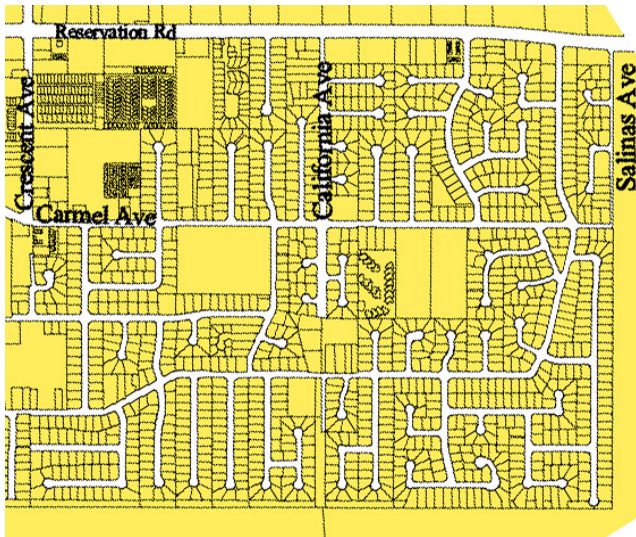


Chapter Two

Existing Conditions



Chapter Two discusses the existing conditions for bicycling and walking in Marina. First, this chapter looks at general issues related to connectivity and bicycling and walking facilities. Then it provides detailed, location-specific information about deficiencies and missing facilities needed for safe and convenient bicycling and walking in Marina. The provision of facilities is simply the first step in moving toward a more walkable and bicycle-friendly Marina. The overall environment must attract residents to use these modes. Part II of this document presents numerous tools and ideas that will make these modes attractive.

The detailed study area where specific deficiencies are identified includes only "old" Marina. These deficiencies are developed into specific projects in Chapter 3. Due to the uncertain nature of planned development, project-specific recommendations for the redeveloping areas of the former Fort Ord are not included. However, the general recommendations presented in the next few chapters should be applied to redevelopment in the former Fort Ord as well.

Overall Network Issues

Marina is a new City, incorporated in 1975, that was developed with a typical suburban street pattern and street designs similar to other cities developed in the past few decades. In addition, the former Fort Ord created a barrier, limiting the connectivity of the street network. The map above of a sample area in Marina shows the many dead end and unconnected streets.

This lack of connectivity requires Marina residents to travel farther to reach their destination, whether they travel in a motor vehicle, on a bicycle, or on foot. This lengthening of trip distance affects walking and bicycling more than driving, potentially discouraging residents from traveling on foot or by bike. As discussed in more detail in subsequent chapters, providing additional connections is critical to attaining a more walkable and bicycle-friendly Marina.

Marina does include a few good connectors for bicyclists and pedestrians linking otherwise unconnected streets. One key existing connector exists between Abdy Way and Cove Way and another makes Barrett Lane a through street for walkers and bicyclists.



Pedestrian and bicycle connector at Barrett Lane in Marina

General Street Design

The existing streets in Marina were built with typical wide suburban street standards. Wide streets provide good access for motor vehicles, and benefit emergency responders by providing plenty of clear width for maneuvering. But wide streets encourage high vehicle speeds, decrease the safety and comfort of non-motorized users and result in long exposure times for people trying to cross the street.

Local Residential Streets

Local residential street widths in Marina generally range from a reasonable 27 feet to an extremely wide 40 feet for streets serving as few as 20 to 50 homes. Most of the residential through streets, not classified as collector streets, have a width of 40 feet. Most residences have ample off-street parking, so the parking demand is minimal on most of these streets, resulting in wide-open expanses of asphalt.

Collector Streets

Collector streets in Marina also have many shapes and sizes. Many of the through residential streets in Marina are 40 feet wide. Examples include Lynscott Drive, Reindollar Avenue, Hillcrest Avenue, Costa Del Mar Road, Deforest Road, Carmel Avenue, and Bayer Drive. As seen to the right, 40 feet is often more than necessary for a collector street. On the plus side, this extra width may prove to be useful as Marina moves forward to retrofit its streets with walking and bicycling facilities, particularly bike lanes.

A few of the collector streets in Marina abut exclusively residential land uses, but at approximately 65 feet are extremely wide. These streets are Cardoza Avenue, most of Crescent Avenue, and portions of California Avenue. Possible uses of this width include moving the curb out to create a wider planter strip between the street and the sidewalk, building a raised, planted median down the center to break up the sea of asphalt and provide shade and beauty, or adding back-in diagonal parking. Cardoza and Crescent both have the potential to become access roads for future development north of the existing residential areas. Even with this potential increase in housing, these street widths are unnecessary. Future development should include medians or planter strips on these streets to mitigate the impact of the additional traffic on the existing neighborhood.



Typical residential street in Marina



Typical collector street in Marina



Cardoza Avenue



Crescent Avenue

Arterial Streets

The few arterial streets in Marina are wide and fairly hostile to pedestrians and cyclists. The major route through town runs along Del Monte Boulevard from the South edge of town at Highway 1, to Reservation Road, where the major movement makes a 90 degree turn, following Reservation Road to the eastern edge of town. In this vicinity, both of these streets are about 95 feet wide, with a raised median dividing the width in some sections. The volume of traffic on this route should drop significantly once Imjin Parkway is fully connected to Route 1 at the 12th Street Interchange. When this occurs, these roads could go on a diet, narrowing lanes, allowing additional on-street parking, and improving the bleak conditions for pedestrians and cyclists.

