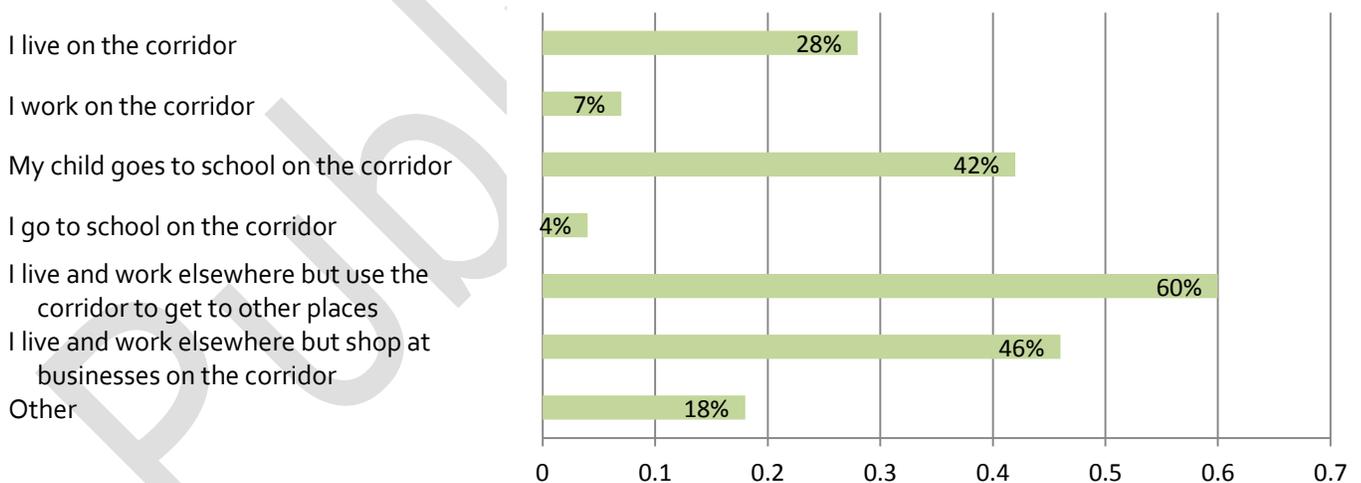
The partner agencies ran a survey on walking, biking and other needs concerning Pacific Grove Highway 68 for one month, from October 21 through November 22, 2015. The survey was administered online, through SurveyMonkey.com. The survey received 221 responses. Respondents were eligible to win one of three \$50 gift cards for Amazon.com. The survey contained 15 questions, all of which were optional.

Below is a description of each question and of the responses given under each one. As indicated below all comments submitted through the survey are listed in attachments 1–6. (The comments have been edited only to remove personal identification information.)

1. Connection to Pacific Grove Highway 68

The first question asked, *What is your connection to the Pacific Grove Highway 68 corridor (Forest Avenue / Sunset Drive)? (Check all that apply.)* 219 people responded to this question.

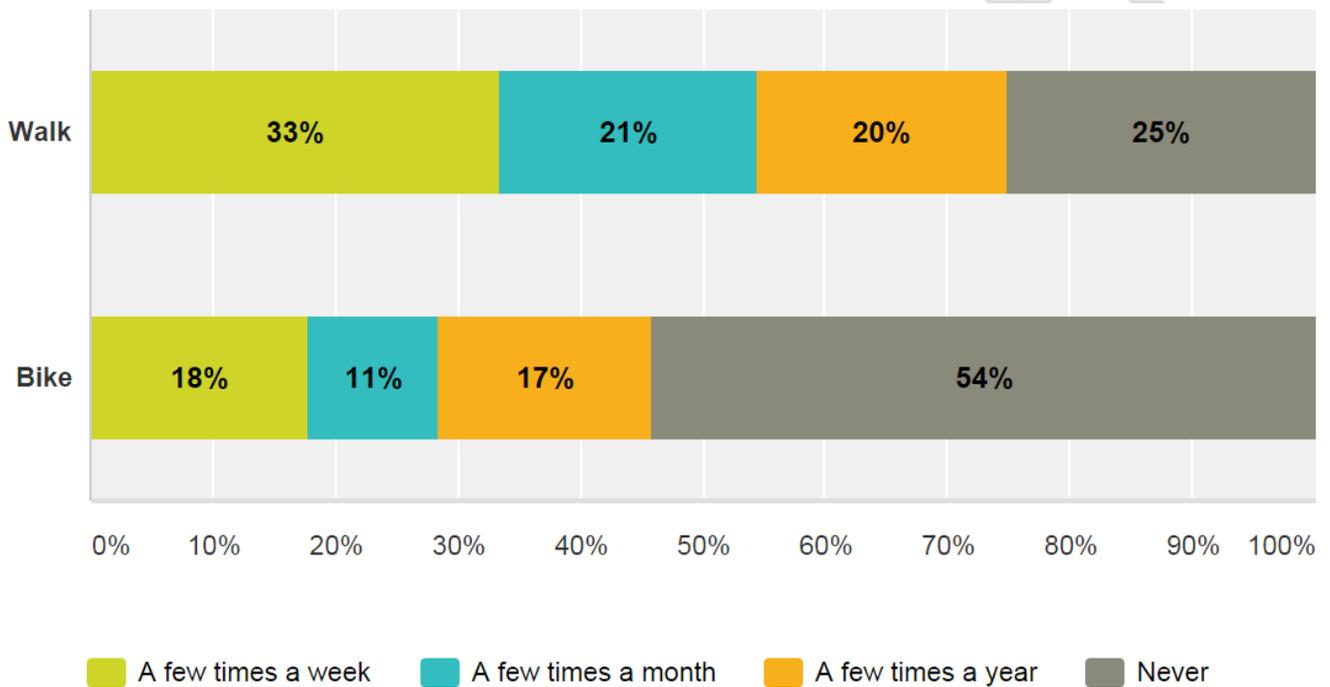
As the chart below shows, while fewer than 30% of respondents live on the corridor, respondents have other significant connections to it. For example, 42% have children who go to school on the corridor; 60% live and work off the corridor but use the corridor to get to other places; and 46% live and work elsewhere but shop at businesses on the corridor. 39 people responded “Other” and specified their answer; these answers are listed in [Attachment 1](#).



2. Walking or biking for transportation

Question 2 asked, *How often do you walk or bike on either Forest Avenue or Sunset Drive for transportation (to go to school, to work, to the store, etc.)?*, with two rows of answer choices, one for walking and one for biking. 215 people responded regarding walking and 179 responded regarding biking.

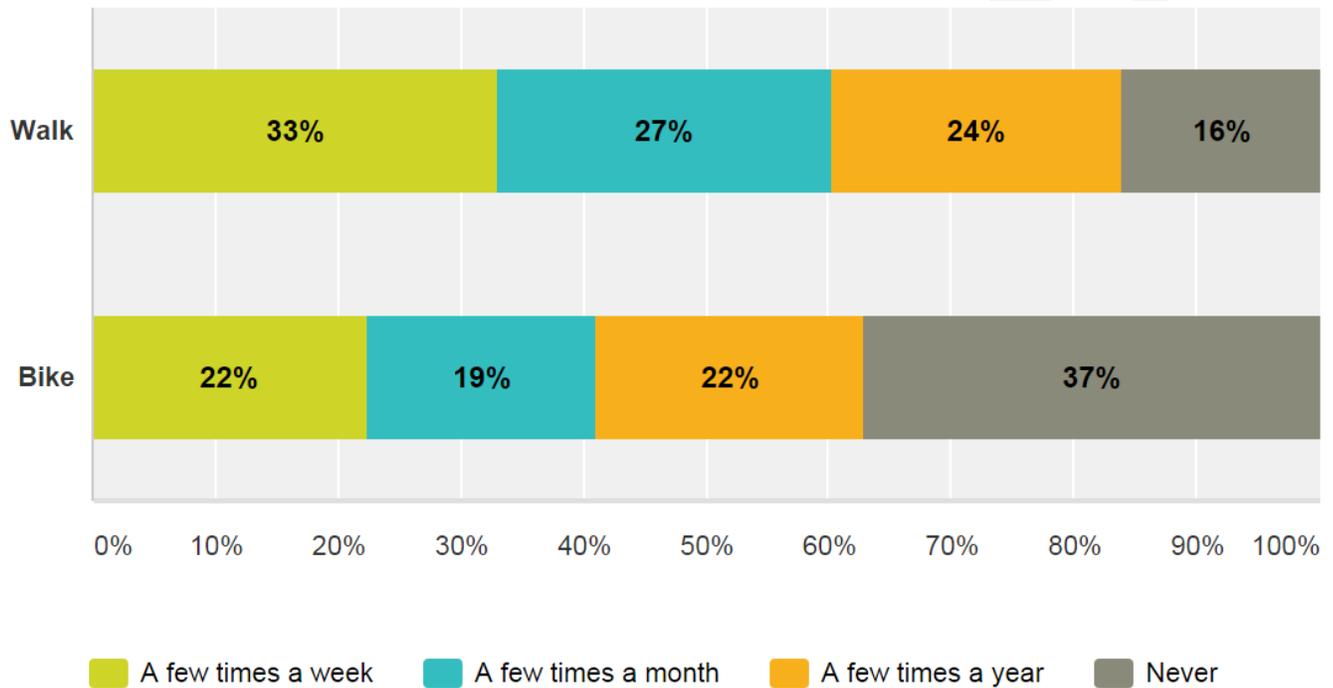
As the chart below shows, one third of respondents walk, and 18% bike, on the corridor for transportation a few times a week. At the other end of the spectrum, a quarter never walk, and more than half (54%) never bike, on the corridor for transportation.



3. Walking or biking for fun, recreation or exercise

Question 3 asked, *How often do you walk or bike on either Forest Avenue or Sunset Drive for fun, recreation or exercise?*, with two rows of answer choices, one for walking and one for biking. 212 people responded regarding walking and 183 responded regarding biking.

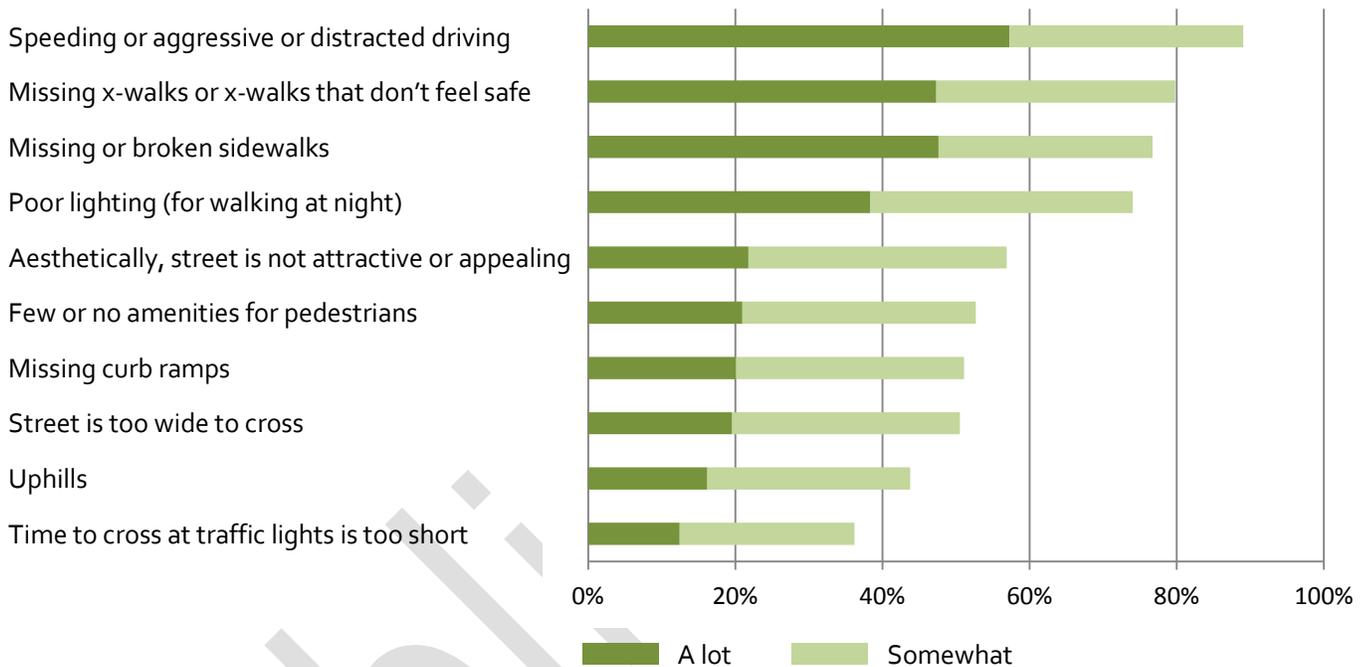
As the chart below shows, one third of respondents walk, and 22% bike, on the corridor for fun, recreation or exercise a few times a week. On the other hand, 16% never walk, and 37% never bike, for those purposes.



4. Challenges and obstacles to walking on Forest Avenue

Question 4 listed ten potential challenges and obstacles to walking and asked respondents, *In your opinion, how much do they discourage you or other people from walking on Forest Avenue?* (The challenges were always listed in random order.) The answer choices were “a lot,” “somewhat” and “not too much.”

194 people responded to this question. The chart below shows how many people responded “a lot” (in dark green) or “somewhat” (in light green) for each item.



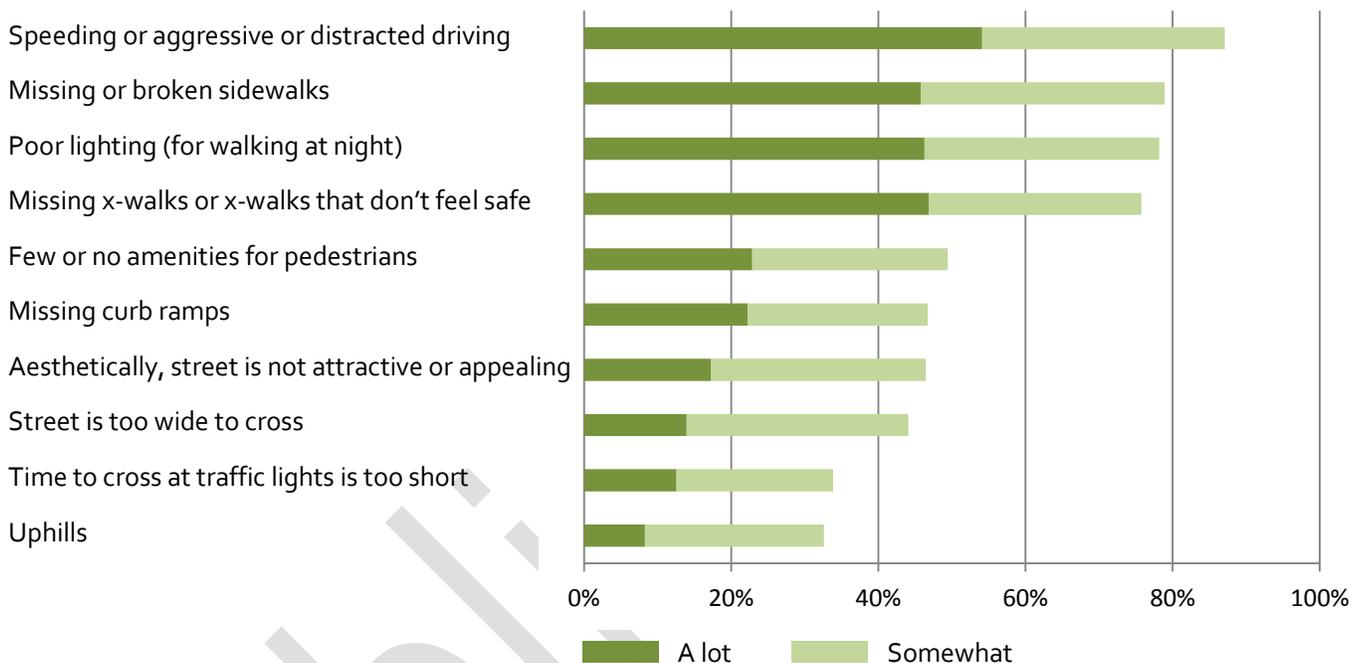
As the bar chart above shows, four challenges or obstacles stand out, seen by more than 70% of respondents as discouraging people “a lot” or “somewhat” from walking on Forest Avenue. These could be interpreted as the most important or significant challenges to walking on that street:

- Speeding or aggressive or distracted driving (cited by 89% of respondents as discouraging people “a lot” or “somewhat” from walking).
- Missing crosswalks or crosswalks that don't feel safe (80%).
- Missing or broken sidewalks (77%).
- Poor lighting (for walking at night; 74%).

