



### 5.13 Soledad

#### Demographic Profile

The City of Soledad is a small town in the Salinas Valley with 26,065 people, as reported by the California Department of Finance 2017 data. Soledad is a relatively young, growing and diverse city. In 2000, Soledad’s population was 11,200. Soledad more than doubled in population from 2000 to 2010. The median age in Soledad is 36.5, which is slightly older than the median age of 33 countywide. Approximately 16.1% of Soledad’s population is younger than 18 years old<sup>1</sup>. Approximately 70.5% of Soledad’s population is Latino, 14.5% are white, 10.7% are African-American, 5.3% are Asian, and 4.8% are Native American or Pacific Islander.

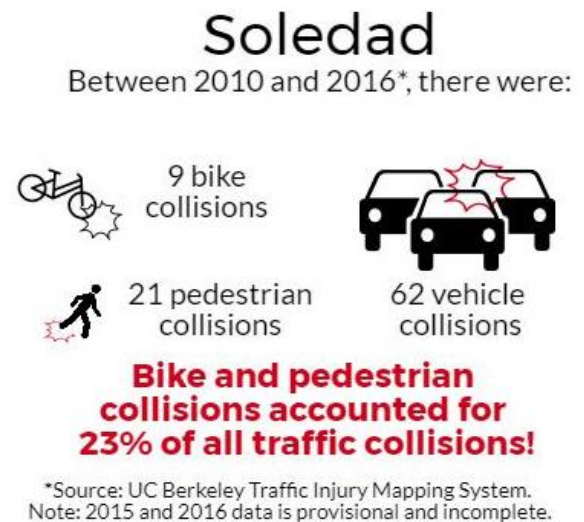
#### Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. Approximately 5,000 Soledad residents that live on the southeast side of US 101 are in a disadvantaged neighborhood where 44% of households live in poverty, 3.7% of households do not have access to a car, and 48.5% have no high school education<sup>2</sup>.

#### Safety Profile

In the City of Soledad, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 92 collisions in Soledad between 2010 and 2016

there were 30 collisions that involved bicyclists and pedestrians. Meaning that bicyclists and pedestrians accounted for 23% or approximately 1 out of every 5 collisions. This is alarming given the fact that bicycling and walking mode shares in Soledad are approximately 2.8% and 0% respectively<sup>3</sup>. Based on 2015 California Office of Traffic Safety rankings, which compares traffic safety statistics among similar sized cities, Soledad ranks 10<sup>th</sup> for injuries of pedestrians over the age of 65.



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.

<sup>1</sup> Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0101

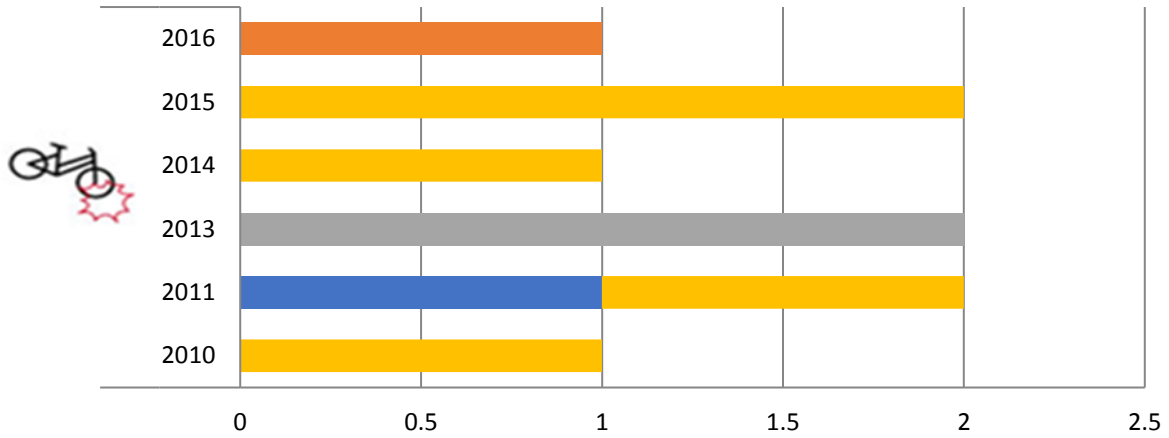
<sup>2</sup> California Health Disadvantage Index: <http://phasocal.org/ca-hdi/>

