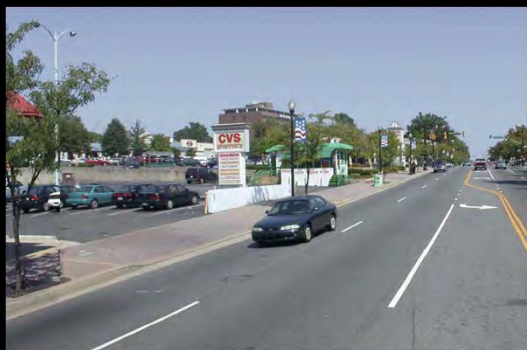


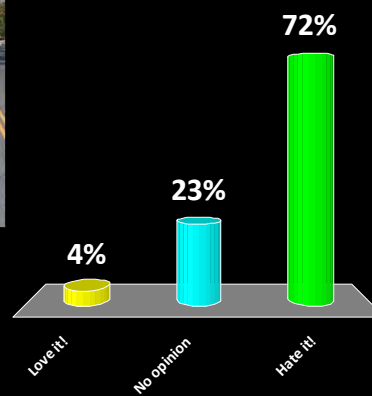
destination centers & notable gateways

Hands-on Session

Do you like this?



1. Love it!
2. No opinion
3. Hate it!

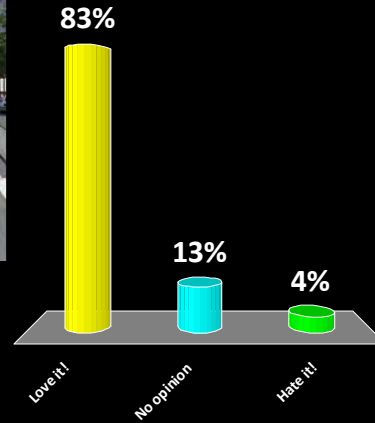


Hands-on Session

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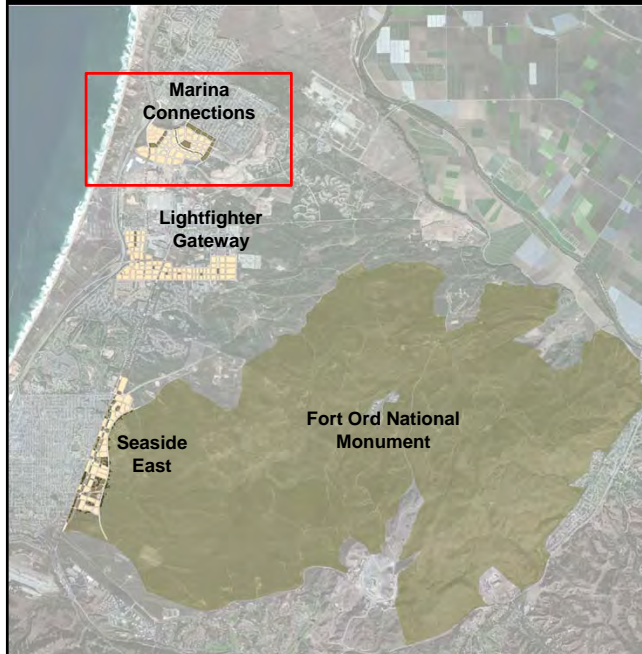


destination centers & notable gateways



27 of 31 tables

sample gateways & centers



connections: Marina



Del Monte / 2nd Ave connection



on style



on style



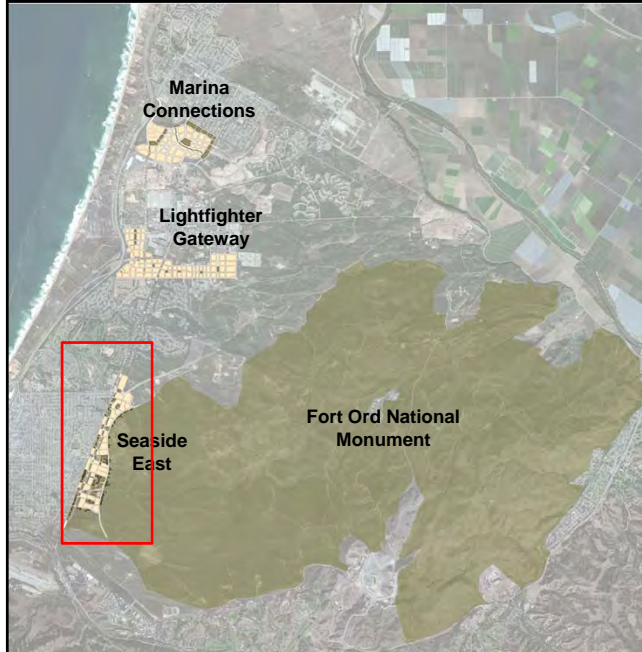
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on style



