

Monterey Bay & Peninsula – Existing

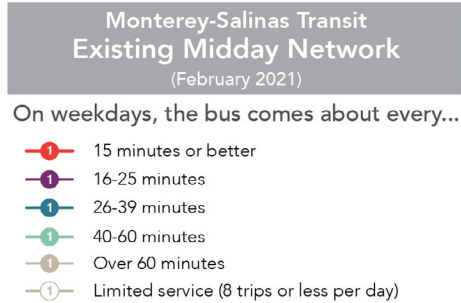
Reading the Maps

The maps on this and the following page depict how MST bus lines are currently organized in the greater Seaside-Monterey urban area, and how that would change if this plan were implemented.

These maps are annotated with comments that explain how the existing network operates, and how that would change in the future.

As in the rest of this report, **maps show bus lines color-coded by midday frequency on weekdays.**

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
- **Green lines** run about once an hour.
- **Gold lines** run less than once an hour.



Lines 1 and 2 cover Pacific Grove every 60 minutes on long and very circuitous paths. These routes maximize coverage, but also ensure that any transit trip beginning or ending in Pacific Grove requires a long wait.

The Jazz A and B routes operate every 30 to 35 minutes, connecting Seaside to Downtown Monterey and Cannery Row. This is a critical connection between areas where many low-income people live, and where many jobs and services are located.

Line 20 provides a regional connection every 30 minutes between Monterey, Sand City, Marina and Salinas. This is MST's highest-ridership regional route, by far.

Service to CSUMB and parts of Marina is provided by two MST bus lines. Both operate once an hour.

Line 16 connects parts of Marina and student housing to the main campus.

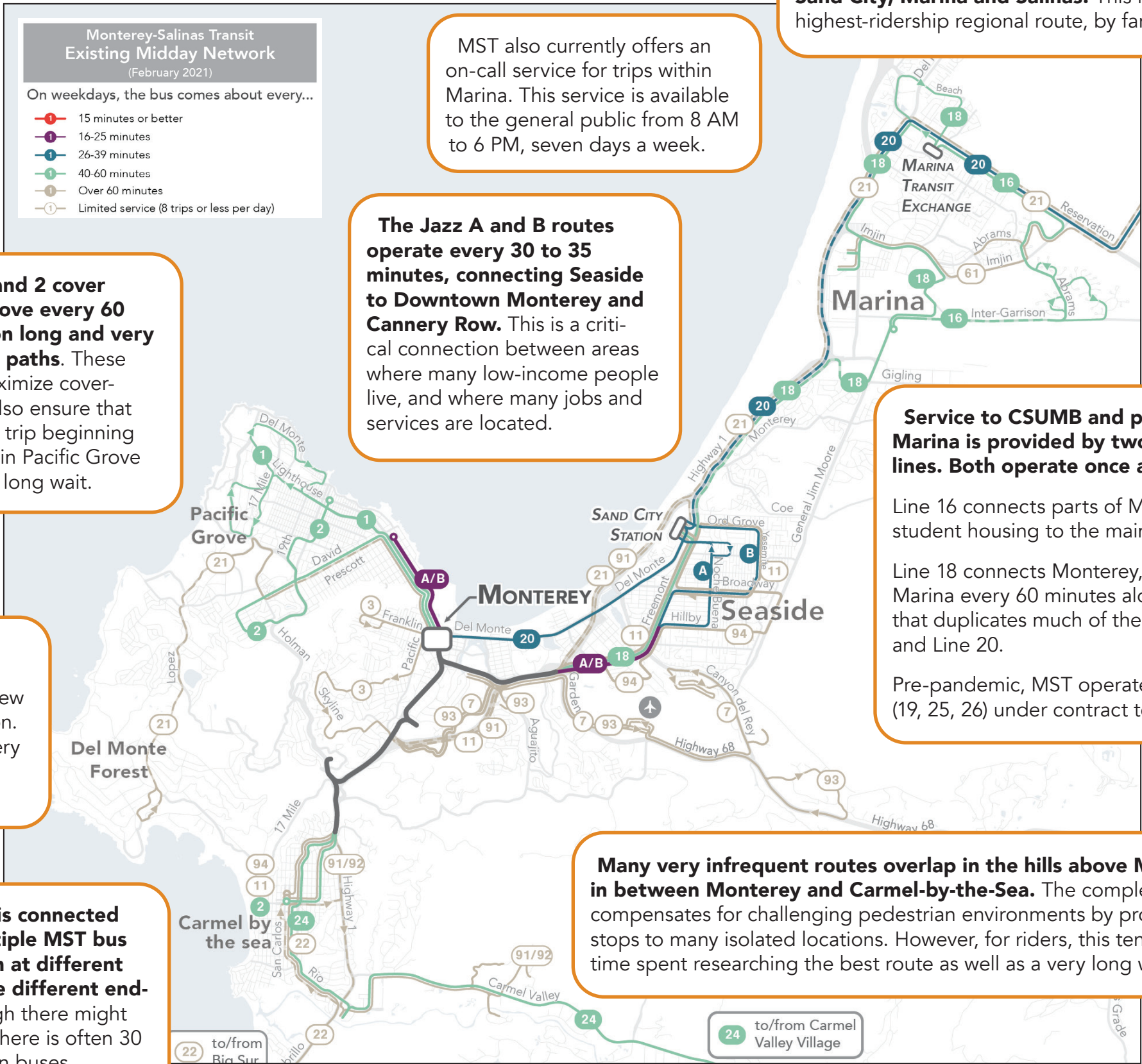
Line 18 connects Monterey, Seaside and Marina every 60 minutes along a path that duplicates much of the Jazz routes and Line 20.

