

Zero Emissions Shared Mobility Study - Summary of Public Feedback.xlsx

Source	Commenter	Comment	Response or Action
AMBAG	Amaury Berteaud	[Micromobility Service] for the program lead, I would recommend adding the option of a public-non profit partnership. Public agencies may not have the capacity to take on such a complex project without a non profit community partner.	Added call-out: "A partnership between a public agency lead and non-profit operator can prioritize public benefits while minimizing operational burden on the public agency." (Now pg 48)
AMBAG	Amaury Berteaud	[Expanded Trolley] I would mention the SURF project as the enabler of this proposed recommendation. I think it would provide a good tie in with work MST has already embarked on, and highlight that the surf project has the potential to create an influx of ridership that would justify expended operations.	Added SURF! Busway to ma and to project benefits, "Builds on the SURF! Busway to offer more connections from Peninsula communities to Salinas" (now pg 63)
TAMC	Todd Muck	Removing the "major projects coming soon" text and map would improve the clarity and impact of the study. Starting off a study of shared mobility options by citing major regional projects, none of which are Monterey County's projects, is confusing and distracts from the study's purpose. The study should start with a purpose and need for the shared mobility options (i.e., page 2), rather than major transit and active transportation projects. TAMC recommends removing this section completely or moving the description of these regional transit, rail, and active transportation projects to another section about relevant projects undertaken by others, maybe an appendix, or after the section describing collaboration with TAMC and AMBAG (page 5).	Relocated to the end of chapter 3 (now pgs 16-17)
TAMC	Todd Muck	TAMC requests that the study cite the sponsor and provide website links for each regional project under the relevant description	Added hyperlinks for each project provided in memo
TAMC	Todd Muck	Safety related projects and programs would be more relevant to reference in the shared mobility study. TAMC's Safe Routes to Schools and Vision Zero/Safe Streets Together Monterey County programs are multi-faceted efforts to reduce transportation related injuries and fatalities.	Added new section on TAMC Safe Routes Monterey (pg 12)
TAMC	Todd Muck	Graphics are blurry and detail is hard to see in various figures throughout the document. Please try to make the images, maps, and charts in the document cleaner and easier to read (see especially page 3, figures 3 and 4, and the maps on p. 20 and 26).	Draft saved as larger file size / higher quality version
TAMC	Todd Muck	Please use the ADA accessibility rules for document content, such as including a description of what is in the chart or image as "alt text".	Alt text is included for all appropriate figures and images.
TAMC	Todd Muck	Please cite your source for Table 1 on page 4 directly above, under, or within the table itself.	Updated text to "Based on these figures, Table 1 infers the suitability for each mode at different scales of a transportation network in response to these shifting trip distances."
TAMC	Todd Muck	Captions or footnotes are more effective than endnotes to support the study's assertions.	Incorporate references into citations where possible, rather than endnotes
TAMC	Todd Muck	On page 11, please note that the ATP, MTP, and RTP are all in the process of being updated by TAMC and/or AMBAG. Please let us know if you would like more information. TAMC recommends including links to these plans in the study.	Noted that updates to the ATP, MTP, and RTP are underway.
TAMC	Todd Muck	This section should also cite the Monterey County General Plan and Community Climate Action and Adaptation Plan and describe this study's role in that context.	Added paragraphs on the General Plan and CCAAP to pg 12.
TAMC	Todd Muck	Please expand your demographic information (page 13) and describe if or how the shared mobility options could be accessed by seniors and youth. An exploration of the access needs could be expanded to show who is being affected most by lack of shared mobility and who can access it when it is implemented.	Added demographic information on youth and young adults, and older adults and seniors to pg 15.
TAMC	Todd Muck	Please correct a typo in the description of ITN Monterey County on page 17 – it is the Independent Transportation (not Transit) Network.	Corrected to Independent Transportation Network
		Please correct the description of TAMC's emergency ride home program so that it reads as follows:	Corrected description using text provided
TAMC	Todd Muck	TAMC's Commute Alternatives Emergency Guaranteed Ride Home program provides registered carpoolers, transit riders, vanpoolers, bicyclists, and walkers with reimbursement up to \$60 for a taxi, ride-share, or rental car in cases due to illness, crisis, or unexpected overtime required by their employer on a day they use an alternative mode of transportation. Participants are allowed one reimbursement per month while enrolled in the Emergency Ride Home/ Commute Alternatives program. The program is available to anyone who lives or works in Monterey County and uses alternative transportation at least once per week. Participants register in advance through TAMC and their employer. These emergency ride-home options help remove barriers to choosing sustainable modes by offering a safety net for unplanned situations.	
