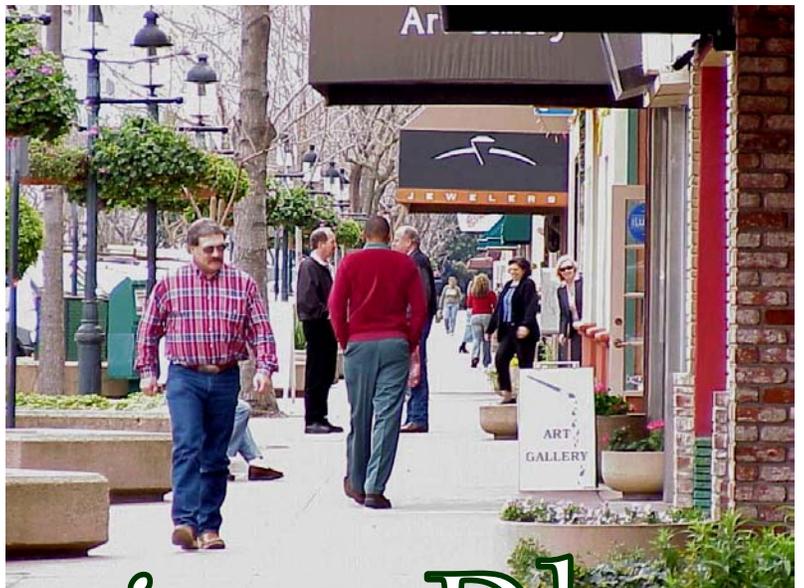




City of Salinas



2004



Pedestrian Plan

2004 Salinas Pedestrian Plan

Acknowledgements

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Anna Caballero, Mayor

Sergio Sanchez, District 1

Roberto Ocampo, District 2

Janet Barnes, District 3

Gloria De La Rosa, District 4

Maria T. Giuriato, District 5

Jyl Lutes, District 6

TRAFFIC AND TRANSPORTATION COMMITTEE

Eric Petersen, Chairperson

Manuel Quebec

Greg Moreno

Jim Bricker

Sal Jimenez

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John Viarengo

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

Paul Aschenbrenner, Chairperson

Gordon Babbitt

Steven Carew

David Craft

Chris Flescher

Alan Hedegard

Arlene Hotelling

Dave Hotelling

Marlys Maher

Chrys Miller

Ed Pantry

Eric Petersen

CITY STAFF

John Fair, Deputy City Manager/City Engineer

Rob Russell, Deputy City Engineer

James Serrano, Asst. Transportation Planner

Hilda Garcia, Administrative Aide

<i>Recommended for approval</i>	<i>Salinas Bicycle and Pedestrian Advisory Committee on</i>	<u><i>Feb 11, 2004</i></u>
<i>Recommended for approval</i>	<i>Salinas Traffic And Transportation Commission on</i>	<u><i>March 11, 2004</i></u>
<i>Recommended for approval</i>	<i>Salinas Planning Commission on</i>	<u><i>April 7, 2004</i></u>
<i>Approved by</i>	<i>Salinas City Council on</i>	<u><i>May 4, 2004</i></u>

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RESOLUTION NO. 18505 (N.C.S.)

**A RESOLUTION OF THE SALINAS CITY COUNCIL ADOPTING THE
2004 SALINAS PEDESTRIAN PLAN**

WHEREAS, the Salinas City Council adopted the 2002 Salinas General Plan which requires maintenance of acceptable levels of service, transportation system and demand management, and encouragement of alternative modes of transportation; and

WHEREAS, the General Plan calls for creation of a community that promotes a pedestrian-friendly, livable environment; and

WHEREAS, at its meeting on February 11, 2004 meeting, the Salinas Bicycle and Pedestrian Advisory Committee reviewed and provided comments for the 2004 Salinas Pedestrian Plan before recommending adoption of said Plan to the City Council; and

WHEREAS, at its meeting on March 11, 2004, the Salinas Traffic and Transportation Commission reviewed the 2004 Salinas Pedestrian Plan and recommended adoption of said Plan to City Council; and

WHEREAS, at its April 7, 2004 meeting, the Salinas Planning Commission reviewed the 2004 Salinas Pedestrian Plan and recommended adoption of said Plan to the City Council; and

WHEREAS, adoption of a pedestrian facilities plan will improve the City's ability to secure funding for pedestrian facility projects;

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF SALINAS that the Council hereby adopts the 2004 Salinas Pedestrian Plan, a copy of which is attached hereto as Exhibit "A" and by this reference incorporated herein.

PASSED AND ADOPTED this 4th day of May, 2004, by the following vote:

AYES: Councilmembers Barnes, De La Rosa, Giuriato, Lutes, Ocampo,
Sanchez and Mayor Caballero

NOES: None

ABSTAIN: None

Approved:



Mayor

Attest:



City Clerk

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INTRODUCTION

On September 17, 2002, the Salinas City Council adopted a new General Plan that set goals and policies for the management of Salinas' future growth. The new General Plan looks to principles of New Urbanism as part of the solution for the projected transportation and land use needs of the City. The Salinas General Plan contains policies that encourage the development of livable communities where walking and bicycling are viable modes of travel.

It is in support of these principles and policies that the 2004 Salinas Pedestrian Plan was developed. Salinas has already completed the third update of the Salinas Bikeways Plan that provides the framework for achieving a 5% increase in bicycle commute trips by 2010. This first iteration of the Salinas Pedestrian Plan sets out to determine goals and strategies that will increase walking in the City and identify actions that need to be taken to achieve a livable community.

MISSION STATEMENT:

MAKE WALKING A PREFERRED CHOICE OF TRAVEL BY CREATING A SAFE, CONVENIENT AND PEDESTRIAN-FRIENDLY ENVIRONMENT

The Goals of the Salinas Pedestrian Plan are as follows:

GOALS:

- ❖ Promote the development and design of pedestrian facilities that are convenient, safe, attractive, comfortable, interesting, and interconnected to provide continuity of travel
- ❖ Reduce the number of pedestrian-related accidents in Salinas
- ❖ Condition New Development to install appropriate streets, sidewalks, pedestrian access ramps, traffic calming measures, lighting and related facilities to encourage walking
- ❖ Develop a Traffic Calming Policy to address vehicular speeds in residential and commercial areas
- ❖ Develop a Suggested Routes to School Program for all elementary schools in Salinas
- ❖ Educate the general public to increase the number of overall walking trips within Salinas
- ❖ Identify needs of walking districts or areas to increase walking trips

WHY SHOULD SALINAS PROMOTE WALKING?



Walking is a low cost activity that is available to the vast majority of Salinas' residents, and requires few special skills or equipment. Providing a sidewalk and pathway system throughout the City that connects residential areas with recreational, employment, business and service uses gives a wider range of people, including those without access to a car, the

opportunity to choose walking as a viable way of travel in Salinas. These trips include those to work, to school, or to enjoy the outdoors and escape the pressures of modern living.

HEALTH BENEFITS

The health benefits of regular physical activity, including walking, are well documented. Regular and moderate exercise has been proven to reduce the risk of developing coronary heart disease, stroke, colon cancer, hypertension, diabetes, osteoporosis, obesity, and depression. Seven million Americans suffer from Coronary Heart Disease (CHD), caused by narrowing the coronary arteries that feed the heart. CHD is the number one killer of both men and women in the United States. Each year more than 500,000 Americans die of heart attacks caused by CHD. Many of these deaths could be prevented because CHD is related to certain aspects of the lifestyle, including high blood pressure, high blood cholesterol, smoking, obesity, and physical inactivity. Walking is an excellent form of exercise. It stimulates and maintains muscular strength and good joint function; involves a large percentage of the body; can be maintained throughout life; and does not provoke hip, knee or other weight bearing injuries.¹

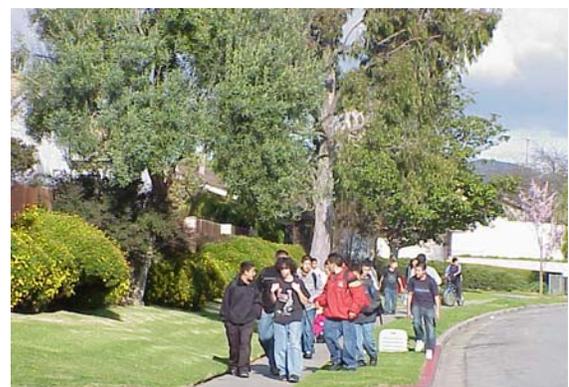
Given the high rates of chronic disease in Latinos, the Monterey County Health Department (MCHD) conducted a risk factor survey of 1,000 Latinos in 1990 in Monterey County where one of the largest Latino populations in California resides. A second follow-up survey was completed in 2000 with 817 Latino women in and from a community sample and 188 men from a farm labor camp sample. Results showed that the majority of respondents were Mexican

American, young, impoverished, low educated, and medically uninsured; many reported poor health behaviors. Over 60% of respondents from both samples were overweight including over 20% who were obese. Approximately one-third reported no leisure-time physical activity in the past month.²

The Surface Transportation Policy Project released a report, “Measuring the Health Effects of Sprawl; a National Analysis of Physical Activity, Obesity and Chronic Disease” in September 2003. The study found that 65% of the American adult population is overweight and almost one in three is obese. Nationally, childhood obesity has reached epidemic proportions; 4.7 million youths, age 6-17, are now considered overweight or obese. Twenty-two percent of American children are now considered obese and that number is doubling every 10 years, while the portion of overweight teens has tripled in the past 25 years.



California law requires school districts to administer physical fitness testing to all 5th, 7th, and 9th grade students annually. In 1990, 80% of the students tested failed to meet the minimum standards to be considered physically fit.³ The California Center for Public Health Advocacy (CCPHA), analyzed the 2001 California Physical Fitness Test administered to students in the 28th Assembly District in California, which includes Salinas and found that 35% of children are overweight; this is among the highest percentages in the state. Overweight children face a greater risk of developing many health problems as well as low self-esteem, poor body image, and symptoms of depression. Physical inactivity and nutrition-related diseases are the second-leading cause of preventable death. These diseases account for 28% of preventable deaths each year, more than AIDS, violence, car crashes, alcohol and drugs combined.⁴



Preliminary studies indicate that the transition from compact neighborhoods to more spread out automobile-dependent communities has meant a decline in everyday physical activity. A

common factor of sprawling communities is that common destinations are not within walking distance. If stores, services or businesses are separated from neighborhoods by wide, high-speed roads, people will perceive it safer to arrive by automobile. Urban planning research shows that “urban form” – the way streets are laid out, the distance between destinations, the mix of homes and stores – is linked to physical activity because it influences whether people must drive or are able to choose more physically active travel, such as walking.⁵

Physical activity need not be unduly strenuous for an individual to reap significant health benefits. Even small increases in light to moderate activity, equivalent to walking for about 30 minutes a day, will produce measurable benefits among those who are least active.

The Center for Disease Control recommends that adults engage in moderate-intensity physical activities for at least 30 minutes on 5 or more days of the week. Younger people are separated into two sets of developmentally appropriate recommendations; one set for adolescents and the other for school-aged children. The International Consensus Conference on Physical Activity Guidelines for Adolescents (ICCPAGA) addresses the suggested types of physical activity and the recommended duration. The ICCPAGA recommends that all adolescents should be physically active daily, or nearly every day, as part of play, games, sports, work, transportation, recreation, physical education, or planned exercise, in the context of family, school, and community activities. School-aged children have entirely different needs and abilities. The National Association for Sport and Physical Education (NASPE) issued physical activity guidelines that recommend all elementary school-aged children should accumulate at least 30 to 60 minutes of age-appropriate and developmentally appropriate physical activity from a variety of activities on all, or most days of the week. An accumulation of more than 60 minutes, and up to several hours per day of age-appropriate and developmentally appropriate activity is encouraged.⁶

TIME	DISTANCE* <i>walking at a moderate pace (3mph)</i>	DISTANCE* <i>walking at a brisk pace (4 mph)⁷</i>
10 minutes	0.5 miles	.67 miles
20 minutes	1 mile	1.33 mile
30 minutes	1.5 miles	2 miles
40 minutes	2 miles	2.67 miles
50 minutes	2.5 miles	3.33 miles
60 minutes	3 miles	4 miles

*Distance a 150-pound person would travel.

1/2 mile is the distance from:

- Alvin Square Shopping Center to Northridge Mall (North Main Street at San Juan Grade Road)
- Cesar Chavez Community Park (North Hebbbron Avenue at Elton Place) to Alisal Shopping Center (East Alisal Street at Sanborn Road)
- Hartnell Community College to the MST Transit Station (Central Avenue at Lincoln Avenue)

3/4 mile is the distance from:

- Oldtown Salinas (Main Street at Alisal Street) to the Quadrangle Center (South Main Street at Romie Lane)
- Kammann Elementary School/Park (Tyler Street at Laurel Drive) to Sherwood Municipal Pool (North Main Street at Iris Drive)
- Closter Community Park (Towt Street at Fairhaven Street) to Cesar Chavez Library (Williams Road at Bardin Road)

1 mile is the distance from:

- Harden Ranch Shopping Center (North Main Street at Harden Parkway) to Salinas Municipal Stadium (Maryal Drive south of Laurel Drive)
- Constitution Soccer Complex to Natividad Creek Park (Constitution Blvd at Las Casitas Drive)
- Westridge Shopping Center (Westridge_Parkway at Davis Rd) to Laurel West Linear Park (Davis Road at Rossi Street)

TRANSPORTATION BENEFITS

Some streets and highways now carry more traffic than they were designed to handle, resulting in congestion, wasted time and energy, increased pollution, and driver frustration. Walking requires less space per traveler than automobiles and the vast majority of Salinas streets include sidewalks or pedestrian facilities to accommodate walking trips. Roadway improvements to accommodate pedestrians and bicycles can also enhance safety for motorists. For example, adding paved shoulders on two-lane roads has been shown to reduce the frequency of run-off-road, head-on, and sideswipe motor vehicle crashes.⁸



Nearly half of all trips people make within their communities can be made easily on foot. The U.S Department of Transportation, in it's 1995 National Bicycling and Walking Study, (NBWS) final report revealed that nearly 50 percent of all personal travel trips are less than 4.8 kilometers (3 miles) long, and personal business trips (doctor visits, household errands, and visits to friends) account for 41.5 percent of all trips.⁹ Such personal, short distance trips are well suited to travel by walking. In fact, 55 percent of Americans want to walk more. The Surface Transportation Policy Project conducted a poll in 2003 and found that more Americans would prefer to walk more, rather than drive, to get to specific places or for exercise. The challenge is having the facilities and making the time to actually make the trip by walking.

QUALITY OF LIFE/SOCIAL BENEFITS

The increase in the level of walking and bicycling due to the creation of these facilities leads to a cleaner environment and a healthier population. Trails and other pathways are also an expression of



community pride and character, and in many cases a means of preserving the natural and historical resources of a region.¹⁰ Walking gives better opportunities for social interaction. The recreational

benefits of walking are clear - according to the *Report of the President's Commission on Americans Outdoors* (1990). Nearly 90 percent of Americans ages 12 and older go outdoors for recreation. This research found that 100 million Americans walk for pleasure. Improved sidewalks and trails make an evening stroll possible and provide public areas where neighbors can get to know each other¹¹, creating stronger neighborhoods.

In a growing number of communities, bicycling and walking are considered as indicators of a community's livability – a factor that has a profound impact on attracting businesses and workers as well as tourism. In cities and towns where people can regularly be seen bicycling and walking, there is a sense that these are safe and friendly places to live and visit. In 1980, Donald Appleyard found that people living on a street with light traffic had three times as many friends and twice as many acquaintances on the street as did people living on a street with heavy traffic.¹²

ECONOMIC BENEFITS

All across the country, bicycle and pedestrian facilities are proving to be a wise economic investment for the communities through which they pass. Studies have shown that they stimulate local economies by attracting bicyclists, hikers, and other tourists to an area. This, in turn, attracts and revitalizes businesses, creates jobs, and increases public revenue. Trails and pathways also have a positive effect on nearby properties as homebuyers and business owners realize the value that such facilities bring to a community.¹³

In 1994 *American Lives*, a research firm serving the real estate industry conducted a study identifying the most crucial factors affecting home purchasing decisions. “Walking and biking paths” was ranked third, “lots of natural, open space” was second and “Community designs that deliver low traffic and quieter streets” was ranked first.

According to the NBWS final report, the American public saves from 3 to 14 cents for every automobile kilometer (5 - 22 cents per mile) displaced by walking or bicycling due to reduced pollution, oil import costs, and costs due to congestion such as lost wages and lost time on the job.¹⁴

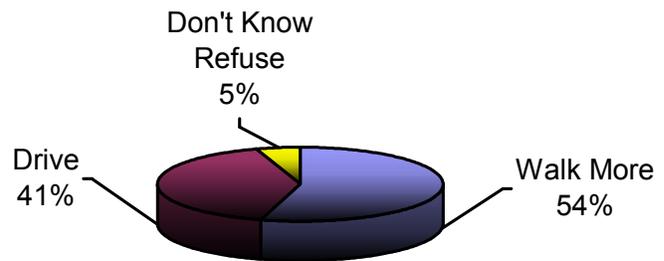
ENVIRONMENTAL BENEFITS

It has been estimated that in 1991 alone, bicycling and walking trips in the U.S. replaced nearly 28.8 billion motor vehicle kilometers (18 billion miles). These non-motorized trips saved about 850 million gallons of gasoline that would have added 11.7 tons of exhaust emission air pollution into the atmosphere (NBWS Final Report).

WALKING TRENDS

Belden, Russonello & Stewart conducted a national random sample survey to measure the public's attitude toward walking in October 2002. One of the key findings was that overall, many Americans would like to walk more in their communities. More than half of the American public (54%) says it would like to walk more throughout the day either for exercise or to get to a specific place. Four in ten (41%) Americans would choose driving over walking for wherever they need to go.

Americans Would Prefer to Walk More



Source: Surface Transportation Policy Project Report Released Apr 2003
"Americans Attitudes Towards Walking and Creating Better Walking Communities"

When thinking about deciding where to live, having sidewalks and places to take walks for exercise or fun is important to nearly eight in ten Americans, and "very" important to four in ten. Having areas to walk in the neighborhood rates third on a list of seven items, behind feeling safe from crime and the quality of the public schools.¹⁵

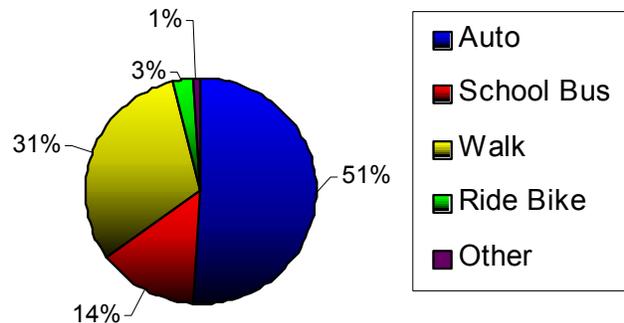
Studies also show that fewer youths are walking to school. Seven in ten Americans (71%) say they walked or rode a bike to school as a child. Today most children (7-17 years old) are either driven to school by a parent or a school bus.¹⁶ According to the U.S Census, between 1990 and 2000 the portion of working Americans who walked to work dropped from 3.9% to 2.9%.¹⁷

PEDESTRIAN SAFETY

The National Safety Council estimates that 85.7% of all non-fatal pedestrian crashes in the United States occur in urban areas and 14.3% occur in rural areas. However, 25% of pedestrian fatalities occur in rural areas, where vehicle speeds are higher than on city streets. In 1969, nearly half of elementary school students walked or biked to school. By 1995 the numbers were significantly lower. This decline can be attributed to many causes, including traffic safety and other hazards that make walking unsafe for children.

A decrease in the number of children walking is a contributing factor in the decline in child pedestrian deaths and injuries, but pedestrian injury remains a leading cause of unintentional injury related death among children.¹⁸

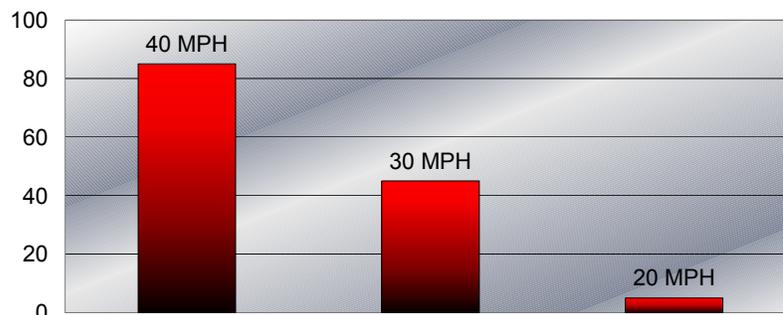
Far More Children Ride In a Car or School Bus Than Walk or Bicycle (trips 1 mile or less)



Calculation from the 1995 Nationwide Personal Transportation Survey. US Department of Transportation Federal Highway Administration unpublished data 2000

Speeding is a major contributing factor in crashes of all types. In 1999, a National SAFE KIDS Campaign survey found that two thirds of drivers exceeded the posted speed limit in school zones during the 30-minute periods before and after school.¹⁹ A pedestrian hit at 40 mph has an 85 percent chance of being killed; at 30 mph the likelihood goes down to 45 percent, while at 20 mph the fatality rate is only 5 percent. Faster speeds also increase the likelihood of a pedestrian being hit. At higher speeds, motorists are less likely to see a pedestrian, and are even less likely to be able to stop in time to avoid hitting one.²⁰

FATALITIES BASED ON SPEED OF VEHICLE
A pedestrian's chance of death if hit by a motor vehicle



WALKING IN SALINAS THE PRESENT

WHO IS WALKING IN SALINAS?

Everyone. Everyone is a pedestrian at some time. Even habitual motorists turn into pedestrians when they park their cars.

- The 2002 Census reports that for Salinas, only 2% of all work commute trips made by people 16 years and older were made by foot. This translates to approximately 1,200 people walking to work.



- People who do not own cars depend heavily on walking. In Salinas, for instance 2,863 or 7% of the 38,298 households in 2000 did not have a car.

- Children under sixteen years of age cannot drive, and many Salinas high school students over 16 do not drive or do not have regular access to a car.

- People with disabilities, including many elderly people, rely on walking for mobility because they are not able to drive. The Central Coast Center for Independent Living, a non-profit organization whose purpose is to advance independent living opportunities of all people with disabilities, estimates that 250 of its Salinas clients, who use wheelchairs or can walk, do not have transportation and therefore rely on the pedestrian system.



- Transit users make up another group of pedestrians. The 2002 Census estimates that 1,264 people use the bus system in Salinas on a daily basis to get to work. A

survey conducted by MST in Spring 2002 showed that only 35% of transit trips are trips to work. Based on this information, City of Salinas staff roughly estimates that 3,600 people board the buses in Salinas. Transit users make a walking trip to the transit station or transit stop and another trip from the destination stop to the final destination. Thus, counting the return trip, transit users make as much as four walking trips each time they take the bus to / from work.

- Then there are those who walk, run or jog for recreation or fitness. As pointed out earlier, walking for recreation provides many health benefits and a chance to be outdoors to enjoy the city life and nature.



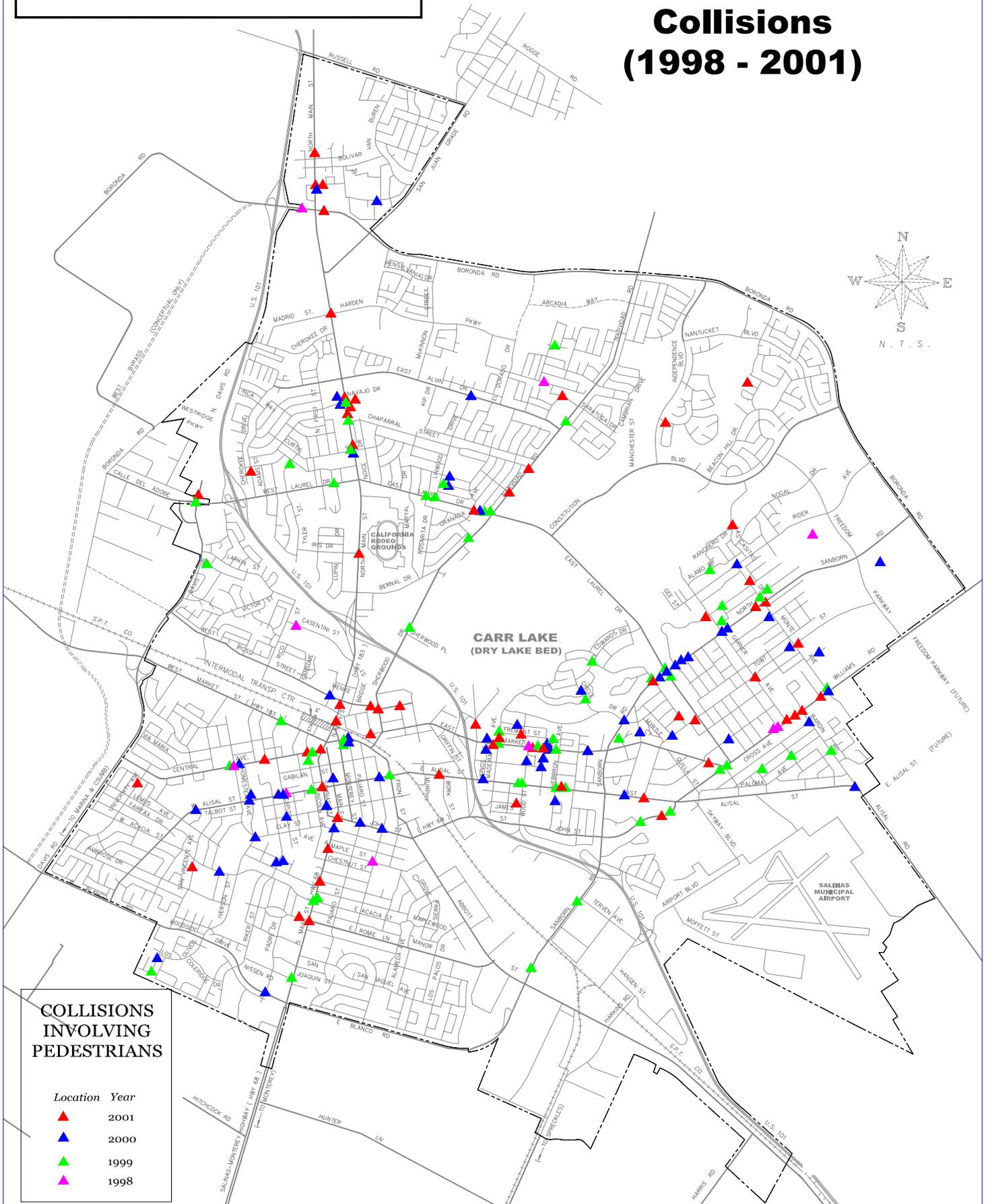
Yet with all these people walking, the Surface Transportation Policy Project (STPP) ranked Salinas 38 out of 58 in the list of dangerous cities for pedestrians in 2001 among cities with populations over 100,000. The rating was based on the number of pedestrian related collisions during that year. Therefore one of the goals of the Salinas Pedestrian Plan is to reduce the number of pedestrian related accidents in the City. Following is a discussion of the pedestrian related collisions in Salinas.

RATES OF PEDESTRIAN COLLISIONS

In 2001 there were a total of 58 pedestrian related accidents in Salinas. That is 9.3% lower than in the year 2000. On average, 60 pedestrian-related collisions occurred each year in Salinas over the six-year period from 1996-2001, of the 361 collisions, nearly 2% resulted in fatalities. In addition, data compiled by the Monterey County Health Department, Injury Prevention Division, show that collisions with motor vehicles is one of the top five causes of injuries in pedestrians between the ages of 1 and 16 years.

