





Salinas Active Transportation Plan

September 2024

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RESOLUTION NO. 23101 (N.C.S.)

A RESOLUTION OF THE SALINAS CITY COUNCIL ADOPTING THE 2024 SALINAS ACTIVE TRANSPORTATION PLAN AS A STRATEGIC PLANNING DOCUMENT

WHEREAS, at its June 14, 2022, meeting the City Council approved a Resolution to authorize the Public Works Director to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation for the City of Salinas Active Transportation Plan: Outreach and Implementation; and

WHEREAS, at its meeting on December 6, 2022 and on May 16, 2023 the City Council approved an agreement with Ecology Action and Kimley-Horn Associates, Inc., respectively, to develop the Active Transportation Plan; and

WHEREAS, the vision of the 2024 Salinas Active Transportation Plan is to create an accessible, high-quality network of walking and biking routes that connect all neighborhoods within the city, and the 2024 Salinas Active Transportation Plan identifies transportation needs and prioritizes projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users.

WHEREAS, the Traffic and Transportation Commission was presented the Draft 2024 Salinas Active Transportation Plan at its meeting of August 8, 2024; and

WHEREAS, the Traffic and Transportation Commission voted (4-2) to recommend the City Council approve a Resolution adopting the 2024 Salinas Active Transportation Plan; and

WHEREAS, the City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approve a Resolution adopting the 2024 Active Transportation Plan as a strategic planning document.

PASSED AND APPROVED this 24th day of September 2024, by the following vote:

AYES: Councilmembers Barrera, Gonzalez, Osornio, Rocha, Sandoval, Valenzuela and Mayor Craig

NOES: None

ABSENT: None

ABSTAIN: None

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APPROVED:

DocuSigned by:
Kimbley Craig
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Kimbley Craig, Mayor

ATTEST:

DocuSigned by:
Patricia Barajas
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Patricia M. Barajas, City Clerk

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Chapter 1: Introduction

The City of Salinas is a vibrant community with a rich agricultural history. Over 160,000 diverse residents live, work, and play on the scenic plains of northern Monterey County. Salinas has grown rapidly in the past decade and aims to expand its mobility choices through a robust, accessible, and equitable pedestrian, bicycle, and trails network. The development and implementation of this Active Transportation Plan (ATP) focuses on encouraging non-motorized modes of transportation—primarily walking and biking—by recommending projects, programs, and policies that enhance the active transportation experience in the community.

Report Organization

1.	**Introduction**	Establishes the purpose of this document and describes the planning process.
2.	**Walking and Biking Today**	Provides an overview of existing conditions and highlights gaps and barriers for the active transportation network.
3.	**Community Engagement**	Summarizes public outreach and stakeholder engagement efforts.
4.	**Active Transportation Recommendations**	Introduces project, program, and policy recommendations for active transportation users.
5.	**Project Prioritization**	Describes project ranking metrics, process, and results.
6.	**Corridor Concepts**	Presents design concepts and cost estimates for high priority projects.
7.	**Implementation**	Summarizes funding sources and documents an implementation plan for next steps.

Appendices

A. **Existing Conditions Report** – Details information, data, and findings on the current state of active transportation.

B. **Caltrans ATP Checklist** – Documents conformance with Caltrans ATP Guidance.

C. **Public Comment and Outreach Feedback** – Records community input.

D. **Trails Master Plan** – Presents trail-specific analysis, recommendations, and designs.

E. **Design Guidelines** – Provides design guidance for recommended facility types.

F. **Priority Project Concept Plans**

G. **Funding Matrix**

H. **Adoption Resolution**

Purpose and Need

Many residents in Salinas depend on walking, biking, and transit for transportation. Whether due to economic constraints or desire for an active lifestyle, these users, who can be especially vulnerable in crashes without the protection of a vehicle, deserve to travel safely and efficiently through Salinas. The City of Salinas has demonstrated their commitment to fostering safe active transportation usage through numerous planning documents such as the 2022 Salinas Safe Routes to School Plan, the 2022 Salinas Vision Zero Action Plan, and the 2018 Salinas Active Transportation Needs Assessment. These strategic efforts help Salinas become better positioned to increase active transportation mode share, helping to reduce traffic congestion, reduce emissions, and increase public health.

The ATP provides a framework for overcoming barriers to active transportation. These barriers include high-speed, high-volume roadways without dedicated active transportation facilities, gaps in the pedestrian and bicycle networks, and rail corridors.