5. Challenges and obstacles to walking on Sunset Drive

Similarly, question 5 listed ten potential challenges and obstacles to walking and asked respondents, *In your opinion, how much do they discourage you or other people from walking on Sunset Drive?* (The challenges were always listed in random order.) The answer choices were “a lot,” “somewhat” and “not too much.”

194 people responded to this question. The chart below shows how many people responded “a lot” (in dark green) or “somewhat” (in light green) for each item.



Four challenges or obstacles stand out—the same four as on Forest Avenue—seen by more than 75% of respondents as discouraging people “a lot” or “somewhat” from walking on Sunset Drive. These could be interpreted as the most significant challenges to walking on that street:

- Speeding or aggressive or distracted driving (87% of respondents).
- Missing or broken sidewalks (79%).
- Poor lighting (for walking at night; 78%).
- Missing crosswalks or crosswalks that don't feel safe (76%).

6. Other general challenges to walking

This open-ended question asked, *Did we forget any general challenges or obstacles to walking on Forest Avenue or Sunset Drive? If so, list them here.* 57 responses were submitted, which are listed in [Attachment 2](#). Most of these comments do not raise new challenges or obstacles but rather echo those listed in the question, particularly broken or discontinuous sidewalks, including on both sides of the street. Among additional challenges cited, several were mentioned multiple times:

- Cars running stop signs.
- Cars parked on the shoulders.
- The two five-way intersections on Sunset Drive.
- Blind intersections and poor sightlines, which make it difficult for drivers to see pedestrians (and cyclists).
- Illegal U-turns across from the high school, after students are dropped off or picked up.

7. Challenging locations, and ideas to improve walking

This open-ended question asked, *Are there particular blocks or intersections along Forest Avenue or Sunset Drive that are especially difficult or challenging for pedestrians? Do you have ideas or suggestions for how to improve conditions for people on foot?* 95 responses were submitted, which are listed in [Attachment 3](#). The most common themes among the responses are:

Particularly challenging locations

- Forest Avenue south of Piedmont Avenue (fast traffic, no sidewalks, no crosswalks, no bike lane, narrow shoulder).
- Crosswalks on Forest Avenue at crossings without stop signs or traffic lights.
- Forest Avenue between Safeway and Wells Fargo, and across the street from Pizza My Way to David Avenue (no sidewalks).
- Forest Avenue / David Avenue intersection (missing sidewalks, some approaches without crosswalks).
- Sunset Drive at the high school (student drop-offs and pick-ups, students jaywalking, cars making U-turns).
- Sunset Drive / Congress Avenue / Cedar Street intersection (confusing for all).
- Sunset Drive west of Congress Avenue (no sidewalks, dark at night) and as it nears Asilomar Avenue (no crosswalks).
- Sunset Drive / 17 Mile Drive / Maple Street intersection.

Ideas and suggestions

- Traffic light or roundabout at Sunset Drive / Congress Avenue / Cedar Street, or reconfigure the intersection.
- Continuous sidewalks on both sides of Forest Avenue and Sunset Drive.
- Flashing in-pavement lights at crosswalks.

8. Ideas to make the corridor more attractive and appealing

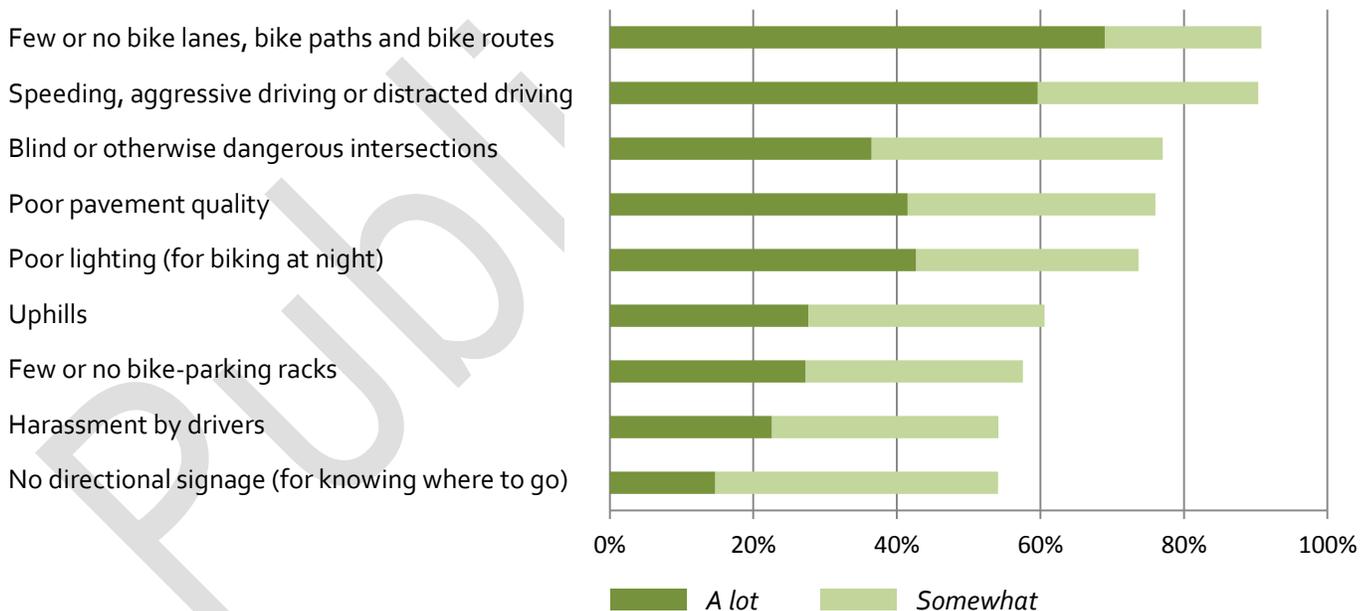
This open-ended question asked, *On a related note, do you have any ideas or suggestions to make Forest Avenue or Sunset Drive more aesthetically attractive and appealing?* 87 responses were submitted, which are listed in [Attachment 4](#). Below are common themes from those responses.

- Landscaping: planted medians, street trees, native, drought-resistant plants, flowering shrubs.
- More street lighting; also benches.
- Continuous, wider sidewalks.
- Limit or eliminate on-street parking.
- Attractive signage.
- Focus on safety rather than on aesthetics.

9. Challenges and obstacles to biking on Forest Avenue

Question 9 listed nine potential challenges and obstacles to biking and asked respondents, *In your opinion, how much do they discourage you or other people from biking on Forest Avenue?* (The challenges were always listed in random order.) The choices were “a lot,” “somewhat” and “not too much.”

178 people responded to this question. The chart below shows how many people responded “a lot” (in dark green) or “somewhat” (in light green) for each item.



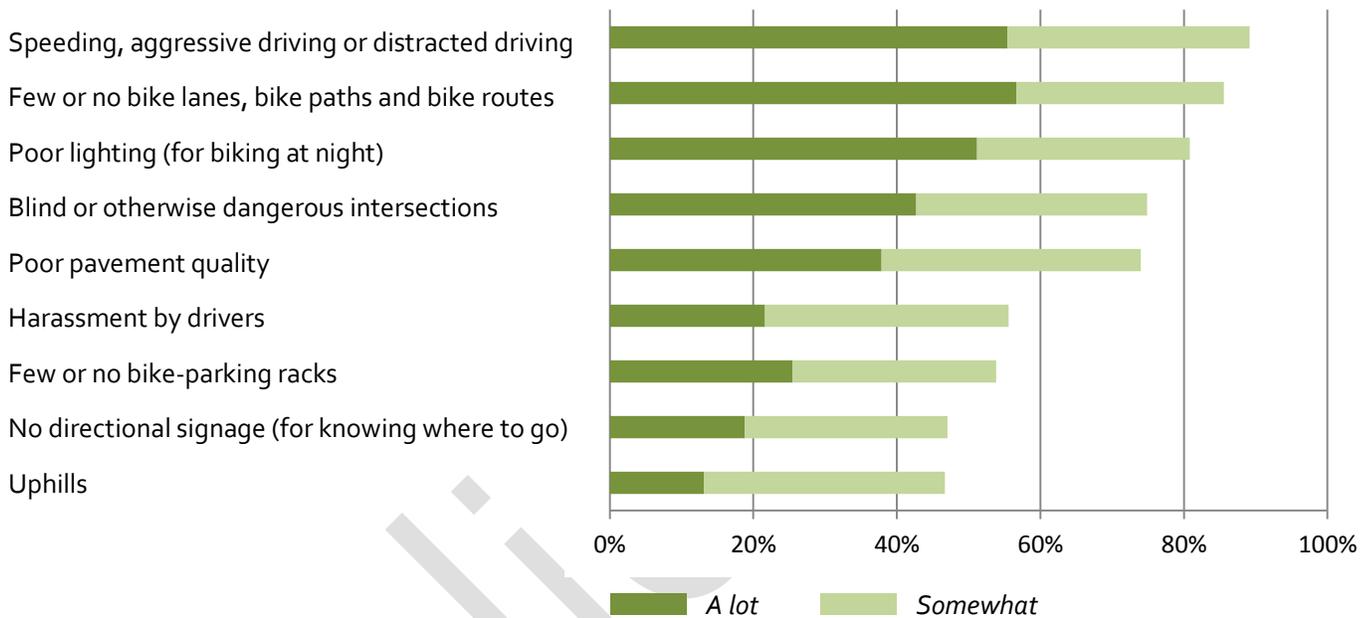
As the bar chart above shows, two challenges or obstacles stand out, seen by 90% or more of respondents as discouraging people “a lot” or “somewhat” from biking on Forest Avenue. These could be interpreted as the most important or significant challenges to biking on that street:

- Few or no bike lanes, bike paths and bike routes (91% of respondents).
- Speeding, aggressive driving or distracted driving (90%).

10. Challenges and obstacles to biking on Sunset Drive

Similarly, question 10 listed nine potential challenges and obstacles to biking and asked respondents, *In your opinion, how much do they discourage you or other people from biking on Sunset Drive?* (The challenges were always listed in random order.) The answer choices were “a lot,” “somewhat” and “not too much.”

177 people responded to this question. The chart below shows how many people responded “a lot” (in dark green) or “somewhat” (in light green) for each item.



Three challenges or obstacles are seen by more than 80% of respondents as discouraging people “a lot” or “somewhat” from biking on Sunset Drive. These could be interpreted as the most significant challenges to biking on that street:

- Speeding, aggressive driving or distracted driving (89% of respondents).
- Few or no bike lanes, bike paths and bike routes (86%).
- Poor lighting (for biking at night; 81%).

11. Other general challenges to biking

This open-ended question asked, *Did we forget any general challenges or obstacles to biking on Forest Avenue or Sunset Drive? If so, list them here.* 26 responses were submitted, which are listed in [Attachment 5](#). Most of these comments do not raise new challenges or obstacles but rather echo those listed in the question, particularly the lack of bike lanes, clearly marked and ideally separated from car traffic. One additional challenge cited is the lack of bicycle-detecting traffic lights.

12. Challenging locations and ideas to improve biking

This open-ended question asked, *Are there particular stretches or intersections on Forest Avenue or Sunset Drive that are especially difficult or challenging for bicyclists? Do you have ideas or suggestions for how to improve conditions for people on bikes?* 37 responses were submitted, which are listed in [Attachment 6](#). Below are common themes from the responses (there were few, as the comments addressed many different issues).

Particularly challenging locations

- Intersection of Forest Avenue and David Avenue (poor-quality pavement, lack of bike-detection technology, narrow approaches on David).
- Five-way intersection at Sunset Drive / Congress Avenue / Cedar Street (confusing; too many traffic movements leading to conflicts among users).

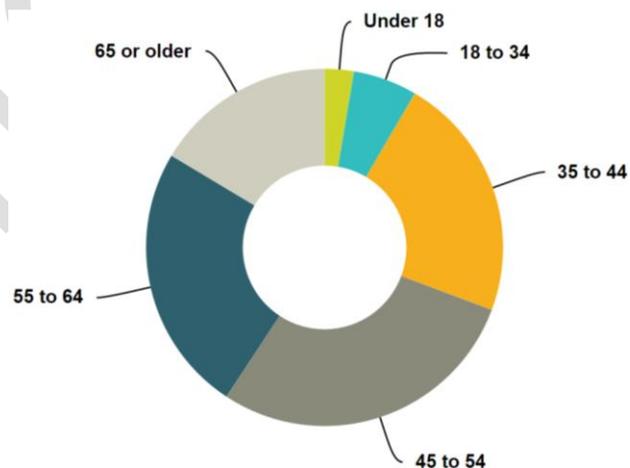
Ideas and suggestions

- Continuous, sufficiently wide and well-marked bike lanes; eliminate on-street parking to create room for bike lanes.

13. Age

This question asked respondents how old they are. 189 people responded to this question.

	Count	Pct
Under 18	5	3%
18-34	11	6%
35-44	42	22%
45-54	54	29%
55-64	46	24%
65 and older	31	16%
	189	100%



14. Student, parent or neither

Question 14 asked people if they were a student, a parent/guardian or neither. 190 people responded, as follows:

	<i>Count</i>	<i>Pct</i>
Student at Forest Grove Elementary School	0	0%
Student at Pacific Grove High School	5	3%
Parent or guardian of a student at Forest Grove ES or Pacific Grove HS	94	49%
None of the above	91	48%
	190	100%

15. Drawing for gift cards / sign-ups for updates and announcements

- 149 people indicated that they would like to be entered in the drawing for one of three \$50 gift cards for Amazon.com. (The drawing was held using an online service for this purpose called Random.org. Three winners were picked at random. They were notified of having won and were emailed their gift card.)
- 112 people indicated that they would like to receive future updates and announcements about the Pacific Grove Highway 68 Study.

② Interactive map

The partner agencies also made available an online map on which people could pin markers with location-specific as well as general comments. The map was open for comments for one month, during the same period as the survey, from October 21 through November 22, 2015. It was administered through a service called ZeeMaps. While the map is now closed for posting, the map and comments submitted may still be viewed at <http://j.mp/1KoZlAi>.

58 comments were posted on the map. Commenters were asked to categorize their comments as walking-related, biking-related, or about both walking and biking or another issue. The comments are summarized below under those three categories and are listed in their entirety under attachments 7–9 (in the attachments, text in italics at the beginning of comments clarifies the location of comments where necessary; text in bold indicates comment titles or summaries, as given by the commenters).

Walking

31 comments submitted through the map were categorized by commenters as walking-related. These comments are listed in [Attachment 7](#) and their locations are shown on the map on the next page using markers. Below are the main conclusions about these comments.

