



2018 Monterey County Active Transportation Plan

5.4 Gonzales

Demographic Profile

The City of Gonzales is a small town in the Salinas Valley with 8,549 people, as reported by the California Department of Finance 2017 data. Gonzales is a young and minority-majority city. The median age in Gonzales is 27, which is slightly younger than the median age of 33 countywide. Approximately 26.9% of Gonzales' population is younger than 18 years old¹. Approximately 93.7% of Gonzales' population is Latino.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 5,000 Gonzales residents that live on the east side of US 101 are in a disadvantaged neighborhood where 42% of households live in poverty, 2.9% of households do not have access to a car, and 39.2% have no high school education². Additionally, these residents have a high housing burden ranking in the 87th percentile statewide, which indicates that Gonzales households with lower incomes spend a larger proportion of their income on housing and suffer from housing-induced poverty.³

¹ Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101

² California Health Disadvantage Index: <http://phasocal.org/ca-hdi/>

³ CalEnviroScreen 3.0: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30>

Safety Profile

In the City of Gonzales, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 40 collisions in the Gonzales between 2010 and 2016 there were 16 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 40% or nearly 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Gonzales are approximately 2.8% and 0% respectively⁴.



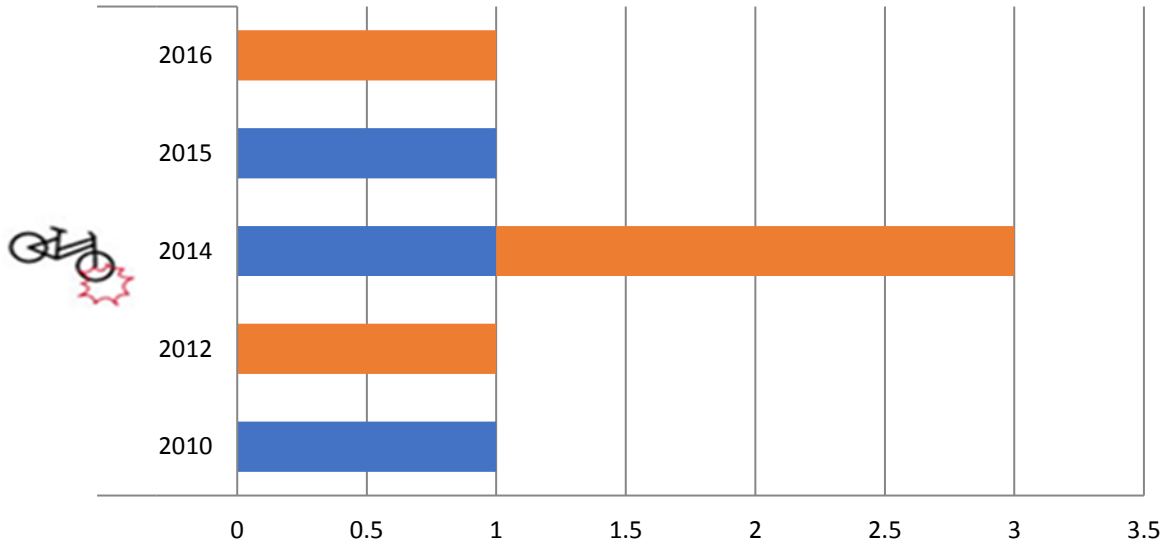
The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. Blank values in the charts represent zeros for those categories and years. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time.