The other arterial streets in town, including Beach Road and the rest of Reservation Road and Del Monte Boulevard, don't carry especially high volumes of traffic. Reservation Road between Del Monte Boulevard and the Route 1 interchange is of a good size, and should simply be enhanced with continuous sidewalks and streetscape features to complement the possible development of the City Library in this area. North of Reservation Road, Del Monte carries only about 6,000 vehicles per day on a 90-foot cross section. This road could immediately be put on a diet and the space obtained could be reclaimed for other uses. Beach Road between Reservation Road and Del Monte Boulevard is another extremely wide roadway with very little traffic. It is clear that Beach Road was built with this width in anticipation of widening the adjacent roadway when future development occurs. However, a better solution would be to leave the roadway narrower, and provide a connected network of streets with new development, reducing the need for widening existing roadways.



Del Monte Boulevard at Palm Avenue



Reservation Road east near California Ave.



Beach Road at Marina Drive



Del Monte Blvd. at Beach Drive



Reservation Road West of Del Monte Blvd.

Walking Network

The same standards that resulted in very wide roads clearly included a requirement for sidewalks when new streets were built. Most of the streets in Marina have sidewalks. Many of the sidewalks have planter strips between the sidewalks and the curb, providing an important buffer between pedestrians and the roadway. The sidewalk network is fairly well developed but there are some missing segments. The sidewalk gaps in Marina sometimes exist where significant obstacles make sidewalk construction difficult. Table 2.1 lists the “missing links” in sidewalks on arterial and collector streets in Marina.

Although sidewalks exist on most streets, some of them are too narrow, or have obstructions that partially block the sidewalk. The sidewalk below on Seacrest Avenue is only four feet wide and the worn grass adjacent to the sidewalk is evidence that pedestrians regularly spill out onto the planter strip.

Future sidewalks in Marina should be built with a minimum width of 5 feet to meet Americans with Disabilities Act standards and to provide adequate room for even minimal volumes of pedestrians. Widening existing sidewalks is also a good idea, but is difficult to accomplish without significant expense. One method that has already been used to widen sidewalks in Marina is to pave over the planter strip as shown below along Reservation Road. While this method works to provide the adequate width, it should only be used as a last resort as the planter strip itself has many benefits including buffering pedestrians from traffic, allowing water infiltration, and beautifying the street. In addition, over time the seam between two slabs of concrete can break down and become a maintenance problem.



Typical Marina sidewalk with planter strip



Typical wide sidewalk on arterial streets



Typical sidewalk gap in Marina



Narrow sidewalk on Seacrest Avenue



“Widened” sidewalk on Reservation Road

One recent addition to the sidewalk network includes the newly built section of California Avenue from Reindollar Avenue to the new Imjin Parkway. This sidewalk was built in a wavy fashion in an attempt to improve the aesthetics of this street. While meandering sidewalks may break up the straight lines of the street, they require pedestrians to continually be changing directions, which is inconvenient for all pedestrians and very difficult for visually impaired pedestrians and pedestrians who use wheelchairs. Future sidewalks should not be built in this manner.



Meandering sidewalk on California Avenue

Americans with Disabilities Act (ADA) guidelines require that sidewalks, including driveways, have no more than a 1:48 (approximately 2%) cross slope. Many driveways in Marina are built properly, but others were built with a continuous cross slope from the face of the curb to the back of the sidewalk. Building a planter strip makes it much easier to construct a proper driveway since the change in elevation can be accomplished in the width of the planter. The two photos at right show a driveway in Marina with a planter strip and the proper sidewalk treatment and another driveway without a planter strip that doesn't meet the requirements. With a narrow sidewalk without a planter strip the entire driveway must be dropped to street level with a 1:48 cross-slope toward the street.



Proper driveway with planter strip.

On wide arterial streets, the sidewalk can be divided into two parts, one portion nearest the curb that is sloped, and the other part at the back of the sidewalk that is essentially flat (no more than 1:48 slope). The photos below show two existing driveways on Del Monte Boulevard. The one on the left is fairly old and was built properly with a flat section. The one on the right is brand new but was built with a continuous cross slope.



Improper driveway without planter strip – even mothers pushing strollers are negatively affected by the excessive cross-slope.



Proper driveway with “flat” area for sidewalk



New driveway with no flat area.

Bicycling Network

Trails

Several shared use trails (referred to as “Class 1 bikeways” in the Caltrans Highway Design Manual) have been built in and near the city. Most of these run alongside existing roadways. Trails adjacent to roadways must be treated very carefully, because the intersections between the trail and cross streets are difficult to operate safely near street intersections where many motor vehicle turning movements occur.

The most significant trail is the trail that runs alongside Highway 1 and Del Monte Boulevard. The trail is of sufficient width to handle the walking and bicycling traffic. However, several of the intersections create operational delays and potential safety problems where the trail is adjacent to Del Monte Boulevard.

The other major trail is a recently constructed section of trail along Reservation Road from Salinas Avenue to Imjin Parkway. Thanks to a lack of intersecting streets, this trail operates very well at this time. However, as the former Fort Ord is developed and the trail is extended east of Imjin Parkway, care must be taken to design intersections that ensure safe operation for cyclists.

At its intersection with Imjin Parkway, this trail is controlled by both a stop sign and a traffic signal. This is inconsistent with the Manual on Uniform Traffic Control Devices. This situation should be resolved at this location and not duplicated in future trail development.

In several locations, stop signs and other signs have been placed higher than 7 feet above the path surface, above the field of vision of trail users. Section 9B.01 of the Manual on Uniform Traffic Control Devices (MUTCD) calls for signs to be placed 4 to 5 feet above the trail surface and spaced 3 to 6 feet laterally from the trail.

Other trails have recently been built adjacent to new streets or are planned adjacent to proposed streets. The new Imjin Parkway and the planned 2nd Avenue project are two examples. Where these streets have street and driveway crossings, a shared use trail is less safe. The numerous crossings with many motor vehicle turning movements can make these “sidepaths” hazardous for bicyclists even though they may *feel* safe to novice riders. In general, except for limited access facilities, future multi-lane roadways with intersections should be planned with on-street bike lanes and, ideally, future trails should be built on independent alignments.