The ATP identifies transportation needs (***Chapter 2***) and prioritizes projects (***Chapter 5***) that will make walking and biking reliable, comfortable, convenient, and more connected for all users.



Vision and Goals

The vision of the City of Salinas ATP is to create an accessible, high-quality network of walking and biking routes that connect all neighborhoods within the city. This vision is supported by the goals and objectives below, which guide the development of the ATP.

Safety: Provide and maintain a safe and integrated circulation system to meet the current and future needs of all ages, abilities, and modes of travel.

- Implement Vision Zero Plan recommendations.
- Prioritize projects on the City's High Injury Network.
- Prioritize human safety over vehicular delays, speed, and congestion reduction.
- Increase separation between motor vehicles and active transportation users.
- Reduce the number of existing driveways on arterial streets whenever possible on revitalization projects.
- Continue traffic law enforcement for all modes.

Travel Mode Shift: Support transportation options that reduce single-occupancy vehicle commuting and Vehicle Miles Traveled (VMT).

- Increase the availability of sidewalks, trails, and cut-throughs.
- Incorporate landscaping, traffic-calming devices, separation from vehicular traffic, and amenities such as lighted crosswalks.
- Further develop the network of on- and off-street bicycle facilities.
- Consider pedestrian access and safety in parking lot designs.
- Require new developments to provide short- and long-term bike parking facilities, transit stops, and active transportation infrastructure.
- Ensure that all pedestrian and bicycle route improvements meet ADA standards.
- Promote first- and last-mile to public transit by improving sidewalks, intersections, trails, and bicycle facilities.

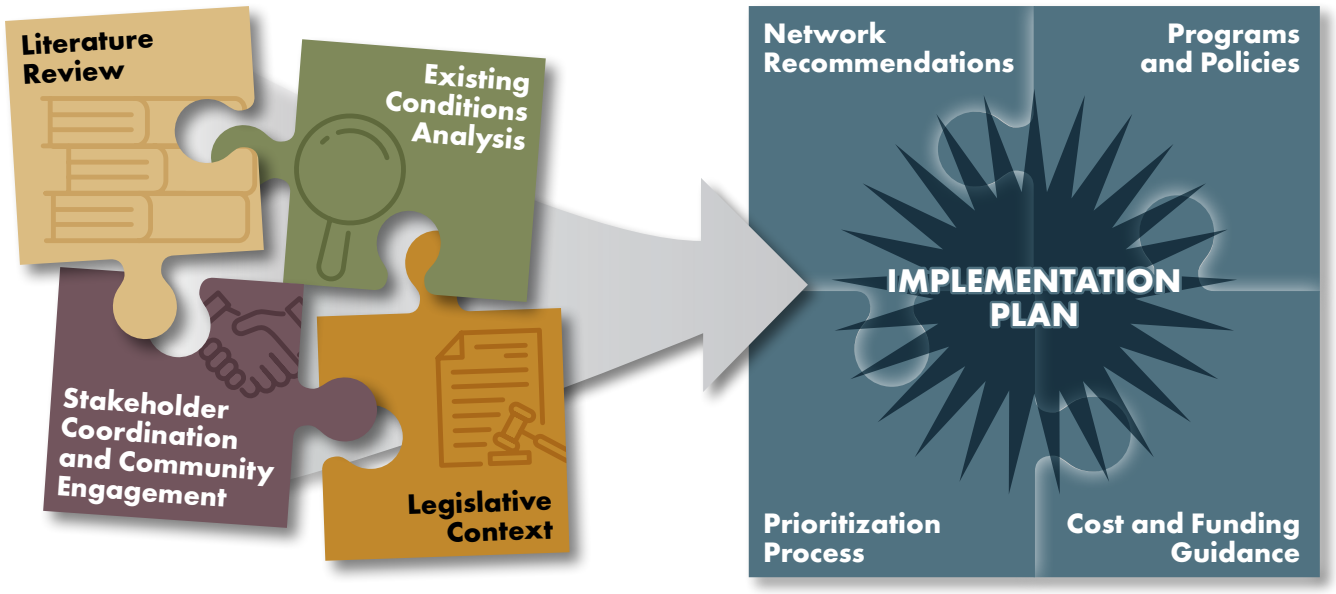
Equity: Improve the quality of the built and natural environments to support healthy lifestyles and reduce health inequities. Encourage civic engagement and the development of resident leaders committed to reshaping the City's future.

- Connect transportation-disadvantaged and special-needs populations with schools, jobs, medical services, transit centers, and recreation opportunities.
- Provide opportunities for a diverse group of community members to take leadership roles in the development and implementation of bicycle and pedestrian projects and programs.