CITY OF SALINAS

Pedestrian/Motor Vehicle Collisions (1998 - 2001)



SALINAS PEDESTRIAN COLLISION SUMMARY

Year	Total Pedestrian Accidents	Pedestrian Fatalities
1996	53	2
1997	57	0
1998	74	3
1999	55	1
2000	64	0
2001	58	1
TOTAL	361	7



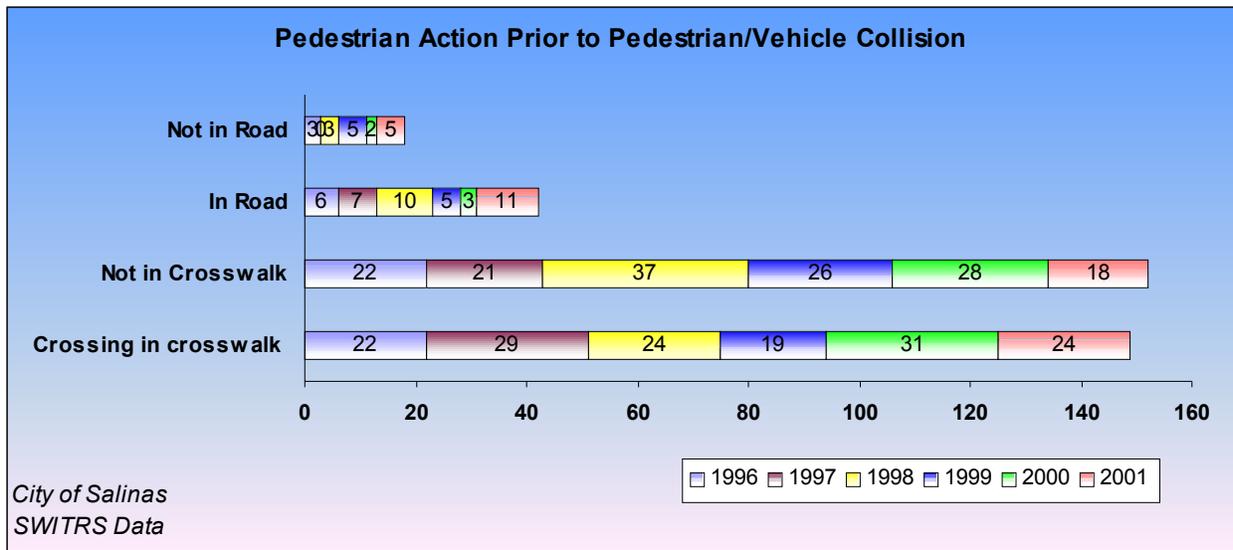
LOCATION OF PEDESTRIAN COLLISIONS

The following table identifies the intersections in Salinas with the highest number of vehicle/pedestrian collisions from 1996 through 2001. Of these 15 intersections, 12 are located within ¼ mile from a school and 10 provide controlled crossing (traffic signal & crosswalks) for pedestrians.

RANK	NEAREST INTERSECTION	TOTAL COLLISIONS (1996-2001)	WITHIN ¼ MILE FROM SCHOOL	TRAFFIC SIGNAL
1	Navajo Drive at North Main Street	8	YES	NO
2	East Market Street at Pajaro Street	6	NO	NO
3	East Market Street at Madeira Avenue	5	NO	YES
4	Sanborn Road at Garner Avenue	4	YES	YES
5	Sorrentini Drive at Natividad Road	4	NO	NO
6	Capitol Street at Alisal Street	3	YES	NO
6	North Main Street at Lamar Street	3	YES	NO
7	Main Street at John Street	3	YES	YES
7	North Main Street at Curtis Street	3	YES	YES
7	Madeira Avenue at Alisal Street	3	YES	YES
7	North Main Street at Bernal Drive	3	YES	YES
7	Salinas Street at Alisal Street	3	YES	YES
7	Sanborn Road at Del Monte Avenue	3	YES	YES
7	Sanborn Road at Laurel Drive	3	YES	YES
7	Williams Road at East Market Street	3	YES	YES

North Main Street at Lamar Street is tied for #6 on the accident summary list. Staff has secured \$180,000 of funding in Pedestrian Safety Program grant funds from the State to construct a lighted crosswalk; the first of its kind in Salinas. The intersection of North Main Street and Lamar Street currently has a marked crosswalk on the north leg. Installing flashing runway-type lights and constructing a pedestrian refuge island near the mid-point of the crossing will enhance the safety of this pedestrian crossing. Additionally, areas of the sidewalk currently damaged are to be repaired and tree replacement with location-appropriate species are proposed. This project is currently under construction, and should be completed by March 2004.

The five remaining intersections that do not have a traffic signal are provided with crosswalks. In general however, the pedestrian collision data for Salinas show 42% of pedestrians were not using a crosswalk prior to collision with a motor vehicle. An equally surprising finding was that the number of pedestrian-related collisions involving pedestrians using a crosswalk prior to the collision was nearly the same as those who were not using a crosswalk.



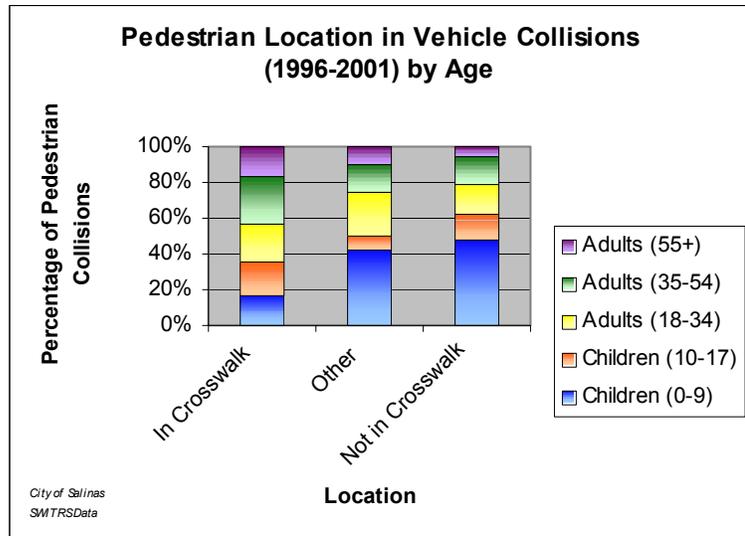
For collisions occurring at a crosswalk, 69% are recorded as happening primarily because the driver failed to yield the right of way to the pedestrian. Of the collisions that take place outside a crosswalk, 77% are listed as being caused primarily by pedestrian violation. This is an indication that the mere provision of crosswalks is not effective in making a safe pedestrian route of travel. It also indicates that crossing on a crosswalk whether controlled (traffic signals regulate pedestrian crossings) or uncontrolled may still result in a collision. These numbers suggest that a considerable portion of pedestrian collisions are caused by inappropriate driver and pedestrian behavior that may be reduced with safety education coupled with improvements in pedestrian facilities design.



Installation of marked crosswalks at uncontrolled pedestrian crossing locations should not be regarded as a cure for pedestrian safety problems. However, marked crosswalks should also not be considered as a negative measure that will increase pedestrian accidents in all cases. Marked crosswalks are appropriate at some locations to help channel pedestrians to preferred crossing locations, but in many cases should be accompanied by other improvements.²¹

AT-RISK GROUPS

Statewide Integrated Traffic Record System (SWITRS) data indicates that by age groups, children ages under 9 make up over 33% of all pedestrian collisions, even though according to 2000 census data, they account for only 19% of total Salinas population. Of the total collisions in Salinas occurring outside of a



crosswalk, children under 9 make up for 60% of the victims. Investigation of these crashes show that children do not have the skills or the abilities needed to be safe in traffic. Children are small, and can't always see over bushes or parked cars. This also means they can't easily be seen by drivers. Many pedestrian accidents in the city occur because younger pedestrians run out into the street from between parked vehicles without checking for oncoming cars.

The Salinas data also shows that pedestrians age 35-54 are most likely to become victims while crossing at a designated crosswalk. This may result from the pedestrian's expectation that vehicles will yield to them, without realizing the driver may not see them at the crosswalk, or may not yield.

Rates for older persons (65 and above) are lower (6% of Salinas pedestrian collisions) than any other age groups, which may reflect greater caution by older pedestrians and reduced amount of walking near traffic. However, older adult pedestrians are much more vulnerable to serious injury or death when struck by a motor vehicle than younger pedestrians. A study by the Transportation Research Board in 1993 showed that the percentage of pedestrian collisions

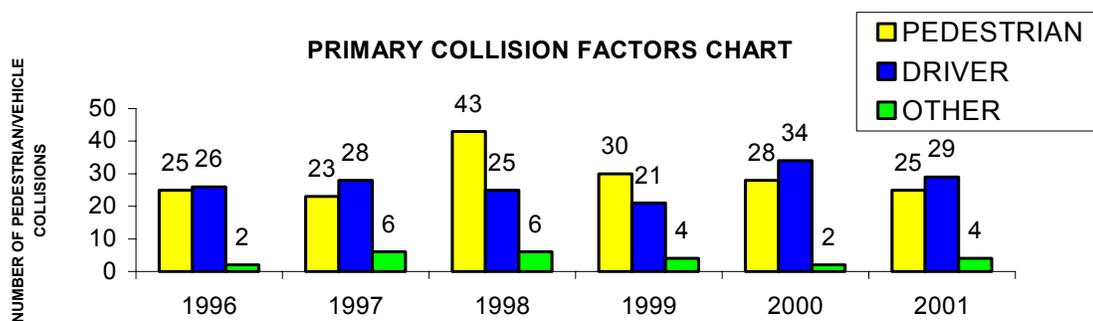
resulting in death exceeds 20 percent for pedestrians 75 and older compared to less than 8 percent for pedestrians 14 years or younger.²²

AGE BREAKDOWN OF SALINAS PEDESTRIAN COLLISION SUMMARY (1996 - 2001)											
AGE GROUP	0-4	5-9	10-13	14-17	18-24	25-34	35-44	45-54	55-64	65+	TOTAL
INJURY	55	63	26	30	33	33	39	32	29	21	361
FATALITY	1	0	1	0	1	0	1	1	1	1	7
% OF INJURIES	15 %	18 %	7%	8 %	9 %	9 %	11 %	9 %	8 %	6 %	*100%
% OF FATALITIES	14 %	-	14 %	-	14 %	-	14 %	14 %	14 %	14 %	*100%

**Percentages may not add up to 100% due to rounding*

REASONS FOR PEDESTRIAN COLLISIONS – WHO IS AT FAULT?

In Salinas, there is a pedestrian/vehicle collision once every six days, on the average. As the accompanying chart shows, motor vehicle drivers are responsible for 45.2 % of all pedestrian/vehicle collisions, while pedestrians are responsible 48.2 % of the time. 6% are due to other/unknown causes. Violating a pedestrian’s right of way is the number one mistake drivers make. Other common collision causes include unsafe starting or backing and unsafe speed.



Pedestrians’ violations are tabulated as a single category in the data so it is not possible to distinguish the particular pedestrian actions that cause collisions. Some well known pedestrian violations include failing to obey traffic signals and jaywalking (crossing outside of a legal crosswalk).²³

<u>PRIMARY COLLISION FACTOR</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>% OF TOTAL</u>
PEDESTRIAN							
Pedestrian Violation	24	21	37	26	26	21	42.94%
Pedestrian or Other Under Influence	1	2	6	2	1	3	4.16%
Auto Right-of-Way Violation	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	1.11%
SUBTOTAL	25	23	43	30	28	25	48.20%
DRIVER							
Pedestrian Right-Of-Way Violation	16	20	14	13	27	17	29.64%
Unsafe Speed	1	6	2	2	1	4	4.43%
Unsafe Starting or Backing	3	0	0	1	2	5	3.05%
Improper Turning	0	1	1	0	0	1	0.83%
Driving Under the Influence	1	0	5	5	1	1	3.60%
Improper Passing	4	1	1	0	2	0	2.22%
Other Hazardous Movement	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>1</u>	1.39%
SUBTOTAL	26	28	25	21	34	29	45.15%
OTHER							
Other Than Driver or Pedestrian	1	3	3	0	0	2	2.49%
Unknown	<u>1</u>	<u>3</u>	<u>3</u>	<u>4</u>	<u>2</u>	<u>2</u>	4.16%
SUBTOTAL	2	6	6	4	2	4	6.65%
TOTAL	53	57	74	55	64	58	100.00%

The SWITRS data shows that in Salinas, pedestrian-related collisions are due equally in part to driver and pedestrian behavior. As mentioned earlier, one of the main goals of the Salinas Pedestrian Plan is to reduce the number of pedestrian-related collisions. The data above suggests changing pedestrian and motorist behavior will achieve significant reductions. This may be achieved through implementation of education programs coupled with design improvements that help reinforce the desired behaviors.

TRIPS AND FALLS

Another source of pedestrian injuries is trips and falls on City sidewalks. Street trees greatly enhance the pedestrian environment as well as improve property values, provide wildlife habitat and improve air quality, among other benefits. The aesthetic benefits trees provide, particularly the more mature ones, makes them an essential pedestrian amenity. Unfortunately, in Salinas these mature trees also have mature root systems that create upheaval of the sidewalks if not break them. There is extensive damage to the City sidewalks mainly resulting from the root systems of mature trees in the City's street tree inventory.



These sidewalk upheavals create problems for pedestrians as demonstrated by the following table that shows claims for trips and falls in City sidewalks. These claims represent reported injuries caused primarily by sidewalks damaged by tree roots. There is no measure of the unreported incidents due to falls caused by deficiencies in the sidewalk system. As the data

shows, the reported incidents of trips and falls are significant and result in a significant cost to the city.

Trips and Falls – City sidewalks		
YEAR	NO. OF CASES	LOSS (\$)
1995	16	147,750.00
1996	17	22,841.21
1997	13	170,228.00
1998	9	27,129.00
1999	11	57,500.00
2000	8	0.00
2001	15	6,436.08
2002	13	7,206.66
2003	9	1,188.75

Currently, there are 1,526 requests for sidewalk repairs and a current listing of unrepaired sidewalks is provided in the Appendix. These requests come mostly from Salinas pedestrians who see these problems in their neighborhoods, near where they work, and in other areas where they walk. Not only are the damaged sidewalks resulting in injury claims to the City, but they are also not ADA-accessible.

Sidewalk repairs are accomplished through an ongoing Capital Improvement Project (CIP) managed by the Development and Engineering Department, and by the City Maintenance Department's concrete crew. Through the Capital Improvement Project, the City is able to repair sidewalks damages located in an area or street corridor taking advantage of the efficiencies of working on sites that are clustered or an in close proximity to each other. On the other hand, the Maintenance Department Concrete Crew handles repairs that have not been practical to include in the Capital Improvement Project and continue to make repairs throughout the year. In the past few years, neither program has been adequately funded. The current budget difficulties have threatened the loss of the Maintenance Departments concrete crew. There has also been a decrease in Gas Tax appropriations that will further reduce the City's ability to implement the sidewalk CIP.



The budget constraints affecting the sidewalk repair programs have resulted in the City adopting policies to reprioritize sidewalk repairs from a “first-come first served” policy to using prioritization criteria that considers volume of pedestrian activity and severity of the sidewalk damage.

To prevent future sidewalk damage due to tree roots, new plantings involve the selection of tree species that will have root systems that are less likely to cause sidewalk problems, use of wider tree wells, and installation of root barriers.

Sidewalks and street trees are intertwined both in the benefits they provide to the pedestrian environment and in the problems they present. To create a pedestrian-friendly community, it is essential that funding for both programs be maintained, and to continue considering and implementing strategies that will ensure the provision of a healthy “urban forest” and maintain usable sidewalks.

THE SALINAS PEDESTRIAN ENVIRONMENT

Before looking at goals and strategies that will benefit the pedestrian in Salinas, it is necessary to define space or environment that the pedestrian uses. The Pedestrian Environment consists of *walkways* and *open space*.

- Pedestrian walkways are “prepared exterior routes designed to provide pedestrian accessibility. Walkways are general pedestrian routes, including plazas and courts. Sidewalks are walkways that parallel a vehicular roadway.”²⁴ In Salinas, this includes paths and trails that connect neighborhoods with each other and with community destinations such as schools, retail uses and other services.
- Crosswalks are where the pedestrian travel path extends across a roadway. They can either be marked or unmarked.
- Open space, such as parks and plazas, are outdoor spaces open to the public, where pedestrians can pass through or gather. Courts are indoor gathering places, often privately owned but open to the public.
- The Pedestrian Network describes the total system of interconnected walkways that provide pedestrian access to their destination from the origin of their trip



Sidewalks constitute a large part of the pedestrian environment in Salinas. When looking at sidewalks, another important area to define is the *pedestrian path of travel*. The cross-section on page 31 illustrates the general zones of pedestrian walkways/sidewalks and their purposes. Inevitably, vehicular roadways—streets and roads—cross pedestrian walkways. Wherever this happens, likely conflict between vehicle movement and pedestrian movement exists. It is therefore important to understand streets and intersections as they relate to the Pedestrian Environment.

STREET/INTERSECTION CLASSIFICATION

The Federal Highway Administration classifies roads based on their function.²⁵

<i>STREETS</i>	
Functional System	Services Provided
Trails	Provides a completely separate right-of-way for the exclusive use of bicycle and pedestrian traffic with cross flow minimized.
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of control
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterial streets
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement

The purpose of this classification system is to facilitate the design process and traffic movements. Generally, arterial streets have the most travel lanes (2-3 per direction), heaviest traffic volumes, higher speeds, controlled access and widest sidewalks. Local streets tend to be the narrowest, with the lightest traffic. A complete inventory of streets in Salinas is to be undertaken in 2004/05.

Arterial streets are major routes for automobiles, as sidewalks are major paths for pedestrians. Most arterial streets in Salinas do have sidewalks, but significant gaps exist along Natividad Road, East Bernal Drive and segments of Laurel Drive between Sanborn Road and Natividad Road. Currently, existing sidewalk along arterial streets are typically located against the curb with limited protection/separation from traffic. More recent designs, however provide detached sidewalk and bike lanes to provide more separation from the vehicular travel way.

Many conflicts between roadway users occur at intersections, where one group of travelers crosses the path of others. Good intersection design indicates to those approaching the

intersection what path they must follow and who has the right-of-way, including pedestrians and bicyclists, whose movements are complicated by their lesser speed and visibility.²⁶

A good intersection provides the pedestrian with a direct path of travel. Pedestrians should not have to travel over an excessive area of interrupted roadway. At signalized intersection, pedestrian signal heads should be clearly visible, and crossing lengths minimized as practical.

Intersection and Pedestrian Activity

Skewed Intersections

This type of intersections is generally undesirable, and presents various challenges. First, pedestrians approaching from an acute angle on the right are not very visible to motorists. Additionally, the crossing distance for pedestrians is increased.

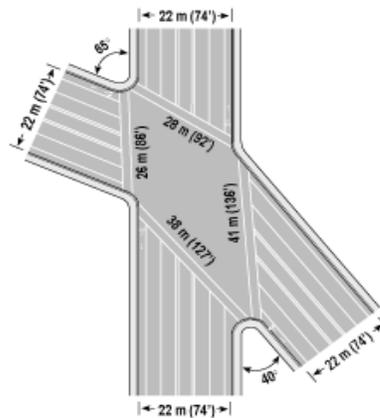


Figure 1. Skewed intersection

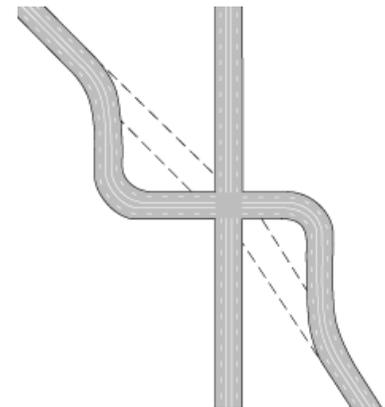


Figure 2. Possible Solution

Every reasonable effort should be made to design the intersection closer to a right angle. Sight distance may be improved by removal of obstacles. Pedestrian refuges should be provided if the crossing distance is excessive.

Multiple Intersections

Multiple intersections are generally undesirable for all roadway users and introduce more complications. Multiple conflict points are created as motor vehicles arrive from several directions; the visibility of cyclists and pedestrians is poor due to many approaching vehicles; the unpredictability of motorists, cyclists and pedestrians is increased; pedestrians and bicyclists must cross more lanes of traffic; the total crossing distance is great; and at least one leg will be skewed.

Every reasonable effort should be made to design the intersection so that only two roads cross at a given point. This may be accomplished by removing one or more legs from the major intersection and creating a minor intersection further downstream. One or more of the approach roads can be closed to motor vehicle traffic; pedestrian refuges may be created if the crossing distance is excessive. Innovative designs such as roundabouts should be considered at complex intersections.²⁷

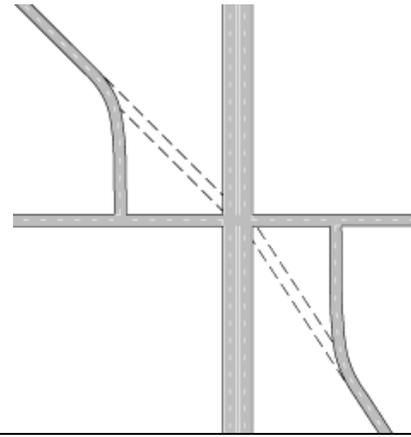


Figure 3. Possible Solution to Multiple Intersections

THE PEDESTRIAN PATH OF TRAVEL

The sidewalk can be divided into three zones; the width of each zone depends in part on the overall width of the sidewalk, and width between street curb and property line or building setback.



The areas of the street designated for sidewalks in Salinas are generally 8-14 feet, in width. This area may include the planting/park strip, although the actual range goes from 1.5' (New Deal Street) to 23' (750 foot section on Chaparral Drive), which are exceptions. Current City standards require a minimum width of 4 feet for sidewalks in residential areas and 5.5 feet in commercial areas.



Actual sidewalk configurations vary throughout the City as to whether the sidewalk has a planting/park strip adjacent to the sidewalk. Planting/Park Strips are areas, generally around 4.5 feet wide, which separate the sidewalk from the street curb in residential areas. When provided, the planting/park strip generally provides additional landscaping and is the location where street trees are located. In the newer subdivisions in Northeast Salinas, the walkways along the arterial and collector streets generally have landscaped park strip zones, comfort zones and wider sidewalks that meander, encouraging a more leisurely stroll through the neighborhoods.

Sidewalk Zone	Location / Purpose
Planting/Park Strip Zone	The planting/park strip zone is the portion of the sidewalk area immediately adjacent to and behind the curb. Most street furniture, poles, and plantings are installed in this zone. This zone increases pedestrian comfort while walking beside traffic and protects pedestrians from opening car doors. It also provides a sense of security from passing-vehicles on the street.
Pedestrian Travel Zone	The pedestrian travel zone is the portion of the sidewalk that is used for pedestrian travel parallel to the street. This zone should always be kept clear of obstructions, and must comply with ADA/Title 24 requirements.
Comfort Zone	The comfort zone is the portion of the sidewalk that is adjacent to the property line. In business districts window shoppers often use this zone, as do people waiting for friends or seeking cover from the rain. This zone can also be used for café seating or merchandise displays as long as they do not intrude on the pedestrian path of travel. Awnings are sometimes allowed to encroach within this zone if an 8-foot (min) vertical clearance is provided.

While the City park system provides the open space amenities in residential areas, there is a pronounced absence of plazas or urban open space in commercial and other City activity areas. At the heart of downtown Salinas, Main Street is a good example of what a pedestrian walkway should be. The street has wide (14 feet) sidewalks and the pedestrian walkway is highlighted by color that extends to the crosswalks. Angled parking on the street further narrows the vehicle travel lane and slows traffic. Curb extensions or bulb outs at the intersections narrows the street and provides shorter crossing distances for the pedestrian. The Planting/Park strip zone is utilized fully to provide attractive resting areas, pedestrian scale streetscape and lighting, trees and bicycle parking.

WALKING DISTRICTS

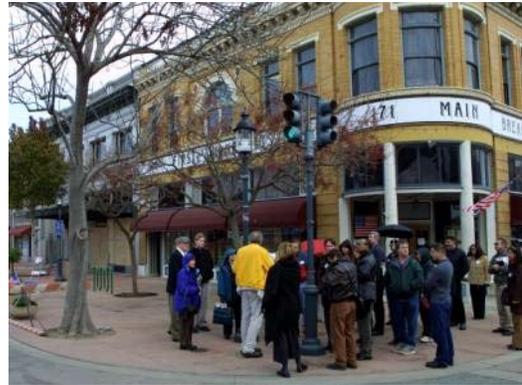
One of the objectives of the Salinas Pedestrian Plan, one that would have to be accomplished during a future update due to current resources is identifying *walking districts* in the City. Walking districts are areas in the City that have a natural tendency to have higher pedestrian traffic due to it being a destination or an activity center. These districts have one or more specific characteristics that induce walking activity, such as being a job, school or recreation destination; availability of services that the community needs; limited or restricted parking; or location of bicycle facility routes, or a multi-modal area.

Currently the City does not have an information database to quantify the walking activities in areas in Salinas, and there is a need to conduct surveys to begin gathering this information. Being able to define these districts will allow the City to focus its efforts in these areas and enhance the pedestrian environment. In addition, linking these destinations using convenient walkways or using transit will extend the distance of walking trips. For example; a person who is taking advantage of retail services in the Alisal Street/Sanborn Road walking district drives and leaves her/his car at a parking area. She/he then decides to visit the latest exhibit at the Steinbeck Center in the Downtown walking district. With a convenient transit connection, this pedestrian will increase the distance of her/his walk by taking the bus and walking to the final destination downtown.

Some of the areas proposed for consideration as walking districts are the following:

Downtown Salinas - West Alisal Street And Main Street

This area is centered along West Alisal and Main Street and stretches East to West from Pajaro Street to Capitol Street. It is bound by Market Street on the north and John Street/Clay Street on the south. There is a wide variety of services within walking distance of each other Downtown including retail, restaurants, professional and government services. The Monterey Salinas Transit station on Salinas Street is a generator of walking trips in the downtown area. Proposed condominiums, hotels, multiplex cinema and office centers are expected to increase walking activity in the area.



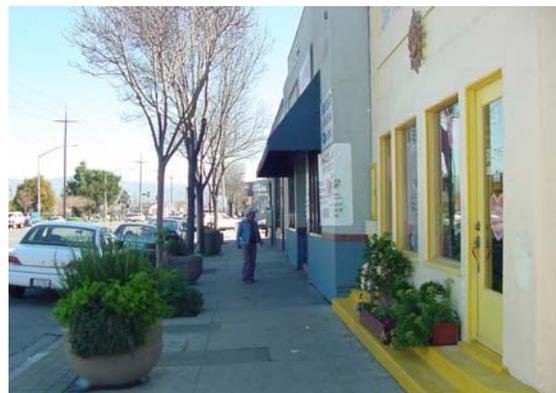
Corner of Main and Gabilan
Picture courtesy of Dan Burden

North Sanborn Road and Garner Avenue

Centered along the streets above, the area is roughly bounded by Del Monte Avenue on the northeast and North Madeira/Oregon Street on the southwest. The proposed walking district's boundary to the northwest is Natividad Creek and Williams Road at the southeastern end. The services on these segments of Sanborn Road and Garner Avenue generate significant foot traffic from the adjacent high-density neighborhoods. Several elementary schools and Alisal High school increase pedestrian traffic during commute hours.

Alisal/Hebbron Heights

Roughly bordered by Kern Street to the west and John Street/Williams Road to the east and Cesar Chavez Community Park to the north and John Street to the south. This is a commercial center with three shopping centers, strip commercial-retail uses, a specialty grocery market, restaurants, banking and a host of specialty services that cater to the needs of the east Salinas community. The City provided streetscape improvements along East Alisal Street



several years ago, providing new landscaping, street trees, sidewalk repairs, pedestrian access ramps and street furniture to enhance the walking environment.

Hospital District - Romie Lane

The area around Salinas Valley Memorial Hospital has considerable walking activity from employees and clients of the hospital and the various medical service providers around the area.

Mission Park District - Iverson Street and Acacia Street

Three High Schools, a middle school and an elementary school are at the center of this district and generate many walking trips in the area.

Hartnell College

The college generates walking trips that make the area surrounding Hartnell College a high pedestrian activity area during the school year. Paid and limited parking also leads to parking off campus and contributes to pedestrian activity. Another walking destination across Gabilan Street from Hartnell College is Central Park, a recreation amenity for the adjacent neighborhood, and the main South Salinas Park.

Sherwood Community Park/Rodeo Grounds/Sports Complex

The area around Sherwood Community Park does not normally generate huge pedestrian activity on North Main Street and Laurel Drive, both busy arterials, and the availability of adequate parking at the park and the commercial center across North Main Street. There is also



a lack of sidewalks on Maryal Drive and on the north side of Bernal Drive, and a lack of convenient pedestrian access from adjacent neighborhoods. However, pedestrian facilities on North Main Street and along Laurel Drive are used heavily during special events at Sherwood Community Park, the Rodeo Grounds, and during sport events at the Municipal Stadium. Improved pedestrian access to this site from adjacent residential areas is desirable.

Mall Districts (Northridge/Harden Ranch)

Northridge and Harden Ranch Shopping Centers present a great opportunity for walking as these high activity destinations are surrounded by residential areas and are located near several apartment complexes.



Constitution Boulevard/Laurel Drive

A host of recreational opportunities are available along Constitution Boulevard. These include soccer fields, Natividad Creek Park, Veterans Memorial Park, and the Twin Creeks Golf Course. Other destinations are Natividad Medical Center and Monterey County Health Department on the west side of Constitution Boulevard and other county services off Laurel Drive. A new shopping center that will be completed around Spring 2004 increases the services available to adjacent neighborhoods. MST has four transit lines that serve the general area.



Earlier sections discussed the benefits of walking, national walking trends and pedestrian related collisions. The discussion then moved from this general overview to more specific discussion of walking trends in the City of Salinas. The preceding section then defined the pedestrian environment, the pedestrian path of travel, streets and provided a discussion of walking districts.

What follows is a report on what the City has accomplished in providing facilities for pedestrians to date, followed by a statement of goals and strategies that would provide direction in the planning for and provision of pedestrian facilities in the future.