Trail adjacent to Del Monte Blvd.



Trail along Reservation Road



This stop sign should be removed



These stop signs should be lowered

Bike Lanes

Few bike lanes exist in Marina. There is a bike lane on Reservation Road between Del Monte Boulevard and Beach Drive. In addition, the recently constructed section of California Avenue includes well-designed bike lanes.

Because so many of the existing streets in Marina have more width than necessary, adding bike lanes will be fairly easy in many locations. For example, most of the collector streets are 40 feet wide with parking on both sides. In most areas, the parking is underutilized so a cross section which includes two travel lanes, two bike lanes, and one parking lane can be used on these streets. A list of all arterial and collector street segments in the City, with bike lane needs identified, is included at the end of this chapter.

Shared Roadways

Most residential streets in Marina work well for cyclists as shared roadways. When short trail connections on dead-end streets are built to improve connectivity, the utilitarian value of these shared roadways will increase dramatically.



Typical Marina street acts as a shared roadway for bicyclists



Existing Bike lanes on Reservation Road



New bike lanes on California Avenue

Major Intersections

Many of the major signalized intersections in Marina have features that negatively impact walking and bicycling. As part of this study, detailed data was collected about five signalized intersections along Del Monte Boulevard and Reservation Road. Through this detailed field review, several specific problems were identified that should be fixed over time and avoided in future intersection construction and reconstruction.

The problems included issues related to signal timing and signage, and deficiencies related to the Americans with Disabilities Act (ADA). A detailed discussion of intersection deficiencies is included on the following pages, but here are a few of the recurring problems:

- Pedestrian clearance (flashing don't walk) time too short for the crossing distance.
- Non-functioning pedestrian pushbuttons.
- Pushbuttons in median. While the MUTCD allows this practice, it is pedestrian-unfriendly and unsafe for pedestrians to wait for a full cycle in the middle of the street; especially because the raised median terminates before the crosswalk, leaving pedestrians exposed to traffic.
- Pedestrians are required to push buttons even when crossing minor streets. Pedestrian walk intervals should come up every cycle concurrent with the through movement on the major street.
- Some pushbuttons are too small which makes them difficult for pedestrians to use. In addition, larger pushbuttons are required for compliance with ADA.
- Large corner radii on streets that carry very little truck traffic. Large radii allow passenger vehicles to make turns at high rates of speeds thus endangering pedestrians.
- Some corners only have one curb ramp – two ramps are generally required to be compliant with ADA.
- Improper curb ramp cross slope, running slope, angle of approach to curb, and landings.
- Marked crosswalks with kinks – this can be misleading to visually impaired pedestrians.



Signals should be timed so that pedestrians do not need to push a button in the median



This pushbutton is too small – it should be 2” to be more easily used by all pedestrians



Several curb ramps had improper slopes and landings



Crosswalks should not have kinks or bends.

The project budget allowed five of the worst intersections to be chosen for detailed evaluation. Notes on these five intersections are included in the Appendix. The tables below show the deficiencies at the five evaluated intersections. It is likely that similar issues exist at other major intersections so other intersections in Marina should be evaluated for these types of deficiencies.

Pedestrian Clearance Times

Most of the pedestrian clearance times at the evaluated intersections are too short to allow pedestrians to adequately get out of the street. The Manual on Uniform Traffic Control Devices (MUTCD) states that the pedestrian clearance time should allow a pedestrian traveling at 4 feet per second to reach at least the far side of the travel way or to a median of sufficient width for pedestrians to wait. The table below shows recommended clearance intervals for pedestrian

walking speeds of 4 feet per second. In areas where pedestrians who travel slower than normal (e.g. children, seniors and wheelchair users) routinely use the crosswalk, longer pedestrian clearance intervals should be considered.

Although the MUTCD allows pedestrian clearance times that only allow access to the median, this practice means that pedestrians may need to wait through multiple signal cycles just to cross the street. In addition, the medians in Marina do not have a median nose that sticks out beyond the crosswalk, so pedestrians are very exposed standing in the middle of the street with fast traffic surging by on both sides. For these reasons, the recommended pedestrian clearance times in the table below are calculated using the full crosswalk length. The crosswalk lengths below were measured along the center of the crosswalk from curb face to curb face.

Table 2.1. Major Intersections with Deficient Pedestrian Clearance Times

Leg of Intersection – Street Crossed	Existing Pedestrian Clearance Time (sec)	Crosswalk Length	Existing Walking Speed (ft/s)	Required Pedestrian Clearance Time for 4 ft/s Walking Speed (sec.)
Intersection of Del Monte Boulevard and Palm Avenue				
North Leg – Del Monte Boulevard	14	111	7.9	28
East Leg – Palm Avenue	14	75	5.3	19
West Leg – Palm Avenue	6	42	7.7	10
Intersection of Del Monte Boulevard and Reservation Road				
North Leg – Del Monte Boulevard	12	107	8.9	27
East Leg – Reservation Road	6	112	18.6	28
West Leg – Reservation Road	6	76	12.7	19
Intersection of Reservation Road and Seacrest Avenue				
South Leg – Seacrest Avenue	9	55	6.1	14
East Leg – Reservation Road	13	100	7.7	25
West Leg – Reservation Road	13	97	7.5	24
Intersection of Reservation Road and De Forest Road				
North Leg – De Forest Road	11	58	5.3	14
South Leg – De Forest Road	11	52	4.7	13
East Leg – Reservation Road	12	101	8.4	25
West Leg – Reservation Road	12	98	8.2	24
Intersection of Reservation Road and Crescent Avenue				
North Leg – Crescent Avenue	Ped. signal broken	92	N/A	23
South Leg – Crescent Avenue	12	88	7.3	22
East Leg – Reservation Road	15	90	6	22
West Leg – Reservation Road	15	120	8	30

Broken Pushbuttons

At the five evaluated intersections, a few pedestrian pushbuttons were found to be non-functioning. The broken pushbuttons are located at:

- SW corner of Del Monte Blvd. and Reservation Rd.
- SE corner of Reservation Rd. and De Forest Rd.
- NE and NW corners of Reservation Rd. and Crescent Ave.