⁴ Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801



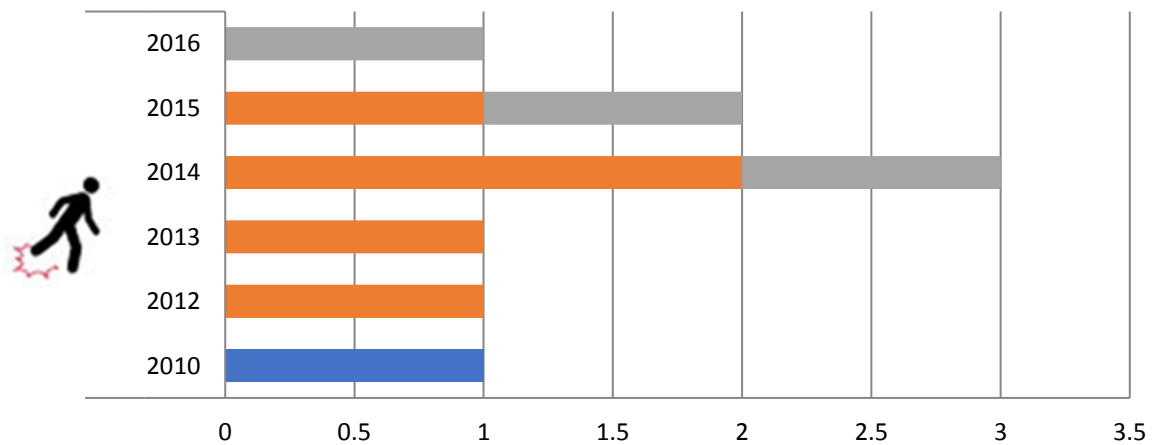
2018 Monterey County Active Transportation Plan

Bicycle Collisions by Injury Severity: 2010 - 2016



	Y				
	2010	2012	2014	2015	2016
■ 3-Complaint of Pain	1		1	1	
■ 4-Other Visible Injury		1	2		1

Pedestrian Collisions by Injury Severity: 2010 - 2016

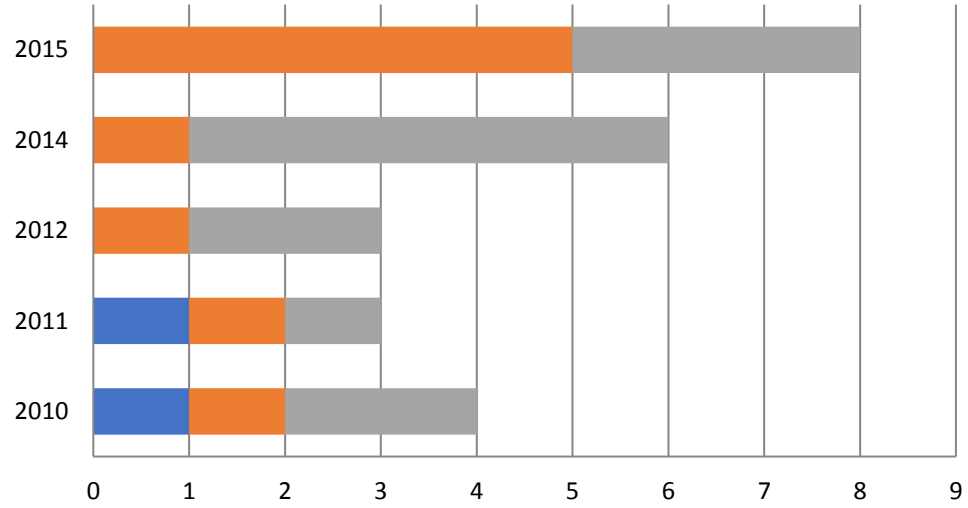


	Y					
	2010	2012	2013	2014	2015	2016
■ 2-Severe Injury	1					
■ 3-Other Visible Injury		1	1	2	1	
■ 4-Complaint of Pain				1	1	1