SALINAS PEDESTRIAN PLAN

The City of Salinas is located approximately 100 miles south of San Francisco and 60 miles south of San Jose within the Salinas Valley; surrounded by agricultural lands. Salinas is primarily an agricultural community with a major industrial area located in the southern section of the City. As the county seat, Salinas accommodates most of the Monterey County and all City of Salinas government operations. Additionally, Salinas provides regional shopping opportunities for Monterey County with such areas as Northridge Mall, Harden Ranch Plaza, the Westridge Shopping Center; and Salinas Auto Mall, all of which are located in the northern end of the City. Residential development has recently expanded in the north and northeastern sections of the City. The City of Salinas recently updated its General Plan, the Plan to identify future growth. The Plan also identifies housing opportunities for the next 10-20 years. Salinas' population, which is now 151,060, is expected to grow to around 183,783 by 2020, and 213,063 by General Plan Buildout.

Salinas itself is generally flat which makes walking a practical and convenient mode of travel. Schools and parks are dispersed throughout the community with most located within walking distance of the neighborhoods they serve. Major areas of employment are generally located in: the central city near Oldtown Salinas (professional businesses, government, shopping and restaurants); two hospital and medical office districts along Romie Lane and Natividad Road; and the industrial area in the southeastern section of Salinas (Airport Business Park, McCormick & Company, Mann Packing, Fresh Express and Household Card Services).

The City of Salinas has historically provided pedestrian facilities through the construction of new sidewalks and maintenance of those that exist. New sidewalks are either constructed by the City (as in redevelopment areas such as Downtown Salinas) or as a condition for new development.

As of December 2003, the City has approximately 500 miles of sidewalks on City streets for pedestrian travel with almost all streets having areas of pedestrian travel on both sides of the street. There are segments of streets that have sidewalks on one side only, such as Laurel Drive, Bernal Drive and segments of roads that are on the boundaries of the City such as Blanco Road,



Davis Road (south of Market Street and north of Westridge), Boronda Road and Williams Road.

The City also has an annual maintenance program for sidewalks providing for repair of cracks and upheaval of sidewalks, mostly due to growth of tree roots. The City Maintenance Services department has a concrete crew that replaced 1,342 square feet of sidewalks in 2003. In the recent years, however, the sidewalk repair program has not been adequately funded. There is a 7-10 year backlog in sidewalk repair requests. In addition, the existing State budget crisis has had a direct impact on this local program, which may not be able to continue until the crisis is over and economic conditions improve.

New development in the City is conditioned to provide sidewalks, street lighting and compliant ADA ramps in all projects. However, there is a need to provide these facilities in some existing or “built” areas of the City. Over the past four years the City installed over 120 streetlights in the East Salinas area to make walking conditions even safer in the evenings. The City continues to seek funding for and implementation of its ADA-compliant Pedestrian Access Ramp Program to make the streets walkable for everyone including citizens who use wheelchairs. Improvements include the construction of pedestrian ramps at intersections and where people need to gain access to crosswalks whether marked or not. Community Development Block Grant funds this program.

The City has also engaged in special projects that address specific needs to improve the walking environment in the City. To help children walk to school safely, the City has a crossing guard program that assigns adult crossing guards to help school-age children cross streets that have significant traffic. Certain schools, however, are located on/near busy arterial streets and the City has in many cases provided additional facilities to improve walking conditions. Some of the recent City projects that have been completed include:



- Installation of Smart Signs “Radar Speed Display Sign” to advise motorists of their present speed as they approach the intersection, on Sanborn Road for Jesse G. Sanchez Elementary School.
- Installation of traffic signals at intersections along the routes to schools (such as the Sanborn Road/Circle Drive and Sanborn/Freedom signals)
- Improvements at the Williams–Del Monte intersection and construction of drop off facilities with improvements for pedestrian (school children) traffic at Alisal Community School.

The redevelopment of downtown Salinas in the late eighties and nineties created pedestrian facilities that are an example of what improvements can be made to enhance the pedestrian environment. The Salinas Redevelopment Agency and City created a renovated downtown Salinas with wide sidewalks having a color scheme that delineates the pedestrian path of travel from sidewalk to



crosswalk to sidewalk. Curb extensions at intersections decrease the distance a pedestrian travels to cross the street. There is an aesthetically pleasing streetscape with flowering trees, pedestrian rest and gathering areas, and pedestrian scale lighting and furniture.

The City has also built a pedestrian trail system that not only provides recreational walking opportunities but also functions as connectors to the pedestrian network. Examples are the Rossi-Rico Linear Park and the more recently completed Gabilan/Natividad Creek Trail. Completed in June 2003, the Gabilan/Natividad Creek Trail consists of 1.4 miles of trails connecting the Northeast and East Salinas Area and its residents to the Constitution Boulevard Soccer Fields, Veterans Memorial Park, the Twin Creeks Golf Course, Natividad Medical Center services, county offices and the new Creekbridge Shopping Center. This trail also provides access to the previously existing 1-mile long Natividad Creek Trail, which provides access to recreation areas as it runs through Natividad Creek Park. This park provides recreational facilities like basketball and tennis courts, an amphitheater, skateboard/bicycle park, wilderness areas, and picnic areas.

Newer communities in northeast Salinas have trails that link older neighborhoods to the newer neighborhoods. A trail also provides access to John Steinbeck Elementary School from adjacent neighborhoods. Linear park expansion is planned as part of the Miramonte development.

These new paths provide direct access to four Monterey Salinas Transit (MST) routes (41A, 41B, 45 and 46) along Constitution Boulevard and at the Natividad Medical Center enhancing transportation choices for pedestrians. To complete the Gabilan/Natividad Creek Trail, the City's Development and Engineering Transportation Services Department secured funding from various sources. These sources included Transportation Enhancement Activities (TEA) funds, Air District Grant (AB2766) funds and State Non-Motorized Trails Programs funds; with matching funds coming from gas tax money.

With its partners in the County Health Department and schools, the City has also participated in walking promotions in the past. Most recently, the City and County Health Department partnered with Safe Kids Coalition and the Alisal School District to provide the Radar Speed Display Signs on Sanborn Road by Jesse Sanchez School. Both the City and the Safe Kids Coalition provided the needed funding to install these electronic signs that provide feedback to the motorists about the speeds they are traveling when approaching the school.

In order to encourage public participation in the planning process, the Salinas Bicycle and Pedestrian Advisory Committee (SBPAC) was created in 1988 to review bicycle and pedestrian related issues and provide input on bicycle and pedestrian related programs/projects throughout the City of Salinas. The Committee's input was solicited in the development of this first Pedestrian Plan for the City of Salinas.

Finally, the City continually works with Monterey Salinas Transit in the provision of facilities that help the transit rider. MST has provided bus shelters and benches along the bus routes in the City that provide resting areas and temporary protection from the elements for those traveling by foot, whether using transit or not.



Even with all these efforts in the past, the City has not had a comprehensive plan that would address the needs of pedestrians citywide. The adoption of the Salinas General Plan in September 2002 was groundbreaking for Salinas pedestrians. The General Plan espouses “new urbanism” principles that promote a pedestrian friendly and livable community. Guiding policies for City growth now contain specific language impacting land use, community design and transportation that emphasizes the creation of neighborhoods that encourage walking and bicycling.

In support of this General Plan, the first Salinas Pedestrian Plan sets out to determine goals and strategies that will increase walking in the City.

THE FOUR E’S

Accomplishing the goals of the Pedestrian Plan and efforts to increase walking will require a mix of programs and projects that will be focused on the four E’s (Engineering, Education, Enforcement and Encouragement). This will entail cooperative work involving City Departments such as Public Safety, Development/Engineering Services and Maintenance Services; and partners in the public health community, pedestrian advocacy groups and schools.

Engineering – providing safe and convenient pedestrian facilities, conditioning new developments to integrate pedestrian-friendly design in their projects, creating a traffic calming policy that will provide for the evaluation and implementation of measures to slow traffic in residential areas, and consideration/evaluation of new tools and technology in the development of design standards for streets that enhance the pedestrian environment and encourage more walking trips.

Education – providing pedestrian and motorist traffic safety education. As discussed in earlier sections, a large number of pedestrian collisions are caused by inappropriate behavior by pedestrians and motorists. A change in behavior may be affected through successful marketing of pedestrian safety. Staff and the SBPAC have been looking at other public information programs in other jurisdictions for consideration as future programs for the City. One such program is the *Street Smarts* Program, currently being used in San Jose. *Street Smarts* is a public education campaign targeted toward changing driver, pedestrian and bicyclists behavior to improve safety on our streets. The program works in conjunction with engineering and enforcement to calm traffic and addresses many behaviors at their root cause: with drivers,

pedestrians and bicyclists. *Street Smarts* is comprised of two major elements: a media campaign and a community relations campaign.²⁸ Future education programs should include information on the wide range on benefits of walking, such as improved health, a decrease in an individual's transportation costs and creating a more inviting, healthy community.

Enforcement – continue working with the City and County Public Safety Departments to increase enforcement of traffic regulations that discourage unsafe pedestrian and motorist behavior in Salinas and in the City's immediate surrounding areas, and promote compliance with traffic safety laws and practices.

Encouragement – Implementing programs that increase walking trips in the City such as Walk to School Days and Rideshare Week, Bike Week and Clean Air Month. Supporting programs that encourage the use of alternate modes of travel such as using transit, bicycling to work and ridesharing all of which potentially increase walking trips.



GOALS AND STRATEGIES

The objective of the first Salinas Pedestrian Plan is to set the goals that will increase walking activity in the City and identify actions that need to be taken to achieve these goals. The plan will be updated periodically (approximately every 5 years) to refine these goals as more information and evaluation of City Pedestrian facilities are available. Future updates will identify pedestrian facilities projects and programs that are needed. The updates are also expected to set or recommend standards for enhancements in pedestrian facilities.

The Goals for the Salinas Pedestrian Plan are:

1. Promote the development and design of pedestrian facilities that are convenient, safe, attractive, comfortable, interesting, and interconnected to provide continuity of travel
2. Reduce the number of pedestrian-related accidents in Salinas
3. Condition New Development to install appropriate streets, sidewalks, pedestrian access ramps, traffic calming measures, lighting and related facilities to encourage walking
4. Develop a Traffic Calming Policy to address vehicular speeds in residential areas
5. Develop a Suggested Routes to School Program for all elementary schools in Salinas
6. Educate the general public to increase the number of overall walking trips within Salinas
7. Identify needs of walking districts or areas to increase walking trips

GOAL 1: PROMOTE THE DEVELOPMENT AND DESIGN OF PEDESTRIAN FACILITIES THAT ARE DIRECT, SAFE, ATTRACTIVE, COMFORTABLE, INTERESTING, AND INTERCONNECTED TO PROVIDE CONTINUITY OF TRAVEL

Strategy 1: Provide direct pedestrian connections by developing a completely integrated sidewalk and shared-use trail system.

- Identify the locations and interfaces between the sidewalk network, regional/linear parks and other shared-use trails. Promote linkages between these systems.
- Promote retrofitting existing streets to add sidewalks and pedestrian access ramps at curb returns, and seek funding for their construction.
- Promote the concept of interconnecting pathways and walkways as a way to improve neighborhood safety and encourage longer walking trips.
- Promote the concept of using transit to bridge or connect walking districts.

Strategy 2: Promote pedestrian friendly land use planning and development.

- Create development standards and Zoning Code requirements that promote pedestrian, bicycle and transit use.
- Develop a uniform set of standards for the design and construction of pedestrian facilities (Zoning Code and Salinas Design Standard updates).
- Provide direct, safe pedestrian access from neighborhoods to adjoining shopping centers, retail areas, park facilities, and schools.
- Monitor other uses of the sidewalk area, such as landscaping and cafes, to ensure they support rather than obstruct a continuous pedestrian network.
- Locate signal poles, signs, utility appurtenances and related facilities so they do not conflict with safe pedestrian circulation and access for the mobility impaired.
- Design and support traffic calming measures on local streets to reduce vehicular speeds and potential conflicts with alternative modes of transportation.

Strategy 3: Construct all pedestrian facilities in compliance with American with Disabilities Act (ADA) standards, AASHTO guidelines, and City policies/requirements.

- Construct new pedestrian facilities conforming to City Standards and Title24/ADA requirements.

- Construct paved pathways (minimum 8 feet wide; 12 feet desired) along at least one side of creeks and the reclamation ditch.
- Consider constructing pedestrian bridges/grade-separated pathways across facilities that prevent convenient, safe, and direct pedestrian travel such as roadway crossings, or focus these crossings at traffic-signalized intersections with pedestrian facilities.

GOAL 2: REDUCE THE NUMBER OF PEDESTRIAN-RELATED ACCIDENTS IN SALINAS

Strategy 1: Promote citywide accessible sidewalks and street crossings.

- Install ADA accessible walkways on both sides of the street and access ramps at all appropriate curb returns.
- Install ADA compliant pedestrian-actuated push buttons, audible pedestrian signal indicators and comply with all other relevant Caltrans/MUTCD standards at all signalized intersections.
- Install signalized pedestrian crossings and lighting in high pedestrian activity zones, utilizing international symbols.
- Provide accessible and convenient wheelchair loading areas at public transit stops.
- Adopt design standards that create safe and convenient facilities to encourage walking.
- Reduce the number of poles and vertical obstructions within sidewalk areas and mount street/traffic signs on street light poles when available and appropriate.

Strategy 2: Improve safety and convenient access for pedestrians around construction zones

- Provide clear access through or marked detours around construction zones by using signs and other directional facilities.

Strategy 3: Design for pedestrian safety and provide direct and visible pedestrian connections across major barriers such as bridges, railroads, freeways, major roadways and other features that impede or challenge pedestrian travel.

- Install curb extensions, raised medians or sidewalk treatments at strategic arterial street crossings to reduce the distance pedestrians need to cross, as appropriate.

- Continue to expand, upgrade and maintain arterial street lighting.
- Provide a median refuge when crossing distances cannot be reduced for safe crossing in a single signal phase.
- Install street lighting at intersections.
- Minimize curb radii at intersections and driveways at specific high pedestrian activity locations to reduce speed of right- turning vehicles.
- Provide pedestrian actuation buttons at all traffic signals.
- Design well-marked and well-lit crosswalks.
- Provide audible signal indicators for visually impaired pedestrians, where warranted.
- Evaluate and consider successful innovative solutions from other communities

Strategy 4: Improve the understanding of motorists, bicyclists, and pedestrians regarding traffic laws and proper ways to share the right of way.

- Encourage the traffic unit of the City Police Department to find ways to increase enforcement related to pedestrian and bicycle laws.
- Develop safety education programs aimed at motor vehicle drivers to improve awareness of the needs and rights of bicyclists and pedestrians
- Reduce the number of pedestrian-related traffic collisions by addressing high incident locations.

GOAL 3: CONDITION NEW DEVELOPMENT TO INSTALL APPROPRIATE STREETS, SIDEWALKS, PEDESTRIAN ACCESS RAMPS, TRAFFIC CALMING MEASURES AND RELATED FACILITIES TO ENCOURAGE WALKING

Strategy 1: Update the Salinas Zoning Code to conform to 2002 Salinas General Plan Guiding Policies that promote New Urbanism strategies.

Strategy 2: Update the City of Salinas Design Standards and Standards Specifications to reflect desired and/or standard pedestrian, bicycle and transit design guidelines.

GOAL 4: DEVELOP A TRAFFIC CALMING POLICY TO ADDRESS VEHICULAR SPEEDS IN RESIDENTIAL AREAS

Strategy 1: A traffic calming policy is being prepared separately.

GOAL 5: DEVELOP A SUGGESTED ROUTES TO SCHOOL PROGRAM FOR ALL ELEMENTARY SCHOOLS IN SALINAS

Strategy 1: Develop standard information to be provided to students and parents.

Strategy 2: Secure funds to develop Suggested Routes Maps for each public elementary school.

GOAL 6: EDUCATE THE GENERAL PUBLIC TO INCREASE THE NUMBER OF OVERALL WALKING TRIPS WITHIN SALINAS

Strategy 1: Promote the education and general public's public awareness of pedestrian issues.

- Develop school educational programs and provide Police enforcement that will reduce accidents, and provide more security and confidence for bicyclists and pedestrians. Distribute Suggested Routes to School Maps to each School as available.
- Work with Civic organizations and Neighborhood Associations to increase their understanding of the benefits walking has as a mode of transportation. Provide information for newsletters, or presentations/meetings.
- Build liaisons/partnerships with other communities, organizations and agencies to address pedestrian issues. Pursue the Street Smarts educational program as funding allows.
- Develop a safety education program aimed at pedestrians to promote safe walking habits on City streets and improve awareness of the dynamics of vehicle/pedestrian interaction.

Strategy 2: Develop databases useful for pedestrian planning, prioritization of pedestrian improvements and collision prevention.

- Develop street inventories of pedestrian facilities, sidewalks, access ramps and walkways. Compile into a citywide report, and use inventories as a basis to update this Plan in the future.

- Implement a citywide pedestrian collision database (crossroads software) using the information efficiently to assist in educational programs, and street/pedestrian facilities improvement planning/prioritization.

Strategy 3: Support regional pedestrian facility development.

- Provide input to incorporate pedestrian facilities in the Regional Transportation Planning process.

Strategy 4: Implement a Public Information Campaign

- Publicize the environmental, social and health related benefits of walking.
- Sponsor events such as a "Walk Your Child to School" or "Walk to Work" day.
- Encourage and/or publicize walking events such as historic walking tours in neighborhoods.
- Support neighborhood watch programs and Peace Builders to address pedestrian safety and security concerns.

GOAL 7: IDENTIFY NEEDS OF WALKING DISTRICTS OR AREAS TO INCREASE WALKING TRIPS

Strategy 1: Develop a maintenance request program to ensure routine maintenance of trails, walkways, street crossings and other pedestrian facilities.

- Continue funding the City's Sidewalk Repair Program to correct damaged sidewalks throughout Salinas.
- Respond to re-striping/markings requests within two weeks.
- Continue maintenance efforts on existing sidewalks, crosswalks, and pedestrian signals/controls through more efficient reporting methods and asset management.

Strategy 2: Enhance the pedestrian environment.

- Provide amenities that improve the character of the pedestrian environment such as trees for shade, landscaping, seating, shelters and fountains.
- Form partnerships with the Arts Community to develop streetscape art to add character and interest to pedestrian pathways.

- Develop target goals for the placement of trees and seating along major pedestrian routes throughout the City (as the budget and grant funding allows).
- Set target goals and identify funding sources for the development of walkways and streetlights.
- Develop pedestrian scale gateways and thresholds for pedestrian travelers.



MEETING OUR OBJECTIVES

PLAN PROCESS (SBPAC, T&TC, PLANNING COMMISSION, COUNCIL)

The Salinas Pedestrian Plan was prepared in close coordination with the Salinas Bicycle and Pedestrian Advisory Committee (SBPAC), who reviewed and made recommendations on drafts of the Plan. The Plan was then subject to public hearings before the Salinas Traffic and Transportation Commission and the Salinas Planning Commission before the Salinas City Council's consideration.

PUBLIC INVOLVEMENT

To meet the goals proposed in the Salinas Pedestrian Plan, the City recognizes that community input is essential for the future updates of the Salinas Pedestrian Plan. Strong public support is necessary in order to move forward. The City will continue to receive input from and foster pedestrian advocacy through the Salinas Bicycle and Pedestrian Advisory Committee. Staff will also encourage input from other community groups such as parent patrols and school organizations to address special challenges associated with younger pedestrians. Staff will work with the Central Coast Center for Independent Living (CCCIL) to address access needs for our residents with special needs. In addition, the City will seek involvement with health agencies such as; Salud! Salinas Steps to Health, the Monterey County Health Department and the Nutrition and Fitness Collaborative of the Central Coast.

FUNDING SOURCES

Staff will continue to identify and pursue sources of funding that may be used for building, improving and maintaining pedestrian facilities. Staff will also identify funding for the proposed educational programs that promote pedestrian safety.

Sources that are being considered are listed below and most require a match of City funds:

Federal Sources

Transportation Equity Act (TEA) – The last reauthorization of this funding bill set aside \$217 billion in Federal Gas-Tax Revenue and other federal funds for all modes of surface

transportation, including highways, bus and rail transit, bicycling and walking. More than half of these funds are made available through programs for which bicycling and walking activities are eligible expenditures. However, these funds are not dedicated solely for bicycle or pedestrian facilities or programs.

Transportation Enhancement Activities is a component of TEA funding that is administered locally.

Federal Transit Administration Funding Sources – Certain funding sources may be utilized for pedestrian facilities if there is a clear link to transit services.

Community Development Block Grants – Currently used for street lights and ADA curb ramps projects within Salinas.

State Sources

Transportation Development Act - dedicates 25% from the statewide 7.75 % sales tax to public transit support. The funds are returned to the county of origin where the regional transportation-planning agency (often the Metropolitan Planning Organization) may set-aside 2% of the funds for bicycle and pedestrian projects. TAMC distributes these funds in Monterey County.

State Transportation Improvement Program (STIP) – Provides for construction and maintenance of street facilities including sidewalks and ADA-compliant access ramps when part of a street project.

Safe Routes to Schools – Competitive Grant Program that funds improvements that would make traveling to school safer. The program will pay for pedestrian and bicycle facilities, pedestrian facilities including sidewalks and ADA ramps, traffic signals, enhancement to pedestrian facilities and traffic calming improvements on routes to schools.

Bicycle Transportation Account - Primarily pays for the creation of safe and convenient bikeways but will also pay for pedestrian facilities adjacent to the bicycle project.

Office of Traffic Safety Grants – May pay for educational programs targeted to reduce pedestrian-related collisions.

Local Sources

Regional Surface Transportation Program - Pays for maintenance and construction of streets including sidewalks and ADA ramps adjacent to the street.

Gas Tax – City’s Gas Tax Fund will generally pay for most transportation-related projects including pedestrian facilities. Often these funds are used as a match for other funding sources.

THE SALINAS PEDESTRIAN PLAN PROPOSED PROJECT LIST

The table following lists proposed projects and programs that correspond to goals of the Salinas Pedestrian Plan.

Future updates of the Pedestrian Plan will provide a report on the status of these projects and will include new pedestrian projects identified as priorities at the time of the update.

PROJECT LISTING

	PRIORITY	PROJECT	DESCRIPTION	\$	TOWARDS GOAL #
1	A	Traffic Calming Policy	Develop Policy – Being Prepared	\$20,000	1, 2, 3, 4, 5, 7
2	A	2003-2004 North Salinas ADA Pedestrian Ramps	Deficient Pedestrian Access Ramps West Alvin Drive, East Alvin Drive, Linwood Drive, Lassen Avenue, Modoc Avenue, Rainier Avenue, Parkside Street, Baldwin Street, Sherwood Drive and a portion of Natividad Road	\$ 480,000	1, 2
3	A	Pedestrian Safety Education Program	Implement Pedestrian Safety Education for motorists and pedestrians; Streets Smarts Program	\$250,000	2, 5, 6
4	A	City-wide Sidewalk Street Inventory	Survey of City Pedestrian Facilities	\$20,000	1, 2, 7
5	A	2004-2005 East Salinas Area Street Lights - Phase VIII	Street Light Upgrade Rider Avenue, Alamo Way, Gee Street, South Elm Street, Holly Street	\$ 220,000	1, 2, 7
6	A	2004-2005 North Main Street ADA Pedestrian Ramp Project	Deficient Pedestrian Access Ramps- North Main Street (Bernal Drive – Lamar Street), West Curtis Street, Tyler Street (West Curtis – Laurel Drive), East Curtis Street, Chaparral Street (North Main Street - Linwood Drive), Maryal Drive (Chaparral Street – East Laurel Drive), Lamar Street (North Main Street– Santa Rita Street), Santa Rita Street, West Bolivar, East Bolivar, Swaner Avenue, Van Buren Avenue, Mass Street, Brutus Street	\$ 332,000	1, 2, 7

	PRIORITY	PROJECT	DESCRIPTION	\$	TOWARDS GOAL# __
7	A	Sidewalk Repair Program	Capital Improvement Project for Sidewalk and Drainage Repairs	\$ 297,000	1, 2, 7
8	A	North Sanborn @ Kimmel Street	Traffic Signal Installation	\$ 275,000	1, 2, 5, 7
9	A	East Alisal @ Towt Street	Traffic Signal Installation	\$ 275,000	1, 2, 5, 7
10	B	John Street (Across from Los Padres Elementary School)	Install Lighted Crosswalk	\$ 100,000	1, 2, 5
11	B	N. Main Street @ Navajo Street	Lack of Sidewalk; deficient pedestrian access ramp, Install Lighted Crosswalk	\$ 136,400	1, 2
12	B	E. Market Street @ Pajaro Street	Install Lighted Crosswalk and improve signing	\$ 100,000	1,2
13	B	Natividad Street @ Sorentini Drive	Install Lighted Crosswalk	\$ 100,000	1, 2
14	C	Williams / John / Alisal Intersection (MST Bus Stop Issue)	Install Pedestrian Access Ramps	No estimate	1, 2
15	C	South Main Street corridor	Deficient Pedestrian Access Ramps	No estimate	1, 2
16	C	John Steinbeck U.S Post Office Accessibility	New curb, gutter, sidewalk, pedestrian ramps, and minor drainage improvements.	\$ 41,000	1, 3,7
17	C	North Main Street @ Chaparral Street	Deficient Pedestrian Access Ramps	\$25,000	1, 2, 7
18	C	Northridge Mall's North Main Street frontage	Deficient Pedestrian Access Ramps	No estimate	1, 2, 7
19	C	Chaparral Street @ Linwood Drive	Deficient Pedestrian Access Ramps	\$25,000	1, 2

	PRIORITY	PROJECT	DESCRIPTION	\$	TOWARDS GOAL# _
20	C	Bernal Drive Widening	Widen Bernal Drive, construct sidewalk & retaining wall on north side between Main St & Rosarita Drive	\$1,647,000	1,2,3,7
21	C	West Alisal Street at @ Cayuga Street	Install Lighted Crosswalk with Curb Return Improvements	\$ 150,000	1,2

ONGOING PROGRAMS

There are ongoing work programs designed to improve City streets and sidewalks in an effort to enhance safety and encourage walking. These programs are detailed as follows:

City Sidewalk Maintenance Program

This City program is critical in ensuring safe walkways that are convenient to use. As mentioned earlier, however, this program has been inadequately funded in recent years and is threatened with temporary elimination because of the State economic conditions that have affected the City's budget. There is currently a seven to ten year backlog of sidewalk service requests. The Salinas Pedestrian Plan supports the continuation of this program through providing secure funding. Other alternatives of funding sidewalk repair must also be considered.

CDBG Street Light Program

Community Development Block Grant (CDBG) is a grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development. In the past four years the City Council has dedicated a portion of these grant funds for public improvements. To date, funds have been used to install 166 streetlights to create safer walking opportunities at night. Well-lit areas encourage walking during the evening hours. The map on page 58 lays out tentative schedule for the installation of streetlights at various locations throughout the east Salinas area.