Pushbutton Size

Most of the new pushbuttons in Marina are 2 inches in diameter and have contrasting color, in compliance with ADA. However, a few of the older pushbuttons are very small “finger” buttons:

- Button on NW corner for crossing Del Monte Blvd. at Palm Avenue;
- Button on NE Corner for crossing Palm Avenue at Del Monte Boulevard;
- Button on SE Corner for crossing Palm Avenue at Del Monte Boulevard;
- Both buttons on the SE corner of Reservation Road and Seacrest Avenue;
- All 8 push buttons at the intersection of Reservation Road and De Forest Road

Curb Ramps

ADA guidelines recommend two curb ramps per corner and require the following standards for curb ramps and landings.

- The base of the ramp must be flush with the pavement; no lip is allowed.
- The angle between the ramp and the street (or flat area at the base of the ramp) must be 90°.
- Curb ramp running slope must be no greater than 1:12 (8.33%).
- Curb ramp cross slope must be no greater than 1:48 (approximately 2%).
- The landing at the bottom or the top of the ramp (where wheelchair users need to turn to change direction) must be at least 4 feet wide.
- The slope of the landing must be no more than 1:48 in any direction.
- A 2-foot wide tactile warning strip (usually consisting of truncated domes) must be provided where the ramp meets the street.

Many ADA deficiencies were identified at the five major intersections that were evaluated in detail. These deficiencies are highlighted on the data

sheets for the 5 intersections in the appendix. Ultimately, the City of Marina should develop an ADA transition plan or conduct a detailed survey of all its facilities to determine compliance with ADA guidelines.

Crosswalk Alignment

In general, all crosswalks should be straight, without any kinks or bends. Bent crosswalks can be extremely difficult for visually impaired pedestrians because once they determine the proper alignment to cross the street, they maintain a path that is as straight as possible. Bent crosswalks also result in longer crosswalks and make crossing somewhat more difficult for sighted pedestrians. Crosswalks should only be bent if the bend takes place in a raised island where visually impaired pedestrians can properly realign themselves if necessary.

The following crosswalks at the five evaluated intersections have kinks or bends.

- Crosswalk across Del Monte Boulevard on the north side of Palm Avenue.
- Crosswalk across Del Monte Boulevard on the north side of Reservation Road.
- Crosswalk across Reservation Road on the East side of Del Monte Boulevard.
- Crosswalk across Crescent Avenue on the south side of Reservation Road.

Table 2.2. Collector and Arterial Streets in Marina - Walking and Bicycling Deficiencies

Street Name	From	To	ADT (2003 Est.)	Width	Number of thru Lanes	Raised Median	Left Sidewalk	Left Planter	Right Sidewalk	Right Planter	Deficiencies
Abdy Way	Lakewood Dr/Pacific Ct	Healy Ave		40	2		4 to 5	0	4 to 5	0	200' sidewalk gap on west side at Healy Avenue
Abdy Way	Healy Ave	Cardoza Ave		40	2		4 to 5	0	4 to 5	0	300 foot sidewalk gap on east side at Healy Avenue, 650' sidewalk gap on west side at Cardoza
Abdy Way	Cardoza Ave	Drew St		40	2		4 to 5	0	4 to 5	0	100' sidewalk gap on west side approaching Drew
Bayer Dr	Bostick Ave	Ridgeview Ave		40	2		4 to 5	0	4 to 5	0	
Bayer Dr	Ridgeview Ave	Melville Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Bayer St	Forest Cir	Reservation Rd	1,269	40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Bayer St	Carmel Ave	Forest Cir	1,269	40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Beach Rd	Reservation Rd	Marina Dr	4,700	42	2	TWLTL	0	0	4 to 5	0	350' sidewalk gap on north side at Reservation Road; need bike lanes
Beach Rd	Marina Dr	Del Monte Blvd	4,700	86	2	TWLTL	8	0	8	0	100' sidewalk gap on both sides crossing railroad tracks at Del Monte Blvd; need bike lanes
Beach Rd	Del Monte Blvd	Michael Dr		39	2		4 to 5	0	4 to 5	4 to 5	300' sidewalk gap on south side at Michael Drive; need bike lanes
Beach Rd	Michael Dr	Fitzgerald Cir		39	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Beach Rd	Fitzgerald Cir	Melanie Rd		29	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Beach Rd	Melanie Rd	Villa Cir		29	2		0	0	4 to 5	4 to 5	Need bike lanes
Beach Rd	Villa Cir	De Forest Rd		29	2		0	0	4 to 5	4 to 5	Need bike lanes
Bostick Ave	Bayer Dr	Carmel Ave		40	2		4 to 5	0	4 to 5	0	Need bike lanes
Bostick Ave	Alexis Ct	Bayer Dr		40	2		4 to 5	0	4 to 5	0	Need bike lanes
Bostick Ave	Ridgeview Ave/Larson Ct	Alexis Ct		40	2		4 to 5	4 to 5	4 to 5	0	Need bike lanes
Bostick Ave	Reindollar Ave	Ridgeview Ave/Larson Ct		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
California Ave	Reservation Rd	Windsor Ct		44	2		4 to 5	4 to 5	0	0	Need sidewalk west side; need bike lanes
California Ave	Exeter Pl	O'Sullivan Ct		44	2		4 to 5	4 to 5	0	0	Need sidewalk west side; need bike lanes
California Ave	O'Sullivan Ct	Jerry Ct		44	2		4 to 5	4 to 5	0	0	Need sidewalk west side; need bike lanes
California Ave	Jerry Ct	Carmel Ave		44	2		4 to 5	4 to 5	0	0	Need sidewalk west side; need bike lanes
California Ave	Carmel Ave	Karen Ct		64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes when street is built through between Carmel and Reindollar
California Ave	Karen Ct	Helena Way		64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes when street is built through between Carmel and Reindollar
California Ave	Helena Way	Tamara Ct		50	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes when street is built through between Carmel and Reindollar
California Ave	Tamara Ct	Dead End		33	2		0	0	4 to 5	4 to 5	Need sidewalk east side; need bike lanes when street is built through from Carmel to Reindollar
California Ave	Windsor Ct	Sunset Pl		44	2		4 to 5	4 to 5	0	0	Need sidewalk west side; need bike lanes
California Ave	Sunset Pl	Exeter Pl		44	2		4 to 5	4 to 5	0	0	Need sidewalk west side; need bike lanes
California Ave	Third Ave	Reindollar Ave		34	2		4 to 5	4 to 5	0	0	Meandering Sidewalks
Cardoza Ave	Aaron Way	Dead End		64	2		4 to 5	4 to 5	4 to 5	0	Need bike lanes