<sup>3</sup> Census American Community Survey 2012-2016 Commuting Characteristics Estimates, Table S0801



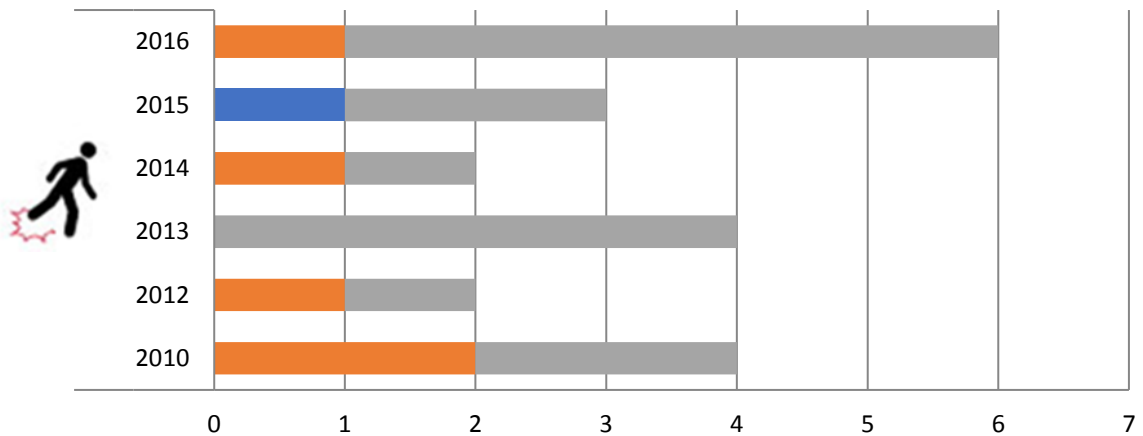
2018 Monterey County Active Transportation Plan

Bicycle Collisions by Injury Severity: 2010 - 2016



	Y					
	2010	2011	2013	2014	2015	2016
1-Fatality		1				
2-Severe Injury						1
3-Complaint of Pain			2			
4-Other Visible Injury	1	1		1	2	

Pedestrian Collisions by Injury Severity: 2010 - 2016

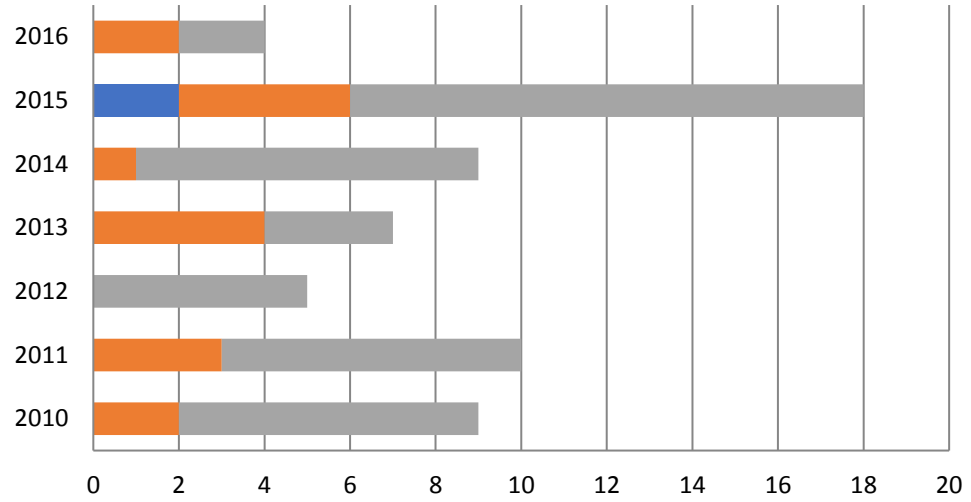


	Y					
	2010	2012	2013	2014	2015	2016
2-Severe Injury					1	
3-Other Visible Injury	2	1		1		1
4-Complaint of Pain	2	1	4	1	2	5