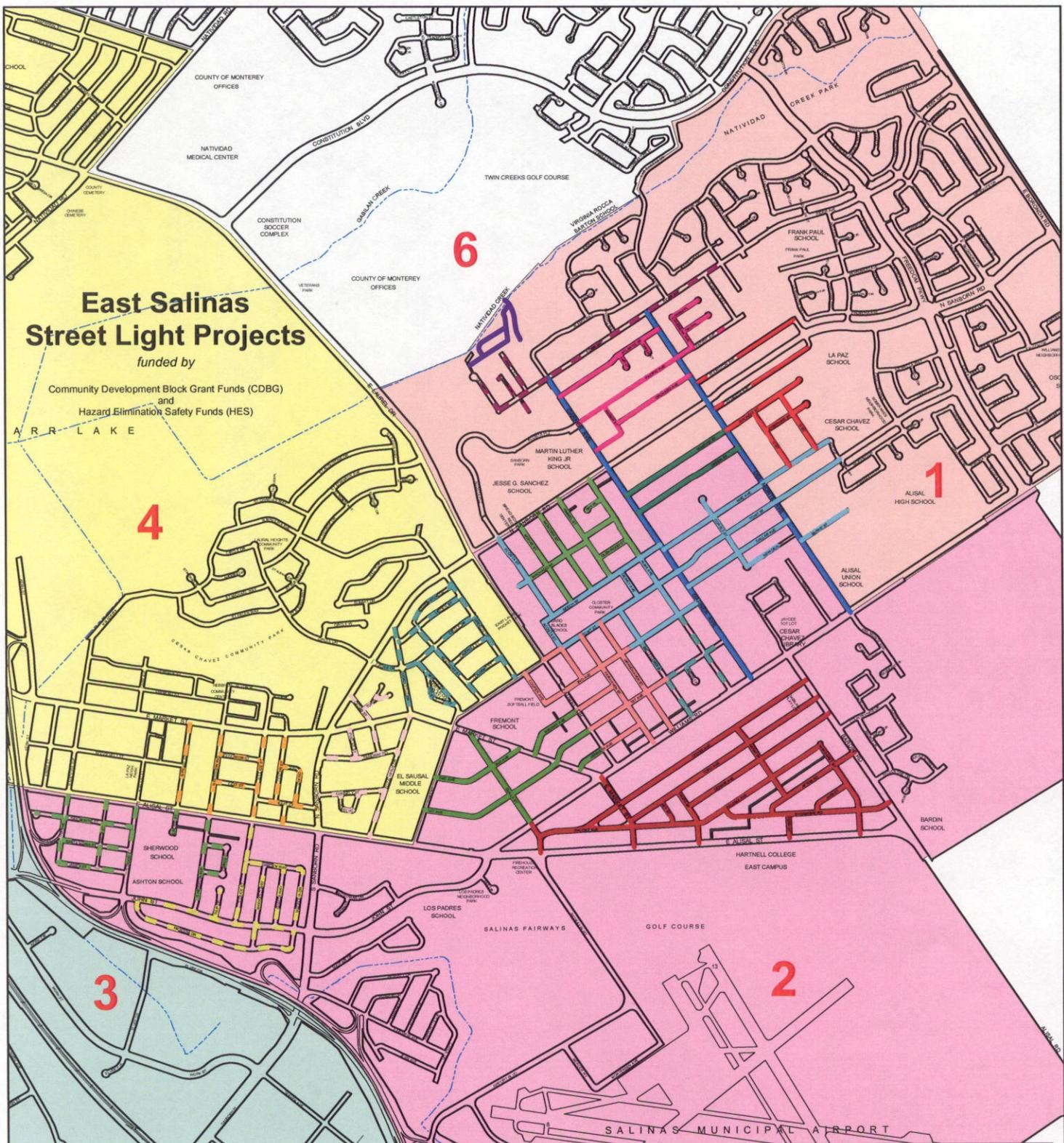
ADA Pedestrian Access Ramp Program

The City Council has also effectively used Community Development Block Grant (CDBG) funding in an ongoing program to construct ADA-compliant pedestrian access ramps in existing areas (see map on page 59). Through this program, the City has installed over 300 ramps in the last four years along arterial streets and where there is high pedestrian traffic. Most ramps have been installed in the downtown Central business District, along the East Alisal Street corridor, and in the east Salinas area where schools are prevalent. All of these locations have higher levels of pedestrian activity.

East Salinas Street Light Projects

funded by

Community Development Block Grant Funds (CDBG)
and
Hazard Elimination Safety Funds (HES)



Anna Caballero, Mayor

- 1 Sergio Sanchez
- 2 Roberto Ocampo
- 3 Janet Barnes
- 4 Gloria De La Rosa
- 5 Maria Guiraito
- 6 D. Jyl Lutes

- V.I.P.P.
FY 1997-1998 (CDBG Funded)
- East Salinas Street Lights
FY 1997-1998 (CDBG Funded)
- Vista Nueva Street Lights
FY 1997-1998 (CDBG Funded)
- East Salinas Street Lights: Phase II
FY 1998-1999 (CDBG Funded)
Mohar/Machado
- Acacia Park Street Lights
FY 1999-2000 (CDBG Funded)
- East Salinas Street Lights: Phase III
FY 2000-2001 (CDBG Funded)
Green Street / Sunrise Street

- East Salinas Street Lights: Phase IV
FY 2001-2002 (CDBG Funds)
First Avenue / Grandhaven
- East Salinas Street Lights: Phase V - A,B
FY 2001-2002 (HES & CDBG Funds)
Cross Avenue / Miami Street
- East Salinas Street Lights: Phase VI
FY 2002-2003 (CDBG Funds)
Eklington Avenue / C Street
(Applied for HES grant for FY 2002-2003)
- East Salinas Street Lights: Phase VII
FY 2003-2004 (CDBG Funds)
Pacific Avenue / Atlantic Street
- East Salinas Street Lights: Phase VIII
FY 2004-2005 (Non-Committed CDBG Funds)
Rider Avenue / Alamo Way

- East Salinas Street Lights: Phase IX
FY 2005-2008 (Non-Committed CDBG Funds)
- East Salinas Street Lights: Phase X
FY 2006-2007 (Non-Committed CDBG Funds)
- East Salinas Street Lights: Phase XI
FY 2007-2008 (Non-Committed CDBG Funds)
- East Salinas Street Lights: Phase XII
FY 2008-2009 (Non-Committed CDBG Funds)
- East Salinas Street Lights: Phase XIII
FY 2009-2010 (Non-Committed CDBG Funds)

Note: This schedule is contingent on CDBG
Funding allocations for public facility improvements.

John Fair
Public Works Director
and City Engineer



prepared by
City of Salinas
Public Works Department &
Information Systems

August 10, 2000

Rev: April 2003
Rev: Dec. 2003

City of Salinas

ADA Pedestrian Curb Access Ramp Program

John Fair

Public Works Director and
City Engineer

Community Development Block Grant Funded

-
- The map displays the city of Salinas with various streets highlighted in different colors to indicate the schedule for ADA Pedestrian Curb Access Ramp Program. The colors correspond to fiscal years and are grouped by City Council Districts. The legend on the right provides the key for these colors.
- FY 2000 - 2001 (Central City)
 - FY 2002 - 2003 (South Salinas)
 - FY 2001 - 2002 (East Alisal/ Sanborn Rd)
 - FY 2003 - 2004 (Miscellaneous Locations)
 - FY 2004 - 2005 (Williams Rd and Other Streets)
 - FY 2005 - 2006 West Alisal and West Acacia Area)
 - FY 2006 - 2007 (North Salinas)
 - FY 2007 - 2008 (Laurel and Other Streets)
 - FY 2008 - 2009 (Sanborn Rd and Other Streets)

NOTE: THIS SCHEDULE IS CONTINGENT
ON CDBG FUNDING ALLOCATIONS FOR
PUBLIC FACILITY IMPROVEMENTS

City Council Districts

- District 1: Sergio Sanchez
- District 2: Roberto Ocampo
- District 3: Janet Barnes
- District 4: Gloria De La Rosa
- District 5: Maria Giuriato
- District 6: D. Jyl Lutes



Map Not to Scale

Path: I:\InfoSys\GIS\Projects\Public_Works\ADA\Curb_Access.MXD

prepared

January 9, 2001

Revised

December 6, 2002

YEAR FUNDED	PROJECT NAME	NUMBER OF RAMPS	PROJECT COST
1999-2000	ADA Curb Access Ramps in Downtown Salinas	81	\$ 263,856
2000-2001	2000-2001 ADA Access Ramps in Downtown – Phase II	112	\$ 651,380
2001-2002	ADA Access Ramps on E. Alisal St. (Prader Street to Bardin Road)	37	\$ 218,694
2002-2003	2002-2003 South Salinas ADA Access Ramps	88	\$ 448,000
2003-2004	North Salinas ADA Access Ramp (Design Funding Only)	(-)	\$ 45,000
TOTALS		318	\$ 1,626,930

Traffic Calming Policy

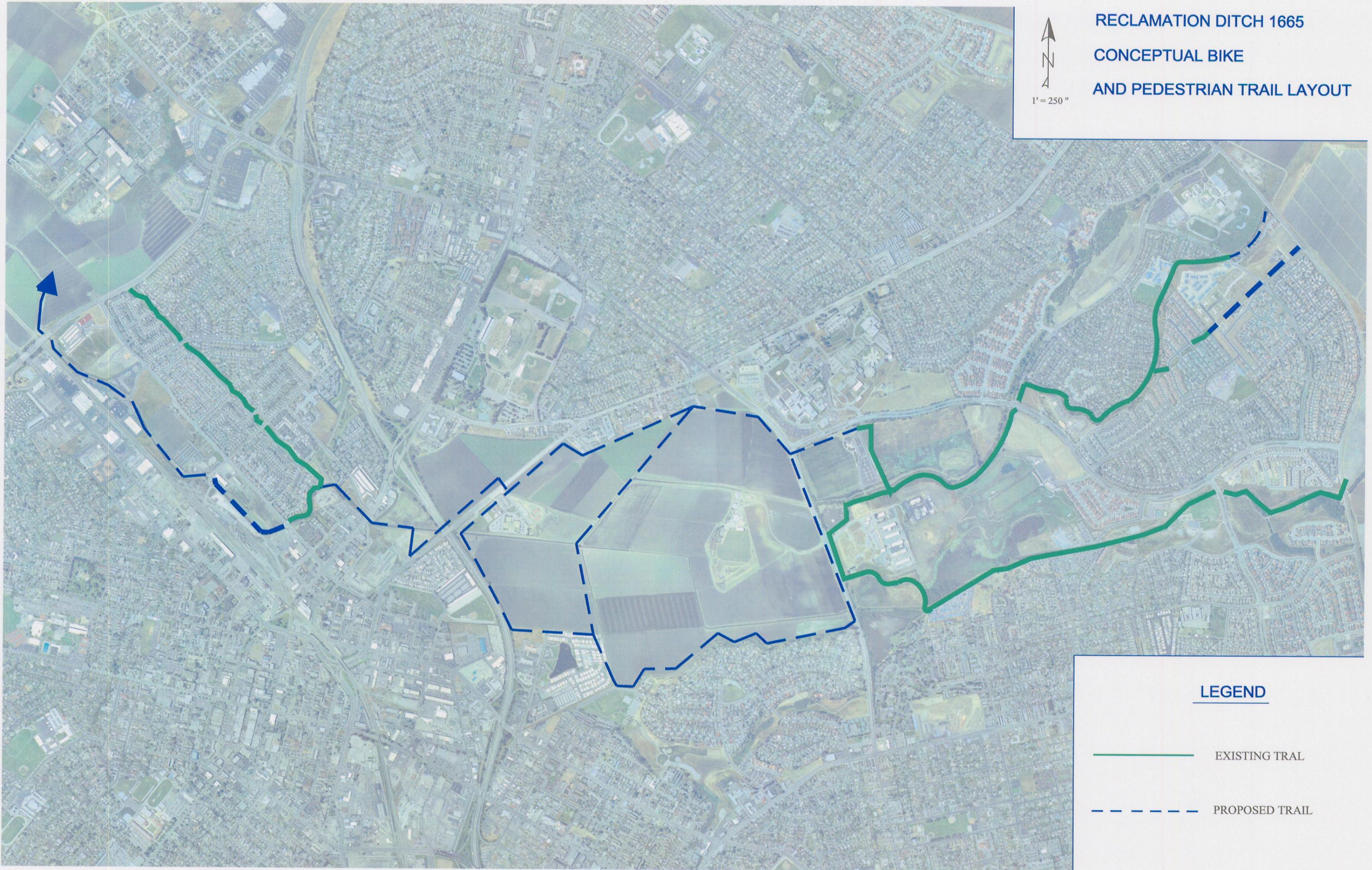
To further make walking a safe and preferred choice of travel, the City is developing a Traffic Calming Policy that will address the control of traffic speed and volume on residential streets. The City’s Traffic Calming Policy is expected to be completed by mid- 2004, with Commission/Council considerations thereof immediately thereafter. Traffic Calming is beginning to be used in new development to enhance pedestrian safety at intersection crossings. Its objective is to make streets safer and more pleasant for the area residents.

Reclamation Ditch System Trails

There are approximately 7 miles of service roads along the reclamation ditches in Salinas, which parallel US 101, bisect Carr Lake or travel through the Rossi-Rico area. These service roads have the potential to also serve as a separate off-road pedestrian and bicycle trail system to interconnect several key areas of the community (see page following for conceptual plan). Issues of joint maintenance, liability and safety have to be explored with the Monterey County Water Resources Agency (MCWRA), which has responsibility for the system. City staff will work with MCWRA to develop a plan for such a joint-use trail/access in the next two years. Combining the desired pedestrian/bike trail with the Agency’s desire to improve the reclamation ditch discharge capacity will make both goals attainable.

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RECLAMATION DITCH 1665
CONCEPTUAL BIKE
AND PEDESTRIAN TRAIL LAYOUT



LEGEND

- EXISTING TRAIL
- - - - - PROPOSED TRAIL

APPENDIX A: PEDESTRIAN FACILITIES TOOLBOX

This section, added as an appendix, provides some guidelines when looking at design of pedestrian facilities and of streets to improve conditions for pedestrians.

SIDEWALK / WALKWAY

Purpose:

1. Creates the pedestrian facility in the public right-of-way
2. Improves pedestrian safety by separating pedestrians from conflicting transportation modes (i.e. vehicles, trucks, buses, and sometimes bicycles).

Attributes of a Good Sidewalk / Walkway



Accessibility - The Sidewalk corridor should be easily accessible to all users, whatever their abilities.

Adequate Travel Width - In most areas, two people walking together should be able to walk comfortably, and different walking speeds should be possible. In areas of intense pedestrian use, sidewalks should be wider to accommodate the greater pedestrian volume.

Continuity - The route along a Sidewalk/Walkway should be obvious and not require pedestrians to travel out of their way unnecessarily. Meandered sidewalk facilities shall be very gradual to minimize impact to the visually challenged.

Design - Sidewalk and/or Walkway design shall conform to the most recently adopted City Standard Plans approved by Council, or of a design approved by the City Engineer.

Landscaping - Plantings and street trees in the Sidewalk/Walkway should create desirable “microclimates” and should contribute to the psychological and visual comfort of sidewalk users.

Quality of Place - Sidewalk/Walkways should contribute to the character of neighborhoods and business districts, and strengthen their identity.²⁹

Safety - Sidewalk/Walkways should allow pedestrians to feel a sense of safety and predictability, and not feel threatened by adjacent traffic. A detached sidewalk (separated from the street curb by planting / park strip) is desirable for most situations.

Social Space - Sidewalk/Walkways should provide places for people to interact. There should be places for standing, visiting, and sitting. The Sidewalk/Walkway should be a place where children can participate in public life.

Sidewalks and walkways are "pedestrian lanes" that provide people with space to travel within the public right-of-way that is separated from street vehicles. They also provide places for children to walk, run, skate, ride their bikes, and play.³⁰

The Institute of Transportation Engineers (ITE) guidelines recommend a minimum width of 1.5 m (5 ft) for a sidewalk or walkway, which allows two people to pass comfortably or to walk side-by-side. A buffer zone of 1.2 to 1.8 m (4 to 6 ft) is desirable and should be provided to separate pedestrians from the street. The buffer zone will vary throughout the City. In downtown or commercial districts, street furniture may be appropriate. Bicycle lanes and/or parked cars can also provide buffer zones. In suburban areas, a landscape strip is most suitable.³¹

Widening sidewalks and narrowing streets should be considered if streets are reconstructed, and there is heavy pedestrian traffic (existing or anticipated). Sidewalk widening should only be done after ensuring that cyclists are accommodated within the paved street, usually with bicycle lanes. Shared bicycle/pedestrian use on sidewalks is not encouraged.

Decisions about changing the width of sidewalks should be made on a street-by-street basis, taking into account cost, drainage, utility locations, vegetation, and other factors. In general, sidewalks on quiet residential streets can be narrower than sidewalks on busy commercial streets.

³²

CURB RAMPS

Purpose:

1. Provide access to street crossings, accommodate the physically disabled and also accommodate pedestrians pushing or pulling carts or strollers.

Attributes of a Good Curb Ramp



Accessibility - The curb ramps should be located wherever an accessible route crosses a vertical curb, at a desired point along the street.

Adequate Width - The width of the ramp should be 48 inches, exclusive of flared sides.

Alignment - Curb ramps should align with the crosswalks. The alignment shall provide orientation for visually impaired pedestrians by leading them to the opposite side of the street rather than the middle of the intersection.

Continuity - The edge of the curb ramps should be located as to eliminate any gaps between the curb ramp and the sidewalk.

Design - Pedestrian Access Ramp design shall conform to the most recently adopted City Standard Plan approved by Council.

Detectable Warning - A curb ramp shall have a detectable warning complying with the ADA Accessibility Guidelines for Building and Facilities (ADAAG) and/or City Standards.

Obstruction Free - Curb ramps should be located to prevent being obstructed by parked vehicles, or street and utility facilities (i.e. signs, signal poles, hydrants).

Ideally, the curb ramp is oriented so that the fall line of the ramp is both parallel to the crosswalk and perpendicular to the curb. Where other conditions are not constrained, the designer should locate the ramp so that both conditions can be met.

CROSSWALKS

Purpose:

1. Warn motorists to expect pedestrian crossings at strategic locations.
2. Indicate preferred crossing locations for pedestrians at strategic locations.

Attributes of a Good Crosswalk

Accessibility - The crosswalk should be located for convenient pedestrian access, preferably at controlled intersections (signals, all-way stops, etc).

Design - The design, use, and installation of crosswalks shall conform to the Caltrans Traffic Manual and Federal Manual of Uniform Traffic Control Devices (MUTCD), most recent editions.

Safety - Crosswalk markings must be placed to include a ramp so that a wheelchair does not have to leave the crosswalk to access the ramp.

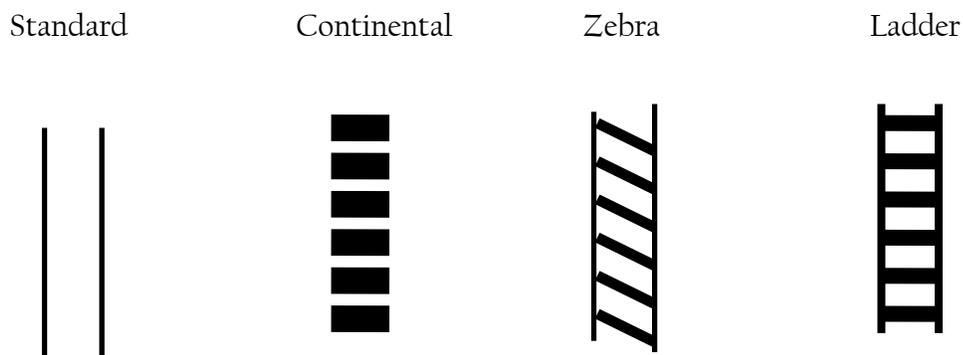
Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. They are located at intersections where there is substantial conflict between vehicle and pedestrian movements, where significant pedestrian concentrations occur, or where pedestrians could not otherwise recognize the proper place to cross.³³ They are not installed at all intersections; only at strategic locations.



Pedestrians are sensitive to out-of-the-way travel, and reasonable accommodation should be made to make crossings both convenient and safe at locations with adequate visibility.³⁴

Generally, the City uses thermoplastic for marking crosswalks. Thermoplastic is more visible at night and lasts three to eight years; depending on type, location, and wear pattern. Although more costly (\$500-\$1,000 per crosswalk), it is more cost-effective in the long run.

The following are examples of different crosswalk marking patterns used throughout the world. Currently the City uses only the Standard pattern, but may wish to consider a policy to use other types in the future with a specific policy and with an identified funding source to ensure installation and continued maintenance.



Installation of marked crosswalks at uncontrolled pedestrian crossing locations should not be regarded as a cure for pedestrian safety problems. However, marked crosswalks should also not be considered as a negative measure that will increase pedestrian accidents in all cases. Marked crosswalks are appropriate at some locations to help channel pedestrians to preferred crossing locations, but in many cases should be accompanied by other improvements.³⁵

TRANSIT STOP TREATMENTS

Purpose:

1. Provide safe, convenient and inviting access for transit users.
2. Encourage the transit provider to install bus benches and/or shelters at high use areas for pedestrians' convenience and comfort.
3. Install ADA/Title 24-compliant facilities to accommodate disabled riders
4. Provide bus stop pullouts along high speed/high volume streets

Attributes of a Good Transit Stop

Accessibility - The transit stop should be fully accessible to all pedestrians; including those who are physically challenged.

Adequate Loading Room - There should be plenty of room to operate wheelchair lifts.

Design - Transit Stop design shall conform to the “Designing for Transit” Manual developed by Monterey-Salinas Transit (MST).

Safety - Transit Stops should ensure a clear and comfortable path for passing pedestrians. They should be placed on the far side of the intersection to improve pedestrian safety since it eliminates the sight-distance restriction caused by the bus.

Landscaping - Adequate bus stop signing, lighting, a bus shelter with seating, trash receptacles and bicycle parking should contribute to the visual comfort of transit stop



DRIVEWAY IMPROVEMENTS

Purpose:

1. Reduce pedestrian/motor vehicle conflicts
2. Improve access for people with disabilities, and provide ADA bypass or access behind ramps to provide a continuous route of travel without significant side slope
3. Improve visibility between cars and pedestrians at driveways

Attributes of a Good Driveway Improvement

Design - The design of driveway approaches shall conform to the most recently adopted City Standard Plan approved by Council.

Well Defined – It is necessary to maintain a sidewalk level across the driveway of no more than 2 percent side slope. This is more usable for all pedestrians, especially those in wheelchairs, and makes it clear to motorists that they must watch for pedestrians.

Landscaping – It is important to minimize large signs and bushes at driveways to improve the visibility between motorists and pedestrians. Sight visibility triangles shall be provided and maintained at driveways per City Code requirements.

Several driveway designs may negatively affect safety and access for pedestrians, including excessively wide and/or sloped driveways, driveways with large turning radii, multiple adjacent driveways, and driveways where motorist attention is focused on finding a gap in congested traffic. Driveways without a level sidewalk landing may not comply with ADA standards.

CURB RADIUS REDUCTION

Purpose:

1. Safer intersection design
2. Lower traffic turning speeds
3. Reduce crossing distances, improve visibility between drivers and pedestrians, and provide space for accessible curb ramps
4. Shorter crossing distances can lead to improved signal timing



Curb returns are the curved section of curb when one street transitions to another (typically at an intersection). Alleys, lanes and streets in healthy neighborhoods should be designed for low turning speeds (6-10 mph).³⁶

One of the most common pedestrian crash types involves a pedestrian who is struck by a right turning vehicle at an intersection. A wide curb radius typically results in high speed turning movements by motorists. Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians and also improve sight distance between pedestrians and motorists. Curb return radii approximately 15-20 feet are ideal in keeping motorist speeds

low. Some intersections on avenues, main streets and boulevards may need 25-30 foot radii. These larger curves should not create problems if sidewalks are set back 6-10 feet from curbs.

Surrounding land uses should be considered when designing an intersection so that curb radii are sized appropriately. If a curb radius is made too small, large trucks or buses may ride over the curb, placing pedestrians in danger and damaging the curb. Truck and emergency service vehicle access needs must always be considered in the final design.

Where there is parking and/or a bicycle lane, curb radii can be less (tighter) because the vehicles will have more room to negotiate the turn.³⁷

ROADWAY LIGHTING IMPROVEMENTS

People should feel safe and comfortable enough to take a stroll through the neighborhood at any time; day or night. Street lighting helps people feel safer at night. Some neighborhoods prefer smaller street lamps to the larger, more widely spaced, high-intensity lights often found in conventional neighborhoods. Low angle, pedestrian-scale lamps that emit full-spectrum light allow for more realistic colors at night. They also reduce glare, letting people see the night sky. However, maintenance efforts for these lights and overall costs are greater.

TRAFFIC CALMING

Over the past few years, “traffic calming” or Urban Design has grown in popularity as a technique to improve both bicycle and pedestrian safety, primarily in residential areas. Traffic calming devices are installed to reduce vehicular speeds, increase pedestrian safety, reduce cut-through traffic, and reduce the impacts of higher speed collisions. Two types of deflection are discussed in this section: vertical deflection and horizontal deflection. A formal traffic calming policy is being developed for the City, and will be submitted to City Commissions and Council for review and consideration.

Vertical Deflection

These practices slow traffic down by making motor vehicles drive over traffic calming devices.

Speed Humps are raised asphalt devices that force automobiles to slow down. They are like speed bumps except they are wider so the slope of a bump is more gradual.

Raised Crosswalks are intended to reduce vehicle speed specifically where a pedestrian is to cross. While eliminating the need for curb ramps, raised crosswalks should be marked or textured so that persons with visual impairments are able to identify the street edge.

There needs to be caution when considering these devices since inappropriate installations will also slow emergency vehicles response times.

Horizontal Deflection

These practices slow down motor vehicles by changing the street width or course of travel.

Chokers are curb extensions at midblock or intersection corners that narrow a street by extending the sidewalk or widening the planting strip, thus providing opportunity for landscaping. Main Street in Oldtown Salinas has chokers constructed at intersections and mid-block.

Chicanes are alternating curb extensions that slow motor vehicles by requiring them to move in an s-motion along a street. Alternating on-street parking from one side of the street to the other is a cost-effective alternative to achieve the same effect on narrow streets. These are most appropriate for midblock locations.

Traffic Circles force vehicles approaching an intersection from all directions to slow down, and can be used in lieu of an all-way stop (warranted or unwarranted). This allows more opportunity for pedestrians to cross the street with fewer points of conflict. Traffic circles may be raised islands, large planters arranged in a circle, or other elements that cause vehicles to move slowly through an intersection in a counter-clockwise direction. Salinas currently has no traffic circles installed.

Center Island Narrowing are raised islands located along the centerline of a street that narrows the travel lanes at that location. These are sometimes called midblock medians, and also enhance traffic management by eliminating conflicting vehicular movements. They can also discourage “mid-block” pedestrian movements and encourage pedestrian crossings at more desirable locations.

APPENDIX B: RELATED POLICIES, REGULATIONS AND STANDARDS

THE AMERICANS WITH DISABILITIES ACT (ADA) DESIGN GUIDELINES

The Americans with Disabilities Act (ADA) is a Federal law designed to ensure that all Americans have the same access to services and facilities. The ADA Accessibility Guidelines (ADAAG) have been developed and issued by the Architectural and Transportation Barriers Compliance Board (also called the Access Board).

The ADA Law requires pedestrian facilities used by the general public to be planned, designed, constructed, and maintained with the understanding that a wide range of people, including people with disabilities, will be using them and relying on them for their daily travel. By providing pedestrian facilities that are fully accessible we enable people with various degrees of mobility and disability to be as self-sufficient and independent as possible.

The ADAAG applies only to new construction and reconstruction, but other legal requirements of ADA cover improvements to existing facilities, including removal of barriers in places of public accommodation.

Disabilities can take many forms and are a much more widespread condition than most people realize. When you consider such conditions as hearing and sight impairments, mobility limitations, and heart disease, it is not surprising to learn that approximately 70 percent of all Americans will experience some form of disability at some point in their lifetimes, either temporarily or permanently.³⁸

THE SALINAS CITY CODE

Adopted City policies to promote walkability in Salinas include the following:

Salinas Design Standards and Standard Specification (1985), sets the standard for public improvements within the City of Salinas. Part II Design Standards Improvement Policy for Subdivisions and Unimproved Streets section B states:

Concrete sidewalks shall be constructed in all residential, industrial and commercial developments, unless designated otherwise by separate agreement. Sidewalks in commercial areas shall extend from the curb to a line not more than one foot from the property line. Residential sidewalks shall be minimum four feet in width and shall be located one foot from the property line, except where permitted per Standard Plan No.2 and when the property line is under nine feet, in which case, the sidewalks shall be increased to 5.5 feet wide, and located adjacent to the curb. Sidewalks fronting schools, churches and similar locations within residential areas with high pedestrian traffic may be constructed to either residential or commercial standards. Unless otherwise approved by the City Engineer, 5.5 foot sidewalks adjacent to the curb shall be installed in industrial areas. Handicapped access ramps shall be constructed within sidewalk areas at curb return and other locations per City requirements.



The City Design Standards and Standard Specifications are being updated to conform to most recent City design guidelines and Title 24/ADA requirements. Council approval is expected in 2004.

THE SALINAS GENERAL PLAN

The Salinas Pedestrian Plan implements the following Issues, Goals and Policies of the 2002 General Plan:

Circulation Element Goal C-5: Provide safe routes to school, work, shopping, and recreation for pedestrians.

Pedestrian Access: Pedestrian transport offers a short-distance alternative means of transportation to automobiles, as well as providing a healthy form of exercise. To promote walking, a safe pedestrian transportation system should be developed and maintained, including safe sidewalks and other pedestrian-oriented facilities.

Policy C-5.1: Increase availability of safe and well-maintained sidewalks in all areas of the City.

Policy C-5.2: Encourage all new bus stops and changes in existing bus stops to take pedestrian access into consideration.

Policy C-5.3: Ensure that all pedestrian route improvements meet with ADA standards for accessibility.

Policy C-5.4: Encourage parking lot designs that promote pedestrian access and safety.

Policy C-5.5: Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.

Design Element Goal 3: Create a community that promotes a pedestrian-friendly, livable environment.

Community Livability: To enhance livability and a pedestrian-friendly environment, neighborhoods should be designed to address the needs of all residents and improve quality of life. Increased densities in appropriate areas, mixed use development, infill and clustering encourage key activity centers and a pedestrian-friendly environment. Selectively locating higher densities

and mixed-use development within walking distance of areas with frequent transit service, such as the Intermodal Transportation Center downtown, increases travel choices and encourages alternative modes of transportation. Connecting these high activity areas by transit and safe and convenient bicycle and pedestrian access can also promote active village centers and “walkable” neighborhoods.

