

## Community-Based Transportation Planning Grants

### City of Marina Bicycle and Pedestrian Master Plan

- **Grant Amount:** \$114,000
- **Grant Recipient:** City of Marina
- **County:** Monterey

Project Area – the City of Marina

Project Focus – Marina was originally developed as an unincorporated low-density residential and strip-commercial center that served the military presence in Fort Ord. The City of Marina incorporated in 1975. Due to the closure of Fort Ord, a portion of the army base was annexed to the City. Today, Marina encompasses approximately nine square miles and endeavors to recover from the economic downturn that resulted from the exodus of the military presence. Due to the redevelopment of former Fort Ord, Marina's population is expected to increase from approximately 20,000 to 30,000 over the next 10-15 years. Large development projects in South Marina (former Fort Ord) are moving forward, including the growing California State University of Monterey Bay campus, as well as development projects in North Marina, and redevelopment and infill projects in Central Marina including development of a 3.5-acre site for a regional transit facility and mixed-use (affordable housing, office, and retail) project.

Project Goals – While redevelopment of South Marina (former Fort Ord) is a priority of the City, vitalization and identification of a downtown in Central Marina is the City's number one priority. The Community's goal is to create a mixed-use, vibrant, pedestrian-friendly downtown that is surrounded

by high density residential land uses that cater to a mix of income levels and provide a mix of housing types, and to ensure connectivity of Central Marina with the growing portions of the City to the north and south. Another goal of the community is to achieve a jobs housing balance in order to reduce region-wide traffic congestion, increase the City's tax base, and provide the Marina citizen with the opportunity to live, work, and shop within their own city.



Community Outreach – In October 2009, the Public Works Commission held public meetings to consider the 2003 pedestrian and bicycling network maps and lists of infrastructure projects for Central Marina. They identify missing links needed to complete the networks. In November, 2009, a public workshop sponsored by the Public Works Commission and Planning Commission was held to reintroduce and revise the draft Pedestrian Bicycle Master Plan process. The workshop was held to provide a report on the Plan update process and to facilitate data-gathering related to walking and cycling facilities in the City of Marina. All of the hearings and meetings were open to the public and duly noticed in

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accordance with applicable requirements. The public draft of the Pedestrian and Bicycle Master Plan was released in December 2009. Feedback received at the workshops has been incorporated into the draft.

Environmental Justice Community Involvement- Starting in 2009, public meetings and hearings were webcast live and available on demand on the Marina Channel at Amp Media – community media for Monterey County. In addition, 40 copies of the Draft Plan were distributed for comments at the Marina Library, through local bicycle shops, and through the Planning Services Division. The Plan was also posted on the City of Marina Website.

Project Outcome- The Pedestrian and Bicycle Master Plan is a comprehensive and long-range planning document

focused on documenting and improving pedestrian and bicycle facilities within a given community. It guides the planning and design of facilities improvements, encourages safe and convenient walking and bicycling, and educates the public about these modes of travel and their supporting facilities. By creating a Pedestrian and Bicycle Master Plan, the City of Marina has provided itself with the tools necessary to create a walkable, bikeable, and healthy community. The Marina Pedestrian and Bicycle Master Plan has three primary purposes: providing guidelines for facilities improvements, positioning the City for grants to finance improvements, and playing a role in the City's work to reduce greenhouse gas emissions. The plan has been incorporated into the City General Plan and now guides downtown development planning.

### Challenges

- The City of Marina was developed with a traditional suburban street and sidewalk pattern, as well as a traditional land use pattern. Traditional suburban street patterns are designed for automobile use, while traditional sidewalk networks that accompany suburban streets generally exhibit limited connections to commercial and employment centers.

### Successes

- Marina's adopted Pedestrian and Bicycle Master Plan describes how the networks of pedestrian and bicycle facilities will continue to be developed over time, making it easier for those who choose to walk or cycle to their destinations. Conceptual design guidelines included in the plan illustrate Marina's preferred approach as to how the City will look with a more balanced transportation network that equally considers pedestrians, cyclists and automobiles.