ATP Process

The ATP analyzed existing conditions, reviewed local and regional plans, and incorporated community feedback to develop a data-driven plan that is supported by previous planning efforts as well as the community. ***Figure 1-1*** describes the planning process used to develop the ATP. ***Chapter 3: Community Engagement***, ***Appendix A: Existing Conditions Report***, and ***Appendix C: Public Comment and Outreach Feedback*** provide greater details on community input, existing conditions, and previous planning efforts.

Figure 1-1: ATP Process



Legislative Context

Active transportation in California is supported by the legislation outlined below which was used to guide the ATP's proposed recommendations to ensure active transportation will be improved for all users.

- The Active Transportation Program was created by the 2013 Senate Bills 99 and 101. This consolidated existing federal and state transportation programs into a single plan which promotes increasing active transportation trips, protecting vulnerable road users, and increasing mobility options for disadvantaged communities.
- The California Complete Streets Act was created by the 2008 Assembly Bill 1358. Circulation plans must utilize a multi-modal approach and design corridors that accommodate ***"the needs of all users… in a manner suitable to the rural, suburban, or urban context of the general plan."***

Consistency with Local and Regional Plans

The ATP was developed in alignment with local and regional planning efforts. The assessment of existing conditions began with a thorough document review. ***Figure 1-2*** provides a graphic summary. A full list of documents can be found in ***Appendix A: Existing Conditions Report***. The following plans were considered to be the most relevant and heavily informed the ATP recommendations:

- 2045 Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan and Sustainable Communities Strategy
- 2040 Visión Salinas
- 2022 Salinas Safe Routes to School Plan
- 2022 Monterey County Regional Transportation Plan
- 2020 Salinas Vision Zero Action Plan
- 2019 Alisal Vibrancy Plan
- 2019 East Alisal Street Corridor Plan
- 2018 Monterey County Active Transportation Plan
- 2018 Salinas Active Transportation Needs Assessment
- 2004 Salinas Pedestrian Plan
- 2002 Salinas General Plan
- 2002 Salinas Bikeways Plan
- North of Boronda Road Specific Area Plans[1]

1. *The 2002 General Plan Update identified a Future Growth Area (FGA) located north of Boronda Road. This resulted in the 2011 Gateway Center Specific Plan, 2019 West Area Specific Plan, and 2020 Central Area Specific Plan. The East Area Specific Plan is currently being developed. More information can be found here.*

Figure 1-2: Document Integration



The City is currently undergoing a comprehensive General Plan update. The recommendations in this ATP support the guiding principles for the updated General Plan as described in Visión Salinas, including the goal for ***"an active City with a well-connected, eco-friendly network of multi-modal streets, bikeways, greenways and trails, and effective public transportation options."*** The two project teams coordinated throughout the recommendations process to ensure consistency.

Stakeholder Coordination

In addition to ensuring alignment with published documents by other jurisdictions, the City also met with key agencies and stakeholders. The feedback solicited in these meetings helped ensure the recommendations in this ATP draw from a cohesive regional vision that reflects the desires of the community and will lead to coordinated implementation efforts.



Chapter 2: Walking and Biking Today

This chapter provides a summary of the City's community profile and identifies needs for walking and biking in the City. The Community Profile section provides information such as demographics, equity populations, trip patterns, and existing active transportation facilities within Salinas while the Needs Assessment focuses on areas with high demand for active transportation, safety concerns, gaps in the existing active transportation network, and physical barriers to active transportation. These analyses were used to develop and guide the recommendations for the ATP. For more details, please refer to ***Appendix A: Existing Conditions Report***.

Community Profile

The most densely populated areas in the City of Salinas are north of Highway 101 and near Sanchez Elementary School, within the Alisal neighborhood.

South Salinas has the highest job density, particularly in Downtown Salinas and near Hartnell College, with pockets of high job density in North Salinas as well as the Alisal neighborhood. ***Table 2-1*** shows the existing mode split for Salinas residents commuting to work – 1.1% of workers 16 years and older walk or bike to work.

Table 2-1: Means of Transportation to Work

Mode	# of Trips	% of Trips
Car, truck, or van	57,052	82.1%
Drove alone	49,339	71.0%
Carpooled	7,783	11.2%
Public transportation (excluding taxicab)	486	0.7%
Walked	695	1.0%
Bicycle	69	0.1%
Taxicab, motorcycle, or other means	8,756	12.6%
Worked from home	2,432	3.5%
Total	**69,491**	**100%**

Data Source: 2021 U.S. Census Bureau American Community Survey, 5-Year Estimates, Table S0801.