Street Name	From	To	ADT (2003 Est.)	Width	Number of thru Lanes	Raised Median	Left Sidewalk	Left Planter	Right Sidewalk	Right Planter	Deficiencies
Cardoza Ave	Lakewood Dr	Aaron Way		64	2		4 to 5	4 to 5	4 to 5	0	Need bike lanes
Cardoza Ave	Brookside PI/Silverwood P	Lakewood Dr		64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Cardoza Ave	Redondo Ct/Peppertree PI	Brookside PI/Silverwood P		64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Cardoza Ave	Belle Dr	Peppertree PI/Redondo Ct		64	2		4 to 5	0	4 to 5	0	Need bike lanes
Cardoza Ave	Ora Ct	Belle Dr		64	2		4 to 5	0	4 to 5	0	Need bike lanes
Cardoza Ave	Abdy Way	Ora Ct		40	2		4 to 5	0	0	0	Need sidewalk east side; need bike lanes
Cardoza Ave	Dolphin Cir	Abdy Way		64	2		4 to 5	0	4 to 5	0	Need bike lanes
Cardoza Ave	Reservation Rd	Dolphin Cir		64	2		4 to 5	0	4 to 5	0	Need bike lanes
Carmel Ave	Elm Ave	Del Monte Blvd		26	2		0	0	0	0	Need sidewalks on both sides
Carmel Ave	Sunset Ave	Elm Ave		34	2		0	0	4 to 5	0	100' sidewalk gap north side; no sidewalk south side
Carmel Ave	Seacrest Ave	Sunset Ave		50	2		4 to 5	0	4 to 5	4 to 5	120' sidewalk gap on north side at Sunset; need bike lanes
Carmel Ave	Zanetta Dr	Seacrest Ave		50	2		4 to 5	4 to 5	4 to 5	0	400' sidewalk gap on north side; 150' sidewalk gap on south side; need bike lanes
Carmel Ave	Crescent Ave	Vaughan Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	100' sidewalk gap on north side; 200' sidewalk gap on south side at Crescent; need bike lanes
Carmel Ave	Vaughan Ave	Everett Dr/Everett Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Everett Dr/Everett Cir	Nicklas Ln		40	2		4 to 5	4 to 5	4 to 5		Need bike lanes
Carmel Ave	Nicklas Ln	Pleasant Cir		40	2		4 to 5	4 to 5	4 to 5		Need bike lanes
Carmel Ave	Pleasant Cir	Redwood Dr/Redwood Cir		40	2		4 to 5	4 to 5	4 to 5	0	Need bike lanes
Carmel Ave	Redwood Dr/Redwood Cir	Flower Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Flower Cir	California Ave		40	2		4 to 5	0	4 to 5	4 to 5	Need bike lanes
Carmel Ave	California Ave	Bradley Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Carmelo Cir	Lynscott Dr		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Lynscott Dr	Barrett Ln		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Barrett Ln	Bayer St/Bostick Ave		40	2		4 to 5	0	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Bradley Cir	Crumpton Ln		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Crumpton Ln	Carmelo Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Carmel Ave	Busby Ln	Crescent Ave		65	2		4 to 5	4 to 5	4 to 5	0	South side sidewalk gap 250' near Busby; need bike lanes
Carmel Ave	Busby Ln	Zanetta Dr		50	2		0	0	0	0	Need sidewalks on both sides; need bike lanes
Carmel Ave	Bayer St/Bostick Ave	Salinas Ave		40	2		0	0	4 to 5	0	Need sidewalk north side; need bike lanes
Costa Del Mar Rd	De Forest Rd	Quebrada/Sirena Del Mar R		40	2		4 to 5	0	4 to 5	0	