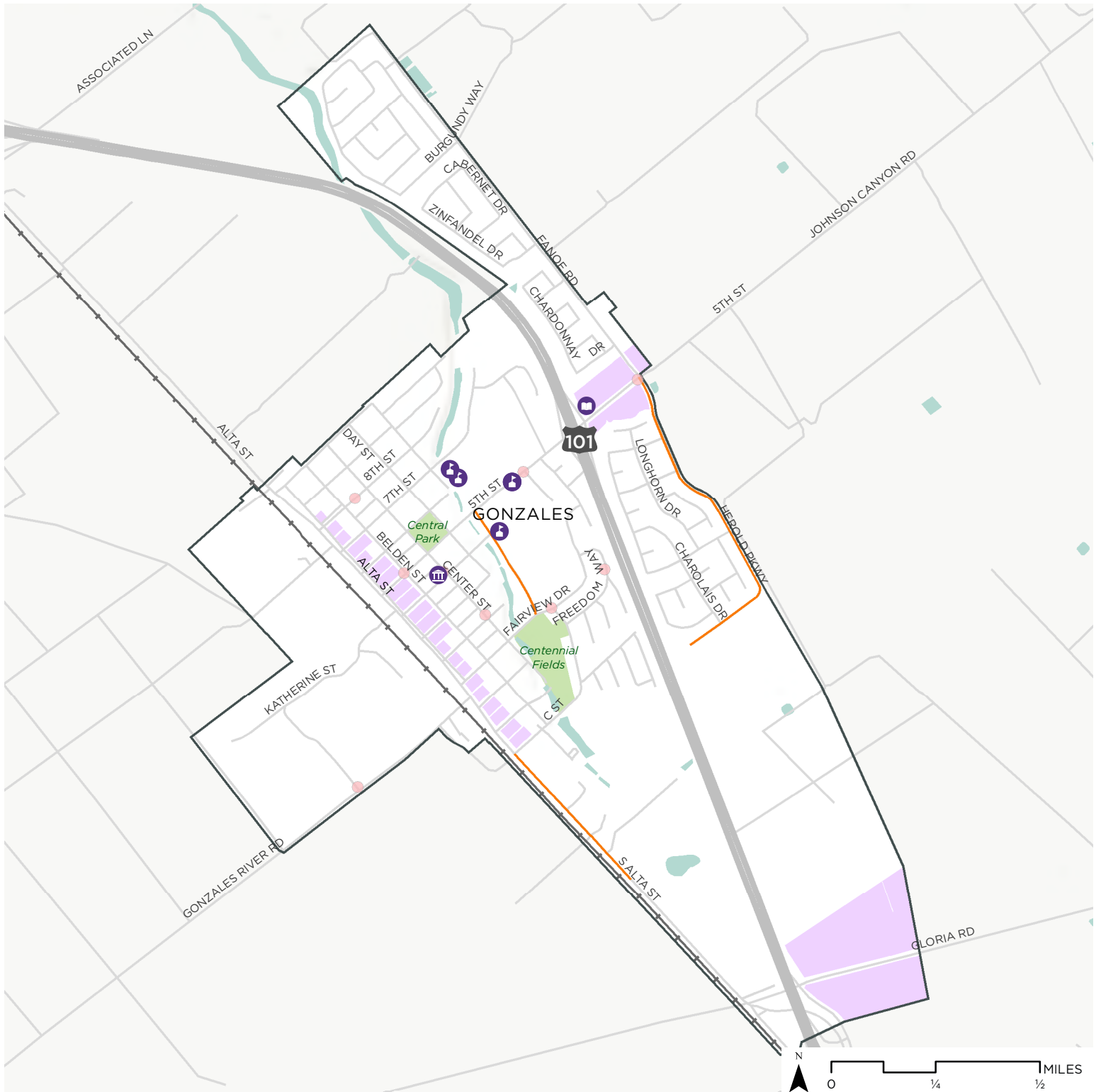


2018 Monterey County Active Transportation Plan

Vehicle Collisions by Injury Severity: 2010 - 2016



	2010	2011	2012	2014	2015
■ 2-Severe Injury	1	1			
■ 3-Other Visible Injury	1	1	1	1	5
■ 4-Complaint of Pain Injury	2	1	2	5	3