DRAFT

sample gateways & centers



DRAFT

connections



Seaside East, General Jim Moore Boulevard

corridors: Seaside East



corridors: Seaside East



gateway



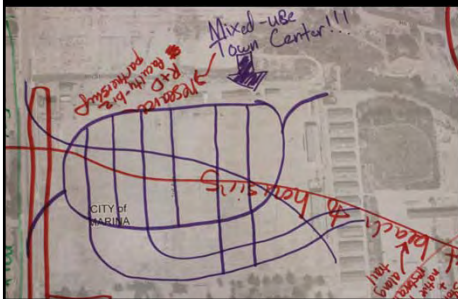
Broadway in Seaside meets General Jim Moore Boulevard

gateway to the monument (the view notch)



build in a way that adds
to campus life

talking to students

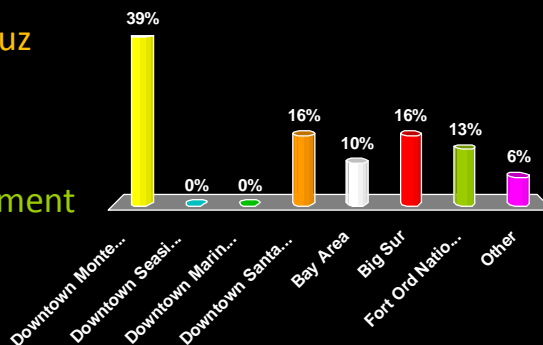


20 of 31 tables

We asked CSUMB

Where do you go off campus for recreation/fun?

1. Downtown Monterey
2. Downtown Seaside
3. Downtown Marina
4. Downtown Santa Cruz
5. Bay Area
6. Big Sur
7. Fort Ord Nat. Monument
8. Other

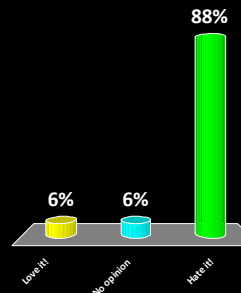


We asked students, staff, profs at CSUMB...

Do you like this?



1. Love it!
2. No opinion
3. Hate it!

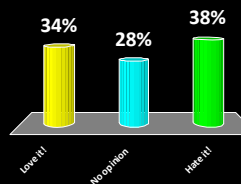


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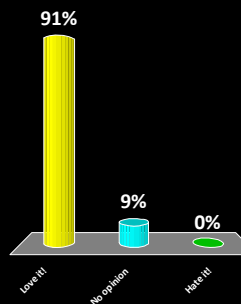


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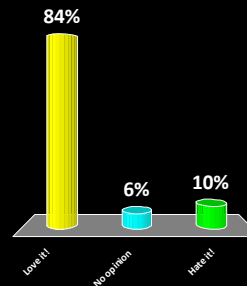


We asked students, staff, profs at CSUMB...

Do you like this?

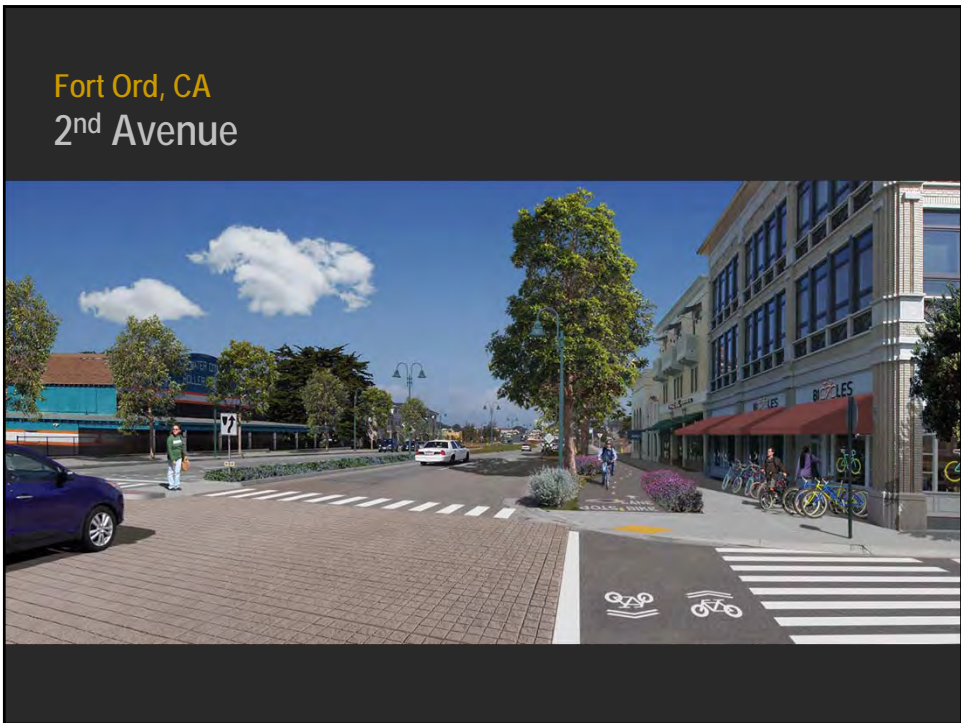
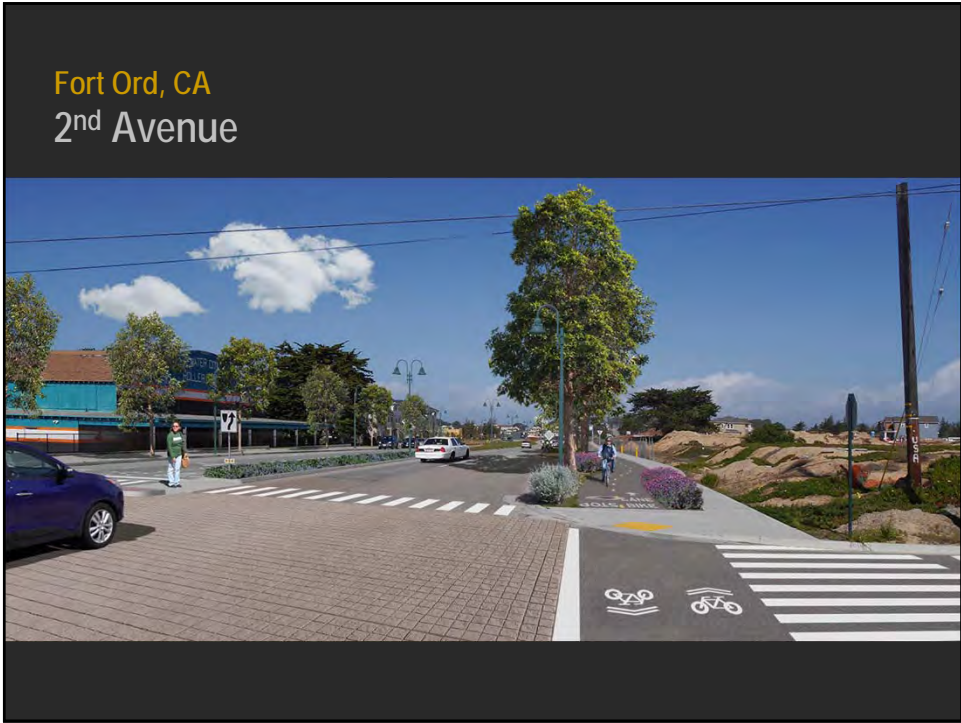