Disadvantaged Communities

Disadvantaged communities consist of households in poverty[1], minority populations[2], environmentally burdened areas[3], and zero vehicle households[4]. By considering where populations who may have experienced historic disinvestments live, the ATP will help ensure that the proposed active transportation recommendations are equitable, well-utilized, and will serve where the community needs it the most.

Overall, the City of Salinas has a high concentration of minorities. Nearly 90% of the population belongs to a minority population group. In addition, three neighborhoods were identified as having the highest concentrations of disadvantaged communities within the City:

- Portions of the **Alisal neighborhood** contain over 10% of households with no access to vehicles, over 20% of households in poverty, and the highest pollution impact in Salinas.
- **Downtown Salinas** contains over 15% of households with no access to vehicles, the lowest category of median household income, experiences a disproportionate pollution impact.
- Communities adjacent to **Highway 101** or the **rail corridor** exhibit similar environmental and financial disadvantages.

Disadvantaged communities may be more likely to rely on active transportation or transit and would likely benefit from reduced emissions that typically result from the implementation of active transportation facilities. Therefore, these are the populations that will benefit most from the projects, policies, and programs recommended in this ATP.

Existing Bicycle Facilities

The existing bikeway network in Salinas has roughly 90 miles of various facility types that provide bicyclists with different levels of comfort and separation from vehicles. The City's existing bicycle network is comprised of a mix of the bike facility classifications listed in ***Table 2-2*** and described in detail in ***Figure 2-1***.

Table 2-2: Bicycle Mileage by Facility Type

Class	Miles	%
Class I Shared Use Path	9.2	10.5%
Class II Bike Lane	28.5	33.0%
Class IIB Buffered Bike Lane	15.4	17.8%
Class III Bike Route	33.2	38.4%
Class IV Separated Bikeway	0.2	0.2%
Total	**86.5**	**100.0%**

1. *2021 U.S. Census Bureau American Community Survey, 5-Year Estimates, Table B19001.*
2. *Minority groups consist of those who are non-white or of Hispanic or Latino origin. 2021 U.S. Census Bureau American Community Survey, 5-Year Estimates, Table B03002.*
3. *2021 California Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0, Overall Percentile and 2022 Public Health Alliance of Southern California, California Healthy Places Index (HPI) 3.0, HPI Percentile.*
4. *2021 U.S. Census Bureau American Community Survey, 5-Year Estimates, Table B25044.*

Only 11% of facilities are protected (Class I and Class IV) while 51% of non-local roadways have posted speed limits greater than or equal to 35 MPH. Class II and Class III facilities are considered unprotected, since they do not provide any vertical separation from vehicles. The lack of protection combined with high vehicle speeds can deter the use of active transportation.

Figure 2-1: Bicycle Facility Level of Comfort by Classification

More Comfort



Class I Shared Use Paths are paved right-of-way for exclusive use by those using non-motorized modes of travel.



Class IV Separated Bikeways are similar to Class II bike lanes but provide an additional layer of vertical separation to create a more distinct barrier between bicyclists and vehicles.



Class II Buffered Bike Lanes are Class II bike lanes with a striped buffer providing greater separation between bicyclists and vehicles.



Class II Bike Lanes are a portion of roadway for bicycle travel provided by pavement markings, striping, and signage.



Class III Bike Routes are designated with signage or shared lane markings where bicyclists share space with motor vehicles within the travel lanes.

Less Comfort

Please see ***Chapter 4: Active Transportation Recommendations*** for information on proposed bike parking policies.

Existing Trail Facilities

The existing trail network in Salinas consists of roughly 9 miles of Class I Shared Use Paths. Shared use paths exist within Rossi Rico Parkway, Cesar Chavez Community Park, along and adjacent to Gabilan Creek, and along Natividad Creek. Small segments of Class I Shared Use Paths also exist along portions of E. Laurel Drive , E. Alisal Street, and Alisal Road. Additional unpaved trails used by residents and visitors include trails and walking loops inside City parks.

Salinas generally lacks natural-surface trails that are often associated with passive, nature-oriented uses. Previous planning efforts have proposed the installation of several new Class I Shared Use Paths in different locations throughout Salinas.

Existing Pedestrian Facilities

The majority of the sidewalk network in Salinas is fully connected, meaning that continuous blocks have sidewalks on one or both sides. However, there are a couple locations that could use sidewalk improvements. Specifically, significant stretches of Natividad Road have sidewalks on only one side, though there are pedestrian origins and destinations on both sides that could benefit from sidewalks. The Main Street crossing of Highway 101 contains sidewalk on one side with a steep grade, creating significant crossing distances with poor sightlines.