- Just over half the comments occur in the stretch of Forest Avenue from Prescott Lane to Forest Lodge Road.
- The biggest cluster of comments is at and around the Forest Avenue/David Avenue intersection.
- The following needs and concerns were mentioned several times:
 - Lack of or discontinuous sidewalks, mentioned for various locations.
 - Difficulty crossing Forest Avenue at several locations, not only in the commercial area but also south of it.
 - Speeding, particularly on Forest Avenue.

Biking

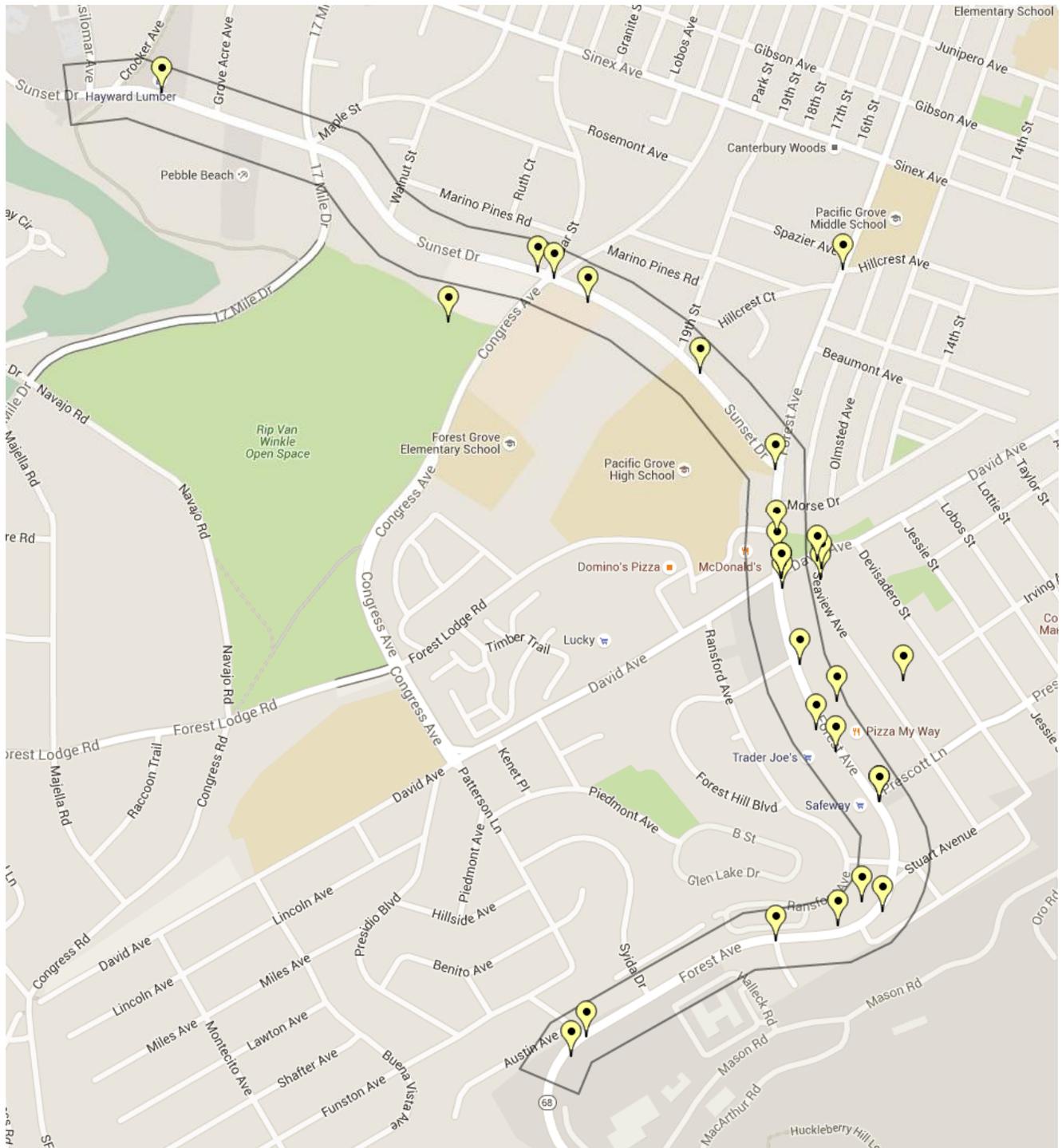
Five comments were categorized as biking-related. These comments are listed in [Attachment 8](#) and their locations are shown on Map 2.

Both walking and biking or other issues

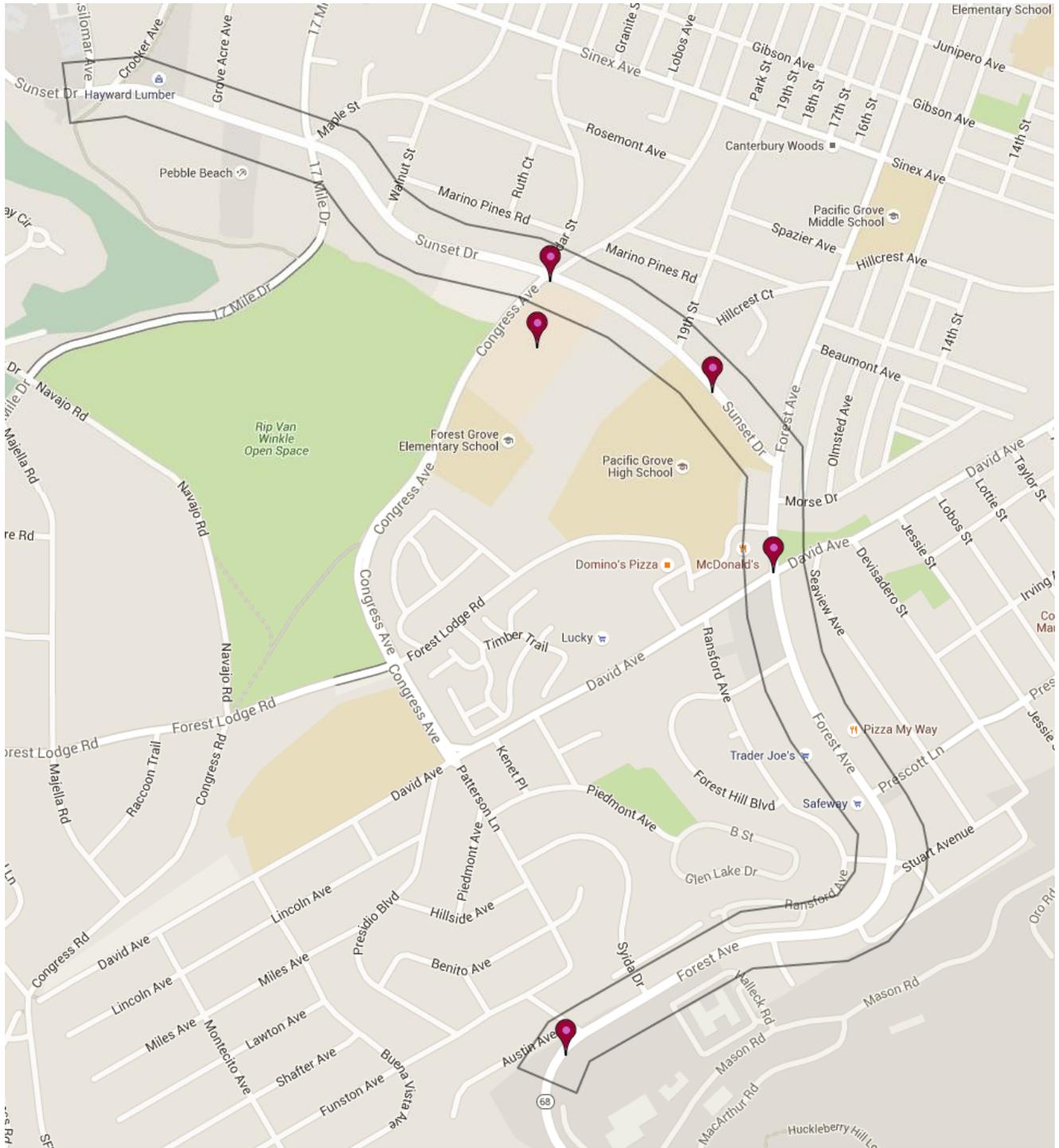
22 comments were categorized as being about both walking and biking or about another issue. These comments are listed in [Attachment 9](#) and their locations are shown on Map 3. Below are common themes from these comments.

- Lack of or discontinuous sidewalks and bike lanes, mentioned for various locations.
- Poor pavement condition, mentioned for various locations.
- Need to simplify the Sunset Drive / Congress Avenue / Cedar Street intersection.

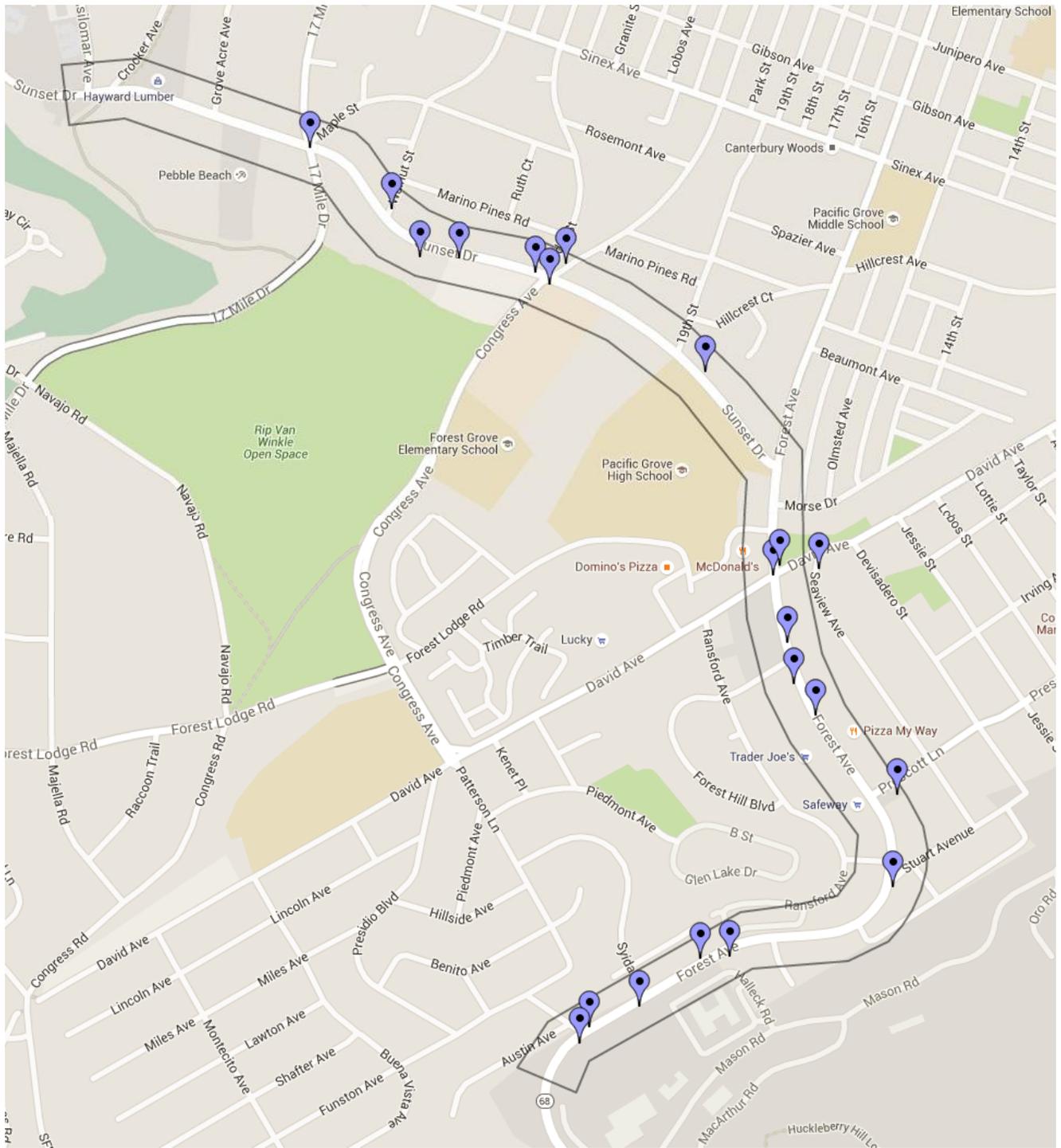
Map 1 | Location of walking-related comments



Map 2 | Location of biking-related comments

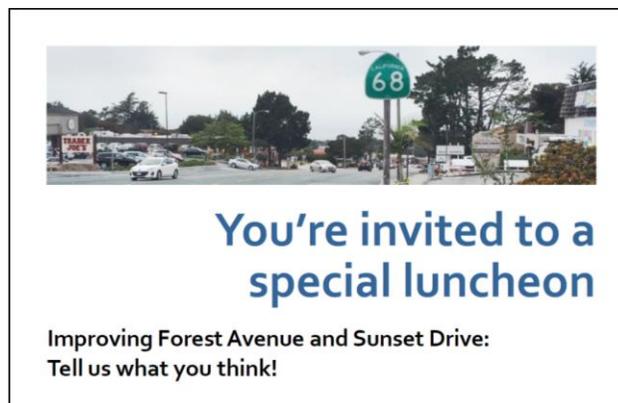


Map 3 | Location of comments about both walking and biking or about another issue



3 Stakeholder luncheon

The project partners hosted a luncheon on Thursday, November 19, 2015 at Pizza My Way (located at 1157 Forest Avenue, in Pacific Grove) for corridor merchants and other key stakeholders. The event was attended by ten members of the public. The luncheon consisted of a slide-show presentation by the project consultants about the study, and two discussion sessions. Generally speaking the group was asked to discuss, (i) the main challenges to walking and biking on the corridor, and ideas and suggestions for improving conditions; and (ii) the potential types of improvements that could be considered for the corridor. Comments made during the group discussions are summarized below.



Discussion session I: Challenges and ideas

- Biking is challenging on Forest Avenue due to traffic, grades, lack of dedicated bike space.
- Lack of continuous sidewalks. Because of this, people sometimes have to walk on the street itself. The situation is made worse by the many driveways.
- Related to the above, the many driveways confuse some drivers, who don't know where they're supposed to pull into.
- The Forest Avenue strip is the City's greatest tax base but gets no attention.
- Cars stack up on the street waiting to pull into the Trader Joe's parking lot.
- Nicer aesthetics would change the perception of the corridor. So would proper, well-designed signage.
- The street has a mix of drivers turning and those continuing straight.
- No crosswalk at Asilomar or at Hayward Lumber.
- Prescott intersection is dangerous for pedestrians.
- Pedestrians need safer crossings.
- The Forest Hills Specific Plan addressed many of the issues being discussed.
- Low tenant turnover rates and high costs of desired improvements have made it difficult to implement the Forest Hills Specific Plan.

Discussion session II: Potential types of improvements

- Need a gateway feature/public art/signage on Forest.
- Consider street trees for beautification.
- Forest Avenue needs a median or at least pedestrian refuges/islands.
- Need a better pedestrian crossing in front of the Fishwife.