- 1. Love it!
- 2. No opinion
- 3. Hate it!

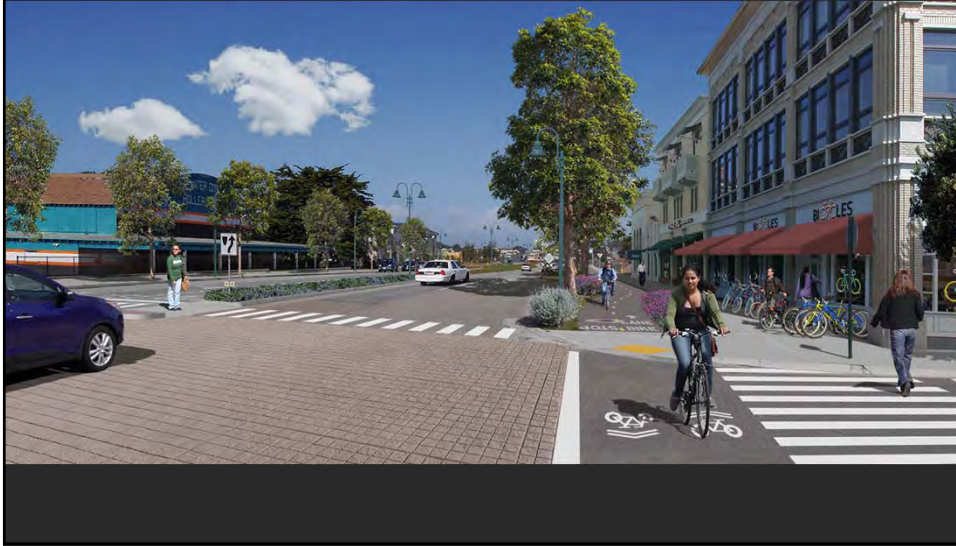


Fort Ord, CA
2nd Avenue

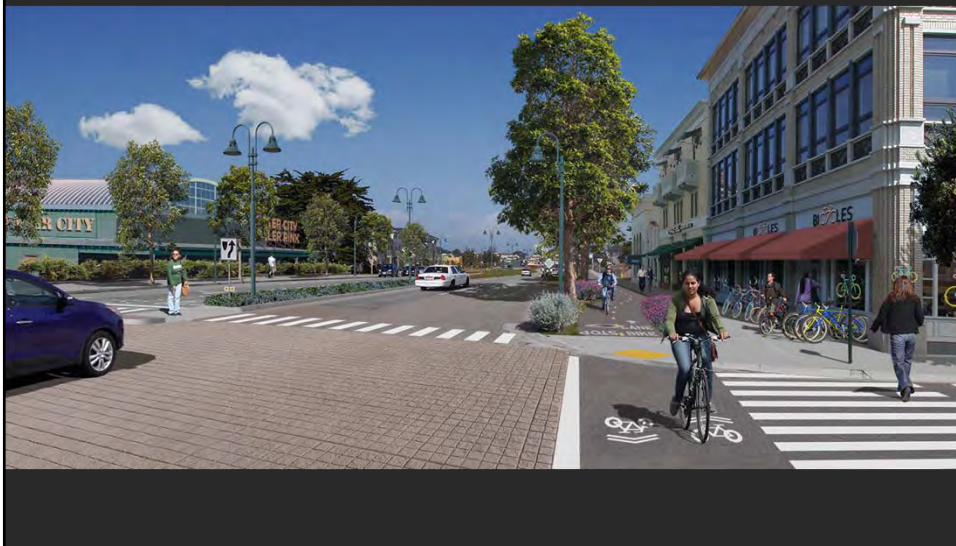




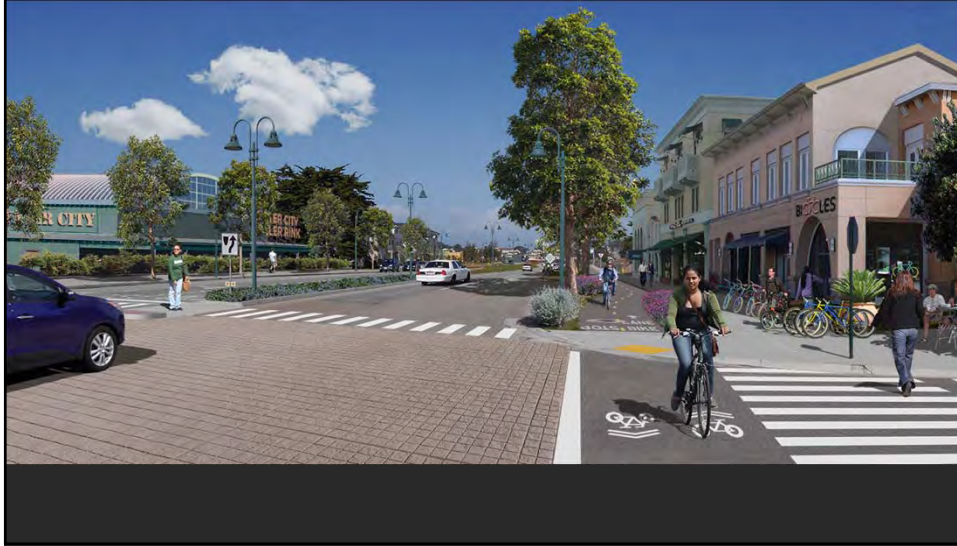
Fort Ord, CA
2nd Avenue



Fort Ord, CA
2nd Avenue



Fort Ord, CA
2nd Avenue



coastal region



A man-made environment worthy of the natural place

sample gateways & centers



Lightfighter entry



Front door to the University

Lightfighter entry



Front door to the University

Lightfighter entry



Front door to the University

low-water, (ideally) native street trees

mimosaideae (acacia)