Street Name	From	To	ADT (2003 Est.)	Width	Number of thru Lanes	Raised Median	Left Sidewalk	Left Planter	Right Sidewalk	Right Planter	Deficiencies
Costa Del Mar Rd	Quebrada/Sirena Del Mar R	Crescent Ave		40	2		4 to 5	0	4 to 5	0	
Crescent Ave	Costa Del Mar Rd	Quebrada Del Mar Rd	600	64	2		4 to 5	0	4 to 5	0	Need bike lanes when development occurs
Crescent Ave	Sirena Del Mar Rd	Costa Del Mar Rd	2,200	64	2		4 to 5	0	4 to 5	0	Need bike lanes
Crescent Ave	Whitney Pl	Sirena Del Mar Rd	3,000	64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Crescent Ave	Tallmon St	Whitney Pl	3,400	64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Crescent Ave	Shuler Cir	Tallmon St	4,200	64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Crescent Ave	Reservation Rd	Shuler Cir	4,600	64	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Crescent Ave	Carmel Ave	Reservation Rd		65	2		4 to 5	0	0	0	gaps totalling 450' on west side; Need sidewalk east side; need bike lanes (450' narrow sections)
Crescent Ave	Morse Ct	Dead End		24	2		0	0	4 to 5	0	
Crescent Ave	Hillcrest Ave	Morse Ct		38	2		4 to 5	0	4 to 5	0	
Crescent Ave	Quebrada Del Mar Rd	Dead End	200	64	2		4 to 5	0	4 to 5	0	Need bike lanes when development occurs
Cypress Ave	Del Monte Blvd	Sunset Ave		40	2		4 to 5	0	4 to 5	0	
De Forest Rd	Costa Del Mar Rd	Oak Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
De Forest Rd	Oak Cir	George Way		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
De Forest Rd	George Way	Park Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
De Forest Rd	Park Cir	Viking Ln		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
De Forest Rd	Viking Ln	Reservation Rd		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
De Forest Rd	Dead End	Reservation Rd		40	2		4 to 5	0	4 to 5	0	
De Forest Rd	Beach Rd	Costa Del Mar Rd		40	2		4 to 5	0	4 to 5	4 to 5	Need bike lanes
Del Monte Blvd	Marina Greens Dr	Lapis Rd	4,200	36	2		Path		0	0	
Del Monte Blvd	Cosky Dr	Marina Greens Dr	4,500	40	2		Path		4 to 5	0	Need bike lanes
Del Monte Blvd	Beach Rd	Cosky Dr	4,800	44	2		Path		8	0	Need bike lanes
Del Monte Blvd	Mortimer Lane	Reservation Rd	28,000	95	4	Planted	Path		8	0	Need bike lanes
Del Monte Blvd	Carmel Ave	Mortimer Lane	28,500	95	4	Planted	Path		6	0	270' gap in east sidewalk; need bike lanes
Del Monte Blvd	Palm Ave	Carmel Ave	29,500	95	4	Planted	Path		6	0	180' gap in east sidewalk; Need bike lanes
Del Monte Blvd	Cypress Ave	Palm Ave	32,000	95	4	Planted	Path		6	0	Need bike lanes
Del Monte Blvd	Reindollar Ave	Cypress Ave	33,000	95	4	Planted	Path		6	0	Need bike lanes
Del Monte Blvd	Reservation Rd	Beach Rd	5,200	90	4	Dirt	Path		0	0	1750' gap in sidewalk on east side; need bike lanes
Del Monte Blvd	Hwy. 1 Off-Ramp	Reindollar Ave	18,400								
Del Monte Blvd	Hwy. 1 On-Ramp	Reindollar Ave	18,400								
Drew St	Lakewood Dr	Dead End		30	2		0	0	0	0	
Drew St	Abdy Way	Lakewood Dr		30	2		0	0	0	0	Need sidewalks on both sides
Dunes Dr	Dead End	Dunes Ct		30	2		0	0	0	0	
Dunes Dr	Dunes Ct	Reservation Rd		30	2		0	0	Path		
George Way	De Forest Rd	Vista Del Camino		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Healy Ave	Paul Davis Dr	Abdy Way		20	2		0	0	0	0	Need sidewalks on both sides
Healy Ave	Marina Dr	Paul Davis Dr		38	2		0	0	4 to 5	0	Need sidewalks on south side
Hillcrest Ave	Dead End	Sunset Ave		40	2		4 to 5	0	4 to 5	0	Need bike lanes

Street Name	From	To	ADT (2003 Est.)	Width	Number of thru Lanes	Raised Median	Left Sidewalk	Left Planter	Right Sidewalk	Right Planter	Deficiencies
Hillcrest Ave	Sunset Ave	Owen Ave		40	2		4 to 5	0	4 to 5	0	Need bike lanes
Hillcrest Ave	Owen Ave	Zanetta Dr		40	2		4 to 5	0	4 to 5	0	Need bike lanes
Hillcrest Ave	Zanetta Dr	Crescent Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Hillcrest Ave	Crescent Ave	Vaughan Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Hillcrest Ave	Vaughan Ave	Fredrick Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Hillcrest Ave	Fredrick Cir	Berney Dr		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Hillcrest Ave	Berney Dr	Otto Dr		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Hillcrest Ave	Otto Dr	Redwood Dr		40	2		4 to 5	0	4 to 5	0	Need bike lanes
Lake Dr	Hilo Ave	Reservation Rd		40	2		0	0	4 to 5	0	Need sidewalks north side; need bike lanes
Lake Dr	Paddon Pl	Hilo Ave		34	2		4 to 5	4 to 5	0	0	Need sidewalks east side; need bike lanes
Lake Dr	Messinger Dr	Paddon Pl		40	2		4 to 5	4 to 5	4 to 5	0	250' sidewalk gap on east side at Paddon Place; need bike lanes
Lake Dr	Palm Ave/Messinger Dr	Messinger Dr		40	2		4 to 5	4 to 5	4 to 5	0	Need bike lanes
Lake Dr	Lake Ct	Palm Ave/Messinger Dr		32	2		4 to 5	0	0	0	Need bike lanes
Lakewood Dr	Drew St	Huntington Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lakewood Dr	Huntington Pl	Greenbrook Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lakewood Dr	Greenbrook Pl	Cardoza Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lakewood Dr	Cardoza Ave	Abdy Way		40	2		4 to 5	0	4 to 5	4 to 5	
Lynscott Dr	Andrew Cir	Reservation Rd		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lynscott Dr	Edna Ct	Andrew Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lynscott Dr	Diana Pl	Edna Ct		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lynscott Dr	Crivello Rd	Diana Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lynscott Dr	Albert Way	Crivello Rd		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Lynscott Dr	Carmel Ave	Albert Way		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Marina Dr	Lillian Pl	Linde Cir		30	2		4 to 5	4 to 5	0	0	
Marina Dr	Starfish Ct	Sand Dollar Ct		34	2		4 to 5	0	4 to 5	0	
Marina Dr	Sand Dollar Ct	Lillian Pl		30	2		4 to 5	0	0	0	
Marina Dr	Beach Rd	Starfish Ct		34	2		4 to 5	0	4 to 5	0	
Marina Dr	Debbie Dr	Terry Cir		20	2		0	0	0	0	Need sidewalk west side
Marina Dr	Terry Cir	Palm Ave		40	2		4 to 5	4 to 5	0	0	200 feet sidewalk gap on west side near Terry Circle
Marina Dr	Linde Cir	Legion Way		30	2		4 to 5	4 to 5	0	0	
Marina Dr	Legion Way	Healy Ave		30	2		0	0	0	0	Need sidewalk west side
Marina Dr	Paddon Pl	Debbie Dr		20	2		0	0	0	0	Need sidewalk west side
Marina Greens Dr	Paul Davis Dr	Del Monte Blvd		40	2		0	0	4 to 5	0	
Melanie Rd	Beach Rd	Susan Ave		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Melanie Rd	Susan Ave	Vista Del Camino		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Melanie Rd	Vista Del Camino	Peninsula Dr		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Messinger Dr	Fehring Pl	Shoemaker Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Messinger Dr	Lake Dr	Fehring Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Messinger Dr	Shoemaker Pl	Magyar Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Messinger Dr	Magyar Pl	Snell Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	