- Not enough being considered to slow traffic down.
- Trader Joe's didn't want to be in charge of maintaining streetscaping/landscaping improvements.
- Lighting is a "huge" concern (incl. for drivers, who worry about hitting a pedestrian or cyclist).
- Supportive of improvements generally but don't make it difficult to access the businesses.
- Strategically placed entrances would alleviate the issue of the numerous driveways.
- Also need strategically placed pedestrian refuges/islands.
- Is there any data to show how having a sidewalk on only one side of the street creates a safety problem? It might increase hazards for pedestrians by making them cross the street.
- Slowing traffic down would bring more customers in by increasing the visibility of storefronts. Sidewalks would do the same and also by encouraging foot traffic.
- Lack of sidewalks contributes to a "rural" feeling, which some people like.
- Caltrans discourages signs, banners, monuments on the grounds that they distract drivers.
- Has the strip ever considered a business improvement district?
- Would like to see a map showing the ROW overlaid with an aerial to show where the residential encroachment is occurring.

In addition, an intern at the City of Pacific Grove collected the comments below as he distributed flyers about the luncheon to corridor merchants on *Sunset Drive*:

- Lack of parking for the State Beach at Asilomar forces beach goers to park up the street off state land, making it a city problem.
- Merchant faces the street 8–12 hours a day and sees collisions and many close calls and dangerous situations. She is concerned about the significant foot traffic from the beach to cars parked up and down Sunset. Also, as cars come around the last turn from the beach east bound, they speed up significantly.
- Work trucks parked on the street for lack of better parking block the sight of drivers trying to pull out of parking lots.
- Bicyclists can't see cars preparing to pull out onto Sunset.
- Bicyclists use the gravity assist of steep grade on Sunset to pick up speed, giving them little reaction time if a car pulls out; also they regularly do not stop at intersections when going westbound down the hill.
- High school needs a drop-off lane to prevent backed-up traffic.
- Large frontage at some businesses should be turned into diagonal parking.
- Would like to see parking for more cars.
- Pedestrians have to run across the nearest crosswalks due to the speed of traffic.
- Merchant does not want any more traffic calming, as it slows his trucks down.

4 Public workshop

The project partners hosted a public workshop on the evening of Thursday, November 19, 2015 at the “Butterfly Church” (the First United Methodist Church, located at 915 Sunset Drive, in Pacific Grove). The event was attended by 15 members of the public. The workshop followed the same structure as the stakeholder luncheon, consisting of a slide-show presentation and two discussion sessions. For purposes of the discussion sessions, the attendees were divided into two groups. Comments made during the discussion sessions by each of the two groups are summarized below.



Discussion session I: Challenges and ideas (Group 1)

- The corridor is dangerous to cross.
- Don't remove traffic lanes. A road diet in Sacramento didn't work well—15k-20k drivers were inconvenienced for a handful of cyclists.
- Need sidewalks between the driveways at the Butterfly Church.
- Would love a roundabout at the Sunset/Congress/Cedar intersection.
- See people “treated like target practice” at that intersection; also see drivers texting, talking.
- Businessman concerned not only for the public but also for employees and vendors.
- Need better, handicap-accessible sidewalks. Should Caltrans pay for this?
- One person has a relative in a wheelchair and it is impossible for her to get into the apartment building; has to find two men to lift her in.
- Congress Avenue south of Sunset is “wonderful” because of the path up to the elementary school.
- In-pavement lighted crosswalks, like the one at the high school, should be put in elsewhere.
- Particularly at night, deer cross Congress Avenue but also Sunset Drive.
- Conditions for biking are great west of 17 Mile Drive because of the bike lanes.
- Biking on Sunset at night is challenging. The pavement is smooth but lighting is needed.
- On Sunset Drive, people park on the shoulder in front of the multifamily housing.
- Cyclists ignore stop signs—fear that building infrastructure for bicyclists will encourage more bad behavior.
- Sidewalks should be a much bigger priority than bike lanes.
- Many kids in the apartment buildings on Sunset west of Congress. Also, many seniors, people in wheelchairs, with walkers, with canes feel shut in because of the condition, or lack, of sidewalks.
- The corridor is not pedestrian-friendly like the rest of Pacific Grove.
- The commercial strip is a “mess” when it rains (drainage, elevation changes, street is heavily crowned).

- Related to the above, don't make changes that would divert water further to the high school. As it is, the football field floods during heavy rains.
- Questions/concerns about roundabouts, namely in terms of traffic flow and safety for pedestrians.
- Glad the City brought back the crossing guard.

Discussion session I: Challenges and ideas (Group 2)

- Traffic moves really fast from the SR 1 off ramp to the City of Pacific Grove city limits. Think about slowing the traffic down before it enters the city limits to set the speed expectations for driving through the City.
- On Sunset the streets are literally crumbling at the edges. In other words the existing infrastructure is not well maintained.
- Bicyclists use the Sunset section of the corridor as a training facility and there are also a lot of tourists on bicycles because of proximity to ocean and visitor facilities.
- Storm water drainage is not adequate. It currently gushes down the street making it difficult for all bikes and pedestrians.
- Traffic speeds are too high throughout the corridor.
- On street parking reduces pedestrian visibility and is dangerous for bicyclists. This is made worse during high school events.
- Consider people who live in the apartment buildings on Forest. They have a really difficult time getting in and out of their homes on foot because of lack of pedestrian facilities on Forest.
- Sidewalk and driveway at McDonalds is not safe for pedestrians. High school kids currently cut behind McDonalds and cross at David near Ransford Ave which is not any safer than crossing at Forest and David, but they do so because they think it's shorter and safer.
- Driving along the corridor is dangerous because there are so many driveways that it causes driver confusion.
- Need wayfinding signage for tourists and visitors.
- There is support for the existing wayfinding guidelines which have resulted in new signage that residents really like.
- Some traffic calming features such as speed tables and pedestrian hybrid beacon are not attractive and do not fit the community character. These types of measures are more appropriate for a commercial corridor character but not for Sunset Drive.
- Consider a stop sign at 19th / Sunset. Could align driveway with the intersection to create a four way stop. The driveway needs to be improved anyway.
- Would like to see sidewalks on both sides of Forest.
- On-street parking on Forest is dangerous for both the drivers who park and try to get out of their car as well as for drivers passing.



- Stuart Ave is a high activity pedestrian crossing and is very dangerous because of drivers entering the corridor at high speeds from SR 1.
- Would like to see an auditory crossing prioritized at David as well as improved crossing times at all of the signals on Forest.

Discussion session II: Potential types of improvements (Group 1)

- Traffic calming features needed.
- Roundabout at Congress.
- Traffic-calming median on Forest Avenue (with pedestrian refuge); control left turns with the median.
- Add an art/gateway feature on Forest Avenue and on Sunset near Asilomar.
- Narrow lanes on Forest Avenue and at Congress.
- Maintain the number of lanes on Forest Avenue to accommodate trucks and other large, slow-moving vehicles.
- Sidewalks on both sides of the street along the entire corridor.
- Safer crossing treatment near Trader Joe's – use different colored pavers and pedestrian refuge/bulbouts.
- Consider overhead pedestrian beacon on Forest (but some do not like the aesthetics).
- Consider Rapid Flashing beacons instead of lighted crosswalks on Sunset.
- DG path on southside of Sunset near the High School (also in need of general cleanup – someone dumped a sofa on the side of the road).
- Painted bike lanes on Forest would help bicyclists feel more comfortable – now they ride on the few existing sidewalks.
- Get rid of the pick-up/drop-off in front of the high school – turn it into bus-only pick-up/drop-off.



Discussion session II: Potential types of improvements (Group 2)

- The bulb-outs downtown haven't been successful; they extend too far out, so drivers bump into them when parking.
 - Forest Avenue: Find ways to combine beautification and traffic calming.
 - When installing sidewalks, perhaps use a "softer" sidewalk treatment.
 - Install signage along the corridor to direct drivers to the beach, downtown. But use signage that slows them down rather than speed them along.
 - Create and promote the "Old Town" identity.
 - Install a median that can act as a pedestrian refuge and also contains public art.
 - Speed tables are not attractive.
 - Painted bike lanes, flashing lights, excessive signage are not appropriate for Pacific Grove.
- CLARIFICATION: Anais clarified in Part 2 that the sentiment is different regarding traffic calming

in the Forest section of the corridor. These types of measures (speed tables, beacons, bulb-outs, etc) are appropriate for commercial corridor character, but not for Sunset.

- Sidewalk on both sides of Forest, with proper curb and gutter.
- Need to slow down traffic otherwise none of the other improvements will matter.
- Very short crossing time at the Safeway.
- Audible pedestrian signal at Forest/David (a couple of blind people live nearby).
- The strip along Higgins Park (no sidewalk) is an accident waiting to happen.
- Sunset/Congress/Cedar intersection:
 - Simplify the intersection by cutting Cedar off (it is the “interloper”).
 - Consider a smaller roundabout, like in the city of Marina.
 - Because of the many kids present, a full stop, or a stoplight, would be better than a roundabout at Sunset/Congress/Cedar.
 - Improvements shouldn’t divert traffic to other, smaller streets. Others countered that people are diverting already because they want to avoid that intersection, so improvements would actually help the situation.
- Sunset/17 Mile Dr/Maple St intersection: Do not like the idea of closing Maple St, also not sure if roundabout is desirable there.
- Take back encroached-upon right-of-way; establish a street edge and a “regular street order.”

5 Email and phone

In their various outreach communications, the partner agencies encouraged residents to contact TAMC staff by email or phone as another option for providing input. The first six comments below were submitted by email while the last one was conveyed over the phone. The comments have been edited lightly to remove personal identification information, and information not related to needs, concerns and conditions.

- 30 year resident living on [...]. For the sake of all residents, these traffic laws should be enacted and ENFORCED: 25 mph in more highly congested areas and 30 mph throughout the town. For the desire to get somewhere 1-2 minutes sooner why should it be any faster and unsafe. Second: no after hour truck delivery ie after 9, before 7. Third, enforce excessive noise as is the law for motorcycle or vehicle.

Bicycle lanes, sidewalks where possible. Lets us claim the habitat for the people who live here and not just in their reckless haste those passing through as tourists or residents of next door communities. Put cameras at strategic points and send the citations when applicable. Drive like it was your own neighborhood and your children present.

- My husband [...] and I live near Funston and Buena Vista in PG and do lots of shopping at Lucky, Safeway, Trader Joe, etc. [...]. For most of this I either walk or ride my bike. We would like to see some safety improvements if there is funding available.
 1. Make crosswalks at all 4 parts of the Forest and David intersection and make a sidewalk on the side of Forest that doesn't have one--up to Forest and Prescott. Add a pedestrian light with a button to push midway between David and Prescott to make it easier for pedestrians to cross Forest. I think an elderly pedestrian was killed awhile back trying to cross Forest at Forest Hill.
 2. A dangerous place for pedestrians and bikes is the curve near the tire shop beyond Prescott. On one side is a dropoff and on the other side are speeding cars--very narrow place to walk. I walk there several times a week and always try to go quickly around that corner. The rest of the way to the corner of Holman Hwy and Presidio seems pretty safe.

We think that the corner of Forest and Sunset have been vastly improved and don't need any further work.

- I live at the corner of Highway 68 and Adobe Lane in Pacific Grove. I have noticed two areas of concern regarding Hwy 68 as follows:

I watch people walking in the dirt on the North side of Hwy 68 between Presidio Blvd. and Piedmont Ave. on a continuous basis. The sidewalk ends just after Presidio on Hwy 68 and then picks up again on Hwy 68 just before Piedmont (In front of the Good Year Tire store). I believe a big safety improvement would be to connect the two ends of the sidewalk on Hwy 68. (See map below).

A second issue is vehicles at the stop sign at Adobe Lane have very limited visibility (to the left) regarding traffic coming into Pacific Grove. When making a right hand turn onto Hwy 68, from Adobe Lane, vehicles coming into Pacific Grove on Hwy 68 have to brake hard to not rear end the vehicles entering the Hwy. This occurs when vehicles on 68 have not slowed prior to

entering the residential area. Better visibility from the Stop sign at Adobe Lane, looking to the left, would improve the issue.

- Please include a policy to “assess the aesthetic qualities of the highway” using established methodologies for aesthetic visual impact assessments. The study should identify the scenic qualities of the trees, views (vistas) of the ocean and bay and shoreline, views of the corridor from the public areas such as Asilomar, etc. I believe that "gateways" occur in a series of scenes indicating arrivals and departures, such as arriving from the east and the first glimpse of the sea and horizon which is repeated, especially at the foothill commercial section. Or, arriving at Asilomar: the gateway to the dunes, beach and bluffs and open stretch of ocean. Those must be protected. As well, the reverse as one leaves the coast the views of the forest are seen as layers of the foreground followed by tiers of treetop canopies up to Huckleberry Hill.

The route serves as an important backdoor to Pacific Grove for commuters and visitors, but needs to be re-tooled to provide a safe and scenic route for pedestrians and bicyclists. It appears there is room to weave a pedestrian trail through the woods along the south side of 68 west of the high school. There needs to be a safe link from 17 mile drive west to the beach. The 4' wide bike lanes are too narrow and the uneven shoulders too dangerous. The deer corridors must be studied, identified and protected with signs on the road but open on each side of the road for the animals.

- I for one hope that an effort will also be included to make the Hwy 68 - Forest Ave corridor more automobile friendly, in order to take some thru traffic load off nearby residential streets such as Presidio, Funston and Patterson Lane.

If too much emphasis is placed on making Forest Ave bike and pedestrian friendly, it could simply exacerbate the current problem of high thru traffic flow through some nearby neighborhoods. Certainly the coordinated timing of traffic lights along Forest Ave. and Sunset Drive to improve automobile flow should be considered, as should some overpasses/underpasses for the sought after improvements for pedestrians and bicycles trying to safely cross Forest Ave. and Sunset Drive.

- It's the intersection of Asilomar Ave. and 68 (at the Fishwife), which has become a challenge to navigate, especially when conference attendees and Fishwife patrons park on both sides of the intersection. There are 'No Parking' signs, but drivers often ignore the signage and park right up to the corners of the intersection so that drivers can't see oncoming traffic or bikes before making the turn. Since you live right nearby, maybe you have seen this for yourself...

I've had a couple of close calls there recently and was told by the Asilomar maintenance team that I am not the only one. I know that a traffic “test strip” was installed recently, presumably to see if the amount of traffic warranted the installation of a traffic light.

I think improving the "NO PARKING" signage at the intersection of 17 Mile Dr. and Asilomar would help matters. Just yesterday, I was turning onto Asilomar Ave. in front of the Fishwife. An older man had just parked his truck under the "NO PARKING ANYTIME" sign on the Asilomar side of the intersection. I told him that police have started to ticket for parking there

and he was very surprised-he hadn't seen the "No PARKING" signs and promptly moved his car when I pointed it out.

- Woman who lives near the intersection of Hwy 68 and Syida Dr. has multiple sclerosis and uses a service dog. She finds it difficult to walk from her house to the Forest Hill Shopping Center and would like a more "secure" path to replace the uneven dirt path that exists today.

She also commented that the foxtail grass along the side of the highway is overgrown and affects the health of her service dog. She asked who is responsible for maintaining the vegetation and if Caltrans would control the foxtail grass.