arbutus marina
(marina strawberry tree)

quercus agrifolia
(coastal live oak)



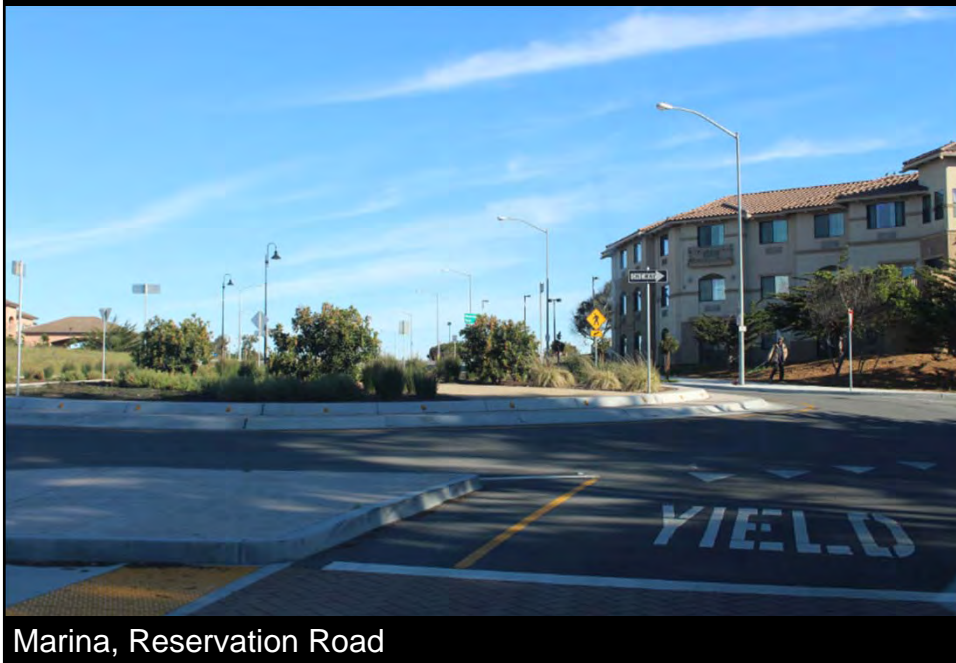
metrosideros excelsa
(new zealand
christmas tree)



commemorative statuary



roundabouts



Marina, Reservation Road

Lightfighter entry



Front door to the University

Lightfighter entry

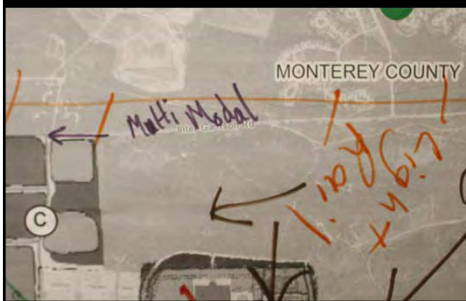


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balanced transportation & better connectivity

balanced transportation & better connectivity



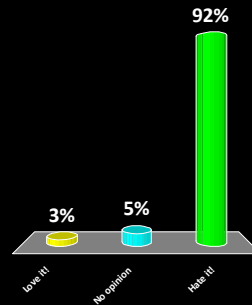
29 of 31 tables

We asked Marina...