Policy CD-3.1: Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics. Specifically, each neighborhood should have the following characteristics:

- An approximately 5-minute walk from perimeter to center;
- Housing densities should increase from perimeter to center (i.e., neighborhoods should be more densely populated at the center);
- The neighborhood center should be the location of retail space, office space, and upper story residential above commercial and office space;
- A civic or public space such as a plaza or park should be at the neighborhood center;
- Small parks should be distributed throughout the neighborhood;
- Schools should lie within the neighborhood and be easily accessible and within walking distance;
- When not adjacent to agricultural operations, which may require a variety of buffering techniques, the neighborhood edge should be bordered by either a natural corridor or the edge of an adjacent neighborhood across a pedestrian-friendly boulevard; and
- Front yard setbacks should decrease from neighborhood edge to neighborhood center.

Policy CD-3.6: Provide and maintain a pedestrian-friendly atmosphere by encouraging “pedestrian zones” with increased landscaping, use of traffic-calming techniques on local streets, adequate separation from automobile traffic and the inclusion of amenities such as lighted crosswalks and increased lighting along sidewalks.

Policy CD-3.7: Provide sufficient, conveniently located public parking in the Central City to support a pedestrian business district.

Policy CD-3.9: Group neighborhood shopping centers, schools, civic and recreational uses, parks, and public transit opportunities together in new neighborhoods to create an activity center focal point for the neighborhoods they serve.

Conservation/Open Space Goal COS-6: Improve air quality through proper planning for land use, transportation and energy use

Policy COS-6.4: Support alternative modes of transportation, such as walking, biking and public transit, and develop bike and pedestrian friendly neighborhoods to reduce emissions associated with automobile use.

Conservation/Open Space Goal COS-7: Provide, develop, and maintain ample park and recreational facilities that offer a variety of recreational activities.

Policy COS-7.12: Link activity centers, recreational opportunities, transit nodes and other services to the integrated trails network.



PEDESTRIAN SAFETY TASK FORCE

January 6, 2004

Mr. James Serrano
City of Salinas
Development & Engineering Department
Traffic Division
200 Lincoln Avenue
Salinas, CA 93901

Dear Mr. Serrano:

On behalf of the California Pedestrian Safety Task Force, I would like to take a moment to thank you very much for your recent nomination in our first annual "Three Steps Awards" program. The quality of all the submissions was extremely high, and while your project was not selected as one of the finalists, nevertheless it represented the kind of innovative effort and thinking we were seeking.

The awards were presented on Thursday, October 16th at a ceremony at the Marriott City Center Hotel in Oakland, CA as part of the first-ever Walk/Bike California Conference. For your information, the award winners were: The City of Lafayette's Traffic Calming Campaign, The City of Santa Monica's Walkable Westside Campaign and Moving Violator Program, The City of Oceanside's Pier View Way Undercrossing Project, The City of Oakland's Pedestrian Master Plan, San Francisco Senior Action Network's Visitation Valley Pedestrian Safety Project, and the Individual Achievement Award, (posthumous), to Annette Conklin, California Walks.

It is our hope to continue these awards in coming years, and the enthusiasm and support of entrants like you will insure that this remains a viable and important benchmark for success in the pedestrian safety industry.

As a gesture of our appreciation for your entry, we would like to present you with a special commendation from the Task Force. Please accept it with our thanks for a job well done. We hope to see your programs and ideas in a future "Three Steps" competition!

Sincerely,

A handwritten signature in black ink that reads "Michaeline Veden". The signature is written in a cursive, flowing style.

Michaeline Veden
Project Director



Certificate of Achievement

Three
Steps
Award 

The California Pedestrian Safety Task Force honors

City of Salinas

For exemplary efforts to make California safer and more accessible for pedestrians and bicyclists.

October 16, 2003

**CALIFORNIA
PEDESTRIAN SAFETY TASK FORCE**



Look.
Slow Down.
Focus.

APPENDIX C: SIDEWALK REPAIR LIST

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
ABBOTT ST	216	25-Apr-95	CITIZEN	ALEXANDER ST	330	04-May-94	CITIZEN
	220	25-Apr-95	CITIZEN		335	27-Jun-00	CITIZEN
	517	02-Jul-97	CITIZEN	ALISAL ST			
	536	28-Dec-00	CITIZEN		431	24-Oct-01	CITIZEN
	1375	12-Nov-97	CITIZEN		473	24-Oct-01	CITIZEN
ACACIA ST					481	24-Oct-01	CITIZEN
	239	26-Aug-99	CITIZEN	ALMA AVE			
	403	05-Jan-94	CITIZEN		1015	15-Mar-01	CITIZEN
ACOSTA ST					1025	07-Jan-03	CITIZEN
	1010	30-Aug-00	CITIZEN	ALTURAS CIR			
	1036	18-Jun-98	CITIZEN		1713	14-Apr-00	CITIZEN
	1037	23-Feb-98	CITIZEN	AMADOR CIR			
	1107	19-Oct-00	CITIZEN		1446	14-May-96	CITIZEN
	1129	22-Sep-95	CITIZEN	AMBROSE DR			
	1132	08-Jul-97	CITIZEN		554	25-Jul-95	CITIZEN
	1209	26-Jun-95	CITIZEN		562	25-Jul-95	CITIZEN
	1215	04-May-98	CITIZEN		722	18-Oct-96	CITIZEN
	1215	08-Oct-99	CITIZEN		789	13-Oct-97	CITIZEN
ADAMS ST				AMHERST DR			
	1221	30-Aug-98	CITIZEN		320	16-Jun-95	CITIZEN
	1238	14-Feb-97	CITIZEN		338	03-Sep-99	CITIZEN
	1317	07-Oct-97	CITIZEN	ANDINA DR			
	1325	07-Oct-97	CITIZEN		308	15-Dec-97	CITIZEN
	1333	03-Apr-97	CITIZEN	ANGELUS DR			
	1427	28-Jun-02	CITIZEN		221	11-Apr-95	CITIZEN
	1432	06-Sep-00	CITIZEN		236	19-Aug-02	CITIZEN
	1440	03-Apr-95	CITIZEN		236	19-Aug-02	CITIZEN
	1454	28-Dec-00	CITIZEN	ANNE ST			
	1457	04-Nov-96	CITIZEN		11	25-Apr-97	CITIZEN
	1466	11-Jan-00	CITIZEN		20	07-Aug-98	CITIZEN
ADOBE DR				APACHE CIR			
	715	21-Feb-95	CITIZEN		506	21-Dec-95	CITIZEN
	742	22-May-00	CITIZEN	ARCADIA CIR			
AFTON RD					1904	29-Oct-98	CITIZEN
	120	29-Aug-98	CITIZEN		1910	19-Jan-99	CITIZEN
	127	08-Mar-99	CITIZEN		1920	10-Jun-98	CITIZEN
	137	28-Feb-96	CITIZEN		1920	29-Oct-98	CITIZEN
	143	24-Oct-00	CITIZEN		1927	03-Nov-95	CITIZEN
	172	13-Mar-97	CITIZEN		1928	29-Oct-98	CITIZEN
AIRPORT BLVD					1928	28-Aug-03	CITIZEN
	320	09-Jan-01	CITIZEN		1934	29-Oct-98	CITIZEN
	342	19-Dec-94	EMPLOYEE	ARCADIA WAY			
	806	04-Dec-01	CITIZEN		746	14-Sep-93	CITIZEN
ALAMEDA AVE				ARCHER ST			
	21	25-Aug-00	CITIZEN		205	21-Oct-96	CITIZEN
	21	06-Sep-00	CITIZEN		219	03-Apr-00	CITIZEN
	21	14-Feb-01	CITIZEN		319	22-May-00	CITIZEN
	29	10-May-00	CITIZEN		332	10-Nov-97	CITIZEN
	205	03-Oct-95	CITIZEN		338	17-Nov-97	CITIZEN
	415	26-May-00	CITIZEN		511	10-Apr-97	CITIZEN
	419	05-Oct-99	CITIZEN		519	21-May-98	CITIZEN
	423	15-Dec-99	CITIZEN		541	11-Apr-97	CITIZEN
ALAMO WAY					614	03-Dec-96	CITIZEN
	1144	30-Sep-98	CITIZEN		633	06-Nov-94	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>		
ARCHER ST	643	01-Nov-96	CITIZEN	BAUTISTA DR	910	12-Nov-02	CITIZEN		
	766	27-Oct-00	CITIZEN		915	01-Jun-95	CITIZEN		
	774	13-Jan-97	CITIZEN		918	14-Nov-95	CITIZEN		
	817	05-Feb-94	CITIZEN		924	18-Mar-99	CITIZEN		
	822	03-Jun-97	CITIZEN		926	18-Mar-99	CITIZEN		
	828	09-Jun-97	CITIZEN	BAYWOOD PL	1003	19-Mar-98	CITIZEN		
	829	09-Jan-95	CITIZEN		1027	28-Dec-00	CITIZEN		
	834	09-Jun-97	CITIZEN		1034	14-Jun-00	CITIZEN		
	835	09-Jun-97	CITIZEN		1040	17-Apr-97	CITIZEN		
	840	10-Jun-97	CITIZEN		1041	17-Apr-97	CITIZEN		
	846	23-Jul-97	CITIZEN	BEDFORD DR	792	24-Oct-00	CITIZEN		
	859	20-Sep-02	CITIZEN		BELLARMINE DR	765	19-Sep-97	CITIZEN	
	865	02-Sep-93	CITIZEN	BELLEHAVEN ST		1221	16-Aug-02	CITIZEN	
	1221	10-Jun-97	CITIZEN		1307	08-Mar-01	CITIZEN		
ARGENTINE CIR	8	05-Oct-95	CITIZEN		1313	07-Aug-97	CITIZEN		
	ARGENTINE DR	638	25-Feb-03		CITIZEN	1317	22-Dec-99	CITIZEN	
1104		25-Jul-01	CITIZEN		1323	14-Apr-98	CITIZEN		
1105		08-Jun-98	CITIZEN		1414	19-Oct-00	CITIZEN		
1108		17-Jun-98	CITIZEN		1416	19-Oct-00	CITIZEN		
1119		06-Aug-96	CITIZEN		BELMONT DR	531	25-Jul-95	CITIZEN	
ATHERTON WAY		1570	03-Feb-99			CITIZEN	532	16-Dec-99	CITIZEN
		1587	06-Oct-97			CITIZEN	541	02-May-96	CITIZEN
		1602	28-Aug-00	CITIZEN		BERNAL DR	112	19-Oct-01	CITIZEN
	1626	26-Oct-95	CITIZEN	BLANCO CIRCLE			931	24-Oct-00	CITIZEN
	1633	13-Nov-98	CITIZEN		BLOCK AVE	310	10-Jul-01	CITIZEN	
	1637	22-Jan-02	CITIZEN	BOEING AVE		104	05-Feb-01	CITIZEN	
	1641	15-Sep-93	CITIZEN			306	10-May-00	CITIZEN	
	1642	22-May-97	CITIZEN	BOLIVAR ST		270	11-Jun-98	CITIZEN	
	1646	03-Feb-99	CITIZEN			BRIARWOOD PL	1105	23-Mar-98	CITIZEN
	1654	03-Feb-99	CITIZEN				1118	11-Jan-99	CITIZEN
1672	03-Feb-99	CITIZEN	BROADWAY DR	1892		16-Jul-98	CITIZEN		
1676	03-Feb-99	CITIZEN		BRUCE AVE		305	07-Nov-93	CITIZEN	
1681	22-Jul-98	CITIZEN	305			13-Dec-94	EMPLOYEE		
1684	03-Feb-99	CITIZEN	306			20-Nov-97	CITIZEN		
ATHERTON CIR	740	03-Feb-99	CITIZEN		310	12-Jun-03	CITIZEN		
	757	03-Feb-99	CITIZEN		310	12-Jun-03	CITIZEN		
	760	03-Feb-99	CITIZEN		317	09-Dec-94	CITIZEN		
	1694	03-Feb-99	CITIZEN		723	09-Mar-00	CITIZEN		
ATTLEBURY CIR	6	23-Jun-97	CITIZEN		733	01-Aug-94	CITIZEN		
	14	12-Aug-97	CITIZEN		737	04-Jan-01	CITIZEN		
AVIS CT	128	08-Apr-98	CITIZEN		737	06-May-03	CITIZEN		
	137	15-Oct-02	CITIZEN	744	30-Mar-99	CITIZEN			
BALDWIN ST	1143	18-Jun-98	CITIZEN						
BAUTISTA DR	813	07-Apr-00	CITIZEN						
	832	02-Sep-99	CITIZEN						
	908	12-Nov-02	CITIZEN						

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
BRUNKEN AVE	488	31-May-96	CITIZEN	CARIBBEAN AVE	808	26-Jun-96	CITIZEN
	488	05-Jun-96	CITIZEN		845	09-Aug-99	CITIZEN
BRUTUS ST	2098	28-Feb-96	CITIZEN	CARMEL AVE	10	07-Oct-96	CITIZEN
	2151	02-Sep-97	CITIZEN		16	10-Jul-01	CITIZEN
					35	25-Apr-95	CITIZEN
BUCHANAN WAY	2908	26-Mar-97	CITIZEN	CARMELITA DR	112	16-Feb-95	CITIZEN
	12909	26-Mar-97	CITIZEN		57	01-Feb-95	CITIZEN
	12917	27-Aug-02	CITIZEN		101	01-Jan-99	CITIZEN
BUENA VISTA ST	44	28-May-96	CITIZEN		109	04-Nov-97	CITIZEN
BURLINGTON DR	1701	03-Oct-95	CITIZEN		210	18-Dec-97	CITIZEN
	1703	28-Apr-00	CITIZEN		210	07-Jun-96	CITIZEN
	1705	28-Apr-00	CITIZEN		226	26-Oct-95	CITIZEN
	1732	17-Aug-00	CITIZEN		226	18-Dec-97	CITIZEN
BYRON DR	1335	12-Nov-97	CITIZEN		238	10-Oct-95	CITIZEN
	1370	18-Dec-96	CITIZEN		238	18-Dec-97	CITIZEN
CACERAS CIR	1541	20-May-96	CITIZEN		325	29-May-96	CITIZEN
CALAVERAS DR	605	15-Sep-03	CITIZEN		332	07-Feb-00	CITIZEN
CALIFORNIA ST	218	14-Sep-98	CITIZEN		401	18-Dec-97	CITIZEN
	239	28-Oct-97	CITIZEN		407	18-Dec-97	CITIZEN
	315	01-Mar-94	CITIZEN		411	18-Dec-97	CITIZEN
	315	20-Apr-95	CITIZEN		415	18-Dec-97	CITIZEN
	324	17-Jul-96	CITIZEN		417	18-Dec-97	CITIZEN
	403	23-Feb-95	CITIZEN		506	06-Feb-95	CITIZEN
CALLE CEBU	270	28-Oct-98	CITIZEN		523	23-Sep-99	CITIZEN
CAMDEN WAY	831	16-Mar-95	CITIZEN		604	02-May-95	CITIZEN
CAMILLE CT	833	13-May-96	CITIZEN		604	23-May-95	CITIZEN
CANTERBURY CIR	894	05-Sep-00	CITIZEN		616	15-Jul-96	CITIZEN
CANTERBURY ST	860	11-Apr-96	CITIZEN		616	30-Jul-96	CITIZEN
	883	25-Jan-95	CITIZEN		622	12-Sep-96	CITIZEN
	890	06-Aug-96	CITIZEN		628	02-Apr-94	CITIZEN
CAPISTRANO DR	807	05-Aug-02	CITIZEN		634	01-Apr-94	CITIZEN
	807	05-Aug-02	CITIZEN		652	12-Sep-96	CITIZEN
	828	12-Mar-99	CITIZEN		664	11-Sep-96	CITIZEN
	828	19-Jan-00	CITIZEN		670	12-Sep-96	CITIZEN
	839	26-Jun-95	CITIZEN		680	12-Sep-96	CITIZEN
	839	19-Jul-95	CITIZEN		686	12-Sep-96	CITIZEN
	929	25-Aug-99	CITIZEN		737	19-Jun-01	CITIZEN
CAPITOL ST	18	05-Mar-96	CITIZEN		765	15-Jul-96	CITIZEN
					776	22-Oct-96	CITIZEN
					870	14-Jun-00	CITIZEN
					885	21-Aug-00	CITIZEN
				CAROL DR.	525	07-Aug-02	CITIZEN
				CARR AVE	127	23-Oct-02	CITIZEN
				CASSIDAY ST			

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
CATALINA AVE	16	06-Oct-99	CITIZEN	CHAPARRAL ST	100	13-Nov-97	CITIZEN
	20	06-Oct-99	CITIZEN		123	22-Nov-99	CITIZEN
	22	06-Oct-99	CITIZEN		125	26-Jul-96	CITIZEN
	28	06-Oct-99	CITIZEN		200	11-Jun-96	CITIZEN
	29	06-Oct-99	CITIZEN		224	17-May-95	CITIZEN
	35	06-Oct-99	CITIZEN		224	30-Aug-00	CITIZEN
	55	03-Dec-96	CITIZEN		245	09-Jan-96	CITIZEN
CAYUCOS CIR					247	03-Jun-97	CITIZEN
	13	23-Feb-99	CITIZEN		251	21-Jan-03	CITIZEN
CAYUGA ST					262	17-May-95	CITIZEN
	348	29-Jul-96	CITIZEN		278	17-May-99	CITIZEN
	348	10-Apr-97	CITIZEN		310	22-Jan-01	CITIZEN
	511	23-May-96	CITIZEN		322	02-Aug-95	CITIZEN
CEDAR AVE					342	06-Oct-99	CITIZEN
	112	22-Jul-96	CITIZEN		358	07-Nov-00	CITIZEN
CEDROS AVE					371	28-Jun-96	CITIZEN
	6	24-Feb-97	CITIZEN	CHARDONNAY CIR			
	7	03-Aug-98	CITIZEN		2	11-May-98	CITIZEN
	10	06-Dec-93	CITIZEN	CHARRO WAY			
	10	24-Feb-97	CITIZEN		781	04-Aug-98	CITIZEN
	21	18-Nov-98	CITIZEN	CHAUCER DR			
CENTER ST					103	19-Dec-94	CITIZEN
	11	16-Feb-99	CITIZEN		122	03-Feb-95	CITIZEN
CENTRAL AVE					134	26-Oct-95	CITIZEN
	30	23-Aug-00	CITIZEN		162	07-Jun-96	CITIZEN
	106	08-Jan-96	CITIZEN		179	12-Jun-95	CITIZEN
	110	08-Jan-96	CITIZEN		185	25-Mar-98	CITIZEN
	132	13-Aug-99	CITIZEN	CHEROKEE CT			
	137	25-Jul-95	CITIZEN		544	20-Sep-95	CITIZEN
	154	05-Mar-03	CITIZEN	CHEROKEE DR			
	157	04-Nov-02	CITIZEN		1322	22-Jan-03	CITIZEN
	202	14-Aug-97	CITIZEN		1340	19-Jun-01	CITIZEN
	216	05-Jan-98	CITIZEN		1357	31-Oct-01	CITIZEN
	220	20-Aug-03	CITIZEN		1363	23-Feb-96	CITIZEN
	226	28-Jan-03	CITIZEN		1368	30-Sep-97	CITIZEN
	247	17-Apr-00	CITIZEN		1501	07-Apr-97	CITIZEN
	306	03-Apr-94	CITIZEN		1504	05-Jun-94	CITIZEN
	335	14-Aug-02	CITIZEN		1507	25-Jan-96	CITIZEN
	339	05-Aug-02	CITIZEN		1521	29-Jul-96	CITIZEN
	339	05-Aug-02	CITIZEN		1523	15-May-95	CITIZEN
	339	14-Aug-02	CITIZEN		1523	30-Aug-96	CITIZEN
	420	09-Aug-99	CITIZEN		1604	07-Jun-95	CITIZEN
	420	06-Oct-00	CITIZEN		1623	14-Sep-01	CITIZEN
	420	20-May-03	CITIZEN		1703	08-Nov-99	CITIZEN
	502	09-Aug-99	CITIZEN		1728	24-Oct-02	CITIZEN
	510	31-Oct-96	CITIZEN		1807	08-Jul-98	CITIZEN
	540	12-Dec-96	CITIZEN	CHESTNUT ST			
	649	10-Aug-95	CITIZEN		12	01-May-97	CITIZEN
	761	27-Aug-02	CITIZEN		18	22-Sep-98	CITIZEN
	761	27-Aug-02	CITIZEN		28	01-Mar-01	CITIZEN
	778	31-Dec-01	CITIZEN		31	01-Feb-94	CITIZEN
	778	22-Jan-02	CITIZEN		35	02-Feb-94	CITIZEN
	791	09-Jan-03	CITIZEN		41	04-Dec-98	CITIZEN
	792	13-Jan-03	CITIZEN		45	04-Dec-98	CITIZEN
	819	05-Jun-96	CITIZEN		48	06-Jun-99	CITIZEN
	822	02-Nov-01	CITIZEN		53	03-Feb-94	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>					
CHESTNUT ST	54	08-Oct-02	CITIZEN	COLLEGE DR	761	30-May-00	CITIZEN					
	108	06-Oct-03	CITIZEN		772	28-Mar-97	CITIZEN					
	112	16-Aug-02	CITIZEN		773	11-Apr-96	CITIZEN					
	123	14-Jan-02	CITIZEN	COLTON DR	705	13-Feb-97	CITIZEN					
	125	05-Feb-99	CITIZEN	COLUMBIA AVE								
	126	04-Oct-94	CITIZEN	631	11-Mar-96	CITIZEN						
	131	14-Jan-02	CITIZEN		816	20-Feb-96	CITIZEN					
	134	08-May-97	CITIZEN		836	18-Aug-95	CITIZEN					
	138	12-Mar-99	CITIZEN		843	15-May-01	CITIZEN					
	147	14-Jan-99	CITIZEN	COLUMBINE DR	126	15-Aug-96	CITIZEN					
	147	14-Jan-99	CITIZEN	COLUSA PL								
	CHRISTENSEN AVE	1	08-Aug-97	CITIZEN	1516	28-Apr-97	CITIZEN					
		24	03-Oct-95	CITIZEN								
	CHURCH ST		04-Aug-94	CITIZEN				1520	12-Mar-97	CITIZEN		
17-Jul-97			CITIZEN	1524				06-Oct-94	CITIZEN			
05-Jun-00			CITIZEN	1529				09-Apr-99	CITIZEN			
10-Apr-96			CITIZEN	1543				25-Aug-02	CITIZEN			
03-Feb-95			CITIZEN	1543				14-Aug-02	CITIZEN			
17-Feb-95			CITIZEN	1545				11-Oct-02	CITIZEN			
27-Aug-98			CITIZEN	1588				29-Jun-99	CITIZEN			
				1591				14-May-96	CITIZEN			
CIRCLE DR		06-Sep-02	CITIZEN	1599				24-Apr-95	CITIZEN			
		06-Sep-02	CITIZEN	COMANCHE WAY				416	26-May-95	CITIZEN		
		06-Sep-02	CITIZEN					423	28-Dec-98	CITIZEN		
								424	06-Mar-96	CITIZEN		
		439	09-Aug-95		CITIZEN							
CIRCLE PL	425	14-May-97	CITIZEN	448	09-Aug-95	CITIZEN						
				456	06-Apr-95	CITIZEN						
CLARK ST		26-Jun-96	CITIZEN	456	27-Sep-02	CITIZEN						
		05-Aug-97	CITIZEN	463	27-Sep-02	CITIZEN						
		05-Aug-97	CITIZEN	463	27-Sep-02	CITIZEN						
		08-Nov-95	CITIZEN	487	24-Jan-02	CITIZEN						
		05-Aug-97	CITIZEN	488	06-Sep-99	CITIZEN						
		05-Aug-97	CITIZEN	COMPTON WAY	518	31-Jan-97	CITIZEN					
		05-Aug-97	CITIZEN		729	30-Jan-97	CITIZEN					
		05-Aug-97	CITIZEN		729	30-Jan-97	CITIZEN					
		734	20-Oct-98		CITIZEN							
CLAY ST	222	07-Jan-99	CITIZEN	735	04-Nov-96	CITIZEN						
		03-Jun-97	CITIZEN	742	14-Jan-03	CITIZEN						
CLEVELAND AVE	18664	10-Aug-99	CITIZEN	746	02-Oct-02	CITIZEN						
		18714	17-Jul-95	CITIZEN	746	02-Oct-02	CITIZEN					
					750	08-Feb-94	CITIZEN					
CLOSTER PARK		06-Apr-95	CITIZEN	757	31-Oct-97	CITIZEN						
		15-Jan-98	CITIZEN	44	05-May-94	CITIZEN						
		15-May-98	CITIZEN									
COLLEGE DR		17-Oct-95	CITIZEN	CONNELLY ST	158	15-Nov-02	CITIZEN					
		28-Aug-95	CITIZEN	COOLIDGE ST.								
		13-Jun-97	CITIZEN	168				16-Jan-03	CITIZEN			
		15-Feb-00	CITIZEN							COOLRIDGE DR		
		29-Jul-96	CITIZEN							158	13-Feb-03	CITIZEN
		12-Jun-01	CITIZEN							162	13-Feb-03	CITIZEN
		02-Feb-00	CITIZEN							175	23-Sep-96	CITIZEN
		16-Sep-93	CITIZEN							186	23-Sep-96	CITIZEN
										187	22-Oct-99	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
COOLRIDGE DR	210	06-Jul-95	CITIZEN	DURAN CIR	1502	12-Apr-95	CITIZEN
	307	30-Nov-00	CITIZEN		1523	18-Mar-97	CITIZEN
	345	29-Aug-96	CITIZEN		1543	09-Apr-03	CITIZEN
COOPER AVE	1217	16-Mar-99	CITIZEN		1546	16-Nov-98	CITIZEN
CORONADO AVE	33	21-Mar-96	CITIZEN	E ACACIA ST	49	16-Jun-98	CITIZEN
CORTEZ ST	1109	25-Jul-03	CITIZEN		202	07-Jan-99	CITIZEN
COUNTRYSIDE DR	613	06-Aug-03	CITIZEN		202	07-Jan-99	CITIZEN
	634	03-Jan-94	CITIZEN		215	19-Oct-00	CITIZEN
CRESCENT WAY	207	11-Jan-02	CITIZEN		218	31-Mar-97	CITIZEN
	230	28-Aug-01	CITIZEN		228	23-Sep-96	CITIZEN
	305	12-Aug-99	CITIZEN		232	18-Jan-95	CITIZEN
	332	18-Jul-96	CITIZEN		236	23-Sep-96	CITIZEN
	502	08-Jul-99	CITIZEN		325	05-May-95	CITIZEN
	509	06-Jul-95	CITIZEN		E ALISAL ST	119	21-Aug-95
CROSS AVE.	42	01-Aug-02	CITIZEN	119		11-Mar-97	CITIZEN
	42	01-Aug-02	CITIZEN	123		11-Mar-97	CITIZEN
	125	04-Apr-00	CITIZEN	124		09-Aug-02	CITIZEN
	127	06-Feb-96	CITIZEN	124		09-Aug-02	CITIZEN
	243	01-Sep-93	CITIZEN	124		12-Aug-02	CITIZEN
	246	25-Jul-95	CITIZEN	124		12-Aug-02	CITIZEN
	246	25-Jul-95	CITIZEN	128		12-Aug-02	CITIZEN
CUPERTINO WAY	1553	03-Feb-99	CITIZEN	128		12-Aug-02	CITIZEN
	1662	22-Nov-00	CITIZEN	136		28-Jul-98	CITIZEN
D ST	1124	23-Feb-98	CITIZEN	285		30-Jul-99	CITIZEN
	1124	23-Feb-98	CITIZEN	355		06-Sep-95	CITIZEN
DAVIS RD	1067	03-Jan-02	CITIZEN	347		07-Oct-98	CITIZEN
DEL MAR DR	154	12-Dec-97	CITIZEN	516		05-Aug-97	CITIZEN
	183	18-Nov-97	CITIZEN	632		03-Oct-00	CITIZEN
	801	23-Sep-99	CITIZEN	800		21-Nov-02	CITIZEN
DEL MONTE AVE	804	21-Sep-99	CITIZEN	840		20-Oct-98	CITIZEN
	818	16-Feb-95	CITIZEN	909	01-Feb-99	CITIZEN	
	1225	29-Apr-99	CITIZEN	1411	29-Jun-98	CITIZEN	
	1520	25-Aug-03	CITIZEN	1411	29-Jun-98	CITIZEN	
	1520	25-Aug-03	CITIZEN	1423	21-Mar-96	CITIZEN	
DOLORES ST	122	27-Aug-03	CITIZEN	1745	02-May-96	CITIZEN	
	126	27-Aug-03	CITIZEN	1755	31-Jul-03	CITIZEN	
	221	28-May-97	CITIZEN	1801	24-Jul-00	CITIZEN	
DORORO DR	229	11-Aug-97	CITIZEN	1823	18-Jul-02	CITIZEN	
	245	14-Jan-03	CITIZEN	E ALVIN DR	11	05-Feb-97	CITIZEN
	249	18-Oct-99	CITIZEN		315	11-Jan-95	CITIZEN
	1006	31-Jul-98	CITIZEN		333	01-Nov-00	CITIZEN
1103	13-Oct-98	CITIZEN	365		26-Oct-00	CITIZEN	
1109	13-Oct-98	CITIZEN	369		13-Nov-02	CITIZEN	
1110	24-Oct-97	CITIZEN	375		27-Oct-98	CITIZEN	
1116	02-Jan-94	CITIZEN	378		18-Sep-02	CITIZEN	
					381	02-Jul-96	CITIZEN
					381	02-Jul-96	CITIZEN
					383	22-Jan-96	CITIZEN
				384	17-Jul-97	CITIZEN	
				384	15-Oct-98	CITIZEN	
				386	16-Jul-97	CITIZEN	
				392	16-Aug-02	CITIZEN	
				392	16-Aug-02	CITIZEN	