TAMC	Todd Muck	Please fix the typo on Figure 11 on p. 21 that presumably is meant to refer to CSUMB (not SCUMB). All maps in this section (figures 11-14) should include a description in the legend for the solid lines on the maps. The maps lack topographic context that could go some way to explain the pedestrian gaps. Figure 11 is missing Del Rey Oaks and Pebble Beach and Figure 14 is missing Carmel Valley.	Updated maps; legends updated. No change to topographic context.
TAMC	Todd Muck	In the Shared Mobility Opportunity and Potential Section (p. 20), low density is highlighted as not efficient for transit. This finding could be expanded upon. TAMC suggests showing the cost benefit for implementing shared mobility as compared to expanding transit options in low density areas.	Added sub-section "Microtransit in low density areas" (now pg 25)
TAMC	Todd Muck	Quick build projects are referenced in the Mobility Hub for EV Fleet section (pages 30-32) but not explicitly defined. The study should explain what is meant by "quick build" and show example costs of quick build pilot projects to support the feasibility of implementation.	
TAMC	Todd Muck	The Bike Share funding model (table 6, page 43) showing annual costs to agencies should cite the year of the cost estimate and include examples of fund sources to cover these costs.	
TAMC	Todd Muck	TAMC recommends showing how shared mobility will provide benefits in comparison to alternative scenarios or the current status quo in the jurisdictions discussed.	
Caltrans		Numerous instances acronyms are not defined throughout the document, please review acronyms to see if added definitions are already provided.	Acronyms updated
Caltrans		All final reports funded through the Sustainable Transportation Planning Grant Program shall credit the FHWA, FTA, or Caltrans' financial participation on the cover or title page.	Added "Funded in part by a Sustainable Communities Grant from the California Department of Transportation (Caltrans)" to cover page
Caltrans		An Americans with Disabilities Act of 1994 (ADA)-accessible electronic copy of all final reports shall be forwarded to the Caltrans district office responsible for the administration and oversight of the grant.	Will send to Caltrans District Office
Caltrans		Define NACTO in the first paragraph; first mention of the organization/acronym	Defined NACTO
Caltrans		Consider increasing the size of the figure, it is hard to read some of the data	Figures 2 and 3 enlarged
Caltrans		Why is Bicycling shaded in the figure? Consider defining	Replaced with a new graphic with better clarity and more recent data.
Caltrans		The last sentence quoting the sustainability program seems to include a footnote, but I am unclear where that reference is.	Instead of directly quoting the Sustainability website, removed the quotes around the sentence so no footnote reference needed.
Caltrans		I think the general public will be confused by the references to general plan goals and policies. Consider clarifying those citations	Adjusted language slightly for clarity
Caltrans		TAMC is updating their ATP and RTP and AMBAG is updating the MTP, you may want to mention these initiatives are underway.	Noted that updates to the ATP, MTP, and RTP are underway.
Caltrans		You may want to also include the Caltrans Active Transportation Plan (2021) which would fit with these documents and speaks to Monterey County	Added Caltrans ATP to pg 5
Caltrans		The last sentence of the first paragraph at the top of column two states, "unaware the services..." It is unclear to me which service this is referring to.	Updated sentence for clarity
Caltrans		Can you elaborate on the key infrastructure gaps mentioned in the fourth paragraph?	Updated sentence for clarity
Caltrans		Caltrans documents should have also been considered with respect to regional connectivity and connection to adjacent counties.	Project team did not expand on adjacent counties at this time.
Caltrans		Is there a way to increase the size of this figure, it's hard to read	Figure 6 enlarged
Caltrans		Unclear where I can find footnotes 4, 5 and 6	Added captions for US Census Data
Caltrans		Consider increasing the size of the figure, it is hard to read	Figure enlarged
Caltrans		Consider increasing the size of the figure, it is a little hard to read and there is room on the page	Figure enlarged
Caltrans		Consider increasing the size of the figure, it is a little hard to read and there is room on the page	Figure enlarged

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Caltrans		The second sentence refers to an active transprotation gap on Merritt St. The Caltrans CAstroville Improvement project is actively constructing class 2 bike lines, replacing curb/gutter, adding c rossings and landscaping. Please revise this reference.	Removed mention of Merritt St.