Do you like this?



- 1. Love it!
- 2. No opinion
- 3. Hate it!

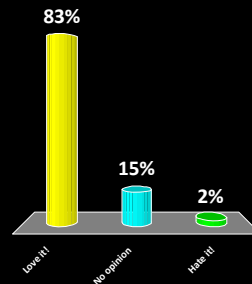


We asked Marina...

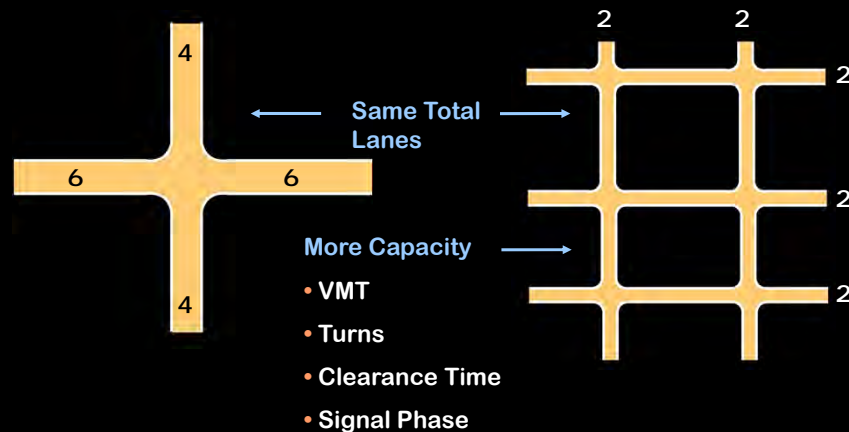
Do you like this?



- 1. Love it!
- 2. No opinion
- 3. Hate it!



benefits of network



mobility focus items

- create great streets
- provide travel choices
- respect the built and natural context
- build on previous initiatives
- balance “thru” and “to” Fort Ord
- create system to enable the Vision

complete streets

ACKNOWLEDGEMENTS

PARTNER AGENCIES

FUNDING

This project was funded by a grant from the California Strategic Growth Council and administered by the Association of Monterey Bay Area Governments.

ADVISORY COMMITTEES

| | | |
|--|---|---|
| Monterey County Technical Advisory Committee Bicycle & Pedestrian Facilities Advisory Committee | Santa Cruz County Interagency Technical Advisory Committee Bicycle Committee Bicycle & Pedestrian Transportation Advisory Committee | San Benito County Technical Advisory Committee Bicycle & Pedestrian Advisory Committee |
|--|---|---|

Main Street Zones

- **Design Speed** – Less than 30 miles per hour
- **User Prioritization**– Pedestrians & Bicyclists
- **Land Use / Place Types** – Urban Commercial; Urban Mixed-Use; Town Commercial; Town Mixed-Use; Rural-Town Commercial; Institutional

| Pedestrian | Street Furniture | Shades | Motor Vehicle | Bicycle | Parking |
|---|--|--|---|---|---|
| Wide streets generate high levels of pedestrian traffic and pedestrians should be prioritized over other modes. The unobstructed pedestrian zone should be at least 10' wide and extend to the building frontage. | Pedestrian amenities such as seating, lighting, wayfinding signage, public art, fountains, and bicycle racks near more entrances are encouraged. | Street trees add character to the street and provide shade and shelter from the sun. Trees with deep roots should be selected over those with shallow roots to avoid spilled sidewalks which can become a tripping hazard. | Travel lanes should be 11' if shared with bicycles; otherwise travel lanes should be narrowed to 10' to provide space for 4' bicycle lanes. Images for each zone. | Shared bicycle facilities are appropriate due to low vehicle speeds. Markings ("sharrows") that position bicycles away from the door zone of parked vehicles are recommended as they reduce the risk of injury to bicyclists. | On-street parking is encouraged and acts as a buffer between pedestrians and the motor vehicle zone. Parallel parking is preferred, however angled parking is acceptable. Parking meters should be placed so as to not block access to the pedestrian zone. |

Monterey Bay Area Complete Streets Guidebook 49

From Monterey Bay Area Complete Streets Guidebook

university main street



University of Central Florida, Orlando

street typologies

- Parkway
- Boulevard
- Avenue
- Main Street
- Local
- Sensitive Area Streets (rural)