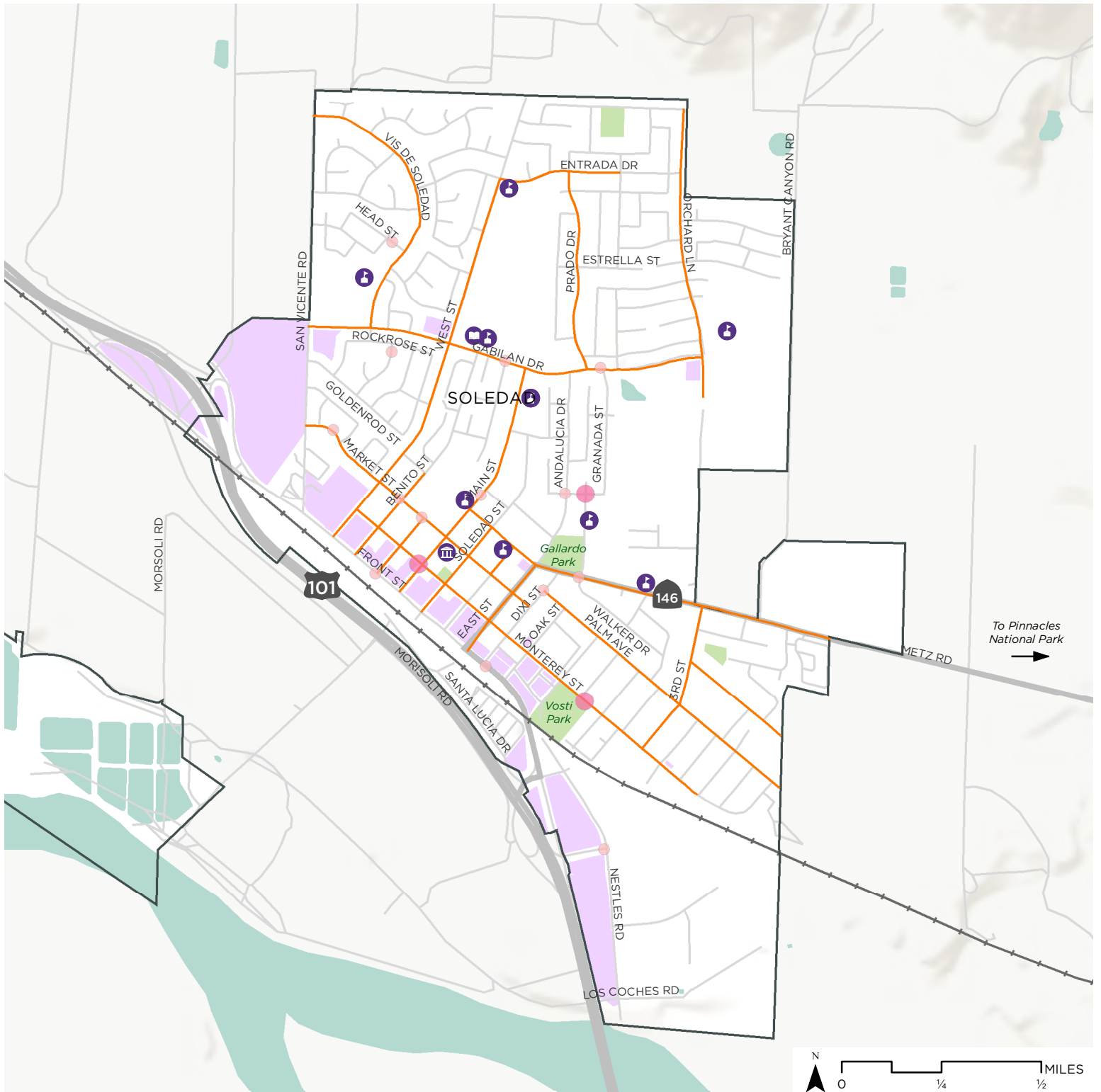


2018 Monterey County Active Transportation Plan

Vehicle Collisions by Injury Severity: 2010 - 2016



	2010	2011	2012	2013	2014	2015	2016
■ 2-Severe Injury						2	
■ 3-Other Visible Injury	2	3		4	1	4	2