Caltrans		Consider increasing the size of the figure, it is a little hard to read and there is room on the page	Figure enlarged
Caltrans		Consider incresing font size of labels	Figure labels enlarged
Caltrans		Consider swapping the order of the pages. If feel like the figure belongs within the Recomendation section, but comes before the headder. I think many will glance at the map and move on before realizing the discussion on page 27.	Swapped order of pages 30-31
Caltrans		Font at the top and bottom of text box is cut off	Inset spacing adjusted
Caltrans		The third sentence is missing a comma beftween ridehail and electric charging	Sentence revised
Caltrans		Try to find a way to fid this sentence on the page with table 3	Added sentence to the top of pg 35
Caltrans		Why are the Salinas Transit Center and Inntermodal Train Station in diffeerent columns, they are only one block from eachother?	Replaced Intermodal Train Station with Salinas Transit Center. For the purpose of this study, Salinas Transit Center is part of both potential mobility hub networks for North County and South County Corridor.
Caltrans		I dont know if I agree the MST stops are a good fit for mid-sized hubs. Many are neighborhood serving bus stops on the sidewalk with little room for the infrastructure described (like EV charging). Seems like this would fit better with Monor or mini.	Revised language to connect mid-sized to high-frequency transit and not mid-sized stops.
Caltrans		Are there any other state parks facilities that might be a good fit for mid sized?	
Caltrans		What about dedication of land for new developments?	Included Land Developers in the partners list.
Caltrans		For locations, what about Salinas Ag-Industrial Center Sppecific Plan site, Salinas' East Side developments, Vista Lucia Development in Gonzales?	Deeper discussion required.
Caltrans		Proect benefit text is cut off at top	Inset spacing adjusted
Caltrans		Proect benefit text is cut off at top	Inset spacing adjusted
Caltrans		Can this section shift a little to the left? it is a little close to the County boundry/land mass	Spacing adjusted
Caltrans		Proect benefit text is cut off at top	Inset spacing adjusted
Caltrans		Spell out FTE, not eveyone may know that acronym	Updated text for clarity
Caltrans		Project benefit text is cut off at top	Inset spacing adjusted
Caltrans		Please define MDS and GBFS	Defined MDS and GBFS
Caltrans		Consider a mention of disability-friendly scooters and bikes. Some e-scooter and bike services offer attachments such as a seat or a special bike with pedals and a throttle that can be strategically places or specially reserved for folks with disabilities who may tire out quickly from standing or pedalling (Such as City of Davis SPIN bikes)	Added content to "Why is this Needed" on pg 50
Caltrans		Consider mentions and connections to Monterey Peninsula College (MPC), including satellite campuses	
Caltrans		For the "Amtrak" section, consider mentioning the bus service that FlixBus (formerly known as Greyhound) offers as well. At certain cities throughout the Central Coast, it seems that Flixbus and Amtrak have a sort of cooperative agreement as Thruway Buses operate on behalf of Flixbus.	Added section on privately-operated fixed route transit to pg 19.
Caltrans		In addition to paratransit and senior shuttles, MST also offers a subsidized taxi ride initiative (voucher program) in which seniors, people with disabilities, and those with limited incomes have same-day service options within the city limits of Carmel, Carmel Valley, Del Rey Oaks, Marina, Monterey, Pacific Grove, Pebble Beach, Sand City, or Seaside.	Added section on MST Taxi Voucher Program to pg 21.
Caltrans		Figure 14 identifies a couple pedestrian gaps along Highway 1, one near Andrew Molera State Park and the other near McWay Beach. It was not clear to if any improvements are proposed to close those gaps?	Added sentence "Where feasible, targeted investments in safe walking facilities should be made to improve pedestrian safety and access in high-use areas." to pg 29.