*** correspond to Monterey Bay Area Complete Streets Guidebook

street realms

- Pedestrian
- Furnishings
- Green
- Bicycle
- Parking
- Motor Vehicle



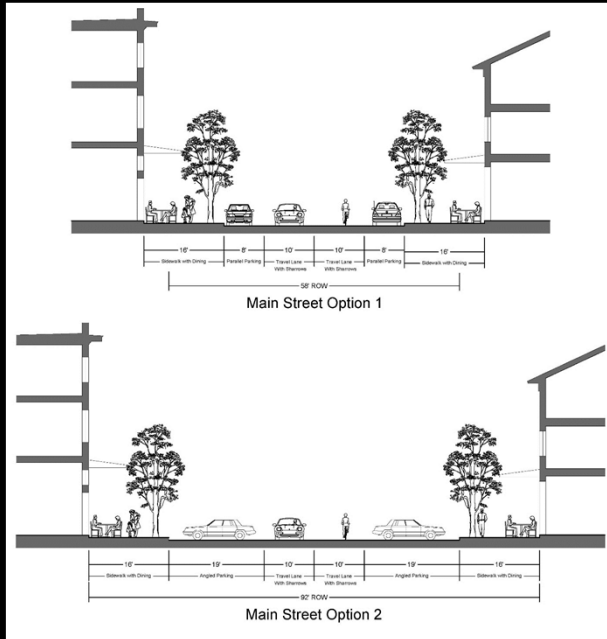
*** correspond to Monterey Bay Area Complete Streets Guidebook

applicable context/character areas

| | Town Center | Gateway | Transition | Neighborhood | Park/Open | |
|-------------|-------------|---------|------------|--------------|-----------|--|
| Parkway | | ● | ● | | | |
| Boulevard | | ● | ● | | | |
| Avenue | | ● | ● | ● | | |
| Main Street | ● | | | | | |
| Local | | | | ● | | |
| Sensitive | | ● | ● | | ● | |

Street typologies and appropriate context matrix

street typology



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Main Street: Possible location, perpendicular to 8th Street

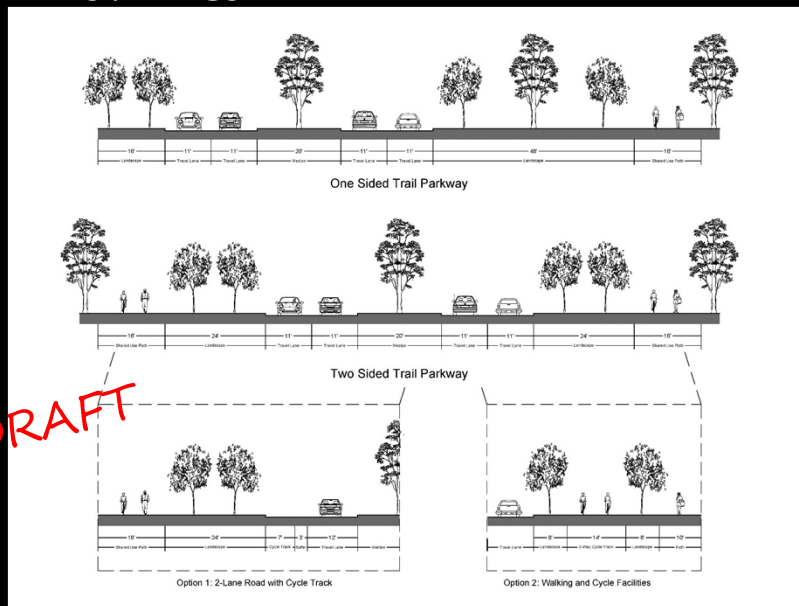
street design parameters

| Elements | Attributes |
|------------------|------------------------------|
| Number of Lanes | 2 |
| Parking? | Yes, parallel or angle |
| Sidewalk | Yes, hardscape |
| Bicycle Facility | Shared in lane with sharrows |
| Streetscape | Trees in treewells |

| Parameters | Range of values |
|--------------------|----------------------------|
| Target speed | 15-20 mph |
| Travel lane width | 10'-11' |
| Parking lane width | 8' (parallel); 19' (angle) |
| Sidewalk | 12'-20' |
| Curb return radius | 10'-15' |