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E ALVIN DR	393	06-Nov-93	CITIZEN	E ROMIE LN	51	06-Feb-94	CITIZEN
	397	10-Jan-96	CITIZEN		100	15-Jun-99	CITIZEN
	410	02-Mar-99	CITIZEN		117	26-Dec-01	CITIZEN
	414	26-Apr-95	CITIZEN		127	28-Aug-00	CITIZEN
	414	09-Dec-97	CITIZEN		139	03-Apr-96	CITIZEN
	414	02-Mar-99	CITIZEN		206	03-Feb-97	CITIZEN
	419	29-Mar-99	CITIZEN		378	18-Sep-01	CITIZEN
	423	03-Oct-96	CITIZEN		528	03-Oct-96	CITIZEN
	423	25-May-01	CITIZEN		536	03-Oct-96	CITIZEN
	427	21-Apr-03	CITIZEN		725	25-Oct-99	CITIZEN
	455	08-Aug-97	CITIZEN		749	01-Aug-03	CITIZEN
	458	08-Oct-96	CITIZEN		780	30-May-95	CITIZEN
	458	23-Dec-97	CITIZEN	E SAN JOAQUIN ST			
	458	05-Jan-98	CITIZEN		45	03-Oct-96	CITIZEN
	459	13-Jun-96	CITIZEN		55	30-Oct-97	CITIZEN
	459	27-Jul-98	CITIZEN				
	462	23-Dec-97	CITIZEN		55	19-Nov-97	CITIZEN
	462	05-Jan-98	CITIZEN	EBRO CIR			
	468	05-Jan-98	CITIZEN		1536	14-Jun-99	CITIZEN
	475	17-Oct-95	CITIZEN	EISENHOWER ST			
	476	28-Apr-00	CITIZEN		18616	26-Aug-97	CITIZEN
	479	21-Apr-03	CITIZEN		18620	26-Aug-97	CITIZEN
	497	05-Jan-98	CITIZEN		18649	26-Jul-01	CITIZEN
	518	16-Aug-02	CITIZEN		18691	06-May-99	CITIZEN
	518	16-Aug-02	CITIZEN		18738	10-Jan-00	CITIZEN
	519	05-Jan-98	CITIZEN	EL DORADO DR			
	527	18-Apr-01	CITIZEN		1521	14-May-96	CITIZEN
	534	30-Jul-96	CITIZEN		1677	21-Aug-00	CITIZEN
	535	12-Aug-96	CITIZEN	EL SUR AVE			
	567	01-Aug-03	CITIZEN		738	21-Nov-01	CITIZEN
	583	20-Mar-97	CITIZEN		754	02-Feb-01	CITIZEN
	631	29-Sep-97	CITIZEN	ELKINGTON AVE			
	1423	10-Apr-96	CITIZEN		792	27-Jun-01	CITIZEN
	1488	03-Mar-99	CITIZEN	ELWOOD ST			
E CURTIS ST					275	16-May-97	CITIZEN
	16	09-Nov-94	EMPLOYEE		302	30-Jan-97	CITIZEN
	202	09-Jul-01	CITIZEN		357	26-Oct-98	CITIZEN
	223	23-Feb-95	CITIZEN		358	14-Aug-01	CITIZEN
E GABILAN ST					361	26-Sep-01	CITIZEN
	107	04-Apr-94	CITIZEN	EMERALD DR			
E LAKE ST					1799	20-Jul-01	CITIZEN
	141	30-Apr-01	CITIZEN		1758	16-Feb-99	CITIZEN
E LAUREL DR					1769	27-Aug-97	CITIZEN
		20-Apr-95	CITIZEN		1771	01-Nov-01	CITIZEN
	101	04-Jun-01	CITIZEN		1783	16-Nov-01	CITIZEN
	1321	13-Mar-98	CITIZEN		1788	23-Jul-01	CITIZEN
E MARKET ST				ENCINADA DR			
	139	06-Nov-98	CITIZEN		247	01-Sep-99	CITIZEN
	201	14-Mar-95	CITIZEN	ENERALD DR			
	201	17-Mar-95	CITIZEN		1765	30-Sep-03	CITIZEN
	467	20-Apr-98	CITIZEN	ESTRADA WAY			
	1375	08-Oct-98	CITIZEN		936	19-Jun-01	CITIZEN
	1375	20-Oct-98	CITIZEN	EXPO PARK			
E MARKET ST UNDERPASS						16-Aug-00	CITIZEN
		31-Jul-98	CITIZEN			16-Aug-00	CITIZEN

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FAIRFAX CIR	2	19-Jan-01	CITIZEN	FIRST AVE	1333	02-Aug-95	CITIZEN
	3	31-Mar-97	CITIZEN		1516	09-Sep-99	CITIZEN
	9	31-Mar-97	CITIZEN		1519	06-Jun-95	CITIZEN
FAIRFAX DR					1525	31-Oct-01	CITIZEN
	8	05-Apr-94	CITIZEN		1533	17-Jan-02	CITIZEN
	16	16-Nov-95	CITIZEN		1609	15-Nov-96	CITIZEN
	712	10-Oct-97	CITIZEN		1610	09-Aug-96	LADY
	729	04-Nov-99	CITIZEN		1631	06-Jan-99	CITIZEN
	748	07-Dec-93	CITIZEN	FIRST ST			
	754	08-Dec-93	CITIZEN		1313	02-Feb-00	CITIZEN
	759	22-Aug-96	CITIZEN		1535	23-Jan-01	CITIZEN
	767	21-Aug-95	CITIZEN	FRONT ST			
	771	21-Aug-95	CITIZEN		435	02-Sep-99	CITIZEN
	789	03-Aug-95	CITIZEN	GALINDO ST			
	795	03-Aug-95	CITIZEN		718	12-Jun-96	CITIZEN
	812	24-Mar-95	CITIZEN		727	23-Sep-96	CITIZEN
	817	20-Sep-93	CITIZEN		738	05-Nov-94	CITIZEN
	825	14-Dec-98	CITIZEN	GARDEN WAY			
	829	24-Jun-96	CITIZEN		800	28-Apr-00	CITIZEN
	841	16-Oct-00	CITIZEN		811	14-Mar-00	CITIZEN
	842	24-Jun-96	CITIZEN		823	24-Mar-95	CITIZEN
FAIRHAVEN ST					829	24-Sep-98	CITIZEN
	1205	27-Jan-98	CITIZEN		835	24-Sep-98	CITIZEN
	1209	27-Jan-98	CITIZEN	GARFIELD CIR			
	1312	27-Jul-98	CITIZEN		13450	24-Sep-02	CITIZEN
	1321	16-Jul-96	CITIZEN	GARNER AVE			
	1402	15-Mar-96	CITIZEN		1116	24-Jul-96	CITIZEN
	1403	18-Aug-99	CITIZEN		1116	30-Jul-96	CITIZEN
	1407	18-Aug-99	CITIZEN		1230	03-Apr-00	CITIZEN
FAIRMONT CIR					1436	11-May-00	CITIZEN
	559	13-Jan-03	CITIZEN		792	20-Feb-03	CITIZEN
FAIRMONT DR					902	08-Apr-03	CITIZEN
	555	07-Apr-99	CITIZEN	GEIL ST			
	556	07-Apr-99	CITIZEN		54	07-Oct-96	CITIZEN
	559	07-Apr-99	CITIZEN		77	06-Sep-96	CITIZEN
	612	06-Oct-99	CITIZEN		104	30-Sep-96	CITIZEN
	617	03-Mar-03	CITIZEN		121	30-Sep-96	CITIZEN
	628	03-Aug-95	CITIZEN		127	30-Sep-96	CITIZEN
	702	19-Oct-01	CITIZEN		130	10-Sep-03	CITIZEN
	705	25-Sep-97	CITIZEN		218	30-Sep-96	CITIZEN
	714	18-Aug-98	CITIZEN		226	26-Oct-98	CITIZEN
FILICE ST					229	18-Jul-96	CITIZEN
	20	30-Jul-99	CITIZEN		248	30-Sep-96	CITIZEN
FIRST AVE					310	30-Sep-96	CITIZEN
	115	16-Jan-02	CITIZEN		318	30-Sep-96	CITIZEN
	1206	13-Aug-97	CITIZEN		320	30-Sep-96	CITIZEN
	1220	28-Aug-96	CITIZEN	GLACIER DR			
	1240	15-Jul-99	CITIZEN		571	26-Jul-95	CITIZEN
	1261	05-May-95	CITIZEN	GLENDORA WAY			
	1274	15-Jul-99	CITIZEN		1800	15-Sep-95	CITIZEN
	1276	15-Jul-99	CITIZEN		1809	21-Jun-95	CITIZEN
	1278	15-Jul-99	CITIZEN		1812	16-Nov-01	CITIZEN
	1326	08-Jul-98	CITIZEN		1815	08-Feb-99	CITIZEN
	1326	27-Dec-99	CITIZEN		1818	24-Sep-93	CITIZEN
	1331	14-Nov-95	CITIZEN		1821	24-Sep-97	CITIZEN

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GLENDORA WAY	1827	24-Sep-97	CITIZEN	HAMPTON ST	306	04-Nov-02	CITIZEN
	1832	29-Mar-95	CITIZEN	HANCOCK ST	911	27-Nov-95	CITIZEN
	1833	24-Sep-97	CITIZEN	HARDEN PRKWAYBALL FILED		24-Apr-98	CITIZEN
	1839	23-Aug-95	CITIZEN	HARDING ST	1030	14-Aug-00	CITIZEN
	1844	25-Feb-03	CITIZEN		1034	14-Aug-98	CITIZEN
	1851	21-Oct-97	CITIZEN		1051	05-Nov-98	CITIZEN
	1856	23-Oct-95	CITIZEN		1055	02-Sep-99	CITIZEN
	1857	27-May-97	CITIZEN			22-Jul-96	CITIZEN
	1862	27-Dec-02	CITIZEN		1066	24-Mar-97	CITIZEN
	1865	08-Feb-99	CITIZEN		1067	19-Dec-94	CITIZEN
	1868	25-Apr-96	CITIZEN		1067	27-Nov-95	CITIZEN
	1880	21-May-99	CITIZEN		1070	24-Mar-97	CITIZEN
	1902	13-Dec-94	EMPLOYEE		1071	14-Jul-97	CITIZEN
	1905	09-May-96	CITIZEN		1074	11-Oct-94	CITIZEN
	1908	13-Dec-94	EMPLOYEE		1078	22-Aug-00	CITIZEN
	1923	10-Jan-03	CITIZEN		1079	24-Aug-98	CITIZEN
	1929	10-Jan-03	CITIZEN		1083	06-Oct-98	CITIZEN
	1932	01-Apr-99	CITIZEN		1083	04-Nov-98	CITIZEN
	1935	22-Jun-99	CITIZEN		1086	16-Sep-03	CITIZEN
GRANADA AV	1146	03-Jan-97	CITIZEN		1090	29-Aug-95	JOE A.
	1146	21-Apr-97	CITIZEN		1090	18-Oct-95	CITIZEN
GRANDHAVEN ST	1209	10-Jul-98	CITIZEN		1096	08-Jun-98	CITIZEN
	1212	01-Jun-95	CITIZEN		1098	05-Sep-96	CITIZEN
	1212	10-Jul-98	CITIZEN		1099	21-Sep-00	CITIZEN
	1222	07-Sep-99	CITIZEN		1099	06-Oct-00	CITIZEN
	1302	21-Aug-98	CITIZEN	HARTNELL PARK		21-Oct-97	CITIZEN
	1327	08-Jan-98	CITIZEN	HARTNELL ST	605	22-Jan-97	CITIZEN
	1327	26-Oct-98	CITIZEN		606	22-Nov-99	CITIZEN
	1409	08-May-01	CITIZEN		612	23-Aug-95	CITIZEN
GREEN ST	516	13-Jan-99	CITIZEN		618	17-Nov-99	CITIZEN
	525	23-Jan-01	CITIZEN		624	19-Jul-95	EMPLOYEE
	534	08-Jul-98	CITIZEN		630	19-Jul-95	EMPLOYEE
	538	16-Jan-97	CITIZEN		642	15-Jun-98	CITIZEN
	539	22-Aug-00	CITIZEN	HARVEST ST	12	10-Nov-94	EMPLOYEE
	542	13-Jan-97	CITIZEN		44	31-May-96	CITIZEN
	546	28-Mar-95	CITIZEN		111	03-Feb-00	CITIZEN
	1135	22-Sep-97	CITIZEN		206	23-Oct-97	CITIZEN
	1144	26-Jun-95	CITIZEN		210	23-Oct-97	CITIZEN
	1145	17-May-95	CITIZEN		216	05-Nov-97	CITIZEN
	1147	04-Dec-00	CITIZEN		219	24-Aug-95	CITIZEN
	1152	05-Nov-97	CITIZEN		221	24-Aug-95	CITIZEN
GREENWOOD PL	1101	20-Dec-95	PW	HASTINGS AVE	806	05-Jun-97	CITIZEN
GROVE ST	44	04-Jan-99	CITIZEN	HAWTHORNE ST	53	05-Oct-93	CITIZEN
	45	23-Aug-96	CITIZEN		104	14-Jul-95	CITIZEN
	123	21-Oct-98	CITIZEN		225	01-Sep-98	CITIZEN
	128	15-Jun-95	CITIZEN		324	17-Apr-95	CITIZEN
	133	07-Jun-95	CITIZEN				
	137	07-Jun-95	CITIZEN				
	151	03-Oct-94	CITIZEN				
	915	02-Jul-98	CITIZEN				
	917	26-Sep-97	CITIZEN				

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HILL TOP DR	1204	11-Apr-97	CITIZEN	IVERSON CIR	1010	16-Feb-99	CITIZEN
	1232	22-Apr-97	CITIZEN	IVERSON ST			
	1241	29-Oct-96	CITIZEN		540	06-Nov-97	CITIZEN
	1245	16-Sep-98	CITIZEN		560	06-Nov-97	CITIZEN
	1248	02-Dec-93	CITIZEN	JACKSON CIR			
	1248	14-Nov-97	CITIZEN		13468	31-Aug-00	CITIZEN
	1249	26-Oct-98	CITIZEN		13483	08-Jun-98	CITIZEN
	1253	08-Mar-95	CITIZEN		13493	30-Aug-00	CITIZEN
	1256	10-Aug-95	CITIZEN	JACKSON ST			
	1257	04-Dec-93	CITIZEN		13253	03-Feb-99	CITIZEN
	1261	05-Dec-93	CITIZEN		13293	12-Apr-96	CITIZEN
	1287	23-Aug-95	CITIZEN		13313	27-Jan-98	CITIZEN
	1288	04-Sep-03	CITIZEN		13358	28-Jan-97	CITIZEN
	1291	04-Jun-97	CITIZEN		13378	25-Sep-93	CITIZEN
	1295	04-Jun-97	CITIZEN		13398	30-May-95	CITIZEN
HOMESTEAD AVE					13413	09-Oct-01	CITIZEN
	63	26-Sep-95	CITIZEN		13478	17-Mar-95	CITIZEN
	75	25-Mar-96	CITIZEN	JEAN AVE			
	135	18-Sep-03	CITIZEN		1133	09-Jul-99	CITIZEN
	141	21-Dec-99	CITIZEN		1141	06-Aug-99	CITIZEN
	173	30-Jul-96	CITIZEN	JOHN ST			
HOWARD ST					14	25-Sep-97	CITIZEN
	100	26-Oct-98	CITIZEN		14	05-Feb-99	CITIZEN
HOWE DR					29	26-Nov-02	CITIZEN
	828	22-Nov-96	CITIZEN		117	08-Sep-99	CITIZEN
HUMBOLDT DR					148	17-Apr-98	CITIZEN
	1735	10-Jun-97	CITIZEN		201	07-Sep-01	CITIZEN
HUMBOLT DR					223	16-Aug-00	CITIZEN
	1740	30-Oct-02	CITIZEN		595	08-May-97	CITIZEN
	1746	30-Oct-02	CITIZEN		613	26-Aug-99	CITIZEN
	1746	30-Oct-02	CITIZEN		621	31-Mar-00	CITIZEN
	1780	23-Sep-03	CITIZEN		648	22-Apr-98	CITIZEN
	1781	05-Dec-01	CITIZEN		666	02-Oct-02	CITIZEN
IMPERIAL WAY					673	11-Nov-94	CITIZEN
	1531	11-Jul-96	CITIZEN		701	14-Dec-99	CITIZEN
	1543	29-Apr-98	CITIZEN		721	23-Oct-97	CITIZEN
	1548	06-Feb-98	CITIZEN		735	23-Oct-97	CITIZEN
	1556	28-Sep-93	CITIZEN		838	16-Oct-00	CITIZEN
	1560	27-Sep-93	CITIZEN		838	12-Aug-02	CITIZEN
INCA WAY					1078	17-Sep-93	CITIZEN
	587	13-Mar-96	CITIZEN		1082	02-Dec-94	EMPLOYEE
INGLEWOOD ST					1139	16-Jun-97	CITIZEN
	725	18-Feb-00	CITIZEN		1151	20-Jul-98	CITIZEN
	725	03-Jul-01	CITIZEN	JOHNSON AVE			
	745	04-Nov-96	CITIZEN		925	17-Jun-96	CITIZEN
	746	04-Nov-96	CITIZEN	JOSEPHINE ST			
	749	04-Nov-96	CITIZEN		777	20-Aug-96	CITIZEN
	750	04-Nov-96	CITIZEN	JULIA AVE			
	753	04-Nov-96	CITIZEN		53	30-Aug-00	CITIZEN
	754	02-Feb-01	CITIZEN	JULIA ST			
INYO CIR					17	14-Sep-99	CITIZEN
	1530	17-May-01	CITIZEN	JUNIPERO WY			
IRIS DR					918	02-Sep-99	CITIZEN
	120	14-Sep-01	CITIZEN		929	24-Oct-00	CITIZEN
	349	08-Dec-95	CITIZEN				

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
KATHERINE AVE	133	08-Feb-96	CITIZEN	LA MESA DR	137	12-Sep-96	CITIZEN
	335	09-Aug-02	CITIZEN		142	12-Oct-97	CITIZEN
	335	09-Aug-02	CITIZEN		145	26-Apr-96	CITIZEN
KEARNY WAY					206	01-Feb-99	CITIZEN
	1007	11-Apr-97	CITIZEN		214	12-Oct-97	CITIZEN
	1015	21-Jan-00	CITIZEN		215	06-Oct-03	CITIZEN
	1023	17-Jun-99	CITIZEN		222	29-Jul-03	CITIZEN
KEMMEL ST					224	29-Jul-03	CITIZEN
	1026	23-Sep-03	CITIZEN		226	01-Aug-03	CITIZEN
	1027	23-Sep-03	CITIZEN		226	07-Oct-03	CITIZEN
KENNEDY DR					230	09-Jul-03	CITIZEN
	18427	30-Jun-98	CITIZEN		230	09-Jul-03	CITIZEN
KENNETH AVE					234	29-Jul-03	CITIZEN
	111	18-Sep-00	CITIZEN		235	03-Dec-02	CITIZEN
KENTUCKY ST					243	08-Sep-01	CITIZEN
	20	21-Jan-97	CITIZEN		315	04-Sep-03	CITIZEN
	55	23-Jul-99	CITIZEN		327	23-Sep-96	CITIZEN
KERN ST					405	23-Sep-96	CITIZEN
	150	16-Feb-00	CITIZEN		410	07-Jul-97	CITIZEN
	166-174	05-Nov-97	CITIZEN		411	01-Aug-03	CITIZEN
KIMMEL ST					427	23-Aug-96	CITIZEN
	1012	16-Sep-98	CITIZEN		434	02-Jul-97	CITIZEN
	1012	26-Oct-98	CITIZEN		440	12-Oct-97	CITIZEN
	1014	16-Jul-97	CITIZEN		445	16-Oct-96	CITIZEN
	1018	18-Dec-95	CITIZEN		446	12-Oct-97	CITIZEN
	1034	01-Jun-94	CITIZEN		451	06-Sep-96	CITIZEN
	1095	02-May-96	CITIZEN		464	13-Dec-95	CITIZEN
	1095	26-Jul-96	CITIZEN		516	04-Aug-95	CITIZEN
	1100	26-Jun-96	CITIZEN		516	08-Oct-98	CITIZEN
	1101	26-Jul-96	CITIZEN		520	03-Apr-95	CITIZEN
	1105	24-Jul-03	CITIZEN		531	23-Apr-98	CITIZEN
	1126	18-Jul-03	CITIZEN		539	21-Oct-97	CITIZEN
KING ST					601	11-Jun-03	CITIZEN
	335	21-Nov-97	CITIZEN		603	11-Jun-03	CITIZEN
KIP DR					607	27-Jan-95	CITIZEN
	82	21-Sep-93	CITIZEN		610	12-Oct-97	CITIZEN
	90	22-Sep-93	CITIZEN		611	21-Oct-97	CITIZEN
KIPLING ST					616	12-Oct-97	CITIZEN
	228	28-Jan-00	CITIZEN		617	21-Oct-97	CITIZEN
KLAMATH DR					630	12-Oct-97	CITIZEN
	1730	08-Mar-99	CITIZEN		631	20-Oct-03	CITIZEN
	1738	06-May-98	CITIZEN		647	30-Jan-03	CITIZEN
	1741	30-Jul-99	CITIZEN		654	08-Feb-96	CITIZEN
	1752	24-Jun-03	CITIZEN		654	12-Oct-97	CITIZEN
	1752	24-Jun-03	CITIZEN		662	03-Jul-97	CITIZEN
	1769	17-May-01	CITIZEN		663	26-Nov-96	CITIZEN
LA CANADA WAY					670	21-Oct-97	CITIZEN
	1205	03-Sep-97	CITIZEN		678	21-Oct-97	CITIZEN
	1205	04-Oct-99	CITIZEN	LA MESA WAY			
LA HONDA CT					451	17-Oct-96	CITIZEN
	743	27-Dec-95	CITIZEN		671	01-Jul-99	CITIZEN
LA JOLLA WAY					687	01-Jul-99	CITIZEN
	428	02-Dec-99	CITIZEN	LA MIRADA CT			
LA MESA DR					55	16-Apr-97	CITIZEN
	92	03-Dec-97	CITIZEN		55	09-Jun-98	CITIZEN
	118	12-Oct-97	CITIZEN		59	10-Jun-96	CITIZEN

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LA MIRADA DR	1214	31-Aug-99	CITIZEN	LOMA VISTA DR	628	16-Aug-00	CITIZEN
	1232	09-Oct-95	CITIZEN	LORIMER ST	106	13-Jan-03	CITIZEN
LANG ST	101	02-May-95	CITIZEN		126	26-Aug-96	CITIZEN
	115	05-Jan-98	CITIZEN	LOS ALTOS WAY	1524	03-Feb-99	CITIZEN
	115	05-Jan-98	CITIZEN		1531	06-Jul-98	CITIZEN
	315	23-Apr-01	CITIZEN		1535	14-Feb-97	CITIZEN
	325	22-Aug-95	CITIZEN		1536	03-Feb-99	CITIZEN
LARKIN ST	1012	01-Dec-93	CITIZEN		1548	03-Feb-99	CITIZEN
LARKSPUR DR	235	04-Feb-00	CITIZEN		1552	03-Sep-98	CITIZEN
LEMONS AVE	721	11-Mar-00	CITIZEN		1564	01-Mar-00	CITIZEN
	799	23-Jun-00	CITIZEN		1564	03-Mar-00	CITIZEN
	819	11-Jun-97	CITIZEN	LOS COCHES AVE	1569	03-Feb-99	CITIZEN
LEMONS DR	730	23-Jul-01	CITIZEN		1570	20-Jan-00	CITIZEN
LENNY ST.	18823	05-Feb-03	CITIZEN	LOS GATOS WAY	735	14-Aug-00	CITIZEN
LESLIE DR.	592	30-Sep-02	CITIZEN		1612	12-Sep-96	CITIZEN
LEXINGTON DR	899	01-Nov-02	CITIZEN		1622	19-Apr-96	CITIZEN
					1629	23-Oct-98	CITIZEN
LINCOLN AVE	102	03-Oct-93	CITIZEN		1644	10-Mar-97	CITIZEN
	200	16-Dec-00	CITIZEN		1663	18-Oct-99	CITIZEN
	200	23-May-98	CITIZEN		1667	10-Jul-96	CITIZEN
	215	31-Oct-95	CITIZEN		1670	24-Mar-98	CITIZEN
	320	23-Feb-95	CITIZEN		1675	28-Oct-99	CITIZEN
	404	08-Mar-95	CITIZEN		1682	28-Oct-99	CITIZEN
	609	18-Sep-01	CITIZEN	LOS LAURELES AVE	1683	19-Apr-00	CITIZEN
LINDEN ST	130	03-Mar-94	CITIZEN		1686	28-Oct-99	CITIZEN
LINWOOD DR	1213	05-Jun-97	CITIZEN		1692	28-Oct-99	CITIZEN
	1217	18-Aug-98	CITIZEN		1	12-Jan-98	CITIZEN
	1221	03-Jun-97	CITIZEN		11	30-Aug-96	CITIZEN
	1229	23-Sep-03	CITIZEN	LOS PALOS DR	828	07-Apr-99	CITIZEN
	1433	28-Aug-95	CITIZEN		829	02-Nov-01	CITIZEN
	1433	08-Jul-97	CITIZEN		841	19-Apr-01	CITIZEN
	1441	28-Dec-98	CITIZEN		855	29-Oct-99	CITIZEN
	1459	09-Nov-95	CITIZEN		863	29-Oct-99	CITIZEN
	1484	15-Sep-97	CITIZEN		917	21-Nov-00	CITIZEN
LOMA DR	204	05-Sep-95	CITIZEN		931	11-Oct-96	CITIZEN
	205	05-Sep-95	CITIZEN		931	26-Sep-03	CITIZEN
	212	26-Nov-02	CITIZEN		1095	19-Mar-98	CITIZEN
	216	01-Jun-99	CITIZEN		1098	20-Sep-00	CITIZEN
	228	04-Apr-95	CITIZEN		1161	11-Jan-02	CITIZEN
	237	30-Jan-95	CITIZEN	LOUISE ST		12-Nov-02	CITIZEN
	242	01-Jun-99	CITIZEN		13120	04-Nov-02	CITIZEN
	249	21-Jul-98	CITIZEN		13200	17-Nov-99	CITIZEN
					13210	02-Mar-99	CITIZEN
					13215	02-Jan-03	CITIZEN
				LOYOLA DR	820	17-Feb-95	CITIZEN
					832	17-Feb-95	CITIZEN
					844	21-Feb-95	CITIZEN