Street Name	From	To	ADT (2003 Est.)	Width	Number of thru Lanes	Raised Median	Left Sidewalk	Left Planter	Right Sidewalk	Right Planter	Deficiencies
Messinger Dr	Snell Pl	Clarke Pl		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Messinger Dr	Clarke Pl	Lake Dr		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Paddon Pl	Lake Dr	Marina Dr		36	2		0	0	0	0	Very little sidewalk on either side
Palm Ave	Lake Dr	Marina Dr		40	2		4 to 5	0	4 to 5	0	200' gap on south side; need bike lanes
Palm Ave	Marina Dr	Del Monte Blvd		30	2		4 to 5	6	4 to 5	6	Asphalt walkways not concrete sidewalks for 170' across tracks; need bike lanes.
Palm Ave	Del Monte Blvd	Elm Ave		60	2		4 to 5	0	4 to 5	0	Need bike lanes
Palm Ave	Elm Ave	Sunset Ave		28	2		0	0	4 to 5	0	Need sidewalk north side; need bike lanes
Paul Davis Dr	Healy Ave	Marina Greens Dr		40	2		4 to 5	0	4 to 5	0	
Peninsula Dr	Vista Del Camino	Melanie Rd		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Redwood Dr	Hillcrest Ave	Carmel Ave		32	2		0	0	4 to 5	4 to 5	Need sidewalk west side; need bike lanes
Redwood Dr	Milray Ct	Hillcrest Ave		40	2		0	0	4 to 5	4 to 5	Need sidewalk west side; need bike lanes
Redwood Dr	Redwood Heights Ct	Milray Ct		40	2		0	0	4 to 5	4 to 5	Need sidewalk west side; need bike lanes
Redwood Dr	Reindollar Ave	Redwood Heights Ct		40	2		0	0	4 to 5	4 to 5	Need sidewalk west side; need bike lanes
Reindollar Ave	Del Monte Blvd	Sunset Ave		40	2		4 to 5	0	4 to 5	0	200' gap in south sidewalk; need bike lanes
Reindollar Ave	Sunset Ave	Owen Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Owen Ave	Zanetta Dr		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Zanetta Dr	Talcott Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Talcott Ave	Max Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Max Cir	Vera Ln		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Vera Ln	Crescent St		40	2		4 to 5	4 to 5	4 to 5	4 to 5	100' gap in south sidewalk; need bike lanes
Reindollar Ave	Crescent St	Vaughan Ave		24	2		0	0	0	0	300' of missing sidewalks on both sides; bike lanes needed (200' too narrow)
Reindollar Ave	Vaughan Ave	Parson Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Parson Cir	Ellen Ct		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Ellen Ct	Berney Dr		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Berney Dr	Kennedy Ct		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Kennedy Ct	King Cir		40	2		0	0	4 to 5	4 to 5	Need sidewalk north side; need bike lanes
Reindollar Ave	King Cir	Redwood Dr		40	2		0	0	4 to 5	4 to 5	Need sidewalk north side; need bike lanes
Reindollar Ave	Redwood Dr	Independence Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Westwood Ct	Eddy Cir/Eddy St		33	2		0	0	4 to 5	4 to 5	Need sidewalk north side; need bike lanes
Reindollar Ave	Eddy Cir/Eddy St	Phillip Cir		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Phillip Cir	Sunrise Cir/Sunrise Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Sunrise Cir/Sunrise Ave	Mildred Ct		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	421 Reindollar Ave	Westwood Ct		33	2		0	0	4 to 5	4 to 5	Need sidewalk north side; need bike lanes
Reindollar Ave	Mildred Ct	Bostick Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	Independence Ave	California Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	Need bike lanes
Reindollar Ave	California Ave	421 Reindollar Ave		33	2		0	0	4 to 5	4 to 5	Need sidewalk north side; need bike lanes