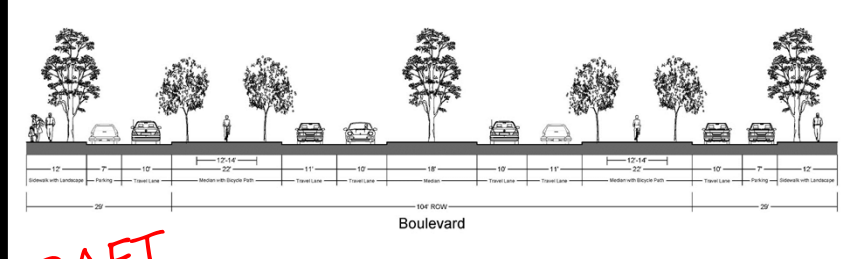
Main Street

street typology



Parkway: Possible location, segments of Imjim Parkway

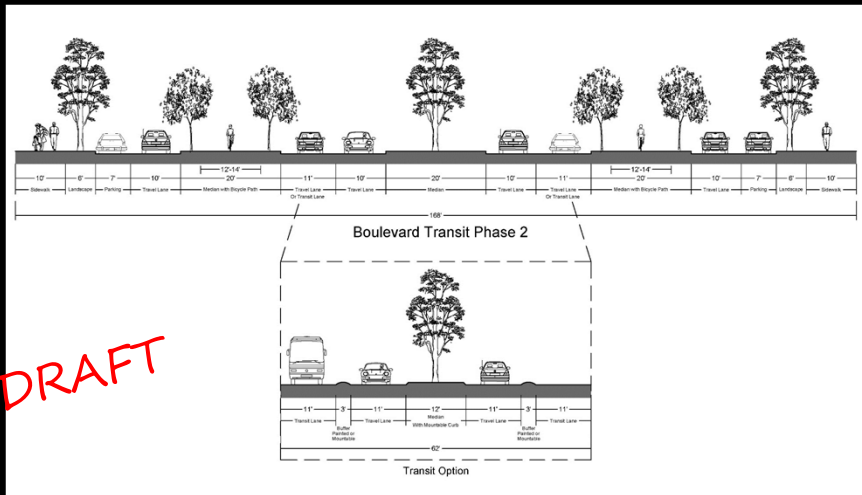
street typology



DRAFT

Boulevard: Possible location, segments of Gen. Jim Moore Blvd

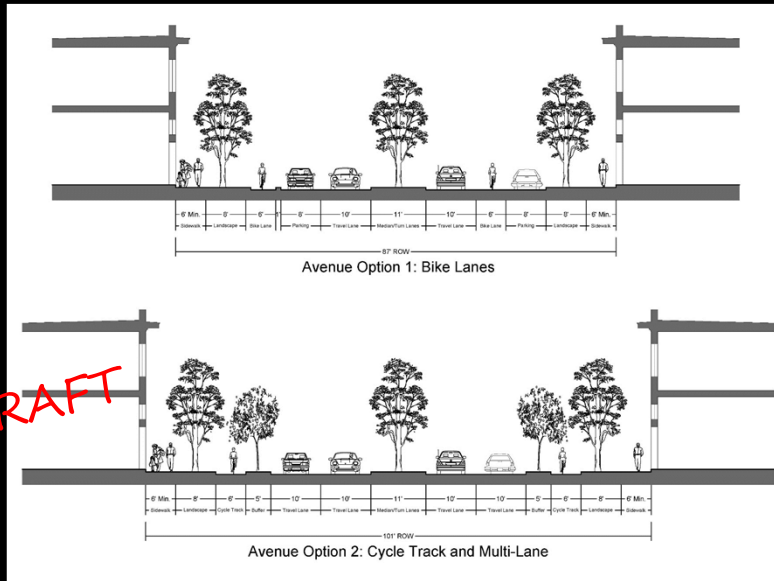
street typology



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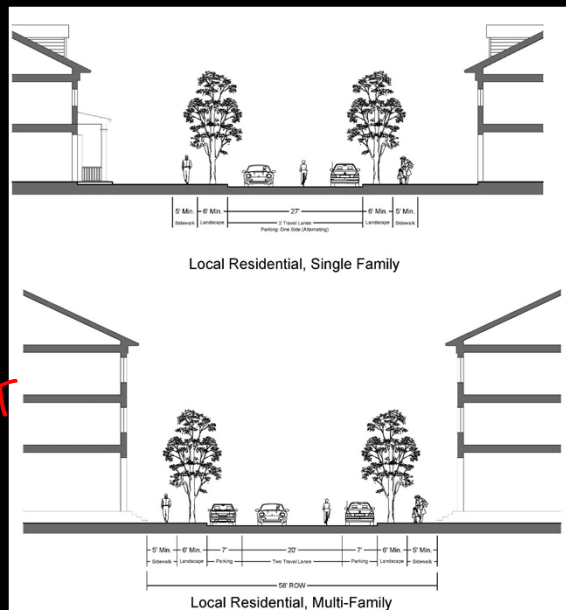
Boulevard with Transit: An example Multi-modal Corridor