Pre-pandemic, MST operated other lines (19, 25, 26) under contract to CSUMB.

Specialized commuter routes like Line 11 (Carmel) and Line 21 (Pebble Beach) provide fast service, but they run just a few times a day in the morning and afternoon. These are only useful for workers with very specific commute hours, who are also heading straight home after work.

Carmel-by-the-Sea is connected to Monterey by multiple MST bus lines, but they all run at different frequencies and have different endpoints. So even though there might be 3 buses per hour, there is often 30 to 40 minutes between buses.

Many very infrequent routes overlap in the hills above Monterey, and in between Monterey and Carmel-by-the-Sea. The complexity of service compensates for challenging pedestrian environments by providing bus stops to many isolated locations. However, for riders, this tends to mean time spent researching the best route as well as a very long wait.



Monterey Bay & Peninsula – Medium Scenario

Reading the Maps

As in the rest of this report, this map shows bus lines color-coded by midday frequency on weekdays.

- **Red lines** run about every 15 minutes.
- **Blue lines** run about every 30 minutes.
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How Timed Transfers Would Work

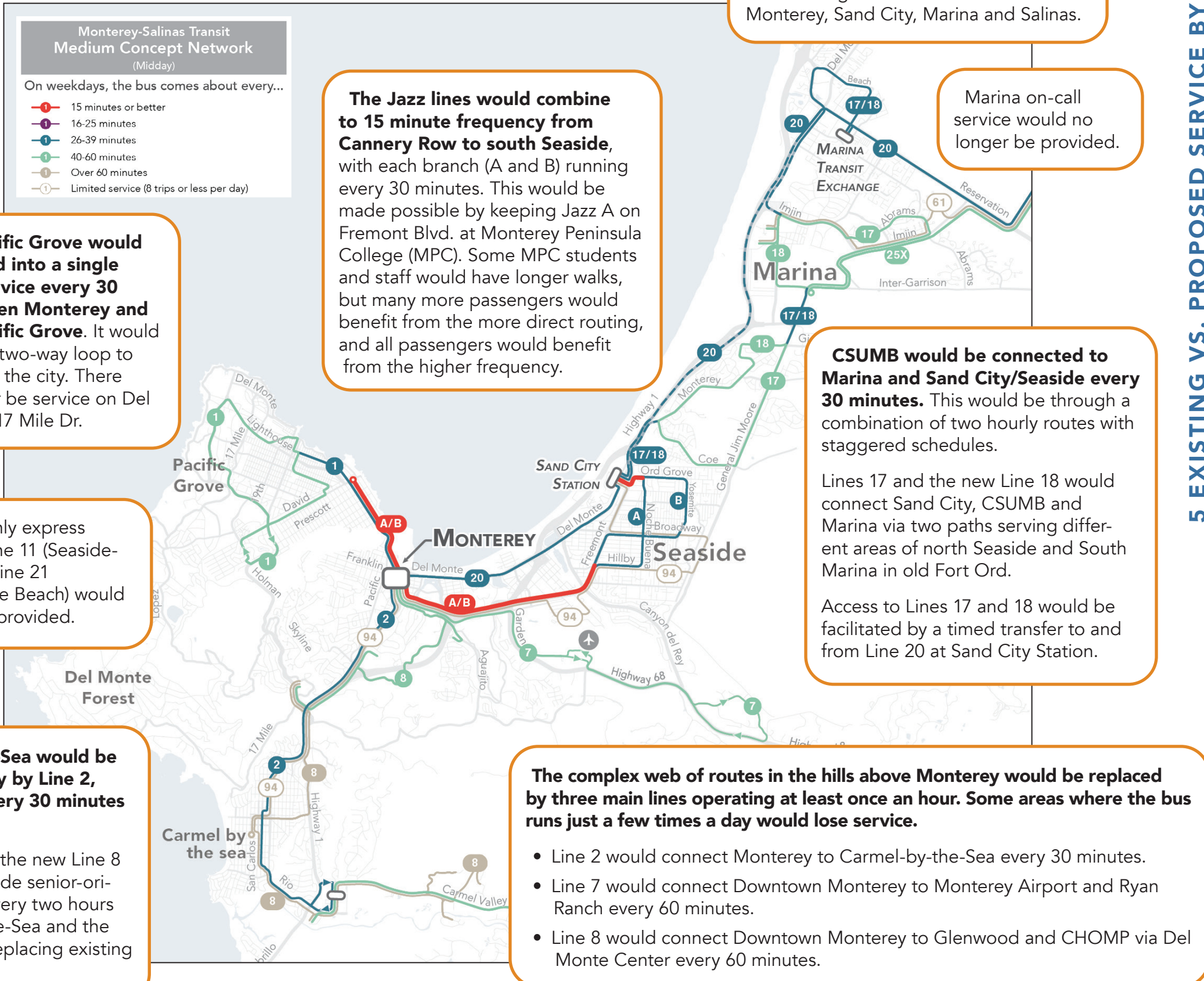
Timed transfers would make it possible to connect from one bus line to another without a long wait.

At Monterey Transit Plaza:

- **Blue lines** would arrive at :10 and :40 minutes after the hour, and leave at :15 and :45.
- **Green lines** would arrive at :10 minutes after the hour, and leave at :15.
- **Red Lines** would not have a timed transfer, but the next bus would be scheduled to always come within 15 minutes. In practice, most passengers connecting to and from red lines would experience a 5 to 10 minute wait. On evenings and weekends, red lines would function like blue lines.

At **Sand City Station**, Lines 17 and 18 would be scheduled to arrive 3 minutes before and leave 3 minutes after Line 20.

At **Carmel Rancho**, Lines 2 and 24 would both arrive at :40 minutes after the hour and leave at :45.



Monterey Bay & Peninsula – How many people would be near service?