Public Comment	Michael DeLapa, LandWatch	LandWatch Monterey County appreciates the County's work on the Draft Zero Emissions Shared Mobility Study. We support the general direction and concepts outlined in this study, including shared micromobility (e-bike/scooter) hubs, electric car sharing, and expanded trolley and bus service. We are excited to see these ideas further develop and implemented At the same time, we believe this document is a mobility study; it should not be treated as a transportation greenhouse gas (GHG) emission reduction strategy, or a substitute for one, as a component of the County's Climate Action Plan. As drafted, the study does not include even high-level estimates of avoided car trips, avoided vehicle miles traveled (VMT), or GHG reductions. It also does not evaluate how these programs might reduce the need for additional automobile-oriented infrastructure and land uses (e.g. parking supply and roadway capacity) as travel demand grows. Without this information, it is difficult to understand the likely scale of outcomes or to compare and prioritize the options presented in this report. LandWatch recommends adding rough benchmark estimates for the potential benefits of each proposed project, even if based on simple assumptions and ranges. At minimum, the study should estimate avoided car trips and avoided VMT and ideally provide a transparent pathway to approximate GHG impacts. We also recommend including a comparison against the alternative of accommodating equivalent mobility demand through private automobiles,for example, the parking and/or lane expansions that may be necessary to meet demand if the proposed bike/transit projects are not completed. This would make the document far more actionable for prioritization, grant applications, and public decision-making.	Each project proposal now includes a section on "Estimated Avoided Vehicle Trips and Miles Traveled" (pgs 38, 48, 54, 60, 65, 72)
Public Comment	Resident of Monterey County	As a student living in the Monterey area from 2019-2021, I benefited greatly from public buses and from bicycle infrastructure in Monterey and Pacific Grove. I used the coastal rec path for my daily commutes to class. I also used the bus service from MST (now discontinued) to travel to Big Sur. Many of my fellow students did not have cars, so the bus was a cost-effective, convenient option to enjoy a hike and trip to the beach as a group. That Big Sur bus connection was called out in your study, and I would love to see service resume in the future. Now I more frequently use bus 20 connecting Salinas and Monterey. I do wish that there were ways to get those buses through traffic more quickly during commuting hours, but even in its current form, that route has been a wonderful way to get around when I do not have access to my family's car. Perhaps the addition of a bus lane or HOV/bus lane along those arteries could be a solution. Finally, I would love to see more inter-city bus service (or even more frequent rail service!) resume from the Amtrak station in Salinas or from other transport hubs in the area. One example that comes to mind is a bus line connecting Monterey to Santa Cruz. That trip takes around 1 hour driving (even with some traffic) and getting there on buses it takes 3-4 hours, provided buses are running at all. With traffic being such a big issue, providing a shared mobility option seems like a great opportunity to get cars off the road. Bus connections to the Bay Area could also be quite helpful. Thank you for all the hard work you and your team have put into this study. I look forward to living in a more transport-connected Monterey County in the years to come!	

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Public Comment	Kakani Young, President of the Carmel Valley Village Improvement Committee	I live in Carmel Valley Village and am President of the Carmel Valley Village Improvement Committee, a small non-profit that focuses on infrastructure improvements (ie safety, community, mobility) for the Village. I also work in Moss Landing at MBARI, so am acutely aware of commute challenges and gaps that we have and the need to grow our transportation networks sustainably. I wanted to commend you all on the work you've done for the zero emissions shared mobility study. While I appreciate the emphasis on transit (I wish we had better volumes out here), I'm wondering if there's a similar study or effort that focuses on building out infrastructure to improve micromobility more generally throughout Monterey County. In other words, rather than focusing on bike/scooter share, how are we expanding bicycle and pedestrian networks through urban and rural areas? I'm aware of FORTAG, however are there efforts to expand bicycle networks on existing road infrastructure (e.g. put protected bike lanes on Alvarado St). Are there funding opportunities to do that? Something that we're interested in doing in the Village, and we're about to discuss these ideas with Kate Daniels, is to put in protected bike lanes on Carmel Valley Rd and other surface streets to promote the use of bikes for small trips (i.e., grocery shopping, going to school) to reduce the pressure on our limited car parking supply. Another thing I wanted to ask is that I saw the Carmel Valley Road corridor not represented in any of the maps or plans. While I agree Carmel Valley Village is a small place, our area is increasingly visited by individuals in the County because of our growing food and wine industry. How could our CVVIC group become more involved in studies or discussions with your team?	Added Carmel Valley to map on pg 29
Public Comment	Nick McIlroy, Sand City Planning Manager	The City of Sand City supports the goals of the Monterey County Zero Emissions Shared Mobility Study and recommends inclusion of Sand City's planned Multi-Use Trail as a key example of a near-term opportunity to close a regional active transportation gap. Sand City is advancing a new multi-use trail within the Transportation Agency for Monterey County (TAMC) railroad right-of-way that will close a critical missing link in the Monterey Bay Coastal Recreation Trail. The project will provide a protected, off-street corridor connecting the State Route 218 and Del Monte Boulevard intersection to Playa Avenue, where it will connect to Monterey-Salinas Transit's (MST) multi-use trail and the regional Bay Trail. The project is currently at 30% design complete, with the City planning to release a Request for Proposals (RFP) in early 2026 to complete final (100%) designs. Once constructed, the trail will improve access for biking, walking, and other zero-emission travel modes between Sand City, Seaside, and destinations along the Monterey Bay, while enhancing safety and regional connectivity. Sand City encourages the County to recognize this project as a priority missing link that advances shared mobility, supports zero-emissions travel, and leverages an existing transportation corridor to deliver regional benefits.	