Public draft

Attachment 1 | What is your connection to the Pacific Grove Highway 68 corridor (Forest Avenue / Sunset Drive)? (community survey; if answered "Other;" 39 responses)

1. Use the corridor for cycling and running
2. I live just off the corridor in PG
3. family member cycles there
4. family member cycles there
5. family member cycles there
6. I live on an extension of the corridor and wish they would look at this area as well. Forest Ave near the middle school
7. My friend lives on the corridor
8. I drive the corridor daily to get to/from work.
9. I live within one city block of Sunset and three blocks of Forest
10. We don't live on the corridor but near the corridor. (near Sunset and Maple)
11. I do lot's of stuff in PG and have to use the 68 corridor, which needs to be completely resurfaced by the way.
12. I live close to corridor and use it everyday.
13. I use the corridor for commuting/driving to work.
14. I use the corridor for commuting/driving to work.
15. We live 1 block off the corridor.
16. I take the corridor to work in Pacific Grove every week day
17. Live close by and run and bike in that area.
18. I have a home on 19th, just off Sunset.
19. I shop on the corridor
20. I use the corridor for cycling and walking for recreation and fitness.
21. Looking for safe streets to ride a bicycle.
22. Frequently use the corridor
23. I shop there, and transit it to and from work.
24. I also shop and use this area to get to work.
25. Often bike on the corridor -- keep safe for bikes!
26. My child will be going to school on the corridor
27. We use the Corridor for errands, walking to the beach, and biking
28. Live within 1 block
29. I live one block from corridor.
30. Only access to grocery stores
31. I often ride my bike on the corridor on Austin Ave drive/bicycle on the corridor often.
32. My wife works on the corridor
33. do business along corridor for P.G. clients
34. I attend meetings at Forest Grove Elementary
35. I ride my bike on the Corridor
36. I live in Pacific Grove and access the corridor
37. I live in Pacific Grove and Drive the "green" part every day.
38. We use this corridor as one of the main ways into and out of the city of Pacific Grove.
39. I ride my bike on this corridor as well as run

Attachment 2 | Did we forget any general challenges or obstacles to walking on Forest Avenue or Sunset Drive? (community survey; 57 responses)

1. Width of walks, trails could be wider. Lack of continuity on both sides.
2. I would walk if there were nice smooth wide sidewalks to keep far away from the fast cars speeding down the road. Yes, crosswalk time is not long enough.
3. Forest Ave is one of two main entrances into the city of Pacific Grove. ANY narrowing of the road into or out of the city would present a hazard to Public Health
4. Lack of destinations
5. 5 way intersection on Sunset
6. parked cars on sunset, block view of cyclists and pedestrians. Cars can't see them.
7. Lack of energy
8. Congested. Driveways have bad sight lines. Peds and bikes are hard to see
9. Forest needs safe well thought-out sidewalks on BOTH sides of Forest Ave.
10. I take issue with parents making illegal U-turns on Sunset or dropping their kids off on the opposite side of the street for school having them run across Sunset. Enforcement of existing law should be applied to stop/discourage this behavior from basically lazy parents.
11. I don't walk Forest from the middle school up to Safeway, everything is just too far apart, too much traffic and I don't take public transit
12. The street is a little busy in this area to walk perhaps lower the speed limit so pedestrians feel safer walking this area.
13. All 4 corners of Forest and David should have side walks. One should be able to walk down forest from the little chicken house to Morse Drive without needing to use a crosswalk/ cross the street twice.
14. People making illegal I turns on Sunset across from the high school.
15. Long stretch of forest ave. does not have any sidewalk.
16. The five way stop at Sunset which connects Congress & Cedar is dangerous. A roundabout or making Cedar one way would improve it.
17. Yes, you forgot to add the "deer" factor. We have seen 2 of these very special and highly loved PG species run over by cars in the corridor just in the last months. Please make sure they are included in your plans.
18. Backed up traffic.
19. N/A
20. It definitely needs to be patrolled more for those blowing through the 5-way stops! I estimate that at least 50% of the drivers don't make a complete stop at the corner of Sunset and 17 mile Drive. Since I go through this intersection daily, oftentimes on my bike, I see many folks (tourists?) cruise through the Stop sign on their way to PB. They don't come close to stopping. To me, this means that it isn't marked well for those unfamiliar to the area.
21. Streets with no sidewalks or streets only with street parking. Pedestrians are not safe to walk along these roads especially the ones with strollers.
22. need wider bike lanes on Sunset middle portion
23. The road is too narrow for walking, Cars drive too fast.
24. You do not expect any pedestrians. The street is designed only for cars.
25. Basically, tripping hazards need to be addressed. Seams in the sidewalk need to be smooth and aligned evenly where sections of cement connect.
26. Sidewalks are needed all the way to Asilomar

27. The side of the road that the crosswalks guide our kids to on Sunset (heading towards the ocean) does not have a sidewalk and cars drive really fast and close to the edge, especially between Walnut and 17 Mile Drive.
28. A clearly marked bike lane, the the ones they have on Imjin Road near CSUMB would be help bikers feel that they are safe and have a place on the road.
29. Crosswalks in the middle of Forest Avenue where there is no signal.
30. There is a general lack of connections to the residential neighborhoods adjacent to this corridor. For instance, there is a gated community that cuts off a large neighborhood from the Forest Ave. shopping district. The sidewalks and bike lanes on neighboring streets do not gently feed into Forest and Sunset.
31. No sidewalk on Sunset opposite the High School. No bike lanes around our schools for children to bike to school.
32. no, I think forest works for me as it is.
33. No
34. I can't do either. I have severe COPD.
35. No
36. On Forest Ave, we should have sidewalks and bike lanes on both sides of the street, for recreation and shopping. Along Sunset, I would like to see both bike lanes and walking lanes. Walking lanes do not necessarily have to be sidewalks (raised above the street), but should be separate from bike lanes and properly labeled.
37. No police are visible. I walk every single day and see motorists run stop signs on a daily basis.
38. you have had one fatal traffic accident at Middle school and one fatal traffic accident at High school with better features and narrower street. Drainage during rain storms is huge on both sides. Speed up or down is a big issue, turn lanes help effort to shop, eat or gas up.
39. There needs to be barriers between car traffic and bicycles, and pedestrians. I would love to see elements of the 8/80 Cities model implemented! <http://880cities.org/>. I also think crossing signs for the blind (audio) would be helpful, along with the bike crossing button option.
40. Non-existent or narrow sidewalks, unmarked crosswalks
41. Please don't urbanize my home town. We don't need sidewalks everywhere. Flashlights are available for night-time walking. Streetlights are ugly and destroy night-time ambiance. Everywhere does not have to feel like a city.
42. 5 way intersections are one of the biggest issues for walking and biking. Generally come close to getting run over a couple times a month at Cedar, Sunset, Congress intersection. The blind intersection at Walnut and Sunset gets almost no pedestrian uses due to it being a "BLIND" intersection.
43. I would say that the general challenge to walking on upper Forest Ave. near where I live is that there are too many busy parking lots. Scary traffic!
44. Parked cars. Especially ones that stay on the street for days or weeks on end with "for sale" signs on them. There is a parking ordinance, but it's no longer enforced the police department has informed me.
45. I think you covered it. Except the speed limit is probably too high on Forest--maybe it's 25 and feels fast, but I think it's 35. The speed limit should be no more than 25 and signage should alert drivers to pedestrians and wildlife. Congestion at David on south side of Forest.
46. Would you consider putting a walking space or sidewalk on the right side of Forest as you're going downhill?
47. Not complete sidewalks on one side of Sunset.
48. Storm drain grate in crosswalk at intersection of Forest and David Ave.
49. Being accommodating to the adjacent school's schedules
50. Lack of sidewalks and bicycle lanes in certain areas

51. I don't think there are any sidewalks on Sunset Drive - vegetation and line of sight for pedestrians not always visible since high tourist area.
52. The five-way intersection @ Pacific Grove High School football field is DANGEROUS! I use that intersection frequently. People are on their cp's, etc., and often are quite distracted for various reasons. And for a residential area, drivers are driving way too fast from Sunset to Congress, or Sunset to the Beach, vice-versa, etc.
53. Middle school kids need to be careful when crossing Forest Avenue. I have seen lots of near misses with the middle schoolers and their being distracted or careless.
54. signage for beach access and 17 mile drive. I work at Russel Service Center and frequently get lost tourists looking for 17 mile drive [gate] when it's only 500 more yards up the road. These tourists pulling off teh road or walking around confused probably poses a hazard to motorists. There are also no turnaround spots, causing cars and trucks to do u-turns in the street, which is also hazardous.
55. bike lanes are inadequate
56. No sidewalks.
57. No room to walk or bike safely on the shoulder due to parked cars (on sunset)

Attachment 3 | Are there particular blocks or intersections along Forest Avenue or Sunset Drive that are especially difficult or challenging for pedestrians? Do you have ideas or suggestions for how to improve conditions for people on foot? (community survey; 95 responses)

1. It seems to me that the students crossed the intersections without problem and undue danger, so should pedestrians.
2. Slow the traffic down east of David in the commercial area. That corridor could be re-designed to enhance the appearance and function of the streetscape. It is a series of separate strip malls and needs both a new traffic pattern and onsite design with more trees and people friendly elements that invite more pedestrian use. There needs to be a design that creates an inviting sense of place common to the entire grouping of uses.
3. Stop light or roundabout at Congress/Cedar/Sunset
4. The southeast corner of David and Forest needs a sidewalk. The sidewalk on the east side of Forest should be built up to continue from Prescott to Morse. Now I have to cross Forest twice to go from my house on Morse to [Forest Avenue near Prescott Lane].
5. lower and or enforce the speed limit. I often see people drive right through both 5 way stops (Sunset & Congress and Sunset & 17 Mile) as if they have a green light. adding the lit crosswalk like the two near the high school may be an improvement as well.
6. The length of Forest between the Inshape and Safeway needs a consistent sidewalk. Having a sidewalk provides a location where drivers pulling into and out of businesses expect to see pedestrians and this expectation would lead to safer walking.
7. None
8. The bike lanes too narrow or are missing on sunset between congress and 17 mile drive. There are no sidewalks in that corridor. Parked cars in that same area impede pedestrian use.
9. The 5 way intersection at Sunset/Congress/Cedar etc needs to be realigned. No one waits their turn anymore. Two schools nearby, Crossing guard is required for safety now.
10. missing sidewalks all the way
11. There are NO sidewalks on the (right - going down) between Prescott and David. The Light at David is dangerous and the sidewalk needs to continue to Morse to make it safe for the school children walking to school. To get the Middle school they have to cross Forest Twice. NOT SAFE.
12. The section by the Pebble Beach gate is dark and limited side walks. We live on Asilomar and wish there was better lighting along Sunset. We like to walk in the evening and it is extremely dark.
13. the 3 way intersection at Forest and Sunset does not use the crosswalk and traffic lights efficiently. Section of Forest by the Middle School is too narrow with the parents dropping off or picking up kids. This area is proven dangerous with a fatality already occurring. Either widen the area so that there are clearly marked drop off spots recessed off the road or do not allow cars to stop and drop off.
14. Re: between Congress and 17 mile Drive on Sunset: curving, downhill road makes crossing difficult -- lighting at night is poor for pedestrians who may need to cross the street. Re: Forest between Pine and Sinex -- narrow lanes with parking makes seeing pedestrians difficult, especially at night. Sidewalks are good in this area, but seeing crosswalks, due to parked vehicles, is difficult.
15. From Sunset to David Ave. It is difficult to bike in this area because the street is narrow and not well lit
16. Missing sidewalks in front of Mission Laundry.
17. There are many intersections in Pacific Grove that are a little weird, for instance Congress and Sunset, just crazy! Again at Congress and David, but that is out of your research area!

18. Sunset and Congress leads to Forest Grove Elementary and there are no sidewalks just dirt. Hundreds of young children and parents walk on this dirt path every morning. It would be nice to have a sidewalk for the children to walk to school. My daughter is in Kindergarten and has to walk a mile everyday to school and this area is difficult to bike/walk.
19. The 5 way corner on Sunset near the Asilomar.
20. Do like most cities do throughout the world and cut a couple trees down to make room for a per code side walk. This seems pretty simple but I'm sure nothing will happen and the city of Pacific Grove will continue to put people in danger and have fatalities on this section of road because the city of Pacific Grove feels that a couple of trees are still more important than human life.
21. The intersection at congress/cedar/sunset/ is very confusing for cars and is scary for pedestrians to figure out when they can safely cross.
22. Intersection on Sunset Dr and Congress is a big confusion to many drivers.. kudos for having a crossing guard during school peak times.. many run stop signs,speed,ignore pedestrians..install crosswalk with lights that blink on all 5 stops..
23. The 5-way intersection at Sunset and Congress might be improved with a signal light. More lighting to make it safer to walk at night.
24. Right side of Forest Ave. from Pizza My Way to David Ave. need a sidewalk! Need street lights along Forest Ave. from David ave. all the way to Lighthouse Ave.
25. Continuous sidewalk on both sides of Forest to help cross David without the need cross Forest over and back.
26. The exit from Trader Joe's onto Forest has limited visibility for vehicles and pedestrians.
27. All that work on the corner of Forest and David that we just assumed a sidewalk was going in. Jaw dropped when it was revealed that, no, there was not sidewalk. It was that dangerous situation that kept us from buying a home Seaview Ave. Wouldn't want our children wanting to try to navigate that... at all!
28. Intersection of Forest and Sunset; the whole way along Forest from Safeway to David;
29. The section on Sunset Ave from Congress Ave until the Asilomar Coastal Trail begins has no walking area save a small area of sidewalk between 17 Mile Drive (Pacific Grove Gate) and Grove Acre Ave. and this area is wrought with driveways. It is also very dark, too dark for safe walking at night.
30. On Sunset Ave. past congress, it is extremely difficult to walk day or night because of missing sidewalks and proper lighting at night.
31. I think there needs to be a sidewalk along Sunset Drive, especially on the whole strip across the street from the high school. I think it would also be a great idea to put stop lights at the 5 way intersection on the corner of Sunset+Congress by the high school's football stadium. And all crosswalks in that intersection should have flashing in-ground lights-when activated by a button being pushed.
32. Drivers and sometime pedestrians have no clue how to cross the 5 point intersections at both Congress and 17 mile drive. It results in "angry" drivers.
33. On Forest Ave there needs to be curb cuts at each end of every block. Sunset Dr. needs a sidewalk on both sides of street. Sunset Dr. needs safe parking in front of PG High School and there needs to be a ramp at the street going across the sidewalk, leading toward the main office right in front of the high school where the disabled parking is. This is crucial, very important because there are students and parents who need easy access into the front of the school.
34. The five way stop connecting Sunset, Cedar and Congress.
35. Yes! In front of the high school, the crosswalk near 19th street (despite the flashy lights many drivers do not stop), making it very unsafe to residents, students and deers.
36. The five way intersection at Sunset and Congress always creates a problem. Cars traveling up Sunset from Asilomar rarely take there turn at the Stop sign. Unfortunately, I don't have a solution for the problem.