■ 4-Complaint of Pain Injury	7	7	5	3	8	12	2



# Soledad

## 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

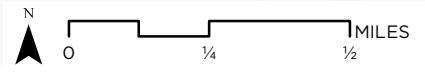
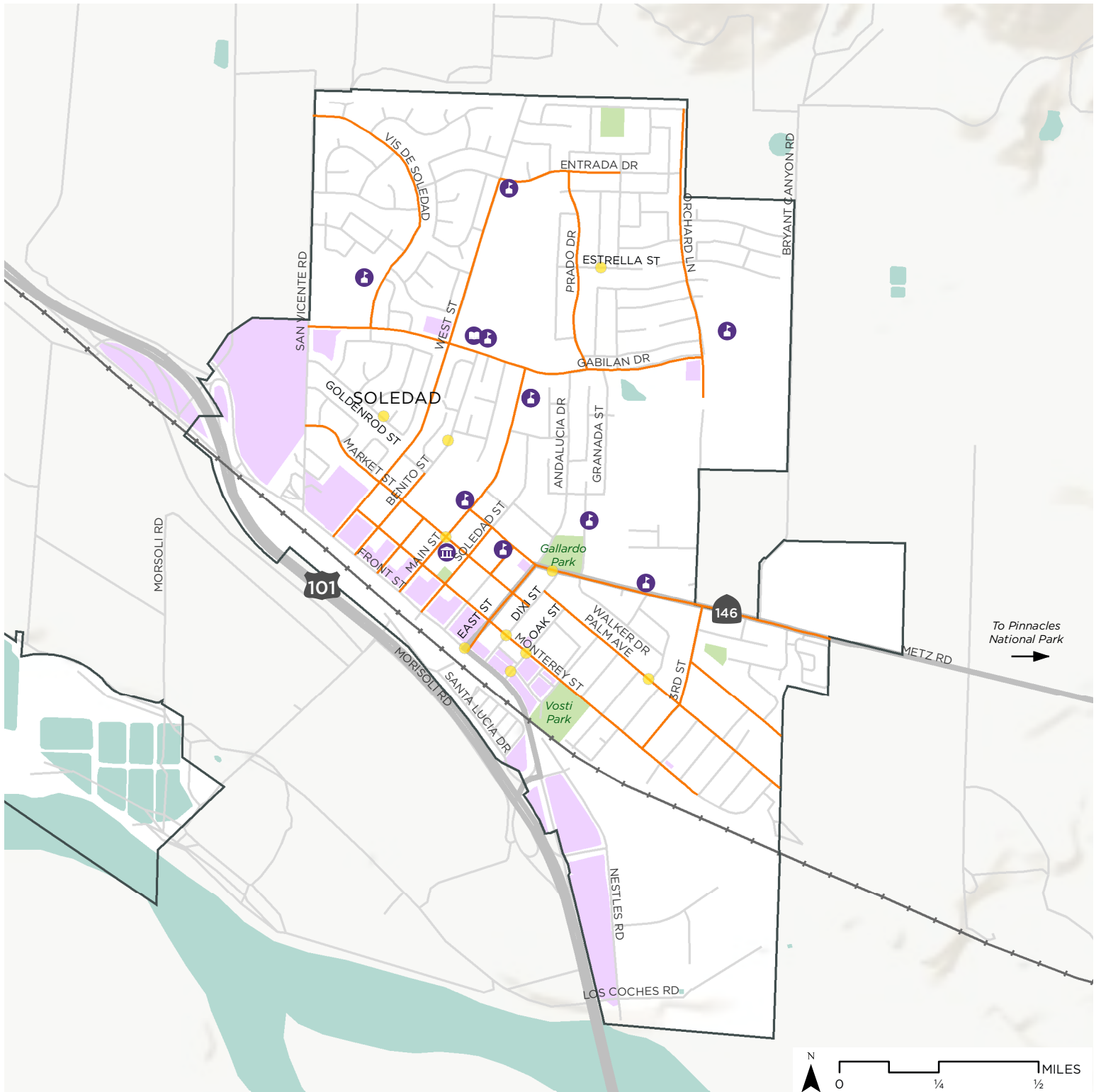
### Pedestrian Collisions