Gonzales

Monterey County Active Transportation Plan

Existing Bikeways
 — Class II Bike Lane

- Points of Interest
- K-12 School
 - City Hall
 - Public Library

- Land Use
- Park/Open Space
 - Commercial Area
 - City Boundary

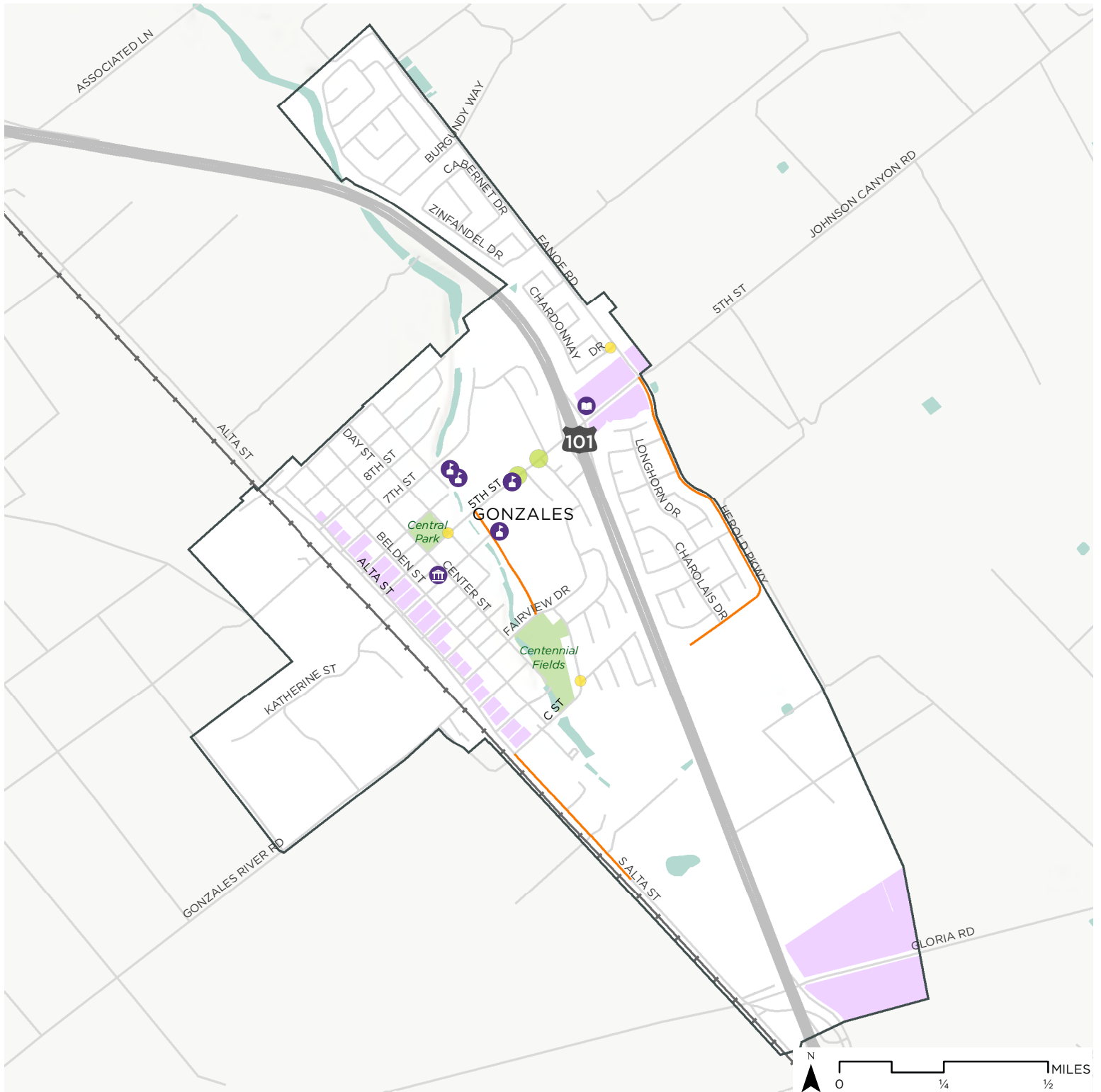
Pedestrian Collisions

1



Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.
 Map produced October 2017 by Alta Planning + Design.





Gonzales

Monterey County Active Transportation Plan

Existing Bikeways
 — Class II Bike Lane

- Points of Interest**
- K-12 School
 - City Hall
 - Public Library

- Land Use**
- Park/Open Space
 - Commercial Area
 - City Boundary

Bicycle Collisions

- 1
- 2



Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.





2018 Monterey County Active Transportation Plan

Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other Gonzales Plans. The bicycle and pedestrian improvements identified in the Gonzales' Plans are included in this Active Transportation Plan.

Gonzales General Plan

Gonzales adopted its most recent General Plan in 2010. Circulation policies and implementation actions that support the projects in this Plan include:

- Policy CIR-2.3 Connectivity within Neighborhoods: Require a high level of connectivity within neighborhoods to reduce the need for vehicular trips and encourage walking and biking.
- Policy CIR-8.1 Increase Opportunities for Biking and Walking: Require new development to address global warming through the design of transportation/circulation systems that facilitate and encourage bicycle and pedestrian travel.
- Implementing Action CIR-5.1.10 - Design Streets for Pedestrians and Bicyclists. Ensure that street designs provide adequate safety provisions for bicycles and pedestrians.