Public Comment	Summary of Comments from 5 Monterey County Residents	Developing a network of safe streets and protected lanes for biking in Monterey County, especially to schools. • Pedestrianized streets as community attractions like Alvarado St. & Lighthouse Ave in Monterey and Broadway Ave in Seaside. • Allowing stop-yield for bicycles at stop signs. • Increasing bus frequency and times. • Bus service to Santa Cruz, Carmel Valley, and along Big Sur. • Dedicating a lane on Highway 1 from the Carmel Crossroads to Marina to bus and "exit/enter only" use. My friends and family feel forced to use cars as our primary mode of travel because of the lack of bike infrastructure and convenient transit access. If these were provided, I would drive much less often or let go of one of the family cars. I also think these additions would be extremely helpful to keep myself and my family more active, healthy and engaged in our community. Making bike routes safer and more appealing, busses more accessible and walking to favorite venues easier would improve our quality of life as well as that of our community.	Added section "Building Active Transportation Infrastructure to support Shared Micromobility" on pg 4, referenced updates to TAMC's Active Transportation Plan underway on pg 11, and included information about Safe Routes Monterey on pg 12.
Public Comment	Resident of Monterey County	Please consider the following points that I think would improve our community: - More protected bike lanes to have more direct access to the bike trail and popular business districts. For example how does one get from the rec trail to Trader Joe's? How can you safely from the rec trail to Alvarado street? Etc..... There is no dedicated/ and or protected bike lane to do this. Paint is not protection! - The same example can be applied to residential commuting as well. There needs to be a review of bike safety and networks to move from rec trail to/from residential areas and businesses. - Bike parking! PG, Monterey and Seaside - you can take the rec trail between them but bike parking is so limited that people are locking their bikes to metal cables attached to power line poles or parking signs. - Would love Alvarado and Broadway to be completely pedestrian! - Sidewalk dips where people with wheelchairs, strollers or walking their bikes, pulling carts, folks who are blind, can easily get from the sidewalk to the street - Sidewalk continuity in general- so many areas have sidewalks that just end (and also have no way to get back onto the street unless you are able bodied) - More responsive crosswalks. Example when crossing Lighthouse, it often feels like you're waiting for a long time before the light responds to allow you to cross. Why cater to cars when you're trying to encourage a lively business district with heavy food traffic? - I believe Monterey County (city?) used to provide subsidies for electric bikes, bring back that initiative and people will drive less! My friends and family feel forced to use cars as our primary mode of travel because of the lack of bike infrastructure and convenient transit access. If these were provided, I would drive much less often or let go of one of the family cars.	Added section "Building Active Transportation Infrastructure to support Shared Micromobility" on pg 4, referenced updates to TAMC's Active Transportation Plan underway on pg 11, and included information about Safe Routes Monterey on pg 12.