- 1
- 2 - 3



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





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## Monterey County Active Transportation Plan

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Bicycle Collisions

1



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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 Soledad plans. The bicycle and pedestrian improvements identified in the Soledad plans are included in this Active Transportation Plan.

#### *Soledad General Plan*

Soledad adopted its most recent General Plan in 2005. Circulation goals and policies that support the projects in this Plan include:

- Circulation Goal 2: To encourage the use of alternate forms of transportation other than the automobile.
- Policy C-20 The City shall establish a safe and convenient network of identified bicycle routes ...and shall cooperate with surrounding jurisdictions in designing and implementing an area-wide bicycle system.
- Policy C-21: Bicycle routes shall emphasize paths separate from vehicle traffic to the maximum extent feasible, but shall also include bicycle lanes within public
- Policy C-22: Bike lanes and paths shall be designed and maintained to improve bicycling.
- Policy C-27: The City shall complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity


centers and with trails leading into City and county open space areas.

#### *City of Soledad Downtown Vision Program*

Soledad developed the Downtown Vision Program in 2011 to identify strategic infill opportunities and infrastructure improvements to create a vibrant downtown area. Included in the Downtown Vision Program are bike rack improvements, as well as pedestrian and bicycle access improvements to the planned Soledad passenger rail station. The improvements identified in the Vision Program would also enhance access to Soledad’s regional destinations such as the Soledad Mission, Pinnacles National Park and the Salinas Valley vineyards and wineries.

### Public Comments

In addition to including projects identified in other Soledad 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.

 Bicycling Improvements
<ul style="list-style-type: none"> <li>• Soledad to the Pinnacles National Monument bike lanes/bike access improvements</li> </ul>