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LOYOLA DR	877	21-Oct-97	CITIZEN	MARION AVE	4	06-May-99	CITIZEN	
	945	01-Mar-95	CITIZEN		11	06-Apr-99	CITIZEN	
	1117	25-Aug-99	CITIZEN		741	10-Apr-95	CITIZEN	
	1198	03-Jun-97	CITIZEN		MARIPOSA ST	567	14-Oct-96	CITIZEN
LUBER ST	13030	11-Apr-01	CITIZEN	598		07-Apr-98	CITIZEN	
	13080	05-Sep-00	CITIZEN	MARTELLA ST	130	15-Jun-98	CITIZEN	
	13095	03-Jun-97	CITIZEN		MARYAL DR	232	24-Jun-97	CITIZEN
MADEIRA AVE	872	19-Aug-97	CITIZEN	236		24-Jun-97	CITIZEN	
				MADELINE ST.	1055	01-May-03	CITIZEN	MASSA ST
MADONNA DR	51	09-Jul-97	CITIZEN		267	20-Nov-97	CITIZEN	
	MADRID ST	1611	01-Jun-98		CITIZEN	268	05-Mar-99	
MADRONE DR				1406		24-Jun-99	CITIZEN	271
	MAE AVE	512	23-Apr-99		CITIZEN			280
642		15-Sep-01	CITIZEN	MAYFAIR DR	55	13-Dec-95	CITIZEN	
755		23-Feb-98	CITIZEN		52	14-Jun-01	CITIZEN	
MAIN ST	16	06-Jun-01	CITIZEN		42	19-Jun-01	CITIZEN	
	918	06-Jun-01	CITIZEN		108	21-Jan-97	CITIZEN	
	1001	30-Jul-99	CITIZEN	135	22-Jan-97	CITIZEN		
MANOR DR	506	12-Oct-95	CITIZEN	McGOWAN DR	1034	08-Dec-95	CITIZEN	
					MAPLE ST	102	25-Apr-96	CITIZEN
109	03-Apr-01	CITIZEN	1079			02-Oct-94	CITIZEN	
111	13-Nov-94	CITIZEN	MEADOW DR	614		15-Nov-00	CITIZEN	
133	14-Sep-01	CITIZEN		628		01-Nov-94	CITIZEN	
148	22-May-00	CITIZEN		634		02-Jul-94	CITIZEN	
221	06-Aug-99	CITIZEN		636		13-Sep-93	CITIZEN	
225	14-Oct-96	CITIZEN		637		09-Nov-95	CITIZEN	
MAPLEWOOD DR	24	20-Oct-99		CITIZEN	649	12-Sep-93	CITIZEN	
	28	06-Jul-95		CITIZEN	742	18-Jun-98	CITIZEN	
	42	11-Oct-00	CITIZEN	751	08-Feb-95	CITIZEN		
	42	28-Feb-01	CITIZEN	822	27-Dec-95	CITIZEN		
	46	09-Jan-97	CITIZEN	913	08-Feb-99	CITIZEN		
	49	13-Dec-94	CITIZEN	MELROSE DR	628	03-Sep-93	CITIZEN	
	52	20-Feb-97	CITIZEN		646	04-Sep-93	CITIZEN	
	MARGARET ST	331	22-Jan-98		CITIZEN	659	11-Apr-96	CITIZEN
346		03-Dec-96	CITIZEN	MENDOCINO DR	374	14-Nov-00	CITIZEN	
MARIGOLD WAY		60	17-Apr-00		CITIZEN	379	06-Apr-00	CITIZEN
	MARIN AVE	1443	28-Oct-98		CITIZEN	382	01-Oct-93	CITIZEN
1466		11-Sep-93	CITIZEN		383	22-Jul-97	CITIZEN	
1474		18-Dec-97	CITIZEN		396	05-Sep-96	CITIZEN	
MENDOCINO DR					426	06-Jul-98	CITIZEN	
					490	22-Aug-96	CITIZEN	
				484	21-May-99	CITIZEN		
				1543	11-Sep-96	CITIZEN		
				1548	23-Sep-96	CITIZEN		
MENDOCINO WAY				1551	03-Feb-99	CITIZEN		
				MENLO WAY				

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MENLO WAY	1552	23-Apr-98	CITIZEN	N HEBBRON AVE	26	28-May-98	CITIZEN
	1556	28-Jul-98	CITIZEN		30	28-May-98	CITIZEN
	1560	17-Feb-95	CITIZEN		32	28-May-98	CITIZEN
	1564	17-Feb-95	CITIZEN		48	28-May-98	CITIZEN
	1567	03-Feb-99	CITIZEN		52	30-Jan-96	CITIZEN
	1570	03-Feb-99	CITIZEN		57	03-Jun-98	CITIZEN
MERCED ST					58	03-Jun-98	CITIZEN
	214	26-Jan-96	CITIZEN		64	03-Jun-98	CITIZEN
MIDWAY AVE					65	03-Jun-98	CITIZEN
	419	22-Jan-01	CITIZEN		70	03-Jun-98	CITIZEN
MILLBRAE ST					71	03-Jun-98	CITIZEN
	722	20-Aug-96	CITIZEN		76	03-Jun-98	CITIZEN
	723	03-Feb-99	CITIZEN		77	03-Jun-98	CITIZEN
MIMBRERA WAY					83	03-Jun-98	CITIZEN
	766	11-Jul-03	CITIZEN	N MADEIRA AVE			
	766	11-Jul-03	CITIZEN		49	22-Feb-99	CITIZEN
MOHAWK AVE					60	15-Jul-99	CITIZEN
	1462	06-Mar-00	CITIZEN		355	26-Dec-01	CITIZEN
	1462	28-Aug-00	CITIZEN		355	08-Sep-01	CITIZEN
MONROE ST					430	02-May-00	CITIZEN
	1237	30-Jan-95	CITIZEN		499	30-Aug-96	CITIZEN
	1242	17-Jun-97	CITIZEN		843	24-Mar-03	CITIZEN
	1253	17-Aug-01	CITIZEN		856	28-Jul-00	CITIZEN
	1254	21-Jul-97	CITIZEN		868	14-Aug-97	CITIZEN
	1162	02-Mar-00	CITIZEN	N MAIN ST			
MONROE ST					108	01-Aug-02	CITIZEN
	1163	21-Dec-95	CITIZEN		108	01-Aug-02	CITIZEN
	1214	05-Nov-02	CITIZEN		108	01-Aug-02	CITIZEN
	1221	13-Oct-97	CITIZEN		321	07-Jan-97	CITIZEN
	1225	01-Oct-97	CITIZEN		336	04-May-94	CITIZEN
	1229	20-Sep-99	CITIZEN		417	12-Dec-01	CITIZEN
MONTANA ST					1244	30-Nov-95	CITIZEN
	1025	16-Feb-00	CITIZEN		1382	01-May-96	CITIZEN
	1040	29-Mar-99	CITIZEN		1410	08-May-97	CITIZEN
	1100	07-Oct-98	CITIZEN		2034	29-Sep-03	CITIZEN
	1106	07-Nov-00	CITIZEN		2160	12-Jan-00	CITIZEN
	1106	17-May-01	CITIZEN		2180	22-Oct-97	CITIZEN
MONTECITO CIR					2205	30-May-00	CITIZEN
	1111	12-Sep-96	CITIZEN	N SECOND ST			
MONTECITO WAY					138	30-Mar-00	CITIZEN
	1130	27-Dec-95	CITIZEN	N THIRD ST			
MONTEREY ST					15	24-Jun-97	CITIZEN
	139	03-Jan-01	CITIZEN	NACIONAL ST			
	227	01-Nov-00	CITIZEN		118	19-Oct-00	CITIZEN
	231	05-Feb-96	CITIZEN		59	03-Dec-96	CITIZEN
	329	01-Oct-02	CITIZEN		79	06-Oct-99	CITIZEN
	334	19-Sep-97	CITIZEN		80	04-Feb-98	CITIZEN
N FIRST ST				NAPA WAY			
	1505	10-Mar-99	CITIZEN		507	03-Dec-94	EMPLOYEE
	1521	10-Mar-99	CITIZEN		510	03-Jul-96	CITIZEN
	1569	10-Mar-99	CITIZEN		510	03-Jul-96	CITIZEN
	1573	10-Mar-99	CITIZEN		518	03-Aug-98	CITIZEN
N FOURTH ST					523	03-Jul-96	CITIZEN
	135	16-Aug-00	CITIZEN		523	03-Jul-96	CITIZEN
N HEBBRON AVE					551	26-Sep-93	CITIZEN
	7	05-Feb-96	CITIZEN				
	19	03-Jun-98	CITIZEN				

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NATIVIDAD RD	24	27-Jul-96	CITIZEN	NORTHRIDGE DR	18498	28-Sep-99	CITIZEN
	32	16-Nov-95	CITIZEN		18499	10-Oct-96	CITIZEN
	32	30-Jul-96	CITIZEN		18511	08-Nov-96	CITIZEN
	34	26-Jul-96	CITIZEN		18514	31-Aug-00	CITIZEN
	36	26-Jul-96	CITIZEN		18517	08-Nov-96	CITIZEN
	48	26-Jul-96	CITIZEN		18518	22-Mar-99	CITIZEN
	54	26-Jul-96	CITIZEN		18534	28-Jul-98	CITIZEN
	55	26-Jul-96	CITIZEN		18552	11-Jan-99	CITIZEN
	58	26-Jul-96	CITIZEN		18553	21-Apr-01	CITIZEN
	61	26-Jul-96	CITIZEN		18556	11-Jan-99	CITIZEN
	63	26-Jul-96	CITIZEN		18572	12-Mar-97	CITIZEN
NAVAJO DR					18572	30-Sep-97	CITIZEN
	421	23-Jul-99	CITIZEN		18572	06-May-98	CITIZEN
NEW BRITAIN CIR					18582	12-Mar-97	CITIZEN
	7	14-May-99	CITIZEN		18598	04-Dec-97	CITIZEN
	9	14-May-99	CITIZEN		18602	25-Apr-97	CITIZEN
NEW HAVEN WAY					18618	16-Mar-01	CITIZEN
	1728	02-Jun-98	CITIZEN		18689	03-Feb-99	CITIZEN
	1733	10-Nov-99	CITIZEN	O,FARREL CT			
NEW SALEM DR					1006	11-Sep-02	CITIZEN
	927	28-Aug-96	CITIZEN	OAK ST			
	933	28-Aug-96	CITIZEN		125	20-Oct-97	CITIZEN
NICHOLS AVE					129	30-Apr-01	CITIZEN
	1420	24-Oct-01	CITIZEN		146	12-Jun-01	CITIZEN
	1424	08-Jun-98	CITIZEN		226		CITIZEN
	1436	06-Sep-95	CITIZEN		239	20-Aug-99	CITIZEN
	1440	24-Mar-95	CITIZEN		244	21-Apr-98	CITIZEN
	1452	30-Jul-96	CITIZEN	ORANGE DR			
	1484	09-Nov-95	CITIZEN		100 BLK	08-May-95	CITIZEN
	1491	10-Oct-95	CITIZEN		5	13-Nov-01	CITIZEN
	1492	07-Aug-97	CITIZEN		28	07-Sep-01	CITIZEN
	1492	10-Sep-97	CITIZEN		101	01-Apr-03	CITIZEN
NISSEN RD				OREGON ST			
	74	14-Aug-95	CITIZEN		18	25-Jan-99	CITIZEN
NOICE DR					22	13-Mar-01	CITIZEN
	162	01-Dec-94	CITIZEN		47	27-Jul-95	CITIZEN
	262	03-Nov-94	CITIZEN	OSAGE DR			
	316	24-Jun-97	CITIZEN		211	25-Aug-99	CITIZEN
	326	13-Nov-97	CITIZEN		215	20-Mar-00	CITIZEN
	328	01-Nov-95	CITIZEN		219	04-Mar-03	CITIZEN
	340	13-Nov-97	CITIZEN		252	19-Apr-00	CITIZEN
	346	12-Nov-97	CITIZEN		314	02-Oct-02	CITIZEN
	424	10-Jan-97	CITIZEN		335	20-Nov-01	CITIZEN
NORTHRIDGE DR					359	06-Sep-00	CITIZEN
		03-Jul-97	CITIZEN	PACIFIC AVE			
	18402	01-Jul-97	CITIZEN		1206	21-Nov-97	CITIZEN
	18419	14-Aug-97	CITIZEN	PADRE DR			
	18428	07-Sep-99	CITIZEN		808	30-Nov-00	CITIZEN
	18434	28-Aug-00	CITIZEN		815	16-Jun-99	CITIZEN
	18442	06-May-98	CITIZEN		816	07-Nov-02	CITIZEN
	18452	05-Oct-94	CITIZEN		817	04-Feb-00	CITIZEN
	18458	10-Mar-03	CITIZEN		830	06-Oct-99	CITIZEN
	18477	03-Oct-00	CITIZEN		918	07-Nov-95	CITIZEN
	18483	13-Sep-96	CITIZEN		925	13-Mar-00	CITIZEN
	18492	05-Oct-00	CITIZEN		1002	19-Oct-95	CITIZEN
	18498	02-Sep-99	CITIZEN		1218	03-Aug-94	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>						
PADRE DR	1218	03-Jan-95	CITIZEN	PARAISO CT	61	12-Jun-01	CITIZEN						
	1234	30-Apr-01	CITIZEN		63	25-Mar-96	CITIZEN						
	1241	18-Mar-96	CITIZEN	PARK ROW	818	10-Feb-03	CITIZEN						
	1263	29-Jul-96	CITIZEN										
PAJARO CIR	1	16-Apr-01	CITIZEN	PARK ST	206	22-Apr-03	CITIZEN						
	22	30-Nov-00	CITIZEN		207	22-Apr-03	CITIZEN						
PAJARO ST	220 310 701 821 833 903 922 927 1031 1119 1121 1242	04-Nov-93	CITIZEN	PARKSIDE ST	209	22-Apr-03	CITIZEN						
		07-Feb-95	CITIZEN		213	07-Jul-95	CITIZEN						
		08-May-97	CITIZEN		217	12-Sep-95	CITIZEN						
		04-Oct-93	CITIZEN		220	09-Nov-99	CITIZEN						
		19-Jun-97	CITIZEN		225	09-Nov-99	CITIZEN						
		24-Jul-98	CITIZEN		612	07-Nov-94	CITIZEN						
		25-Jul-95	MORASCA		615	04-Jan-99	CITIZEN						
		08-Oct-99	CITIZEN		333	11-Aug-95	CITIZEN						
		28-Mar-96	CITIZEN			1210	08-Sep-99	CITIZEN					
		18-Jan-02	CITIZEN		1214	13-Sep-02	CITIZEN						
		08-Jun-98	CITIZEN		1214	13-Sep-02	CITIZEN						
		04-Jun-98	CITIZEN		1215	23-Oct-02	CITIZEN						
		PAJARO WAY	13 1026		23-Jan-02	CITIZEN	1215	23-Oct-02	CITIZEN				
					10-Mar-98	CITIZEN	1216	13-Sep-02	CITIZEN				
PALMA DR	325 508 533 534 553 576 585 609 717 729 734 737 740 761 765 765 768 769 786 791			01-Oct-93	CITIZEN	PARKWAY RD	1050	17-Jun-99	CITIZEN				
				09-Apr-97	CITIZEN								
				11-Sep-96	CITIZEN								
				02-Nov-94	CITIZEN								
		30-Jan-01	CITIZEN										
		13-Sep-96	CITIZEN										
29-Jun-99	CITIZEN												
03-Jul-01	CITIZEN	PENNSYLVANIA DR	186	28-Jul-98	CITIZEN								
09-Aug-96	CITIZEN		187	17-Jul-98	CITIZEN								
31-Jul-97	CITIZEN	PESCADERO DR	1750 1755 1759 1889 1953	02-May-94 08-Feb-96 15-Jun-98 01-Jun-01 26-Nov-01	CITIZEN CITIZEN CITIZEN CITIZEN CITIZEN								
18-Nov-96	CITIZEN												
09-Aug-95	CITIZEN												
01-Mar-95	CITIZEN												
30-Jul-96	CITIZEN												
15-Jul-96	CITIZEN												
30-Jul-96	CITIZEN												
31-Oct-96	CITIZEN												
05-Sep-97	CITIZEN												
05-Feb-03	CITIZEN												
25-Jan-96	CITIZEN												
PALOMA AVE	66 101 143 525 665 707 725 733					08-May-97	CITIZEN	PIERCE ST	13464 13465 13474 13484 13494 13499 13509	30-Aug-00 30-Aug-00 17-Jul-95 05-Feb-97 17-Jul-95 01-Oct-99 01-Oct-99	CITIZEN CITIZEN CITIZEN CITIZEN CITIZEN CITIZEN CITIZEN		
						10-Jul-00	CITIZEN						
						21-Sep-99	CITIZEN						
		24-Apr-01	CITIZEN										
		12-Jun-01	CITIZEN										
		17-Apr-01	CITIZEN										
		24-Apr-01	CITIZEN										
		24-Apr-01	CITIZEN										
PARAISO CT	47 51 55	05-Jun-00	CITIZEN	PIKE WAY	410 410	10-Jul-00 02-Feb-01	CITIZEN CITIZEN						
		28-Oct-99	CITIZEN										
		12-Jun-01	CITIZEN										
		PARAISO CT	47 51 55					05-Jun-00	CITIZEN	PINE ST	12 16 31 37 48 53	16-Apr-96 07-Jun-01 01-Jun-01 01-Jun-01 04-Nov-99 26-Sep-95	CITIZEN CITIZEN CITIZEN CITIZEN CITIZEN CITIZEN
								28-Oct-99	CITIZEN				
12-Jun-01	CITIZEN												
05-Jun-00	CITIZEN												
28-Oct-99	CITIZEN												
12-Jun-01	CITIZEN												

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
PINE ST	126	21-Jan-98	CITIZEN	PRIMAVERA ST	309	08-Oct-99	CITIZEN
	139	27-Dec-01	CITIZEN		1307	01-Aug-03	CITIZEN
	235	09-Aug-94	CITIZEN	PRIMAVERA WAY	313	03-Apr-94	CITIZEN
	510	25-Jun-97	CITIZEN		321	27-Sep-96	CITIZEN
PLACER WAY	1521	05-Aug-94	CITIZEN	1307	23-Sep-02	CITIZEN	
	1525	19-Oct-00	CITIZEN	1341	17-May-96	CITIZEN	
	1530	06-Mar-94	CITIZEN	1342	22-Apr-99	CITIZEN	
	1533	15-Sep-97	CITIZEN	PRINCE PL	11	22-Feb-96	CITIZEN
	1534	04-Mar-94	CITIZEN		41	08-Jun-98	CITIZEN
1538	05-Mar-94	CITIZEN	51		14-Jul-99	CITIZEN	
PLAZA CIR	45	12-Jun-01	CITIZEN		59	14-Jul-99	CITIZEN
	55	24-Sep-03	CITIZEN	63	27-Dec-02	CITIZEN	
		12	07-Sep-93	CITIZEN	PROVINCETOWN DR	938	01-Oct-99
16	10-Sep-93	CITIZEN	PUEBLO DR	244		02-Jan-03	CITIZEN
37	07-Sep-93	CITIZEN		331	30-Jul-98	CITIZEN	
45	05-Sep-93	CITIZEN		434	14-Jul-03	CITIZEN	
53	06-Sep-93	CITIZEN		434	14-Jul-03	CITIZEN	
53	25-Apr-00	CITIZEN		QUILLA ST	108	07-Jul-98	CITIZEN
61	08-Sep-93	CITIZEN	RAINIER DR		364	19-Sep-01	CITIZEN
64	09-Sep-93	CITIZEN			368	19-Sep-01	CITIZEN
POLK CIR	504	25-Jul-02	CITIZEN	380	02-Sep-94	CITIZEN	
	504	03-Sep-02	CITIZEN	384	01-Sep-94	CITIZEN	
POLK ST	505	01-Sep-00	CITIZEN	388	22-Jan-97	CITIZEN	
	1001	04-Nov-97	CITIZEN	392	10-Jan-96	CITIZEN	
	1003	17-Apr-01	CITIZEN	469	21-May-03	CITIZEN	
	1007	25-Aug-00	CITIZEN	474	23-Feb-96	CITIZEN	
	1015	20-Jun-96	CITIZEN	616	08-Feb-95	CITIZEN	
	1026	05-May-03	CITIZEN	632	14-Oct-02	CITIZEN	
	1042	07-May-03	CITIZEN	635	13-Jul-98	CITIZEN	
	1054	11-Sep-97	CITIZEN	RANCHERO DR	1113	15-Oct-97	CITIZEN
	1066	28-Feb-96	CITIZEN		REATA ST	209	13-Oct-98
	1083	24-Oct-00	CITIZEN	240		26-Sep-95	CITIZEN
	1087	31-Oct-00	CITIZEN	241		19-Jul-00	CITIZEN
	1091	21-Dec-95	CITIZEN	263		30-Aug-96	CITIZEN
	1095	21-Dec-95	CITIZEN	267		09-Sep-96	CITIZEN
	1166	25-Jan-95	CITIZEN	300		11-Jan-01	CITIZEN
	1179	25-Aug-99	CITIZEN	301		04-Nov-96	CITIZEN
	1182	23-Feb-01	CITIZEN	320		11-Dec-96	CITIZEN
	1187	24-Oct-00	CITIZEN	325		11-Dec-96	CITIZEN
1190	03-Oct-00	CITIZEN	332	02-Jan-01		CITIZEN	
1191	03-Feb-97	CITIZEN	336	05-Jun-97		CITIZEN	
1199	20-Apr-95	CITIZEN	349	30-Jan-01		CITIZEN	
1213	11-Dec-00	CITIZEN	357	08-Oct-96		CITIZEN	
1229	04-Feb-00	CITIZEN	REDONDO WY	1815		15-May-97	CITIZEN
1233	29-Aug-95	CITIZEN		1823		22-Sep-98	CITIZEN
1237	29-Aug-95	CITIZEN		1824		24-Sep-96	CITIZEN
POPLAR ST	14	05-Jun-95		CITIZEN		1827	27-Nov-95
	16	03-Feb-03	CITIZEN	1831	23-Mar-00	CITIZEN	
PRADO ST	106	26-Jun-01	CITIZEN				

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REDONDO WY				RIKER ST			
	1835	23-Aug-95	CITIZEN		542	07-Jan-99	CITIZEN
	1836	14-Jan-03	CITIZEN		542	01-Nov-99	CITIZEN
	1839	23-Aug-95	CITIZEN		601	02-Nov-01	CITIZEN
	1844	23-Oct-97	CITIZEN		602	07-Jan-99	CITIZEN
	1848	03-Sep-03	CITIZEN		619	27-Dec-00	CITIZEN
	1851	17-Jul-98	CITIZEN		802	07-Jan-99	CITIZEN
	1857	18-Jun-98	CITIZEN		806	07-Jan-99	CITIZEN
	1859	17-Apr-95	CITIZEN		809	07-Jan-99	CITIZEN
	1867	08-Aug-94	CITIZEN		810	07-Jan-99	CITIZEN
	1873	03-Jul-94	CITIZEN		814	07-Jan-99	CITIZEN
RIANDA ST					817	07-Jan-99	CITIZEN
		17-Dec-98	CITIZEN		818	07-Jan-99	CITIZEN
	1226	17-Jan-02	CITIZEN		821	07-Jan-99	CITIZEN
	1243	07-Oct-98	CITIZEN		822	09-Nov-98	CITIZEN
RIKER ST					825	07-Jan-99	CITIZEN
	24	10-Nov-99	CITIZEN		830	07-Jan-99	CITIZEN
	27	15-Dec-97	CITIZEN		834	07-Jan-99	CITIZEN
	46	14-Feb-01	CITIZEN		845	07-Jan-99	CITIZEN
	61	22-May-96	CITIZEN		849	07-Jan-99	CITIZEN
	69	07-Jan-99	CITIZEN		900	18-Jan-96	CITIZEN
	76	03-Oct-97	CITIZEN		900	16-Jul-01	CITIZEN
	131	07-Jan-99	CITIZEN		904	07-Jan-99	CITIZEN
	311	07-Jan-99	CITIZEN		905	07-Jan-99	CITIZEN
	318	07-Jan-99	CITIZEN		909	07-Jan-99	CITIZEN
	332	29-Mar-95	CITIZEN		913	07-Jan-99	CITIZEN
	342	10-Mar-98	CITIZEN		917	07-Jan-99	CITIZEN
	415	03-Feb-97	CITIZEN		925	07-Jan-99	CITIZEN
	165	07-Jan-99	CITIZEN		927	07-Jan-99	CITIZEN
	311	07-Jan-99	CITIZEN		929	07-Jan-99	CITIZEN
	321	07-Jan-99	CITIZEN		930	07-Jan-99	CITIZEN
	601	02-Nov-01	CITIZEN		1040	07-Jan-99	CITIZEN
	1258	17-Aug-98	CITIZEN		1051	07-Jan-99	CITIZEN
	1263	17-Aug-98	CITIZEN	RIKER TERRACE			
	1264	21-Jul-98	CITIZEN		162	28-Feb-96	CITIZEN
	1323	24-Mar-95	CITIZEN		166	28-Feb-96	CITIZEN
	1323	14-Aug-95	CITIZEN		175	28-Feb-96	CITIZEN
	1346	14-Oct-94	CITIZEN		178	28-Feb-96	CITIZEN
	1351	17-Jan-94	CITIZEN		190	02-Sep-97	CITIZEN
	1352	13-Jan-99	CITIZEN		201	05-Aug-97	CITIZEN
	417	22-Apr-97	CITIZEN	RIO VERDE DR			
	417	30-Apr-97	CITIZEN		165	24-Jul-03	CITIZEN
	417	01-May-97	CITIZEN		166	05-Aug-96	CITIZEN
	422	07-Jan-99	CITIZEN		169	28-Jan-03	CITIZEN
	423	30-Jul-99	CITIZEN		178	02-Aug-01	CITIZEN
	501	07-Jan-99	CITIZEN		184	11-Apr-97	CITIZEN
	502	07-Jan-99	CITIZEN	ROCHEX AVE			
	512	07-Jan-99	CITIZEN		521	01-Jul-94	CITIZEN
	515	07-Jan-99	CITIZEN	ROMIE LN			
	516	07-Jan-99	CITIZEN		35	21-Feb-01	CITIZEN
	520	07-Jan-99	CITIZEN		117	14-Sep-01	CITIZEN
	521	17-Sep-99	CITIZEN		637	07-Aug-03	CITIZEN
	522	07-Jan-99	CITIZEN		816	29-Dec-00	CITIZEN
	526	07-Jan-99	CITIZEN	ROSARITA DR			
	529	22-Jan-98	CITIZEN		35	25-Sep-95	CITIZEN
	534	07-Jan-99	CITIZEN		119	28-Aug-00	CITIZEN
	538	07-Jan-99	CITIZEN		163	09-Jan-97	CITIZEN
	541	07-Jan-99	CITIZEN				

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ROSARITA DR	174	25-Aug-98	CITIZEN	SALINAS ST	2	08-Nov-95	CITIZEN
	174	18-Sep-98	CITIZEN		110	11-Jun-98	CITIZEN
S FILICE ST	37	05-Mar-99	CITIZEN		110	14-Feb-03	CITIZEN
	43	09-Oct-97	CITIZEN		333	25-Jan-95	CITIZEN
	80	02-Dec-96	CITIZEN		344	19-Aug-97	CITIZEN
S HEBBRON AVE	26	30-Jul-99	CITIZEN	SAN ANDREAS WAY	7	17-Feb-95	CITIZEN
	28	30-Jul-99	CITIZEN	SAN ANGELO	1179	09-Oct-02	CITIZEN
	32	30-Jul-99	CITIZEN		1249	30-Oct-02	CITIZEN
	36	30-Jul-99	CITIZEN	SAN ANTONIO DR	800	10-Oct-96	CITIZEN
	40	30-Jul-99	CITIZEN		828	11-Sep-00	CITIZEN
	43	04-Nov-97	CITIZEN		838	14-Nov-95	CITIZEN
	64	19-Nov-96	CITIZEN	SAN BLANCO	518	29-Aug-02	CITIZEN
S MADEIRA AVE	868	19-Aug-97	CITIZEN		520	29-Aug-02	CITIZEN
S MAIN ST	55	21-Nov-95	CITIZEN	SAN BLANCO DR	518	29-Aug-02	CITIZEN
	405	24-Jul-98	CITIZEN		520	29-Aug-02	CITIZEN
	425	21-Nov-02	CITIZEN		1319	03-Feb-00	CITIZEN
	444	07-Oct-94	CITIZEN		1352	07-Aug-94	CITIZEN
	456	04-Jun-94	CITIZEN	SAN BRUNO WAY	670	02-Sep-99	CITIZEN
	482	28-Sep-98	CITIZEN		670	13-Sep-99	CITIZEN
	519	28-Aug-00	CITIZEN		681	20-Aug-02	CITIZEN
	555	01-May-94	CITIZEN		681	20-Aug-02	CITIZEN
	645	07-Sep-00	CITIZEN	SAN CARLOS DR	6	22-Nov-99	CITIZEN
	701	10-Mar-99	CITIZEN		15	23-Mar-99	CITIZEN
	741	03-Mar-97	CITIZEN		17	16-May-97	CITIZEN
	807	03-Mar-97	CITIZEN		18	14-May-97	CITIZEN
	830	21-Sep-02	CITIZEN		18	16-May-97	CITIZEN
	830	02-Dec-02	CITIZEN		22	19-Sep-93	CITIZEN
	851	25-Jul-95	CITIZEN		30	16-May-97	CITIZEN
	855	01-Mar-95	CITIZEN		45	16-May-97	CITIZEN
	901	14-Sep-01	CITIZEN		51	16-May-97	CITIZEN
	901	13-Oct-03	CITIZEN		53	16-May-97	CITIZEN
	909	09-Mar-98	CITIZEN		54	26-Nov-01	CITIZEN
	914	13-Oct-03	CITIZEN		54	18-Sep-93	CITIZEN
	921	09-Nov-93	CITIZEN		57	29-Sep-95	CITIZEN
	1019	10-Sep-98	CITIZEN		63	16-May-97	CITIZEN
	1032	07-Jan-97	CITIZEN		69	07-Aug-01	CITIZEN
	1045	08-Nov-93	CITIZEN	SAN CLEMENTE AVE	68	17-Aug-98	CITIZEN
	1091	27-Feb-95	CITIZEN		1117	09-Apr-03	CITIZEN
	1100	19-Nov-99	CITIZEN	SAN DIEGO DR	1133	14-Mar-98	CITIZEN
	1114	24-Jul-96	CITIZEN		1196	21-Sep-99	CITIZEN
	1114	24-Jul-96	CITIZEN		1196	07-May-03	CITIZEN
	1141	15-Jan-99	CITIZEN	SAN FELIPE CT	6	02-Oct-98	CITIZEN
	1150	07-Sep-02	CITIZEN		11	02-Oct-98	CITIZEN
	1165	15-Jan-99	CITIZEN		14	02-Oct-98	CITIZEN
	1211	15-Jul-96	CITIZEN		19	02-Oct-98	CITIZEN
	1212	04-Aug-97	CITIZEN		22	02-Oct-98	CITIZEN
	1228	30-Sep-98	CITIZEN				
	1250	01-May-96	CITIZEN				
	1360	05-Sep-96	CITIZEN				
S WOOD ST	110	11-May-01	CITIZEN				

