Item #1: Street Renaming (Exhibit 1)

Issue: A number of Monterey streets change names as they cross the City. Further, the Highway One exits are not named after downtown destination streets. This creates confusion for the visitor and creates difficulty in providing directions and finding destinations.

Solution: The recommended name changes create continuity, carry Downtown street names to the edge of town, and also create the opportunity to sign Highway One exits to match Downtown street names. The Alvarado street businesses would greatly benefit from this change. The Planning Commission supports two of the three proposed street name changes as follows:

| Change Fremont and Munras to Alvarado | Yes | No |
| Change Munras and Washington to Abrego | Yes | No |
| Change Del Monte to Lighthouse | Yes | No |

Item #2: Downtown Circulation and Parking (Exhibits 2-8)

Issue: The existing downtown street system does not provide an instinctive path that leads to and through the downtown core area.

Solution: The Planning Commission supports a complete change of the one-way street system to two-way. Though this change may increase congestion, this impact was perceived to be beneficial to businesses. Parking and travel lane widths on Alvarado Street decrease and sidewalk widths increase. The Del Monte and Franklin curb to curb widths decrease, providing two travel lanes, one center left turn lane, and a total of 24 parking spaces would be omitted between Calle Principal and Washington. The sidewalk widths increase.

Issue: The existing MST Transit Center located at Simoneau Plaza restricts some of the street and plaza design concepts that are emerging from the Downtown Specific Plan efforts.

Solution: The Planning Commission supports the concept to relocate the Transit Center to Washington Street adjacent to the Sports Center. Ten bus bays would be accommodated on Washington and two bus bays would be located around the corner on Del Monte. A portion of the Sports Center parking lot adjacent to Washington would be dedicated to the Transit Center.

Issue: The Del Monte / Washington Intersection does not provide an adequate gateway to the downtown area. The blank walls of the Sports Center, Custom House garage, and Portola Garage provide a less-than enticing welcome to the downtown area. Also, due to its width and complexity, the intersection impedes any safe and inviting pedestrian and bicycle connection between the downtown and the waterfront.

Solution: The Planning Commission supports the concept of extending the downtown street grid one block north. The resulting new street configuration splits the portion of Del Monte between Figueroa and Tyler into a three-lane, one-way couplet, referred to as the “square-about.” The new North Del Monte provides a new interface between the downtown and the waterfront, provides better Bay views for west-bound traffic, and showcases the Passenger Depot lot as a dominant feature of this new linkage. The new grid pattern also creates a new opportunity site for a gateway feature to the downtown. This new site will be visually prominent to west-bound traffic as well as east-bound traffic exiting the tunnel. This concept also greatly reduces pedestrian and bicycle crossing distances.
**Issue:** The Alvarado Pedestrian Mall and the Custom House Plaza lack pedestrian activity and do not visually connect the downtown area with Fisherman’s Wharf and the waterfront.

**Solution:** The Planning Commission supports the extension of vehicular access north through the Alvarado Mall and Custom House Plaza and east to connect to the extension of Washington. This access could allow cars at limited times, or be limited to certain types of vehicles, such as bicycles, pedicabs, horse-drawn carriages, and/or shuttles.

**Issue:** The two-way configuration of the downtown street network provides opportunities to create new plazas, enhance existing plazas, and showcase historic resources.

**Solution:** The Planning Commission supports creating a new plaza area in front of the Larkin House and limiting access along Polk to activate connectivity throughout the “Island of the Adobes” area. This requires the realignment of Calle Principal at Jefferson. Also, the portion of Pearl between Tyler and Alvarado becomes accessible for bicycles only. This allows the expansion and improvement of Simoneau Plaza.

**Issue:** The parking survey data for the downtown shows a surplus of parking during most of the year.

**Solution:** The Planning Commission supports the use of a combination of parking management and zoning strategies to maximize the use of existing parking supply. The Planning Commission also supports the conversion of on-street parking spaces to outdoor seating.

<table>
<thead>
<tr>
<th>Circulation</th>
<th>One-Way</th>
<th>✔ Two-Way w/ Polk Historic Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Plaza</td>
<td>✔ Washington w/ Simoneau Reconfiguration</td>
<td>Simoneau</td>
</tr>
<tr>
<td>Del Monte/Washington</td>
<td>T-Intersection</td>
<td>✔ Expanded Downtown</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Alvarado Mall Connection:</td>
</tr>
<tr>
<td>Calle Principal realignment</td>
<td>✔ Yes</td>
<td>✔ Yes / No</td>
</tr>
<tr>
<td>Parking management and zoning strategies</td>
<td>✔ Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

**Item #3: Lighthouse Circulation and Parking (Exhibits 9-10)**

**Issue:** Lighthouse serves residential, regional, and DLI traffic, channels visitor traffic exiting the Cannery Row parking areas to the Lighthouse tunnel, and serves as a gateway to the Lighthouse business district. As a result, Lighthouse is often congested. Also, Lighthouse businesses suffer from the left-turn restrictions along the corridor, which creates frustration for patrons who are forced to circle back around a two-block radius if a business destination is inadvertently missed. Narrow parking lanes create a hazard for passengers attempting to safely park in on-street spaces and exit their parked vehicles. Average vehicle speeds exceed the speed limit, exacerbating every issue.