Street Name	From	To	ADT (2003 Est.)	Width	Number of thru Lanes	Raised Median	Left Sidewalk	Left Planter	Right Sidewalk	Right Planter	Deficiencies
Reservation Rd	State Beach Parking Lot	Dunes Dr		26	2		0	0	4 to 5	0	
Reservation Rd	Dunes Dr	Hwy. 1 Ramp		36	2		4 to 5	0	4 to 5	0	Need bike lanes
Reservation Rd	Cardoza Ave	Beach Rd	8,000	65	2		0	0	0	0	Need sidewalks on both sides; need bike lanes
Reservation Rd	Seaside Ct/Seaside Cir	Beach Rd	4,800	64	4	TWLTL	0	0	6	0	Need sidewalk west side except at hotel; need bike lanes
Reservation Rd	Lake Dr	Seaside Ct/Seaside Cir	4,900	44	2		0	0	0	0	Need sidewalks on both sides except 150' on west side near Lake Drive; need bike lanes
Reservation Rd	Del Monte Blvd	Lake Dr	5,000	36	2		0	0	0	0	Need sidewalks on both sides except 200' on south side; need bike lanes
Reservation Rd	Vista Del Camino	Del Monte Blvd	31,000	95	4	Planted	10	0	10	0	Need bike lanes
Reservation Rd	Eucalyptus St	Vista Del Camino	30,000	95	4	Planted	10	0	10	0	Need bike lanes
Reservation Rd	Seacrest Ave	Eucalyptus St	29,000	95	4	Hard Surface	10	0	10	0	Need bike lanes
Reservation Rd	De Forest Rd	Seacrest Ave	28,000	95	4	Planted	10	0	10	0	Need bike lanes
Reservation Rd	California Ave	Crestview Ct	26,000	84	4	TWLTL	4 to 5	0	0	0	Need sidewalk on north side; need bike lanes
Reservation Rd	Lynscott Dr	California Ave	25,000	90	4	TWLTL	4 to 5	0	4 to 5	0	350' sidewalk gap on north side; need bike lanes
Reservation Rd	Salinas Ave	Bayer St	23,000	90	4	TWLTL	4 to 5	4 to 5	4 to 5	0	Need bike lanes
Reservation Rd	Bayer St	Rose Ln	23,500	90	4	TWLTL	4 to 5	0	4 to 5	0	Need bike lanes
Reservation Rd	Rose Ln	Lynscott Dr	24,000	90	4	TWLTL	4 to 5	0	4 to 5	0	Need bike lanes
Reservation Rd	Crescent Ave	De Forest Rd	27,000	95	4	Planted	10	0	10	0	Need bike lanes
Reservation Rd	Hwy. 1 Ramp	Cardoza Ave	8,000	65	2		4 to 5	0	4 to 5	0	Need bike lanes
Reservation Rd	Hwy. 1 Ramp (underpass)	Hwy. 1 Ramp (underpass)		44	2		4 to 5	0	4 to 5	0	Need bike lanes
Reservation Rd	Crestview Ct	Ocean Terrace	26,000	85	4	TWLTL	4 to 5	4 to 5	0	0	Need sidewalk on north side; need bike lanes
Reservation Rd	Ocean Terrace	Crescent Ave	26,000	90	4	Planted to 600' E of Crescent	4 to 5	4 to 5	0	0	Need sidewalk on north side; need bike lanes
Ridgeview Ave	Bayer Dr	Bostick Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Salinas Ave	Marsan Ct	Reservation Rd		20	2		0	0	0	0	Need sidewalk on west side
Salinas Ave	Lavell Ct	Marsan Ct		20	2		4 to 5	0	0	0	
Salinas Ave	Salinas Ave (Private road)	Lavell Ct		20	2		4 to 5	0	0	0	
Salinas Ave	Ellis Ct	Salinas Ave (Private road)		20	2		4 to 5	0	0	0	
Salinas Ave	Carmel Ave	Ellis Ct		16	2		0	0	0	0	Need sidewalk on west side
Seacrest Ave	Carmel Ave	Reservation Rd		40	2		4 to 5	4 to 5	4 to 5	0	180' sidewalk gap on east side; Need bike lanes
Sunset Ave	Palm Ave	Carmel Ave	3034	40	2		4 to 5	4 to 5	4 to 5	0	Need bike lanes
Sunset Ave	Hillcrest Ave	Palm Ave	3034	40	2		4 to 5	0	4 to 5	0	Need bike lanes
Sunset Ave	Cypress Ave	Hillcrest Ave	3034	40	2		4 to 5	0	4 to 5	0	Need bike lanes
Sunset Ave	Reindollar Ave	Cypress Ave	3034	40	2		4 to 5	0	4 to 5	0	Need bike lanes

Street Name	From	To	ADT (2003 Est.)	Width	Number of thru Lanes	Raised Median	Left Sidewalk	Left Planter	Right Sidewalk	Right Planter	Deficiencies
Vaughan Ave	Everett Dr	Carmel Ave	1816	32	2		4 to 5	4 to 5	4 to 5	4 to 5	
Vaughan Ave	Hillcrest Ave	Everett Dr	1816	32	2		4 to 5	4 to 5	4 to 5	4 to 5	
Vaughan Ave	Reindollar Ave	Hillcrest Ave	1816	32	2		4 to 5	4 to 5	4 to 5	4 to 5	
Vista Del Camino	Melanie Rd	Martin Cir		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Vista Del Camino	Peninsula Dr	Melanie Rd		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Vista Del Camino	Martin Cir	George Way		33	2		4 to 5	4 to 5	4 to 5	4 to 5	
Vista Del Camino	Reservation Rd	Peninsula Dr		60	2		4 to 5	0	4 to 5	0	
Zanetta Dr	Bennett Ct	Weber Cir		30	2		4 to 5	4 to 5	4 to 5	4 to 5	
Zanetta Dr	Weber Cir	Carmel Ave		30	2		4 to 5	4 to 5	4 to 5	4 to 5	
Zanetta Dr	Hibbing Cir	Bennett Ct		40	2		4 to 5	4 to 5	4 to 5	4 to 5	
Zanetta Dr	Hillcrest Ave	Hibbing Cir		40	2		4 to 5	4 to 5	0	0	Need sidewalk on east side
Zanetta Dr	Reindollar Ave	Hillcrest Ave		40	2		4 to 5	4 to 5	4 to 5	4 to 5	