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SAN FELIPE CT	27	02-Oct-98	CITIZEN	SAN MATEO DR	1135	11-Mar-00	CITIZEN
	35	02-Oct-98	CITIZEN		1135	18-May-01	CITIZEN
	38	02-Oct-98	CITIZEN		1140	22-Jul-96	CITIZEN
	43	02-Oct-98	CITIZEN		1143	13-Jun-96	CITIZEN
	46	02-Oct-98	CITIZEN		1146	01-Jun-99	CITIZEN
	54	02-Oct-98	CITIZEN		1152	11-Feb-03	CITIZEN
SAN FELIPE ST	54	24-May-96	CITIZEN		1166	31-May-96	CITIZEN
	507	31-Jan-00	CITIZEN		1170	15-Dec-94	EMPLOYEE
	594	23-Jul-99	CITIZEN		1179	15-Dec-94	EMPLOYEE
SAN FERNANDO DR	1285	08-Oct-03	CITIZEN	SAN MATEO PL	659	17-Apr-97	CITIZEN
SAN GABRIEL DR	117	21-Feb-97	CITIZEN	SAN MIGUEL AVE	65	05-Sep-95	CITIZEN
SAN JACINTO DR	704	21-Feb-03	CITIZEN		80	01-Jun-01	CITIZEN
SAN JOSE ST	124	01-Apr-94	CITIZEN		100	30-Apr-99	CITIZEN
	212	15-Dec-00	CITIZEN		102	05-Feb-97	CITIZEN
	220	06-Feb-95	CITIZEN		115	10-Mar-97	CITIZEN
	220	21-Jun-95	CITIZEN		126	20-May-97	CITIZEN
	237	27-Feb-98	CITIZEN		203	14-Aug-95	CITIZEN
	258	18-Sep-97	CITIZEN		206	29-Sep-99	CITIZEN
SAN JUAN CIR	6	26-Aug-99	CITIZEN		207	09-Oct-97	CITIZEN
	6	26-Sep-99	CITIZEN		211	09-Oct-97	CITIZEN
SAN JUAN DR	129	11-Mar-97	CITIZEN		216	09-Oct-97	CITIZEN
	365	26-Mar-97	CITIZEN		221	09-Oct-97	CITIZEN
	201	28-Mar-00	CITIZEN		221	20-Aug-01	CITIZEN
	201	02-May-00	CITIZEN		223	09-Oct-97	CITIZEN
	205	30-Sep-96	CITIZEN		229	09-Oct-97	CITIZEN
	205	26-Nov-01	CITIZEN		234	09-Jan-97	CITIZEN
	211	26-Nov-01	CITIZEN		235	10-Feb-97	CITIZEN
	218	15-Nov-94	CITIZEN		238	06-Jan-97	CITIZEN
	305	06-Jan-95	CITIZEN		304	21-Jun-96	CITIZEN
	349	22-Feb-01	CITIZEN		305	10-Feb-97	CITIZEN
	353	06-Jun-94	CITIZEN		310	27-Dec-95	CITIZEN
	365	17-Dec-02	CITIZEN		312	01-Nov-96	CITIZEN
	109	28-Dec-99	CITIZEN		316	09-Oct-97	CITIZEN
	121	17-Aug-00	CITIZEN		323	09-Oct-97	CITIZEN
	200	28-Oct-02	CITIZEN		433	28-Jan-97	CITIZEN
	200	28-Oct-02	CITIZEN		506	09-Oct-97	CITIZEN
	200	28-Oct-02	CITIZEN		518	29-Jan-97	CITIZEN
SAN LUIS ST	206	23-Aug-00	CITIZEN		518	03-Jul-97	CITIZEN
	237	13-Aug-99	CITIZEN		525	10-Aug-95	CITIZEN
SAN MARCOS CT	9	05-May-97	CITIZEN		530	03-Sep-03	CITIZEN
	13	05-May-97	CITIZEN		531	06-Nov-01	CITIZEN
	17	13-Dec-94	EMPLOYEE		620	11-Jul-96	CITIZEN
	37	24-Jul-03	CITIZEN		729	29-Jan-97	CITIZEN
	59	25-Mar-98	CITIZEN		2050	03-Jun-97	CITIZEN
SAN MARCOS DR	175	12-Jun-95	CITIZEN	SAN MIGUEL CIR	1	09-Jan-03	CITIZEN
	1181	26-Oct-98	CITIZEN		5	09-Jan-03	CITIZEN
	1232	02-Jun-94	CITIZEN		6	09-Jan-03	CITIZEN
					9	31-Jul-97	CITIZEN
					10	09-Jan-03	CITIZEN
					14	09-Jan-03	CITIZEN
					21	02-Aug-94	CITIZEN
					54 - 20	30-Sep-97	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
SAN PEDRO ST	15	05-Nov-02	CITIZEN	SANTA TERESA WAY	75	11-Jul-00	CITIZEN
	19	30-Jul-99	CITIZEN		75	11-Jul-00	CITIZEN
	24	12-Mar-99	CITIZEN	SARATOGA CIR			
	40	31-Mar-97	CITIZEN		1616	11-Dec-00	CITIZEN
	55	04-Dec-94	EMPLOYEE	SARATOGA DR			
	59	24-Oct-01	CITIZEN		724	13-Oct-03	CITIZEN
SAN RAMON CIR				SAUCITO			
	8	25-Aug-98	CITIZEN		765	12-Nov-02	CITIZEN
SAN SIMEON DR				SAUCITO AVE			
	928	07-Mar-95	CITIZEN		732	06-Oct-97	CITIZEN
	942	24-Mar-95	CITIZEN		741	13-May-97	CITIZEN
SAN VICENTE AVE					760	17-Sep-02	CITIZEN
	306	23-Feb-00	CITIZEN	SAUSAL DR			
	322	13-Mar-00	CITIZEN		740	09-Oct-00	CITIZEN
	743	12-May-98	CITIZEN	SECOND AVE			
	915	08-Dec-94	CITIZEN		1214	21-Dec-99	CITIZEN
	923	30-Jan-97	CITIZEN		1217	07-Apr-99	CITIZEN
	924	05-Jan-99	CITIZEN		1238	08-Sep-98	CITIZEN
	939	31-Oct-01	CITIZEN		1514	19-Mar-99	CITIZEN
	947	01-May-01	CITIZEN		1516	19-Mar-99	CITIZEN
	948	29-Sep-03	CITIZEN		1520	24-Oct-00	CITIZEN
	1123	24-Apr-96	CITIZEN		1524	24-Oct-00	CITIZEN
	1131	11-Sep-96	CITIZEN		1641	02-Oct-97	CITIZEN
SANBORN PL				SECOND ST			
	733-735	05-Nov-93	CITIZEN		131	30-Aug-96	CITIZEN
SANBORN RD					1520	20-Jul-98	CITIZEN
	24	01-Sep-99	CITIZEN	SEMINOLE WAY			
	303	14-Feb-03	CITIZEN		461	17-Jun-98	CITIZEN
SANTA ANA DR				SEPULVEDA DR			
	5	04-Jan-94	CITIZEN		1536	13-Nov-02	CITIZEN
	9	07-Jun-95	CITIZEN	SEQUOIA ST			
	10	03-Dec-96	CITIZEN		320	12-Nov-94	CITIZEN
	14	03-Dec-96	CITIZEN		341	08-May-95	CITIZEN
	18	19-Aug-99	CITIZEN		349	04-Mar-99	CITIZEN
	33	26-Mar-95	CITIZEN		356	26-Aug-96	CITIZEN
	37	28-Mar-95	CITIZEN		357	26-Aug-96	CITIZEN
	55	28-Mar-95	CITIZEN	SERATOGA CIR			
	61	31-Jul-96	CITIZEN		1612	11-Dec-00	CITIZEN
SANTA CRUZ AVE				SEVILLE ST			
	629	28-Nov-00	CITIZEN		1668	18-Mar-99	CITIZEN
SANTA FE WAY					1672	18-Mar-99	CITIZEN
	1062	08-Jul-99	CITIZEN	SHASTA WAY			
	1062	30-Jul-99	CITIZEN		48	08-Feb-02	CITIZEN
	1103	07-Jan-97	CITIZEN				
	1111	16-Aug-95	CITIZEN	SHERMAN DR			
	1135	29-Aug-98	CITIZEN		1007	16-Feb-95	CITIZEN
	1135	29-Sep-99	CITIZEN		1050	17-May-96	CITIZEN
	1143	24-Sep-98	CITIZEN		1064	20-Mar-97	CITIZEN
SANTA MONICA CT					1087	09-Oct-94	CITIZEN
	30	24-Jul-97	CITIZEN		1099	07-Sep-00	CITIZEN
	35	19-Feb-99	CITIZEN		1115	08-Oct-94	CITIZEN
	43	11-Jan-01	CITIZEN				
SANTA MONICA WAY				SHERWOOD DR			
	642	07-Apr-98	CITIZEN		617	26-Apr-99	CITIZEN
	647	18-Jul-95	CITIZEN	SHIRES WAY			
	671	08-Jan-02	CITIZEN		308	30-Jun-98	CITIZEN
	677	08-Jan-02	CITIZEN		312	26-Oct-00	CITIZEN
SANTA RITA ST					315	18-May-01	CITIZEN
	2025	27-Oct-97	CITIZEN		319	03-Nov-00	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
SIERRA DR	9	31-Jul-97	CITIZEN	ST AUGUSTINE DR	639	14-Feb-97	CITIZEN
	10	31-Jul-97	CITIZEN		643	14-Feb-97	CITIZEN
	26	08-Feb-00	CITIZEN	ST BRENDAN WAY	18	22-May-95	CITIZEN
	30	05-Oct-95	CITIZEN		94	25-Aug-98	CITIZEN
	33	03-Mar-95	CITIZEN		94	26-Oct-98	CITIZEN
	34	04-Mar-97	CITIZEN	ST CHARLES WAY	20	21-Oct-97	CITIZEN
	49	05-Jan-98	CITIZEN		587	13-Sep-96	CITIZEN
	52	13-Dec-94	EMPLOYEE	ST EDWARDS AVE	587	28-Apr-00	CITIZEN
	55	14-Aug-00	CITIZEN		630	06-Aug-02	CITIZEN
	58	01-Nov-95	CITIZEN		630	06-Aug-02	CITIZEN
	915	23-Sep-93	CITIZEN		675	04-Oct-95	CITIZEN
SIERRA MADRE DR	1011	01-Jun-01	CITIZEN	ST GEORGE AVE	606	09-Oct-95	CITIZEN
	1072	06-Apr-95	CITIZEN		609	12-Oct-94	CITIZEN
	1088	15-Nov-99	CITIZEN	ST HELEN WAY	775	09-Sep-02	CITIZEN
	1097	19-Jun-96	CITIZEN		775	09-Sep-02	CITIZEN
	920	12-Sep-96	CITIZEN	ST THOMAS WAY	816	10-Dec-01	CITIZEN
	974	23-Jun-98	CITIZEN		17	14-Sep-01	CITIZEN
	981	23-Sep-97	CITIZEN	STATION PL	60	25-Jan-95	CITIZEN
	982	12-Sep-96	CITIZEN		60	05-Sep-96	CITIZEN
SILVERADO CIR	10	25-Mar-03	CITIZEN	STEPHANIE DR	502	31-Oct-00	CITIZEN
SILVERWOOD PL	28	29-Sep-00	CITIZEN		33	23-Sep-97	CITIZEN
SISKIYOU DR	1691	13-Dec-95	CITIZEN	SUCRE CRT	2037	06-Aug-03	CITIZEN
	1713	05-May-03	CITIZEN		6	04-May-98	CITIZEN
	1755	23-Jan-02	CITIZEN	SUFFIELD CIR	1207	08-Apr-97	CITIZEN
SKY PL	926	14-Dec-98	CITIZEN		1231	26-Aug-98	CITIZEN
	926	29-Dec-98	CITIZEN	SUN ST EXPO GROUNDS	1234	27-Sep-96	CITIZEN
SLOAT CIR.	717	11-Feb-03	CITIZEN		1238	27-Sep-96	CITIZEN
SLOAT DR	932	16-Jun-99	CITIZEN	SUNRISE ST	1243	22-Sep-97	CITIZEN
SOLANO WAY	1529	26-Aug-96	CITIZEN		1250	05-Sep-95	CITIZEN
	1530	08-Mar-01	CITIZEN	SUMMIT DR	1258	30-Apr-01	CITIZEN
SOLEDAD ST	14	19-Nov-01	CITIZEN		1267	24-Oct-00	CITIZEN
	310	14-Oct-97	CITIZEN		1274	13-Dec-94	EMPLOYEE
	319	10-Oct-96	CITIZEN	SUN ST EXPO GROUNDS	13-Aug-99		CITIZEN
	335	19-Nov-02	CITIZEN		521	19-Jan-99	CITIZEN
	428	09-Jun-95	CITIZEN		536	13-Nov-02	CITIZEN
	429	18-Dec-97	CITIZEN		553	26-Oct-98	CITIZEN
	430	09-Jun-95	CITIZEN	SUTTER ST	542	01-Dec-97	CITIZEN
	12-20	17-Sep-01	CITIZEN		543	01-Dec-97	CITIZEN
	200blk	12-May-98	CITIZEN		550	01-Dec-97	CITIZEN
SOUZA WAY	18975	21-Mar-96	CITIZEN	SWANER AVE	13465	07-Feb-94	CITIZEN
	18975	03-Nov-00	CITIZEN		13490	02-Apr-94	CITIZEN
ST ANDREW CT	904	19-Aug-97	CITIZEN		18415	03-Sep-98	CITIZEN
ST ANN DR	706	28-Feb-96	CITIZEN		18425	25-Aug-99	CITIZEN
	708	28-Feb-96	CITIZEN				
	723	28-Dec-00	CITIZEN				
	741	20-Sep-97	CITIZEN				
	822	08-May-01	CITIZEN				
	842	03-May-00	CITIZEN				

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
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<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
SWANER AVE	18425	21-Sep-99	CITIZEN
	18435	21-Sep-99	CITIZEN
	18445	21-Sep-99	CITIZEN
	18455	29-Jul-97	CITIZEN
	18465	21-Sep-99	CITIZEN
	18475	21-Sep-99	CITIZEN
	18485	21-Sep-99	CITIZEN
	18495	21-Sep-99	CITIZEN
	18505	21-Sep-99	CITIZEN
	18535	30-Aug-00	CITIZEN
	18565	18-Jan-95	CITIZEN
	18570	10-Jun-96	CITIZEN
	18630	10-Dec-97	CITIZEN
	18635	16-Sep-97	CITIZEN
	18665	30-Aug-00	CITIZEN
	18680	03-Feb-99	CITIZEN
	18685	04-Apr-97	CITIZEN
	18810	03-Feb-99	CITIZEN
	18820	03-Feb-99	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
SWANER CIR	13460	03-Sep-98	CITIZEN
	13465	09-Oct-00	CITIZEN
	13470	21-Oct-97	CITIZEN
	13488	28-Aug-00	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
SYCAMORE RD	154	16-Apr-03	CITIZEN
	263	14-Nov-95	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TAHOE DR	1748	23-Jul-99	CITIZEN
	1753	31-Aug-99	CITIZEN
	1790	11-Jun-01	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TALBOT ST	6	24-Oct-01	CITIZEN
	32	16-Dec-01	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TAMPICO AVE	1338	26-Oct-98	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TAPADERO DR	233	13-Oct-94	CITIZEN
	244	15-Sep-00	CITIZEN
	277	02-Jan-03	CITIZEN
	327	21-Aug-96	CITIZEN
	330	12-Aug-96	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TEHAMA CIR	1419	19-Oct-98	CITIZEN
	1423	13-Nov-98	CITIZEN
	1438	19-Oct-98	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TERRA DR	205	28-Feb-96	CITIZEN
	215	28-Feb-96	CITIZEN
	226	28-Feb-96	CITIZEN
	226	30-Apr-99	CITIZEN
	230	28-Feb-96	CITIZEN
	231		CITIZEN
	235	28-Feb-96	CITIZEN
	242	04-Jun-01	CITIZEN
	243	28-Feb-96	CITIZEN
	247	28-Feb-96	CITIZEN
	14237	26-Nov-02	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TERRACE ST	549	17-Jun-98	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TETON AVE	1463	03-Jun-94	CITIZEN
TORO AVE	49	14-Sep-01	CITIZEN
	254	23-Jun-99	CITIZEN
TOWT ST	214	04-Nov-98	CITIZEN
	215	04-Nov-98	CITIZEN
	217	04-Nov-98	CITIZEN
	255	15-Jul-99	CITIZEN
	400	11-Jun-01	CITIZEN
	533	08-Oct-97	CITIZEN
	758	12-May-98	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TOYON AVE	201	05-Oct-99	CITIZEN
	203	20-Nov-96	CITIZEN
	213	07-Mar-96	CITIZEN
	219	13-Oct-00	CITIZEN
	242	07-Jun-01	CITIZEN
	246	07-Jun-01	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TRINITY WAY	1560	17-Jan-01	CITIZEN
	1653	30-Nov-00	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TULANE ST	537	21-Jul-97	CITIZEN
	554	10-Oct-00	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TULIP CIR	10	23-Oct-97	CITIZEN
	13	23-Oct-97	CITIZEN
	14	23-Oct-97	CITIZEN
	17	23-Oct-97	CITIZEN
	18	23-Oct-97	CITIZEN
	21	23-Oct-97	CITIZEN
	22	23-Oct-97	CITIZEN
	25	23-Oct-97	CITIZEN
	26	23-Oct-97	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TYLER ST	1018	07-Feb-01	CITIZEN
	1031	17-Mar-97	CITIZEN
	1038	19-Oct-01	CITIZEN
	1039	29-Dec-97	CITIZEN
	1043	01-Oct-94	CITIZEN
	1046	14-Oct-96	CITIZEN
	1051	30-Sep-98	CITIZEN
	1054	08-Jun-99	CITIZEN
	1055	06-Oct-98	CITIZEN
	1058	26-Sep-96	CITIZEN
	1062	05-Oct-99	CITIZEN
	1070	26-Jun-00	CITIZEN
	1071	20-Jun-96	CITIZEN
	1071	01-Sep-00	CITIZEN
	1079	14-May-97	CITIZEN
	1083	10-Jan-95	CITIZEN
	1091	30-Oct-98	CITIZEN
	1162	04-Nov-02	CITIZEN
	1182	14-Nov-97	CITIZEN
	1190	24-Oct-00	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TYLER ST	1195	15-May-97	CITIZEN
	1198	10-Jun-97	CITIZEN
	1201	09-Sep-98	CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
TYLER ST	1209	28-Jul-95	CITIZEN	VASSER AVE			
	1237	24-Oct-00	CITIZEN		701	28-May-97	CITIZEN
	1249	04-Sep-97	CITIZEN	VENTURA WAY			
	1253	28-Feb-96	CITIZEN		1533	15-Aug-02	CITIZEN
UNIVERSITY AVE	623	24-Oct-00	CITIZEN		1534	14-Jun-99	CITIZEN
	703	30-Oct-01	CITIZEN		1537	28-Jun-99	CITIZEN
	1036	12-May-97	CITIZEN	VIA MARIA			
	1053	23-Oct-96	CITIZEN		1545	14-Oct-96	CITIZEN
	1069	28-Oct-96	CITIZEN		707	06-Aug-99	CITIZEN
VALENCIA ST					709	06-Aug-99	CITIZEN
	136	21-Dec-99	CITIZEN		715	04-Mar-97	CITIZEN
VAN BUREN AVE					807	08-Apr-97	CITIZEN
	18305	03-Feb-99	CITIZEN		828	18-Nov-98	CITIZEN
	18310	03-Feb-99	CITIZEN		838	03-Mar-95	CITIZEN
	18315	03-Feb-99	CITIZEN		846	14-Oct-98	CITIZEN
	18320	03-Feb-99	CITIZEN	VIA PARAISO			
	18330	03-Feb-99	CITIZEN		1126	25-Sep-96	CITIZEN
	18335	03-Feb-99	CITIZEN		1155	04-Feb-94	CITIZEN
	18340	03-Feb-99	CITIZEN		1233	07-Sep-01	CITIZEN
	18345	03-Feb-99	CITIZEN		1274	24-Oct-00	CITIZEN
	18365	03-Feb-99	CITIZEN		1287	01-Jan-94	CITIZEN
	18375	03-Feb-99	CITIZEN	VICTOR ST			
	18395	03-Feb-99	CITIZEN		946	22-Apr-97	CITIZEN
	18400	03-Feb-99	CITIZEN		934	06-Sep-96	CITIZEN
	18405	03-Feb-99	CITIZEN				
	18410	03-Feb-99	CITIZEN	VILLA ST			
	18415	30-May-95	CITIZEN		13	28-Aug-03	CITIZEN
	18420	03-Feb-99	CITIZEN		19	13-Dec-99	CITIZEN
	18425	03-Feb-99	CITIZEN		25	15-Jun-98	CITIZEN
	18450	03-Feb-99	CITIZEN		31	01-Sep-99	CITIZEN
	18460	03-Feb-99	CITIZEN		40	06-Oct-99	CITIZEN
	18470	03-Feb-99	CITIZEN		50	27-Mar-00	CITIZEN
	18480	03-Feb-99	CITIZEN		80	27-Dec-94	CITIZEN
	18540	03-Feb-99	CITIZEN	W ACACIA CIR			
	18560	03-Feb-99	CITIZEN		245	03-May-94	CITIZEN
	18585	03-Feb-99	CITIZEN	W ACACIA ST			
	18595	03-Feb-99	CITIZEN		132	07-Jan-99	CITIZEN
	18600	03-Feb-99	CITIZEN		201	07-Jan-99	CITIZEN
	18605	03-Feb-99	CITIZEN		201	24-May-00	CITIZEN
	18610	03-Feb-99	CITIZEN		250	08-May-96	CITIZEN
	18655	06-Jan-03	CITIZEN		430	11-Mar-97	CITIZEN
	18665	03-Feb-99	CITIZEN		525	27-Feb-95	CITIZEN
	18675	03-Feb-99	CITIZEN		716	15-Oct-02	CITIZEN
	18685	21-Jan-97	CITIZEN		724	25-Feb-99	CITIZEN
	18695	03-Feb-99	CITIZEN		752	07-Sep-95	CITIZEN
	18700	03-Feb-99	CITIZEN		774	20-May-97	CITIZEN
	18705	31-Jan-96	CITIZEN		778	18-May-01	CITIZEN
	18715	03-Feb-99	CITIZEN		782	10-Sep-97	CITIZEN
	18720	03-Feb-99	CITIZEN		783	03-Jan-03	CITIZEN
	18725	03-Feb-99	CITIZEN		783	03-Jan-03	CITIZEN
	18730	03-Feb-99	CITIZEN		787	16-May-97	CITIZEN
	18745	22-Aug-95	CITIZEN		790	01-Dec-94	CITIZEN
	18760	03-Feb-99	CITIZEN		796	27-Dec-94	CITIZEN
	18785	04-Feb-03	CITIZEN		797	12-Jan-98	CITIZEN
	18795	03-Feb-99	CITIZEN		812	21-Aug-96	CITIZEN
	18805	09-Jan-96	CITIZEN		812	22-Aug-96	CITIZEN
	18805	03-Feb-99	CITIZEN		816	21-Oct-03	CITIZEN
	18825	03-Feb-99	CITIZEN				

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
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W ALISAL ST

65 21-Mar-00 CITIZEN
65 02-Mar-94 CITIZEN
100 21-Apr-01 CITIZEN
100 11-Sep-01 CITIZEN
101 20-May-03 CITIZEN
119 21-Jun-95 CITIZEN
142 22-Oct-96 CITIZEN
142 14-Oct-97 CITIZEN
123 20-Apr-98 CITIZEN
225 07-May-01 CITIZEN
225 07-Jan-99 CITIZEN
239 16-Sep-97 CITIZEN
320 15-Sep-00 CITIZEN
341 14-Nov-00 CITIZEN
344 24-Oct-00 CITIZEN
349 03-Nov-98 CITIZEN
481 09-Jul-96 CITIZEN
497 04-May-01 CITIZEN
631 01-Jun-00 CITIZEN
707 18-May-01 CITIZEN
707 13-Nov-02 CITIZEN
707 13-Nov-02 CITIZEN
707 13-Nov-02 CITIZEN
712 04-Nov-94 CITIZEN
715 05-Mar-98 CITIZEN
720 14-Aug-97 CITIZEN
820 13-Apr-98 CITIZEN
975 17-Feb-95 CITIZEN
1056 01-Dec-98 CITIZEN
1065 02-Sep-99 CITIZEN
1073 02-Oct-93 CITIZEN

W ALVIN CIR

7 27-Jan-97 CITIZEN

W CURTIS ST

28 27-Sep-95 CITIZEN

W GABILAN ST

20 18-Nov-98 CITIZEN
20 18-Nov-98 CITIZEN
152 03-Sep-97 CITIZEN
7-9 06-Jan-99 CITIZEN

W LAUREL DR

22 02-Jul-97 CITIZEN
333 11-Feb-97 CITIZEN
333 23-Aug-00 CITIZEN
510 12-Sep-00 CITIZEN

W MARKET ST

42 03-May-00 CITIZEN
55 26-Dec-01 CITIZEN
320 17-Mar-95 CITIZEN

W ROMIE LN

100 22-Dec-00 CITIZEN
114 14-Nov-95 CITIZEN

W ROSSI ST

2 27-Apr-99 CITIZEN
82 15-Jun-98 CITIZEN
100 15-Jun-98 CITIZEN
100 20-Sep-01 CITIZEN

W SAN LUIS ST

9 14-Nov-95 CITIZEN
41 08-May-97 CITIZEN

W SAN LUIS ST

119 27-Jun-01 CITIZEN
237 31-May-01 CITIZEN

WELLINGTON CT

1146 09-Aug-01 CITIZEN

WEST ST

21 31-Oct-01 CITIZEN
35 30-Aug-98 CITIZEN
60 01-Sep-98 CITIZEN
89 05-Sep-95 CITIZEN
334 15-Jun-98 CITIZEN
340 01-Dec-99 CITIZEN
411 05-Dec-01 CITIZEN
423 20-Sep-96 CITIZEN
427 03-Nov-00 CITIZEN

WILGART WAY

10 11-Aug-99 CITIZEN
35 13-May-96 CITIZEN
36 25-Aug-98 CITIZEN
1134 16-Nov-02 CITIZEN
1158 17-May-95 CITIZEN

WILLIAMS RD

433 08-Oct-98 CITIZEN
433 21-Oct-98 CITIZEN
641 14-May-97 CITIZEN
645 21-Oct-98 CITIZEN

WILLOW ST

27 06-Sep-00 CITIZEN
39 07-Jan-99 CITIZEN
40 07-Apr-98 CITIZEN
130 31-Mar-98 CITIZEN
150 02-Sep-03 CITIZEN

WILSON ST

601 6-Oct-99 CITIZEN
653 10-Apr-96 CITIZEN

WINHAM ST

12 05-Oct-95 CITIZEN
12 10-Oct-95 CITIZEN
22 23-Nov-99 CITIZEN
31 01-Jun-01 CITIZEN
122 28-Aug-96 CITIZEN
145 21-Aug-03 CITIZEN
231 06-Aug-94 CITIZEN

WIREN ST

1427 15-Apr-98 CITIZEN
1431 15-Apr-98 CITIZEN

WOODSIDE CIR

1104 12-Nov-96 CITIZEN
1109 19-Oct-98 CITIZEN
1120 06-Aug-02 CITIZEN
1122 06-Aug-02 CITIZEN

WOODSIDE DR

19-Oct-98 CITIZEN

WOODSIDE PARK

30-Nov-00 CITIZEN

WORK ST

400 16-Apr-01 CITIZEN

<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>	<u>STREET</u>	<u>NO.</u>	<u>REPORTED</u>	<u>BY:</u>
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YOLO CIR

1529	10-Oct-94	CITIZEN
1533	19-Mar-03	CITIZEN
1534	07-Jan-97	CITIZEN

YOSEMITE CIR

1778	29-Jul-97	CITIZEN
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YOUNG DR

6	03-Oct-97	CITIZEN
31	01-Nov-93	CITIZEN
31	22-Feb-00	CITIZEN
38	09-Jan-01	CITIZEN
47	03-Nov-93	CITIZEN
50	06-Jul-95	CITIZEN
53	02-Nov-93	CITIZEN
58	10-Nov-99	CITIZEN

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