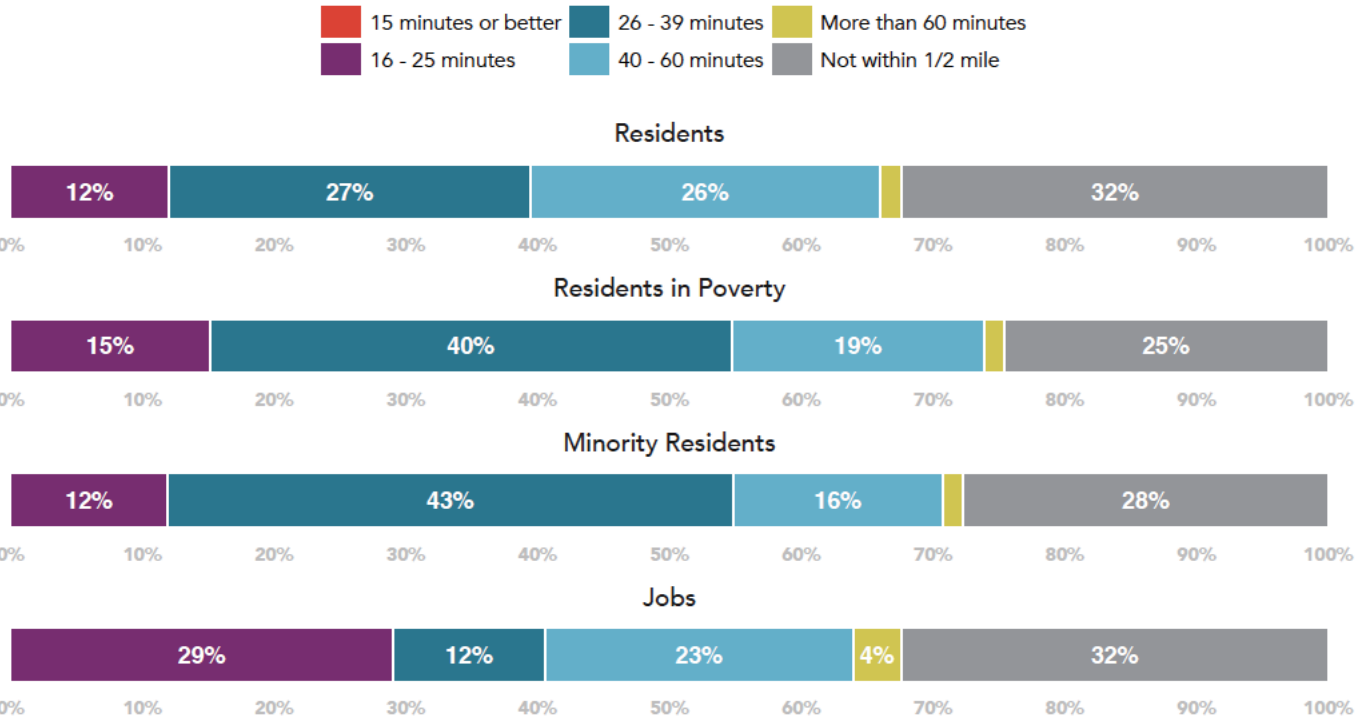
Existing Service

Figure 29 (below left) shows how many residents and jobs in the greater Seaside-Monterey urban area are located within a half-mile walk of a stop on an existing MST bus line, and the level of service available on the most frequent route at that stop.

- 68% of residents and jobs in the greater Seaside-Monterey urban area are near an existing MST bus line, regardless of how often that bus line runs.
- But only 39% of residents and 41% of jobs in the greater Seaside-Monterey urban area are located near service that runs about every 30 minutes or better. Most residents are either near very infrequent service, or no service at all.
- Among residents in poverty, 15% live near service about every 20 minutes (i.e. the shared segment of the Jazz A and B lines), and 55% live near service about every 30 minutes or better. Many of these residents live in either Seaside near the Jazz A and B, or in Marina near Line 20.

Existing - Weekday at noon

What percentage of the greater Seaside-Monterey urban area is near transit that comes every



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Figure 29: Chart showing the percentage of residents and jobs within a half-mile walk of existing MST bus lines in the greater Seaside-Monterey urban area.