37. How many people have been hit/killed crossing? I don't understand why the crosswalks in front of the school and on Forest are not patrolled by police? 1. To give out tickets for speeding through and 2. To give J-walking tickets to those who cheat the corner, and fail to trigger the flashing caution lights. And please ticket parents who drop off their students on the opposite side of the school and allow them to run (frogger style) through traffic. What even have the crosswalk on Forest??? This makes no sense.
38. 5-way stop at Cedar (Sunset route): Odd intersection, so cars concentrate on whose turn it is to go,...with little attention to pedestrians.
39. N/A
40. As speed bumps
41. 5 way stop at Congress.
42. I love the flashing lights at the crosswalk at 19th St. There needs to be a similar one at Congress/Cedar streets.
43. many locations on the corridor unsafe for pedestrians and bikers due to lack of sidewalks and bike lanes once heading west from Forest to Sunset. Eliminate on street parking; make crossings safe; limit traffic speed with speed bumps or some other measure to keep traffic slow
44. ma
45. both sides of the streets should have a full sidewalk and bike lane. Make it easy to cross for a pedestrian at any corner. Expect all varieties of traffic. allow cars, but let them know they are not the only type of transportation in town. Make it clear whether runners should stay on sidewalk or bike path. A "hometown" should expect people to stroll.
46. Basically, tripping hazards need to be addressed. Seams in the sidewalk need to be smooth and aligned evenly where sections of cement connect.
47. No sidewalks on sunset from Forest to Asilomar.
48. I think the area from David Ave to Safeway is the hardest area of forest and the accessibility is the hardest and it has the most often used businesses.
49. Sidewalk and crosswalk on sunset are needed. Street parking for all the apartment complexes on the street. Better lighting where crosswalks would be established.
50. As a driver, turning right into a business or parking lot and crossing over a pedestrian sidewalk slows traffic and feels rushed. It's unclear in some places where the pedestrian walkway at those entrances are located. Quite a few are ill-constructed, poorly marked and/or in disrepair.
51. The light at the intersection at Prescott and Forest is way too short. I can't even run to the first lane before the walk sign changes and feel that cars that turn from Prescott onto Forest don't see us trying to safely cross. Please make the crosswalk light longer or change it to the kind that counts down time allowed to cross. That might catch the drivers' eyes better.
52. Forest and Prescott, the light changes a bit fast for pedestrians especially older folks, disabled, or those with children. Additionally I have seen cars blow right through very red lights there, from both directions, and pull far into the crosswalk (my stroller with both kids almost got hit by someone pulling into that crosswalk). Maybe more prominent signage about the speed limit for drivers shooting down from hwy 68 and those about to go up would be helpful, as well as signage reminding drivers to share the road with pedestrians. Also, I have seen intersections where there is a gap between the stop line for cars and the crosswalk lines; I wonder if that would help? Overall, I think drivers feel it is a large intersection on the way into or out of town and are not thinking about pedestrians there. The other intersection that is particularly problematic is forest and David ave. It only has crosswalks on 2 sides. This forces pedestrians from the region north west of forest and David to either go up to Prescott and forest to cross or to illegally cross David avenue when they need to go south or east of the intersection. Pg middle and high school students do it, people heading downtown do it, etc. And anyone from south and west of the intersection who want to go across David ave to, say, Hilltop park or the preschool there will either need to go all the

way up to Prescott to cross or all the way down David ave to pine to cross, both dangerous walks and crossings. Adding a complete set of crosswalks and continuous sidewalks on David and forest there would be very helpful. Finally, the section of sidewalk between Safeway and the Wells Fargo is trecherous on foot and especially with a stroller. There is no sidewalk in front of the very busy trader joes parking lot and it is terrifying to walk with a stroller.

53. Cars go too fast.Lower the speed limit. I am an elderly person so walking is dangerous along Forest Avenue or Sunset Drive. Stop right hand turns Off Forest and Sunset. Drivers need a right turn light as they go fast and make it dangerous to use the streets. More stop lights so people don't getting hit crossing the street or in cars.
54. The crosswalks in the middle of Forest Avenue where there is no signal. This is dangerous and people are often speeding down the hill.
55. It is very car-oriented.
56. Put in bike lanes on Sunset and sidewalks on both sides of Sunset.
57. no
58. No sidewalk on North side of Sunset, West of 19th.
59. The crosswalk in the center of the Forest segment is an accident waiting to happen. There should be buttons and traffic lights to stop traffic for those brave souls desiring to cross there.
60. Congress & Sunset is unsafe for children walking/biking to and from school. Drivers have difficulty navigating the "5-way" intersection.
61. No
62. On sunset as the street nears asilomar, there are fewer or no sidewalks, and the crosswalks are placed in areas where there are curves in the road and drivers have difficulty seeing pedestrians. It would be great to have a bike path along Sunset
63. Between Wells Fargo and Safeway along Forest Avenue, the pedestrian walkway is uneven. This is a high foot-traffic area and feels especially dangerous for walkers where cars are turning in and out of the Trader Joe's parking lot. It would be helpful to have an additional crosswalk between David and Prescott, with the lights that flash when a pedestrian is crossing. Perhaps raised barriers in the turn lane (to define where cars should enter and exit those lanes) would help reduce the chaos near Trader Joe's.
64. Crossing Forest at Junipero. I walk my preschooler to school, and the drivers drive way too fast, aggressively. I wish there were flashing crosswalks there and other streets across Forest as well. Too dangerous for our kids!
65. 4 way stop by the Natural History Museum. No one stops at stop signs. Very dangerous.
66. Trader Joe is an accident zone, up or down. High school football cross walk at night is "bad "-at night. Lack of sidewalks in several area - forbid walking at all on Forest (upper) & Sunset lower with lack of proper lighting.
67. The walking area from Fifi's down to Trader Joe's particularly a mess and somewhat dangerous. If there isn't room for sidewalks, then at least use paint. The sidewalk fence between Trader Joe's and Vito's needs to go because it's a hindrance to pedestrians.
68. Yes. There are almost no sidewalks on Forest Ave. between Adobe Ln. (where I think the corridor should start as that is the beginning of the residential neighborhoods) and David and Sunset Dr. between Congress and the beach.
69. Intersection of Sunset Dr., Congress and Cedar is a hazard because not every car obeys the stop sign, If they do stop, many do not know about the driver-on-right rule to proceed. Maybe a stop LIGHT would help.
70. The Forest and David intersection is particularly challenging as forces you to the southbound side of the road. If you are walking from Prescott north, you have to choose the southbound side, which might not be so bad, however coming from further down Forest, if you're on the northbound side, traveling south,

you are in a pickle when you come to that intersection. Also the problem exists traveling on the coming up David.

71. Yes, I take my child to school and pick her up on a daily basis. I have some suggestions: There is insufficient street parking during "rush hour - pick up time". I suggest to create street parking on the other side of the street for parents to park and wait. Then there should be a crosswalk somewhere close to the principals office. A cross walk where students can press a button and a traffic light turns red for them to cross safely. Additionally there should be a median starting at Forest Avenue stretching down to just before the exit from the student parking lot. The above would accomplish that some parents don't make a U-turn to park on the school side of the street when arriving from uphill. It would also prevent some parents from making a U-turn leaving the curb on the school side to go the other way. It would provide additional parking for pick up and make it safer for students to cross the street to reach their ride. It would probably slow down the traffic during pick up because of the traffic light for the students but it seems appropriate. The traffic light to cross would not be used much when there are no students leaving the school. I personally don't like it when I see parents drive unsafely, speeding, double parking even when there is a spot to park available, and the U-turns they make coming from both sides. I don't like it when students cross the street where there is no crosswalk. I haven't seen the latter as often but the previous driving behavior I have seen on a regular basis.
72. I walk from Safeway down the hill to Trader Joe's and into Trader Joe's. The pedestrian space is shared with drivers. It is insane! I have to cross in front of traffic to get to the front entrance. To walk from Trader Joe's to Wells Fargo I have to either walk in front of vehicles or behind them. Crazy! We need benches in front of Trader Joe's to sit on and rest.
73. Bike lanes on Sunset would be helpful.
74. The intersection at Cedar, Congress, and Sunset is very difficult and my children and I are often almost run over regularly, even in the cross walk.
75. Forest Avenue/Highway 68 past the tire shop seems very unsafe to walk. It's just a dirt shoulder and not a desirable place to be. I would walk to Forest Hill from Presidio Boulevard if it was just safer and more pedestrian friendly.
76. Sunset & 17 Mile Drive. Sunset & Congress
77. There are sidewalks on the south side of Sunset from Forest to Congress, which makes it very easy for walkers. After that, from Congress to Asilomar, there are no sidewalks on either side.
78. Forest on the Trader Joe/Wells Fargo block and the other side of the street at Pizza My Way and Amadeus are very unsafe to walk or drive. Sunset is especially unsafe to cross between Asilomar Ave. and 17 Mile Drive (both pedestrians and deer are at risk--don't think I'd even try the stretch from 17 Mile to Congress. Again signage should alert drivers to pedestrians and wildlife. The 5-way stop at Congress is crazy, especially near schools.
79. At the tire dealership near Safeway at the top of Forest going towards Holmany Hwy, it's scary to be a pedestrian. The walking space is narrow and poorly defined. I walk there occasionally and also see seniors walking there often w/ grocery bags. A set back sidewalk all the way to Presidio would be great.
80. Intersection with Congress Avenue extension. In my opinion, this is a great intersection to consider for a roundabout.
81. From the Goodyear Tires all the way down to David Ave is bad. Especially between Prescott and David. E.g. walking from Trader Joe's to Pizza My Way is very challenging and unsafe.
82. Intersection at Sunset and Cedar makes pedestrian crossing difficult because there are no crosswalks on 2 legs and the huge crossing distance for cars on Sunset means timing for opposing pedestrian crossing and car crossing is large. That is, pedestrians crossing Sunset sometimes don't give cars a chance to make it through the intersection without stopping.
83. Lack of sidewalks and the existing sidewalks need repair. Hard for the physically challenged.

84. Crossing the street by Asilomar Ave across Sunset is difficult to get to the Fishwife because of the bend in the road. Also street is really wide by Hayward lumber - difficult crossing to get to the design center on the opposite side.
85. See above. However, the trail along the Forest Grove School, and down to the high school is absolutely great and more people walking should definitely utilize it, or be made aware that it is there. I take it for granted "everybody knows", but I have found quite a few people are not aware there is a trail they can access
86. It would be beneficial to have designated cross-walks along Asilomar Ave. linking the conference center. Current conditons are not adequate.
87. All the middle school areas.
88. I work at Russell Service Center and crossing the street entails dodging traffic as their are no crosswalks. Cars (often tourists) and mindless work trucks zip in and out of bike lane to pull off. Better marking for bike lanes and parking, along with signage can help. This block and Sunset Drive by Asilomar also have no turn around spots for vehicles, so you're left making dodgy u-turns.
89. Downhill side of Forest at the top (opposite Trader Joe's, etc) and the bend up the hill on David needs pedestrian help -- sidewalks would be nice.
90. The 5 way intersection at Congress and Sunset is problematic and confusing. Can this be made a four way by closing off Cedar St.?
91. Wider sidewalks but not at the expense of losing the few planted parkways that are there
92. The whole section of Forest Ave. between the green Welcome sign and Bechlers is dangerous. Traffic moves too fast and people ride in the side lane as they move through the curves. I live off Forest in that stretch and it is even dangerous coming out of my street. Wide pedestrian or bike lanes would help. Crossing Forest from the residential streets to the wider side areas of the road on the other side of Forest is very treacherous. Also, turn lanes for the two residential streets - Bishop and Adobe Lane -- would prevent cars from passing eastbound on the shoulder when one car is turning left into either street.
93. Hazardous pedestrian crossing at Sunset/Congress/Cedar intersection. Could use lighted pedestrian crosswalks as is used uphill. Need bike lanes.
94. Traffic circle, with a relatively small center island, at Congress/Sunset. Move crosswalks back from intersection.
95. Sunset Drive from Congress to 17 mile drive and the intersection at Congress and Sunset. Sunset Drive from Congress to 17 mile drive is in desperate need of a sidewalk, particularly for the half closer to Congress where cars are always parked along the road because of the apartment complexes. The cars on this stretch of road are typically going much faster than the posted speed limit of 25 miles per hour. This is a walking corridor for my family and other families with children walking to school. I do not feel safe having my children ride their bikes and there is typically no room to even walk their bikes through this section without walking in the street. Also, the intersection at congress and sunset is sketchy because it is a five way stop with a lot of traffic. The visibility for cars coming up to the intersection on Cedar is poor; therefore, cars typically pull right into or past the crosswalk when stopping, and the crossing guard does not cross students across this portion of the intersection.

Attachment 4 | On a related note, do you have any ideas or suggestions to make Forest Avenue or Sunset Drive more aesthetically attractive and appealing? (community survey; 87 responses)

1. For practical reasons --too many cars are coming in and out of the various shops-- planting trees on the side of the street does not seem practical as they will obstruct the views of drivers. We must have to accept our limitations.
2. Broaden the sidewalks, narrow the street and add outdoor spaces with landscaping to invite people to come and stay. At least widen the sidewalks at the intersections. Make it a "neighborhood" commercial center....a place to go to, not through. I suggest a grant to hire a design firm to bring all of the merchants, property owners and nearby residents together in a series of design workshops; and, establish incentives for the merchants to renovate their facades and parking areas, etc.
3. Smooth, flat wide sidewalks
4. Better entrance signage into town and signage at David and Forest
5. regular cleaning
6. Improvement of the street lights
7. Some trees on the sidewalk in front of the mall with the Ace and the Pizza place. A sidewalk on the east side of Forest.
8. Sunset could use some more lighting. It can get quite dark in the forested sections at night. Homeless people are starting to be more noticeable too especially near Rip Van Winkle and the church. Several camp out in cars etc at night to avoid the no parking midnight to 5AM rule at Asilomar.
9. No. Before any money is spent to beautify streets, all street signs in Pacific Grove should be refurbished and made legible.
10. Repair the sidewalks and install a couple of streetlights. Force the building owners adjacent to the street to repair their properties. The bus stops need work.
11. Old Fashioned light posts would be great like they used to have by Candy Cane Lane.
12. Several people are using the parking spots next to the high school field by leaving cars there for weeks at a time with For Sale signs. This area should be a no overnight parking allowed area to prevent the section from being a used car parking lot.
13. Sunset has no sidewalks, you are walking on the side of the road. But I'm not sure sidewalks would be the way to go. Maybe just a more defined lighted path to asilomar. A woodsy, dirt, lighted and defined path would be awesome. Even with little benches along the way and/or asilomar history placards (nicely done) along the path would be nice. By lighted I mean maybe ground lights not big over hanging lights. Need to keep the woodsy feel I think.
14. Add more beautiful lights and attractive signs to this area.
15. Maybe if it weren't so wide drivers wouldn't speed through like it is a racetrack. it doesn't seem to matter that the high school is right on Sunset and there are kids and parents walking around that area trying to get to and from school. One of the crosswalks has flashing lights when someone is in it but they don't always work and some drivers just ignore them and speed through anyway. It also doesn't matter that the high school has police officers on campus on a regular basis to look out for the students and as the school resource officer and STILL speeding around that area occurs.
16. More benches for the elderly who walk
17. See above comment
18. I am more for focus on safety rather than how pretty it is.
19. Lights

20. How about high school art class sculpture and murals along the high school's walkways...and/or a school garden.
21. Definitely need street lights. Needs benches at bus stops.
22. Some trees on the west side of the street.
23. Light posts and sidewalks
24. Have a medium with lights and signs that say no u turns on Sunset across from the high school
25. If money were no object, I think a small one and a half foot rock wall that would stop the trampling of the native plants where people walk from the roadway down to the various tide pools and beach areas. The area needs widening but I doubt that will ever be allowed since it would harm the amazing dunes, beach area and plants. Also much needed lighting to people can walk or bike without concern of stumbling or being hit by a tourist driven car.
26. It would be nice if we can manage to build a semi center dividers with some plant/flowers bedding which will add some character to the neighborhood, and slow down the speeding traffic.
27. Plant more native trees, shrubs etc.
28. Forest Ave is fine. Sunset could use a planted median as it looks like a mass of concrete.
29. Street trees, (possibly small drought tolerant trees or shrubs native to coastal regions) all along Forest Ave would be lovely and great for the environment. Also, trees would help prevent water runoff, and to further prevent runoff, french drains could be installed all along Forest Ave
30. Forest avenue needs either a Roundabout, additional stop signs, or a traffic light at the Lighthouse intersection. The slow speed limit should get people to relax and allow pedestrians to cross but it's a nightmare. Tourists struggle through the intersection because without a stop sign for Lighthouse traffic, I see them get impatient on Forest or when trying to make a left from Lighthouse onto Forest and and inch out into the intersection taking a big chance. I've seen pedestrians nearly get run over.
31. Make it safe and make it functional, that will warranty the beauty.
32. A planted middle strip on Sunset would look attractive and stop cars from making illegal u-turns in front of the school. I think it would help with safety also.
33. You fixed the failing wall on the corner of David and Forest but you left the crumbling road !?? Maintenance! That's why we pay taxes. It doesn't matter what you design and install if you don't maintain the trees/curbs/roads.
34. Need a sidewalk in front of Mission Linen & better lighting by the high school (dangerous at the cross-walks after ball games) . I saw someone's request for a round-about. Please don't put those in, as they are confusing to so many elderly people.
35. N/A
36. Limit or eliminate street parking.
37. safety should be the priority; more lighting
38. More night lights please.
39. I love them as they are. But it is stressful to walk without sidewalks. When I walk from home to pick up my car at Pacific Motor Services, I walk in the street. Dangerous.
40. The area is already pretty.
41. Sidewalks on both sides.
42. More Trees, barriers for pedestrians from traffic, such as bushes or maintained ground beds?
43. Constructing a consistent side walk for pedestrians, bike lanes and street lights with lights that do not add to night pollution will help that area not feel like it's crumbling into the neighborhood. Also, some CA native plants and wood chips really make a a town look like they care about its people and have some pride. This is one entrance visitors and residents use to come into the "Butterflytown USA." We want it to look like we care.
44. Sidewalks and trees, maybe medians with plantings if the space can be spared,