## 2018 Monterey County Active Transportation Plan

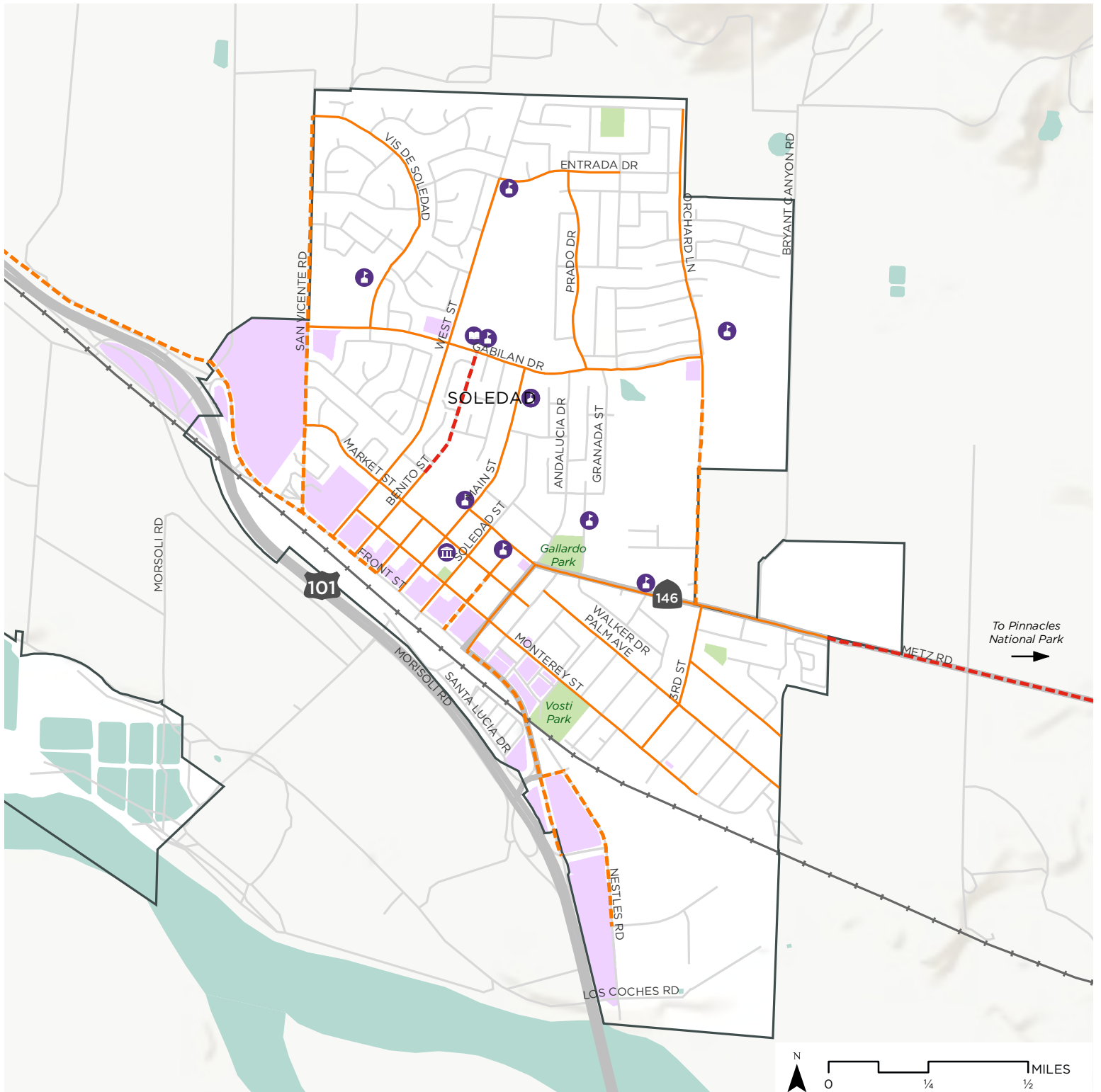
### Proposed Projects

The following table represents recommended active transportation projects. The projects are ranked based on their priority within the City of Soledad.

#### *Bicycle Infrastructure Improvements*

Rank	Name	Location		Type	Length (miles)	Cost Estimate
1	Kidder St	Front St	Market St	bike lane	0.18	\$9,517
2	Front St	East St	4th St	bike lane	0.59	\$30,764
3	San Vincente Rd	Vista del Sol Rd	Hwy 101	bike lane	1.00	\$52,191
3	Orchard Lane	Metz Rd	Asilomar Rd	bike lane	0.52	\$27,186
4	Nestles Rd	Los Coches Rd	Front St	bike lane	0.48	\$25,199
5	Benito St	North St	Gabilan Dr	bike route	0.34	\$4,054





# Soledad

## Monterey County Active Transportation Plan

Existing Bikeways  
 — Class II Bike Lane

Proposed Bikeway Improvements  
 - - - Class II Bike Lane  
 - - - Class III Bike Route

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

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



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