City of Gonzales Community to School Pedestrian Plan.



Gonzales was awarded a 2010 Caltrans planning grant to develop a Community to School Pedestrian Plan. The City worked with the Gonzales Unified School District to identify routes to and from school and engage the community. The Pedestrian Plan identified sidewalk and curb cut improvements,

intersection crossing improvements and encouragement programs to increase biking and walking to school.

Gonzales improved several sidewalks and curb ramps that were identified in this Community to School Pedestrian Plan using Active Transportation Program Cycle 1 funds.

Public Comments

In addition to including projects identified in other Gonzales Plans, the improvements included in the Active Transportation Plan draw from this Plan's extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool.

	Pedestrian Improvements
	<ul style="list-style-type: none"> • Need for pedestrian lighting • Improvements for pedestrians at: <ul style="list-style-type: none"> ○ 5th St to Gonzales industrial park; 5th St along library ○ S. Alta St near Taylor Farms Retail ○ Elko St & possible slough trail connection to the schools ○ Johnson Canyon Rd
	Bicycling Improvements
	<ul style="list-style-type: none"> • Improvements at US 101 and 5th St • Need for bike racks throughout Gonzales • Bike lanes at: <ul style="list-style-type: none"> ○ Fanoe Rd ○ Center St ○ Belden St ○ Alta St & S. Alta St ○ Gonzales River Rd



2018 Monterey County Active Transportation Plan

Proposed Projects

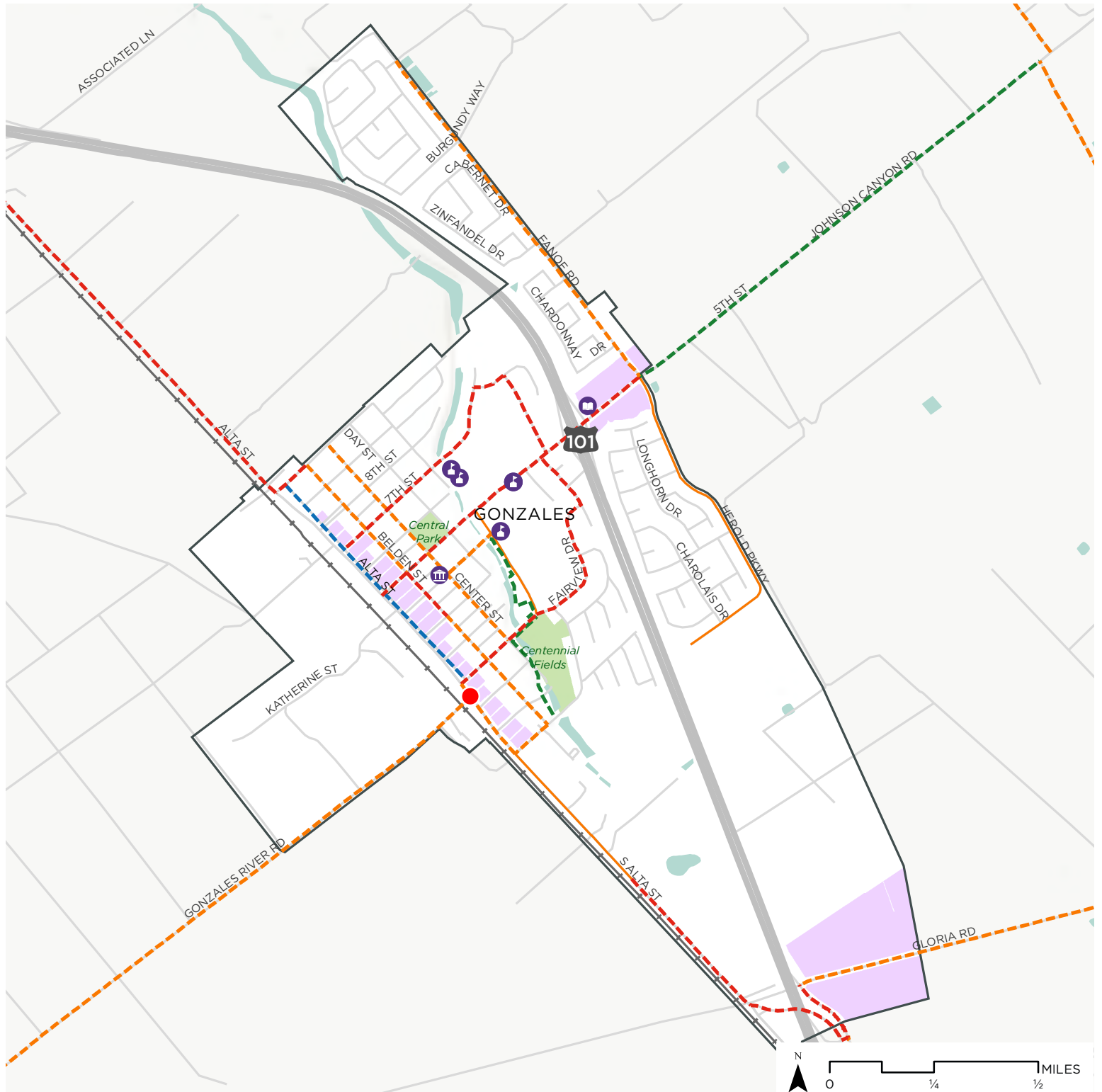
The following table represents recommended active transportation projects. The bicycle projects are ranked based on their priority within the City of Gonzales, while pedestrian improvement projects are unranked.