45. Use trees that don't get tall and a center divider. Lower the speed limit. Autos come down the hill as fast as possible. Places to park and transfer to public transportation would help.
46. Get rid of potholes and create better lighting solutions.
47. better lighting. pedestrian amenities. There are incredible views of Monterey Bay from Forest Ave. Is it possible to make the pedestrian corridor more walkable, enjoyable. For instance, benches, outdoor seating at restaurants (parklets).
48. Clean up the apartments on the corner of Forest and Sunset. Have them park on their premises, not on our streets.
49. no
50. Lower the speed limit and enforce it
51. No
52. Designated bike paths for bikers and runners would be great, especially on sunset (not really for forest)
53. Sidewalks on both sides, definitely.
54. On Forest, a median of some kind might help give the road more definition. Sidewalks, bike lanes, and lighting would also improve the appearance, along with drought resistant landscaping. On Sunset, more benches and water fountains, as well as pedestrian walkways.
55. Street lights
56. Street cleaned more often. Trees need pruning and the police station desperately needs mulch. I am a UC Master Gardener and would be glad to help.
57. bulb outs for crosswalks. drainage below streets. plantings down center islands upper Forest (68)
58. The bike lane pavement on lower Sunset is getting pretty rough and tattered, so bikes tend to move out into the car lane. Needs paving.
59. Trees or other greenery in medians (where possible and doesn't prohibit turning into businesses) along Forest Ave. This would also provide traffic calming along Forest Ave.
60. Wide sidewalks, street furniture, classic lanterns/lighting, distance signage to popular destinations (Asilomar beach, 17mi Drive, Forest Avenue, Downtown PG, Acquarium, etc.), underground wires, modern covered bus stops with digital arrival time displays
61. On the southbound side, from Safeway to David, the sidewalk is not consistent in appearance, nor width, nor existence (nothing in front of Trader Joe's). One consistent looking, maybe cobbled, curb along that part would greatly improve the aesthetics of the strips of shops in the particular portion.
62. I guess once there is a median, crosswalk and parking on the other side of the street, two benches on each side of the street would make the Sunset Ave. area of the street more pleasing. A three foot wide median with some low growing drought resistant bushes would make the area look friendlier and more residential. It would give the home owners of that stretch a more pleasant frontage.
63. Our native forests are dramatically in decline. Replant native pines and Coast Live Oaks along Forest avenue, especially on Forest Hill. From David to Prescott really needs native trees.
64. Clean up the edges (sidewalks and bike lanes). Parts of the bike and pedestrian routes look like drainage ditches (they are at Forest and David)!
65. More trees on upper Forest Ave. would make the area more attractive.
66. 1. Make forest avenue two lanes instead of four. 2. Remove the 5 way stop at sunset and congress and put in a roundabout
67. Need more trees. The high school football stadium project required the removal of dozens of healthy, full grown, native pines that have never been replaced. The deforestation is an eyesore. A native pine came up in the setback area in front of my house, and I nurtured it. But my neighbor, keeps slashing it up to provide more parking for his (illegal) rentals. This is an R1 zone being used as R2 and commercial (motel) use. There's no enforcement of codes in this neighborhood AT ALL! Zoning violations, parking violations, tree cutting violations. Also, the non-stop use of the football field should require the district to

- provide off street parking. Current parking precludes safe bicycling. Why aren't they required to provide off street parking for all their events? Why aren't people who destroy native trees cited? Why are people allowed to rent out their single-family zoned dwellings to multiple tenants and "weekenders?" Also, since this is a highway, bus and truck traffic to Pebble Beach, Asilomar, etc. create a very heavy, noisy, and air polluted traffic corridor that makes walking and biking aesthetically displeasing.
68. Get rid of all the business signs, flags that do not comply with the City of Pacific Grove Municipal Code. It really makes the City look sloppy, like you're walking through a commercial.
 69. The north side of Forest could use some Monterey Pines. Sunset Service Center area and JW church could use some, too. Asilomar's greenhouse may be able to help with trees. And the high school has a tree planting program too, I think.
 70. How about flowering plum trees? Once established, they're gorgeous and don't pose a limb-falling threat. They've been growing for years on Soledad Dr. in Mtry by the dance studio. In general, more drought resistant attractive trees and plants would make the area more appealing.
 71. Sidewalks and trees along road. Big parking lot in front of the shopping center where Stone's Pet Store is located is really unattractive. Trees shielding that would be good.
 72. I would like to see more trees.
 73. Remove curb parking and widen sidewalks on Forest and extend missing sidewalk near Forest and David Ave intersection.
 74. Wider sidewalks for bikes and pedestrians. The traffic on Forest is not safe for bikes to be on the road. This area is especially important because it links 3 public schools (Forest Grove, PG High, PG Middle) and a retirement community (Forest Hill)!
 75. More trees and landscaping to absorb the heat.
 76. Please plant some more trees, bushes and flowers. Enlist local residents or businesses to help care for them. Doesn't Pacific Grove have a Garden group like Historic Garden League or the Carmel Women's Club?
 77. 1. Put in a landscape island down Forest Ave and allow more u-turns at intersections. 2. Put in bicycle lanes. 3. Put in landscape barriers and sidewalks between parking lots and street - too much asphalt merging together. 4. Create neighborhood beautification awards to give incentive for business owners and home owners to clean up their places. The City of Cerritos has such program.
 78. Add sidewalks and/or bike lanes on the side of the road and have more defined areas for parallel parking on the roadside so everyone is aware where they can and can't park to get to the beach.
 79. There should DEFINITELY be a "KEEP CLEAR" sign across Presidio Boulevard and Austin Avenue. You take your life into your hands, trying to make a left-turn from Austin onto Presidio Blvd., (try it some time)! And often it is difficult to get out onto HWY 68, because of the line of cars coming-up Presidio, to get onto 68.
 80. Looks fine, but improving curbs would improve it.
 81. Clean up the ugly signage.
 82. A planted median down Forest Avenue from Safeway to David would be wonderful!
 83. plant trees and landscaping. paint green bike lanes and make them wider. benches. more lighting. a crosswalk near trader joes to cross the street
 84. Add wide sidewalks, safe wide separated bike lanes and street trees. Include a green streets component to also treat storm water. Zinc, copper and bacteria counts are water quality issues in Pacific Grove. Zinc sources include tires, and copper sources include car break pads.
 85. More Street Trees. Wider, continuous sidewalks. A "green" bikelane so that drivers know that bikes are present. More tree-belts or parkways which separate the ped from cars.
 86. Both are fine.
 87. Safety is a much bigger concern for my family, and would prefer any available funds being spent on making it a safe walking and biking corridor.

Attachment 5 | Did we forget any general challenges or obstacles to biking on Forest Avenue or Sunset Drive? (community survey; 26 responses)

1. Road is narrow, cars too fast. Been cut off too many times by other cars, not going to take my bike there!
2. tree debris, branches, etc in the path - regular cleaning would help
3. tourists don't notice bikers ...
4. None
5. The bike lanes are not very well defined after you pass the high school and head into the Asilomar area.
6. No paths. Should be safely in place along the entire route, in both directions, on both streets.
7. N/A
8. need wider bike lanes on middle portion of Sunset, Congress to 17 mile drive
9. I don't bike, and sometimes bikers get aggressive too, for a walker. But having bike lanes in our town makes sense.
10. David Ave and Forest Ave. road surface quality is absolutely terrible. Resurface the intersection to include David Ave on the Monterey side. The same goes with Forest and Prescott. Resurface the Monterey side of Prescott.
11. The left hand turn lights need to trip with the weight of bicyclists, so they are we are not having to ask cars to pull up behind us to get the light to turn.
12. Turn lights not triggered by cyclists.
13. Connections to the adjacent neighborhoods.
14. No
15. It's always hard to turn left. Also, if you're on a bike you don't set off the sensors at Forest and David. If there are no cars you have to go press the pedestrian button.
16. The fact that the police station is not open before 7am is ludicrous .
17. Barriers between bikes and car traffic. See 8/80 Cities model.
18. Dedicate bike lanes, clearly marked, and where possible separated from auto traffic. Detect Bikes at signaled intersections. Named or numbered bike routes and distances and directions to popular PG destinations (including Asilomar State Beach, Forest Ave, Downtown PG, Lover's Point, Aquarium/Cannery Row, Recreational Trail)
19. I don't bike but I can see that especially Forest Avenue is unfriendly to biking on top of being steep.
20. The 5 way intersections are awful. The blind intersection at Walnut is a "No Bike Zone" for me and my kids. Forest ave needs sidewalks and bike lanes.
21. Bicyclists themselves are an obstacle and a danger, because they often ride two astride or right out in the middle of the lane in front of cars. Cars and bikes don't mix too well.
22. Signage asking drivers to share the road with cyclist would be nice. Anything to help drivers be more aware of cyclists.
23. Currently it is not safe due the speed of cars and no bike lanes..PG needs a bike lane to get from lighthouse ave to the top of the hill and this route is the most promising
24. schools!
25. The bike lane (Congress and Sunset), on Sunset heading towards Asilomar Boulevard is too narrow. After crossing 17-Mile Drive (On Sunset) the bike lane is WONDERFUL!
26. No

Attachment 6 | Are there particular stretches or intersections on Forest Avenue or Sunset Drive that are especially difficult or challenging for bicyclists? Do you have ideas or suggestions for how to improve conditions for people on bikes? (community survey; 37 responses)

1. I think we should DISCOURAGE bikers from using that section of Forest because of the cars that come in and out of various shops, gas stations, and the bank. It is dangerous for bikers and motorists to share that section of the street. Bikers only impede the flow of traffic.
2. Between Forest and the shoreline is poor. The shoulders are poor to bad. The lanes are too narrow or none existent. Confusing.
3. A cyclist exiting the Safeway does not have a way to set off the signal. It seems to me that a crosswalk on the right hand side crossing Forest would take care of that issue and why there isn't a crosswalk on both sides there has always perplexed me.
4. None
5. bike lanes
6. Recommend that any parking lane have a grooved or bumpered line so that cars that cross into the biking lane get feedback and know they are off the road. Otherwise, careless drivers will continue to make biking dangerous.
7. Drivers do not look out for bikes before they turn it while pulling out....they just look in one direction. I wish we still had driver's education at the HS.
8. N/A
9. 5 way stop at Congress.
10. no bike lanes on any stretch of the corridor; eliminate on street parking to dedicate bike lanes and sidewalks
11. David Ave and Forest Ave. road surface quality is absolutely terrible. Resurface the intersection to include David Ave on the Monterey side. The same goes with Forest and Prescott. Resurface the Monterey side of Prescott.
12. A bike lane!
13. The whole route needs to have a continuous, well marked bike lane.
14. Bike lanes everywhere that allow enough room for cyclists and provide the minimum 3 foot legal space between vehicles and cars. Turn Lights at David and forest and Prescott and forest and not triggered by the weight of a cyclist. With our family bike (weight in excess of 300 lbs) the left turn light from forest onto David heading southeast does not turn. We have to wait through many lights until a car pulls up behind us, and even then I have to wave them close enough to us to trigger the light. It is frustrating and dangerous. The other section that seems particularly dangerous is in front of pg high during drop off and pick up times with tons of cars coming and going. I am not sure what can be done about this, maybe more signage and notification to parents, students, and staff that they share the road with cyclists.
15. Turning left on Forest to get onto Sunset at the light. Bicyclist has to be in the middle lane with cars whizzing by on their right.
16. No
17. Sunset towards asilomar -- could be remedied by a better designated bike path
18. You can't help the hills, but a bike lane would make the struggle uphill a little safer. It also feels dangerous between Safeway and Presidio Blvd, on either side.
19. When crossing David Ave on Forrest, there isn't much room for bikes when waiting for the green light. Not horrible, but it does jam bikes and cars pretty close to each other.
20. Add bike crossing buttons at crosswalks.

21. Both sides on Forest from Presidio to Sunset and then westbound side of Sunset, there needs to be a bike lane, 100%!!! In particular, both sides of Forest, from Prescott to Presidio are extremely dangerous for bikers. People are very distracted on that stretch and the speeds increase, or at least the drivers often increase their speeds, and with no well-defined bike lane, or signage, it creates increases the chances of an eventual accident.
22. From Congress to 17 mile drive on Sunset is hazardous for bikes, especially small kids on bikes.
23. Not a biker, but they are much of the problem. I run in the early morning and they blow through stop signs and ignore the rules of the road
24. The intersection at Walnut is dangerous and very lightly used. I suggest closing off the intersection to thru traffic. The intersection at Ceder, Congress, and Sunset provides way to many conflicts for a driver to also pay attention to pedestrians and bicyclists. Drivers typically look for other cars and are trying to figure out who enters the intersection next. It's usually after they enter the intersection that they start looking for pedestrians.
25. Continue the sidewalks on the south side of Sunset for walkers. And don't allow street parking so that bikers can ride safely.
26. I often ride on David across Forest towards Mtry. David narrows considerably on the uphill pitch just after crossing Forest. It's always a dangerous spot when cars and bikes are squeezing through there. Not strictly on Forrest, I know, but still dangerous. Same for the Mtry side of Prescott just after turning off Forest on a bicycle.
27. In front of Pizza My Way.
28. I would like to see more trees.
29. East bound bicycling on Sunset is very dangerous due to no safe bike lane and/or space between traffic lane and curb, speeding cars, doors opening on parked cars, and rough pavement. Speeding cars includes car drivers that perform precarious passing of bicyclist going at or near the speed limit (bikes can go the speed limit because it's down hill).
30. Put in wider sidewalks to accommodate bikes and pedestrians.
31. Color the bike lanes green like in the cities. Keep bicycles out of vehicular traffic.
32. I believe wider bike lanes would help. Also, on Highway 68, heading towards Salinas, there are areas where the outside of the bike lane has some sort of "rough" surface, so a driver in a car knows that they are too close, to the bike lane. If you could use that same material it would be fabulous, for both drivers and bike riders. And both need to know they must be respectful of each other and obey the laws! I love bicycling, but wow ...some cyclists are a true embarassment. As are some drivers.
33. David Avenue and Forest Avenue
34. Intersection at 17 mile drive gate and by PG high on Sunset are very odd 5-way intersections.
35. Delineate the bike lane with a GREEN path
36. All of Forest Avenue.
37. Similar to walking, the stretch of Sunset from Congress to Walnut is very dangerous for biking. Having a bike lane would be very helpful. I do not feel safe having my children ride their bikes here. On Forest Ave, we ride bikes on the sidewalk because there is no bike lane and so many aggressive drivers or we go out of our way and through the neighborhoods to avoid the safety issues.