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Public Comment	Peter Berridge, Pacific Grove Resident Vice President - MORCA (Monterey Off- Road Cycling Association/501C3)	I want to congratulate you and your teams for your outstanding work on the Monterey County's Zero Emissions Shared Mobility Study. As someone who works for a local public agency - Central Coast Community Energy (3CE - I am familiar with everything that goes into a project like this, and also with everything that could come out of it. Though I have been following the project as it progressed, the Draft Plan is more than sufficient to quickly familiarize anyone who is new to this initiative. I am equally impressed with the outcomes and very excited for the future of transportation in Monterey County. I look forward to sharing the good news with friends, neighbors, and co-workers and to rallying around some of the Phase 1 projects. Please let me know if/when there are opportunities for ambassadors or local "guides." Again - congratulations on a job very well done! Thank you for all you do.	
Public Comment	Resident of Monterey County	I am a Monterey resident and my main mode of transportation is my bike. I really appreciate the intent of this study and the recommendations it makes, but found some gaps that I think are really key to making this study an effective recommendation to implement for Monterey. 1. We need drastically better bike infrastructure to facilitate current bike users and new ones from the bike share programs proposed. Right now there is an exceptionally heavy reliance on the Rec Trail, which does provide a key corridor, but safe streets to bike on to realistically connect people to our homes and the things we need in our day to day life is lacking. For example, I bike Pacific St everyday, close between the row of parked cars and passing traffic. I have repeatedly been nearly doored by parked cars and passed within 3 ft by cars. It feels like not a question of if I will be hit by a car, but when. Sharrow-decorated streets aren't solutions either, studies have shown these to be more dangerous to bikers than streets even without any specific bike indicators. What we need are separated bike lanes connecting the rec trail into towns. Right now, it's a mix of biking on sidewalks in areas that are completely unsafe or biking scarily close to traffic. Parts of bike infrastructure are also allowing stop-yield for bikes at stop signs, traffic lights recognizing bikers (and not silly buttons for bikers to press like the one at Old Fisherman's Wharf crossing Del Monte, needing to cross traffic turning, risking being hit, to get back to the straight crossing. It's a nightmare and an accident waiting to happen). We need so many more bike racks than we currently have or that are planned with the mobility hubs. We need bike racks in front of doctors offices, in front of stores, by beach accesses. 2. We need pedestrianized streets, especially Alvarado St and Broadway Ave. These kinds of places also will help encourage people to use non-car modes of transportation to access. Plus, these are just hubs for bringing community together and out of their individual cars. You have to make the change out of cars irresistible. Again, I really appreciate the start that this study is. But it seems to be proposing adding bikes, both for bike share and micromobility modes, without addressing the lack of safe, adequate bike paths, is a solution that caters to tourists just going between the major tourist points, without consideration for the people who live and work here. We need safe bike routes at a minimum, but ideally convenient and enjoyable bike paths if we want to see people actually turning toward bikes.	Added section "Building Active Transportation Infrastructure to support Shared Micromobility" on pg 4, referenced updates to TAMC's Active Transportation Plan underway on pg 11, and included information about Safe Routes Monterey on pg 12.

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Public Comment	Resident of Monterey County	As a Seaside resident who commutes to Pacific Grove for work, and as a parent of two children who walk, bike, and take public transit in our community, I strongly support the study's goals of expanding safe, sustainable transportation options. However, I want to emphasize the critical need for improved bicycle and pedestrian safety infrastructure in Northeast Seaside to make these zero-emissions mobility options truly accessible and safe for families like mine. My Family's Transportation Challenges: My family relies on a mix of transportation modes daily. My 15-year-old takes the MST bus from our home to the Monterey Transit Station and walks approximately 15 minutes from there to Monterey High School. My 12-year-old walks to the International School of Monterey in Seaside. I work in Pacific Grove and would like to use my e-bike more frequently via the Coastal Recreation Trail, which offers an excellent car-free route when I can safely access it. However, significant safety barriers prevent us from fully embracing these sustainable transportation options. Specific Safety Concerns in Northeast Seaside - For my 12-year-old's school commute and neighborhood biking: The west-east arterials in Northeast Seaside—specifically Ord Grove, LaSalle, San Pablo, and Broadway between Highland and Yosemite streets—present serious safety hazards for young pedestrians and cyclists. These streets lack dedicated bike lanes and have poor pedestrian visibility due to cars parked along the roadways. My son must cross