street typology



Avenue: Possible location: 2nd Avenue

street typology

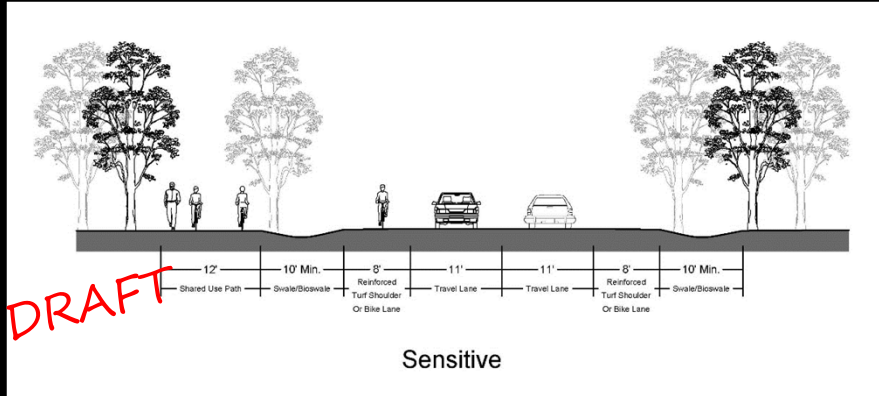


Local: Possible location, new neighborhoods in centers

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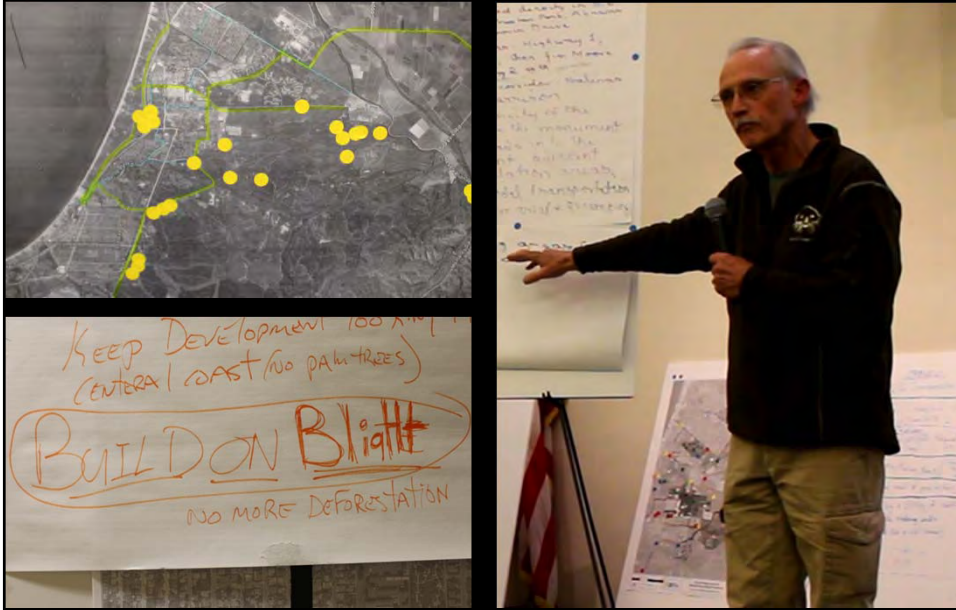
street typology



Rural Roadways: Sensitive

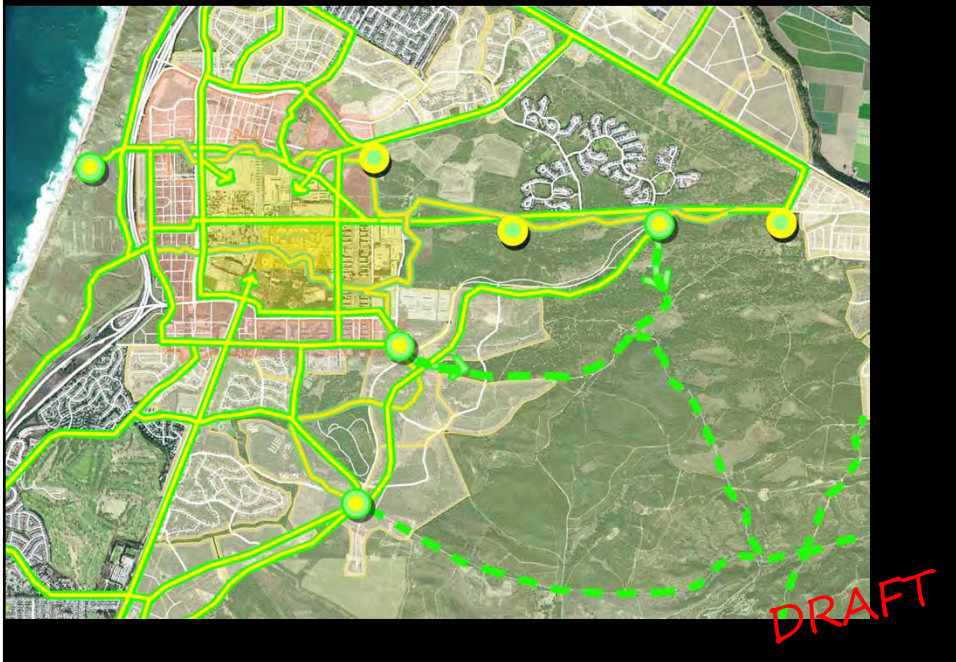
preserved landscapes
& increased access

increase access to preserved landscapes

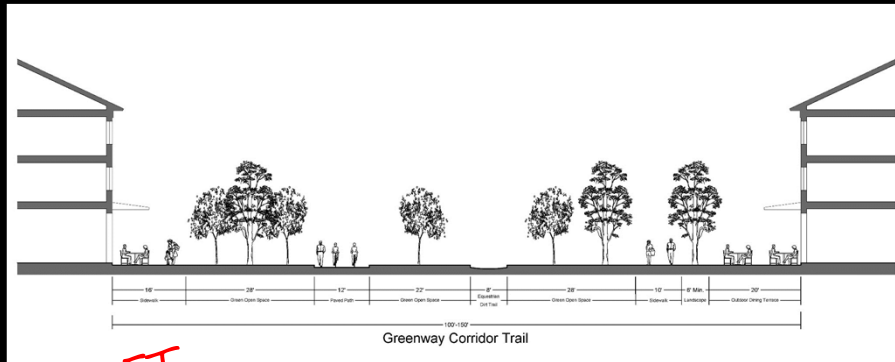


30 of 31 tables

trails



trail typology



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Greenway Corridor

trailhead concept



Components: Parking, Map, Restroom, Equipment Rentals, Cafe

emerging design guidelines

1. Fronts face front
2. Street connectivity
3. Primacy of open space & vistas
4. Scale of public space
5. Walkable streets
6. Legible centers
7. Mix of uses
8. Mix housing types
9. Context-sensitive trails
10. Customized gateways

questions
remain...