Attachment 7 | Comments categorized as walking-related (interactive map; 31 comments)

1. *[South side of Sunset Drive between 19th Street and Congress Avenue]* missing sidewalks
2. *[Sunset Drive, Congress Avenue and Cedar Street]* **Dangerous 5 way intersection:** Dangerous and confusing. Please make this a traditional 4 way intersection by closing off Cedar St.
3. *[East side of Forest Avenue between Prescott Lane and Forest Hill Boulevard]* **Sidewalk:** Need to provide sidewalks on this side of forest
4. *[Forest Avenue between Stuart Avenue and Bishop Avenue]* Intimidating for Pedestrians
5. **Potentially lethal crossing:** Cars coming up sunset turn right on red onto Forest; most fail to stop and fail to yield to pedestrians who have the "cross" light. I have almost been hit several times while crossing from the high school side to the other side of Forest
6. **Speeding across David to a stop light:** Cars fly down the hill from Prescott to David, and if the light at David is green they will continue at 40mph and over, screeching to a halt if the light turns red at the Sunset/Forest light. If an unfortunate pedestrian happens to be in the crosswalk they could be involved in the resulting pile-up. The speed down the Forest Hill corridor should be lowered back down to 25mph
7. *[East side of Forest Avenue between Stuart Avenue and Bishop Avenue]* Lack of sidewalk and/or well-defined shoulder, makes it impossible for you to safely walk between the end of Bishop all the way past the Belcher Patisserie.
8. *[Forest Avenue just west of Bishop Avenue]* Pavement on the outside of the white line is always littered with debris making walking on this portions of road, up to Presidio, not easy. As far as riding a bike on this portion, it's extremely dangerous as the debris does 1 of 2 things, either forces the cyclist closer to the white line to get around the debris or increases their chance of blowing a tire riding over the debris, which in turn increases the chance of that cyclist falling so close to the road.
9. **Unsafe intersection for pedestrians:** As a pedestrian crossing Forest Ave., I've noticed cars coming from Hwy 68 turning right onto Prescott Lane generally don't look/see pedestrians in the crosswalk.
10. *[Seaview Avenue between Prescott Lane and David Avenue]* **Unsafe cross walks due to zooming cars:** Cars coming down off highway 68 and heading back up are in such a hurry, I have seen them blow right through the lights there, stop in the middle of the crosswalks, and turn right without checking for pedestrians. My children and I have almost been hit more than once here. More signage for cars to share the road with pedestrians, decreased speed limit, rows of those little raised bumps to jolt them into paying attention, space between the line for the cars to stop and the crosswalks.
11. *[Same comment as above but posted at Forest Avenue and Hillcrest Avenue]* Cars coming down off highway 68 and heading back up are in such a hurry, I have seen them blow right through the lights there, stop in the middle of the crosswalks, and turn right without checking for pedestrians. My children and I have almost been hit more than once here. More signage for cars to share the road with pedestrians, decreased speed limit, rows of those little raised bumps to jolt them into paying attention, space between the line for the cars to stop and the crosswalks.
12. *[At Seaview Avenue]* **David Ave:** NEED CROSSWALK AROUND HERE!!! REALLY DANGEROUS for pedestrians.
13. **DAVID and SEAVIEW:** Please do something to prevent drivers from skipping the stoplight and speeding up Seaview to the Prescott/Forest Light. It happens in both directions.
14. **Sunset:** Need designated bike path/ pedestrian path in front of Mission Laundry. The path is great around Asilomar but it disappears in front on the Laundry because of parked cars and campers. I felt like it was really dangerous when walking my kids in a stroller.

15. *[West side of Forest Avenue between Prescott Lane and Forest Hill Boulevard]* **Trader Joes – sidewalk:** I tried walking with my kids in a stroller from Safeway to ACE - REALLY DANGEROUS. What happened to the sidewalk? - it disappears.
16. **CROSSWALK NOT SAFE!:** This crosswalk is ridiculous!!!! If Kids are walking from Seaview to the High School - How are kids expected to get across DAVID? This needs to be addressed. 2. The asphalt ramp under the PG signs at the little park across from MacDonalds is a joke. What is a person in a wheelchair or walker wanted to get from the corner of David and Forest to Seaview?
17. **Poor road surface quality in crosswalk:** The road surface in the cross walk in front of the Pacific Grove High School is poor and presents a hazard. Please resurface this section of HWY 68.
18. *[Forest Avenue at Presidio Boulevard]* **No pedestrian crossing available:** Also traffic coming so fast downhill and around blind curve is dangerous to pedestrians and bike riders
19. *[Forest Avenue at Adobe Lane]* **No safe pedestrian crossing:** Pedestrians may cross from residential areas or military residential areas to walk downhill or to access public transportation. Traffic has no idea of potential for pedestrians or bikers in this area although I have seen plenty. Anything to provide safe passage for pedestrians and bikes and slow traffic would help.
20. *[Forest Avenue at Forest Hill Boulevard]* crosswalks required to access public transportation
21. *[Sunset Drive between Grove Acre Avenue and Crocker Avenue]* traffic going to and from Hayward lumber too fast
22. *[Sunset Drive just west of Cedar Street]* eliminate on street parking which makes it impossible for pedestrians and bikes to travel safely
23. *[Forest Avenue just south of Presidio Boulevard]* **Continuous sidewalks:** Continuous sidewalks along the entire route with ramps at all corners that are navigable by those on foot, including those with strollers, wheelchairs, and pushcarts with groceries would make this a vastly safer route for pedestrians.
24. *[Forest Avenue and Prescott Lane]* **Signal quick:** This signal changes too quickly for pedestrians with children, older folks, etc.
25. *[Forest Avenue and Prescott Lane]* **Dangerous intersection:** I have almost been hit at this intersection several times with my children by motorists blowing through the light on Forest in both directions, stopping in the middle of the crosswalks, or turning right off of forest or prescott and not watching for pedestrians. Perhaps a buffer between the stop line for the cars and the crosswalk, combined with a lower speed limit and some rumble strips across the lanes will help remind motorists that they are in a pedestrian-friendly town. There are lots of stores in this area that people in the neighborhoods walk using this intersection.
26. *[West side of Forest Avenue between Prescott Lane and Forest Hill Boulevard]* **Sidewalk between Safeway and Wells Fargo:** If you are looking for an adrenaline rush, look no further that this section of "sidewalk" between the end of Safeway and Wells Fargo. Unfortunately, that is not what I am looking for when I am walking with my children to do errands. The sidewalk ends in front of Fifi's with a blind corner onto a driveway leading out of the next shopping center (where we have almost been hit), then to a sketchy section in front of the Italian restaurant, then to play human "frogger" in front of the Trader Joe's with the copious traffic going in and out of the 2 driveways, down the narrow and uneven hill to drop in on the Wells Fargo driveway. Don't even try to turn around and go up this with a stroller. Honestly, this is a mess. Suggestions: add clear sidewalks; add an extra turn lane for going into Trader Joe's to get cars out of traffic and keep them from making quick turns into pedestrians and cyclists or even give Trader Joe's its own light or calming curve; something to fix the unwalkable uphill and blind driveway between Wells Fargo and Trader Joe's.
27. **Sidewalk Missing:** There is no sidewalk here. The missing sidewalk forces illegal crossing on David Ave. Please add sidewalk all the way down Forest to David and up David to Seaview Ave.
28. **Crosswalks missing:** There are no crosswalks on 2 sides of Forest and David. This leaves pedestrians in the section east of this intersection with 2 option, to either walk all the way up to the intersection at

Prescott and David or to cross illegally on David. We and many others do the second many times each day. Neighbors' children cross David to get to school each day. We cross to get to the library, natural history museum, beach, friends' houses, etc. And Hilltop Park and Preschool is just down David; I am sure many people from north of David have to cross illegally to get there with their children. I suspect foot traffic would increase with safe crosswalks on each side of this intersection connecting to continuous sidewalks.

29. **Dangerous approach to crosswalk:** Many times I have come to the crosswalk at David and Forest through Higgins park with my child in the stroller and faced the danger of trying to secure the stroller in place and keep it from shooting down the steep hill and into traffic while I reach out to push the crosswalk button. This approach needs to be amended so that it is safe for all pedestrians, not so steep and crosswalk button closer.
30. **Seaview Ave Speeding:** Drivers regularly come off of David or Prescott and shoot down Seaview Ave to pass the lights. I fully support changes and slowing down traffic on Forest, but as this happens, neighbors in the surrounding streets (Seaview, Devisadero, Jessie) also need to be protected from these speeders. Maybe rumble strips, calming curves or, speed bumps.
31. **Just plain scary:** I ride a bike with my kids on it and we have to pass the section from David, onto Forest, then onto either Sunset or Morse for 99% of our journeys. It is terrifying. I have to wait and wait and wait for clear conditions, until there are absolutely no cars coming. I don't know how to make this more bike friendly except for bike lanes, maybe slowing drivers coming down Forest and from Monterey on David somehow, more signage reminding drivers to share the road with cyclists (reminding that cyclists can take a lane and the 3' clearance rule).

Attachment 8 | Comments categorized as biking-related (interactive map; 5 comments)

1. **Needs Turn Lane:** When making a left turn onto Congress Ave. from Sunset Drive, there should be a left turn lane.
2. Need to add bike lanes on Congress in front of Forest Grove school
3. *[Forest Avenue near Presidio Boulevard]* **Continuous Bike Lanes:** Continuous bike lanes along the entire route would make this a vastly safer route for cyclists.
4. **Bike weight doesn't trigger left turn lanes:** Bike weight doesn't trigger the left turn lanes along much of this corridor, particularly David and Forest. I have waited through 4 cycles of lights with my children on my bike, hoping a car would pull up close enough behind us to trigger the left turn light. This is very dangerous for cyclists. Please fix the weight triggers on the lights.
5. **Bike lanes:** I have almost been taken out with my kids on my bike here in front of the high school. It is treacherous during the beginning or end of the school day. There need to be clear bike lanes and maybe big, blinking signage about sharing the road with pedestrians and cyclists.

Attachment 9 | Comments categorized as being about both walking and biking or about another issue (interactive map; 22 comments)

1. *[Forest Avenue]* **Road Diet?:** The travel lanes along the corridor go from two lanes to four lanes then back to two. Is the four lane section a good candidate for a road diet?
2. *[Sunset Drive, Congress Avenue and Cedar Street]* Roundabout or Stop Light
3. *[South side of Forest Avenue between Syida Drive and Adobe Lane]* **No sidewalks or ped-friendly routes:** The shoulder is unsafe and discourages pedestrian use in the following ways: 1. No lighting at night. 2. Along a highway. 3. No sidewalk. 4. No safety barrier. A separated sidewalk and/or bike path would be excellent at this location.
4. Put bigger and better stop signage on Cedar St at 68, as it is often ignored. Please close off Congress Ave at this intersection to make it a four way stop. People drive far too fast on all streets in this area. More police patrols. Many children walk on Congress Ave from school, and there is a care home not far down from 68. Closing off Congress makes it safe for walking and biking. Widen Cedar for traffic use. Require sidewalks to be installed along Cedar on both sides after the widening.
5. **Reroute Cedar to New Congress intersection:** Reroute Cedar to new Congress intersection. Make Congress and Hwy 68 a 4 way stop.
6. *[At Sunset Drive]* **Make Walnut Street 1 way or dead end:** Eliminate the blind intersection.
7. *[Forest Avenue just south of Forest Hill Boulevard]* **Inadequate pedestrian walkway:** A continuous sidewalk and designated bike lane along 68 is critical to increasing pedestrian use.
8. *[Northeast corner of Forest Avenue and David Avenue]* **Sidewalks and curb returns@:** This area needs pedestrian and bicycle access lanes and ramps.
9. *[North side of Forest Avenue between Syida Drive and Adobe Lane]* sidewalks and curbs from Goodyear Shop to Presidio Blvd. Bike lane as well
10. **Eliminate right turns onto Stuart Ave. from Hwy 68/Forest Ave.:** Eliminate right hand turns onto Stuart Ave from Hwy 68/Forest Ave. Cars go at a great rate of speed from being on the highway and the soft off-ramp onto Stuart Ave., leading to the neighborhood. It presents a danger for anyone biking or walking on the corridor.
11. *[Sunset Drive just east of 19th Avenue]* **Poorly lit, hard to see peds other than in the flashing crosswalk:** There is just not enough light coming down the hill off Forest Ave. If anything, the couple of streetlights and flashing crosswalk make it harder to see because they cause your eyes to adjust and then un-adjust
12. Close or one-way Walnut. One-way northbound just to Marino Pines will work as there exists a sign on Walnut saying "No Left Turn" onto Sunset anyway. I live on Marino Pines near Walnut. Lots of speeders zoom up Walnut off Sunset westbound! Close it!
13. *[Forest Avenue just north of Forest Hill Boulevard]* **Dangerous Cross Walks:** In July of 2015, I was rear ended while stopped at the crosswalks in the middle of Forest Avenue. I was stopped at the crosswalk closest to the Mike DeLay Insurance office for a pedestrian who had approached the crosswalk. The vehicle behind me was not paying attention and did not even attempt to slow before hitting my vehicle. If the pedestrian had been in the crosswalk, she would have been hit and possibly killed. The crosswalks in this location are extremely dangerous for both drivers and pedestrians.
14. **Sub-standard Road Surface:** The road surface seam from Forest/68 to David is uneven and in poor condition. David Ave road surface from Forrest into Monterey directly is terribly rough. Please resurface.
15. **Sub-standard road surface quality:** The road surface entering Prescott Ln. from Safeway/Hwy68/Forest Ave. is poor. The poor road surface is a hazard when cycling. Please repave the intersection.
16. **Antiquated intersection:** The intersection of Sunset Ave. and 17 Mile Drive needs to be resurfaced and restriped. The quality and presentation of this intersection is very poor for pedestrians, cyclists and motorists alike.

17. **Dilapidated intersection:** The intersection of Forest and David needs to be resurfaced, especially from Forest onto David towards Monterey.
18. *[Unknown location; comment was posted outside the project area]* It needs to be patrolled more and marked better because people are constantly blowing through there as though they don't see the stop signs.
19. *[Forest Avenue at Presidio Boulevard]* **Right hand turn has to yield. No crosswalks:** Cars going to Del Monte Park area have to yield to cars making turns across traffic. Pedestrians and Bikers don't know this, Many have been almost hit by the left turning car.
20. *[Forest Avenue at Syida Drive]* **No Crosswalks:** No Crosswalks. Big trees block drivers view of bikers and pedestrians
21. *[Forest Avenue at Presidio Boulevard]* **Right turn yield ignored by drivers:** Drivers turning right onto Presidio ignore the yield sign. I have almost been hit several times and now I just wait because I never know if the driver is actually going to yield to me turning left. This is a bad place for pedestrians as well because it's a bit of a blind turn for the car turning left to be presented all of the sudden with someone walking across or a car waiting to turn left onto Austin ave.
22. *[Sunset Drive between Congress Avenue/Cedar Street and Walnut Street]* **No bike lane or sidewalk, filled with parked cars and campers:** This is super-dangerous. No sidewalk or bike lane, but filled with parked cars and campers, forcing pedestrians (especially those with strollers) and bikes out into traffic. This should be no parking or make parking spaces as well as bike lanes and sidewalks.