Bicycle Infrastructure Improvements

Rank	Name	Location		Type	Length (miles)	Cost Estimate	Notes
1	Alta St	10th St	1St St	protected bike lane/cycletrack	0.64	\$762,219	
2	Alta St	1st St	C St	bike lane	0.21	\$11,023	
3	5th St	Alta St	Herold Pkwy	bike route	0.81	\$9,810	
4	Alta St	Existing BL on Alta St	Hwy 101 Overpass	bike route	0.42	\$5,040	
5	Gonzales Slough Trail	Centennial Dr	Fairview Dr	bike path	0.30	\$226,885	
6	Gonzales Slough Trail	Fairview Dr	4th St	bike path	0.23	\$179,969	
7	Belden St	10th St	5th St	bike lanes	0.35	\$18,445	
8	7th St	Alta St	Del Monte Cir	bike route	0.52	\$6,280	
9	Center St	10th St	Fairview Dr	bike lane	0.64	\$33,326	
10	Belden St	5th St	3rd St	bike route	0.14	\$1,722	
11	4th St	Center St	Gonzales High School	bike lane	0.14	\$7,428	
12	Belden St	3rd St	C St	bike lane	0.36	\$18,602	
13	1st St	Alta St	Elko St	bike route	0.25	\$2,981	
14	C St	Belden St	Alta St	bike lane	0.10	\$5,466	
15	Fairview Dr	Elko St	5th St	bike route	0.50	\$6,040	
16	Fanoe Rd	Rhone Rd	5th St	bike lane	0.96	\$50,139	
17	10th St	Alta St/Old US Hwy 101	Belden St	bike route	0.10	\$1,206	
18	Rincon Rd	Del Monte Rd	5th St	bike route	0.21	\$2,574	
19	Del Monte Cir	7th St	Rincon Rd	bike route	0.08	\$973	

Pedestrian Infrastructure Improvements

Location		Type	Length	Cost Estimate
S Alta St	Gonzales River Rd	pedestrian intersection improvement	1	\$71,600.00



Gonzales

Monterey County Active Transportation Plan

Existing Bikeways
 — Class II Bike Lane

Proposed Pedestrian Improvements
 ● Intersection

Proposed Bikeway Improvements
 - - - Class I Shared Use Path
 - - - Class II Bike Lane
 - - - Class III Bike Route
 - - - Class IV Protected Bike Lane

Points of Interest
 🏫 K-12 School
 🏛️ City Hall
 📖 Public Library

Land Use
 🌳 Park/Open Space
 🏢 Commercial Area
 🏠 City Boundary



Data provided by Monterey County TAMC. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.