these busy streets daily to reach school, and I am deeply concerned about allowing him to bike independently in these conditions despite his desire to do so. For my commute to the Coastal Recreation Trail: While the trail itself is excellent, accessing it from Northeast Seaside is hazardous. The route segments I must navigate—Ord Grove from Highland to Fremont, Playa Avenue, and the Edgewater shopping center intersections between Costco and Target—lack safe bicycle infrastructure. I have personally experienced the consequences of these gaps: while exiting the rec trail onto the Highway 1 overpass at Tioga Avenue, I suffered a fall and minor injury when my bike's front wheel struck a curb that extended halfway into the crosswalk. For my 15-year-old's transit-to-school connection: My older son has described a close call when crossing near the Monterey Transit Station—he stepped in front of a bus and the driver nearly hit him. This highlights the need for improved pedestrian safety infrastructure around transit hubs where students and other vulnerable users are making connections between modes. Recommendations for the Study I strongly support the study's emphasis on zero-emissions shared mobility, but these services will only succeed if people can safely access them. I urge the County and its partners to prioritize the following: Dedicated bike lanes on key arterials in Northeast Seaside: Specifically, Ord Grove, LaSalle, San Pablo, Broadway, Playa Avenue, and routes connecting residential areas to the Coastal Recreation Trail. These protected lanes are essential for making bike travel safe for children, families, and commuters. Enhanced pedestrian infrastructure: More marked crosswalks with high-visibility signage and improved sight lines at intersections where parked cars create blind spots. Priority areas include the west-east crossings between Highland and Yosemite streets, and around the Edgewater shopping center. Trail access improvements: Better connections between neighborhoods and the Coastal Recreation Trail, including fixing infrastructure hazards like the curb extension at Tioga Avenue that caused my fall. Transit station safety upgrades: Improved pedestrian crossings and sightlines around the Monterey Transit Station and other high-volume transfer points where students and riders connect between buses and walking routes. Integration with the Vision Zero Action Plan: As noted in the study, TAMC's Vision Zero plan is currently under development. The safety gaps I've described in Northeast Seaside should be addressed as part of that regional safety effort, particularly around schools and transit connections. Why This Matters The study rightly identifies that many residents want to shift away from car dependency but face real barriers. My family is living proof of this. We want to bike, walk, and use transit—we are already doing so—but we are doing it in conditions that feel unsafe. My 12-year-old should be able to bike to school and around his neighborhood without me fearing for his safety. I should be able to commute by e-bike without risking injury on poorly designed street crossings. My 15-year-old should be able to walk from the bus to school without nearly being hit by a vehicle. These are not abstract concerns. They are daily realities that prevent families from embracing the zero-emissions future this study envisions. Conclusion I appreciate the comprehensive approach this study takes toward expanding shared mobility options, and I support the recommended investments in mobility hubs, e-bike libraries, and micromobility services. However, these programs will only reach their potential if the County simultaneously invests in the foundational infrastructure—protected bike lanes, safe crosswalks, and pedestrian-priority streets—that makes car-free travel safe and practical. I urge Monterey County, TAMC, and local jurisdictions to prioritize "Complete Streets" improvements in Northeast Seaside and similar underserved areas as a critical component of implementing this Zero Emissions Shared Mobility vision. Our community is ready to embrace sustainable transportation—we just need the infrastructure to support it safely. Thank you for the opportunity to comment. I am happy to discuss these concerns in more detail if county staff would like additional input from families using these routes daily.	Added section "Building Active Transportation Infrastructure to support Shared Micromobility" on pg 4, referenced updates to TAMC's Active Transportation Plan underway on pg 11, and included information about Safe Routes Monterey on pg 12.
Public Comment	Resident of Monterey County	Van pools should be strongly supported for large employers of staff (chomp, montage, aquarium, csumb) working peak commute time shifts. Public transportation needs to be more readily available in more locations using with smaller buses.	

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Public Comment	Eli Lessman, Monterey Bay Air Resources District (MBARD)	What active transportation project types did survey respondents identify as important? Out of the active transportation project types that the survey respondents identified as important, in what order did the survey respondents prioritize the different active transportation project types?	Project team provided a summary of the active transportation projects that were presented in the public survey, and the level of support for each initiative.
Public Comment	Kimberly Cole, Monterey County	Our staff reviewed the document and has no comment. Thank you, Kim	