**Solution:** The Planning Commission supports decreasing travel lane widths and increasing parking lane widths along Lighthouse. Bulb-outs at the intersections will increase pedestrian safety by narrowing the crossing distance. Incremental bulb-outs mid-block will provide opportunities for landscaping or outdoor dining. The Planning Commission also supports future consideration of allowing left turns at one or two key intersections.

**Issue:** The parking survey data for Lighthouse/Cannery Row shows some surplus of parking and an imbalance of the use of parking supply.
**Solution:** The Planning Commission supports the use of a combination of parking management and zoning strategies to maximize the use of existing parking supply.

<table>
<thead>
<tr>
<th>Circulation</th>
<th>✔ Modified Existing</th>
<th>Modified 4-3</th>
<th>Clockwise Couplet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking management and zoning strategies</td>
<td>✔ Yes</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

**Item #4: North Fremont Circulation and Parking (Exhibits 11-14)**

**Issue:** Vehicles exit the Highway One off-ramp onto North Fremont at unsafe speeds and tend to carry high speeds through the corridor, which is not conducive to providing a gateway to the business district, increasing pedestrian safety or otherwise lending to a successful business corridor.

**Solution:** The Planning Commission supports working with Caltrans to provide traffic calming measures at both the westbound entrance to and the east-bound exit from Highway One.

**Issue:** Crossing distances are long and unsafe for pedestrians.

**Solution:** The Planning Commission supports the addition of mid-crossing pedestrian refuge areas with signal controls.

**Issue:** Blocks along North Fremont between the side streets are long, which results in the tendency for the pedestrian to J-walk at mid-block.

**Solution:** The Planning Commission supports the addition of mid-block crossing signals for pedestrians.

**Issue:** Traffic signals are not synchronized with the Caltrans Canyon del Rey (SR 218) signal or City of Seaside signals along Fremont.

**Solution:** The Planning Commission supports pursuing the synchronization of signals along the corridor between the three jurisdictions.

**Issue:** The parking survey data for North Fremont shows a surplus of parking. Fairgrounds events impact parking in adjacent neighborhood.

**Solution:** The Planning Commission supports the use of a combination of parking management and zoning strategies to maximize the use of existing parking and reduce the need to construct new parking.

<table>
<thead>
<tr>
<th>Gateway – Extend and add main street design treatments</th>
<th>✔ Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-crossing pedestrian refuge</td>
<td>✔ Yes</td>
<td>No</td>
</tr>
<tr>
<td>Mid-block crossing signal</td>
<td>✔ Yes</td>
<td>No</td>
</tr>
<tr>
<td>Signal coordination</td>
<td>✔ Yes</td>
<td>No</td>
</tr>
<tr>
<td>Parking management and zoning strategies</td>
<td>✔ Yes</td>
<td>No</td>
</tr>
</tbody>
</table>
2 - Way Configuration

24 parking spaces lost
2 - Way Configuration - Del Monte and Franklin
2 - Way Configuration - Alvarado

- **Existing (one-way)**: 42-50’ curb-curb
- **Proposed (two-way)**

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**ALVARADO STREET**
Alvarado / Polk / Calle Principal
Downtown Parking Strategies

- Real-Time Availability
- Wayfinding
- Valet & Tandem Parking
- Shared & Off-Site Parking
- In-lieu fees
- Unbundling
- TDM
- Demand-Responsive Pricing
- Commercial Parking District
- Residential Benefit District
- Eliminating Minimums
- Introduce Maximums or Design Guidelines
- Share Parking
Lighthouse – Modified Existing
Lighthouse Parking Strategies

- Real-Time Availability
- Wayfinding
- Valet & Tandem Parking
- Shared & Off-Site Parking
- In-lieu fees
- Unbundling
- TDM
- Demand-Responsive Pricing
- Commercial Parking District
- Residential Benefit District
- Eliminating Minimums
- Introduce Maximums or Design Guidelines
- Share Parking
Pedestrian Refuge

Add median push buttons
Mid-Block Crossing

- Break up long block lengths
- Provide a safe location for crossing
- Median refuge shortens crossing
- Potential Interruption in traffic flow
- Use of beacon or traffic signals
N Fremont Parking Strategies

- Valet & Tandem Parking
- Shared & Off-Site Parking
- Residential Benefit District
- In-lieu fees
- Unbundling
- TDM
- Fairgrounds Parking Management
- Reduced and Blended Minimums
- Introduce Maximums or Design Guidelines
- Share Parking