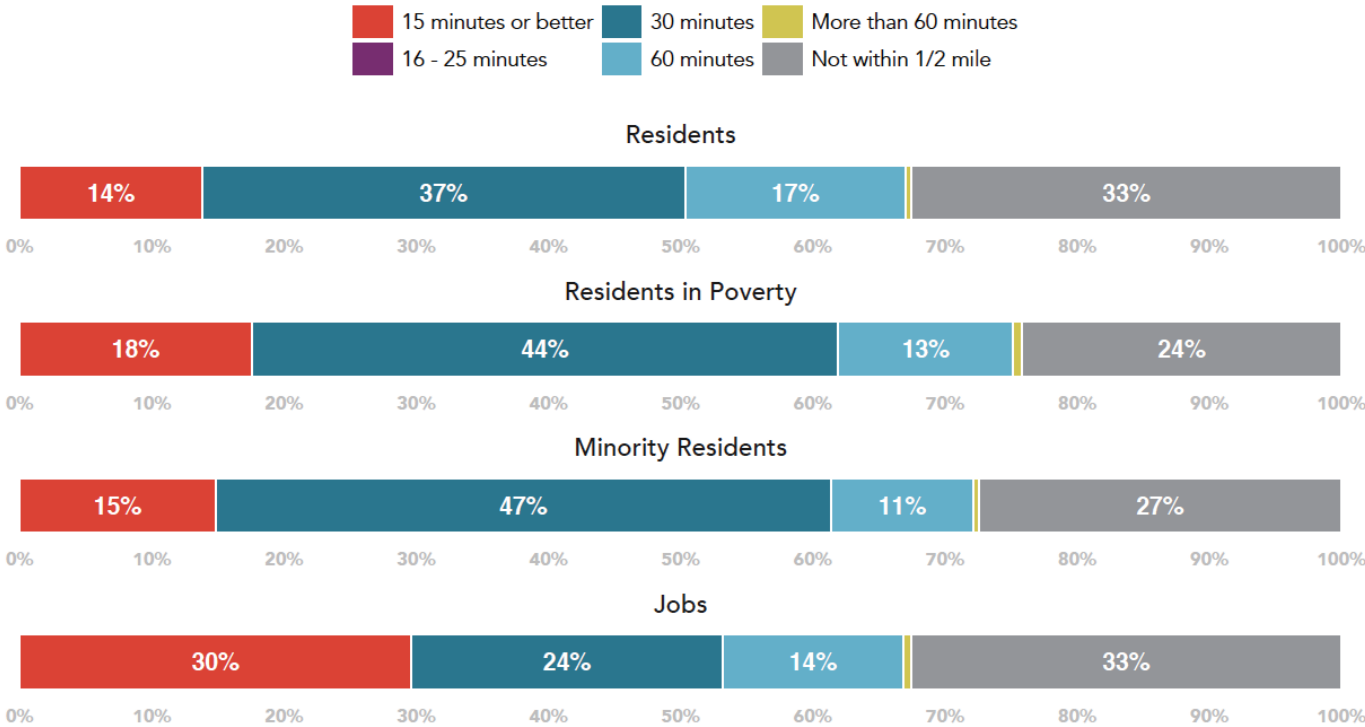
Proposed Final Network

Figure 30 (below right) shows the same information, if the Medium Scenario of this plan were implemented.

- **In the greater Seaside-Monterey urban area, the total number residents and jobs near an MST bus line would decline very slightly, to 67% of residents and jobs (-1%).**
- **The number of residents and jobs near service every 30 minutes or better would increase to 51% of residents (+12%) and 54% of jobs (+13%).**
- 62% of residents in poverty would live near service every 30 minutes or better (+7%).
- 14% of all residents, 30% of jobs, and 18% of residents in poverty would be near service every 15 minutes or better. This would be made possible by eliminating the Jazz A deviation into Monterey Peninsula College and modifying the Jazz routing into Sand City Station.

Medium Scenario - Weekday at noon

What percentage of the greater Seaside-Monterey urban area is near transit that comes every



Note: Proximity is measured as being located within 1/2 mile of a bus stop.

Figure 30: Chart showing the percentage of residents and jobs in the greater Seaside-Monterey urban area that would be within a half-mile walk of MST bus lines in the Medium Scenario.