Needs Assessment

The existing bicycle, trail, and pedestrian networks were compared to the community profile to create a needs assessment. The needs assessment guided the development of effective strategies that align with the unique requirements of the community.

For instance, in one census tract in Downtown Salinas, more than 15% of households do not own a vehicle. This finding in the community profile indicates that high-quality facilities should be present in this area to provide non-motorized means of transportation. However, during the barriers assessment, it was found the adjacent rail line offers limited quality pedestrian and bicycle infrastructure for people to cross. Therefore, this ATP will make it a priority to facilitate more comfortable crossings along the rail corridor in Downtown Salinas. This is just one example of how the existing needs of the community were incorporated into active transportation recommendations.

Safety

Between 2013 and 2022, Salinas suffered 3 bicyclist and 37 pedestrian fatalities due to traffic collisions. Bicyclists and pedestrians are typically the most vulnerable roadway users, and therefore their safety is a top priority.

Table 2-3 contains bicyclist-related and pedestrian-related collision data that was obtained from the Transportation Inquiry Mapping System (TIMS) for 2013 through 2022. A greater number of bicycle collisions occur at intersections while a greater number of pedestrian collisions occur mid-block.

Table 2-3: Bicycle and Pedestrian Collisions by Location

Location	Bicycle		Pedestrian	
	#	%	#	%
Intersection	185	53.3%	232	43.0%
Midblock	162	46.7%	307	57.0%
Total	**347**	**100.0%**	**539**	**100.0%**

Vision Zero

In 2021, Salinas adopted a Vision Zero Policy and in 2022 adopted the Salinas Vision Zero Action Plan. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Vision Zero acknowledges that many factors contribute to safe mobility including roadway design, driver behavior, technology, and policy. This ATP plays a key role in reaching the goal of zero traffic fatalities and severe injuries through the analysis of existing safety trends for active transportation users, as well as the guidance in ***Chapter 4: Active Transportation Recommendations***.

Bicycle-Involved Collisions

Main Street has the highest number of bicycle-related collisions in the City, as shown in ***Table 2-4***. A majority of the collisions occurred from Bolivar Street to Romie Lane, including several adjacent to the Salinas Sports Complex. Additionally, an extended area around Downtown Salinas and residential neighborhoods west of the airport are considered bicycle collision hotspots. ***Table 2-4*** shows the streets with the highest bicycle-involved collision totals.

Table 2-4: Top Bicycle-Involved Corridors

Rank	Street Name	Bike Collisions	Fatal Bike Collisions
1	Main Street	67	0
2	Alisal Street	22	0
3	Market Street	21	1
4	Laurel Drive	15	0
5	John Street	13	0
6	Sanborn Road	11	0
7	Natividad Road	8	1
8	Alvin Drive	8	0
9	Davis Road	8	0
10	Sherwood Drive	7	0

Pedestrian-Involved Collisions

Pedestrian-involved collision hotspots occur in similar locations as bicyclist-involved collision hotspots, including along most of the length of Main Street, and around Downtown Salinas. Other pedestrian-involved collision hotspots were in residential areas north and west of the airport. ***Table 2-5*** shows the streets with the highest pedestrian-involved collision totals.

Table 2-5: Top Pedestrian-Involved Collision Corridors

Rank	Street Name	Pedestrian Collisions	Fatal Pedestrian Collisions
1	Main Street	74	11
2	Market Street	40	1
3	Alisal Street	35	2
4	Sanborn Road	33	2
5	Laurel Drive	30	7
6	Williams Road	20	1
7	Towt Street	12	0
8	Constitution Boulevard	11	0
9	Natividad Road	11	1
10	Del Monte Avenue	8	0

Propensity Analysis

A propensity analysis uses statistics to predict the likelihood of a certain outcome through identifying influential factors, analyzing historical data, and recognizing patterns. In this case, an Active Transportation Propensity model was developed to understand which areas of Salinas have the highest potential for bicycle and pedestrian activity. For details on the model, refer to ***Appendix A: Existing Conditions Report***. The areas with the highest propensity for active transportation are:

- Downtown Salinas
- East of Highway 101 between Alisal Street and John Street
- Southeast of Downtown Salinas, east of Main Street and north of Romie Lane
- East of Highway 101 between, south of Laurel Drive, and west of Natividad Road

Gap Assessment

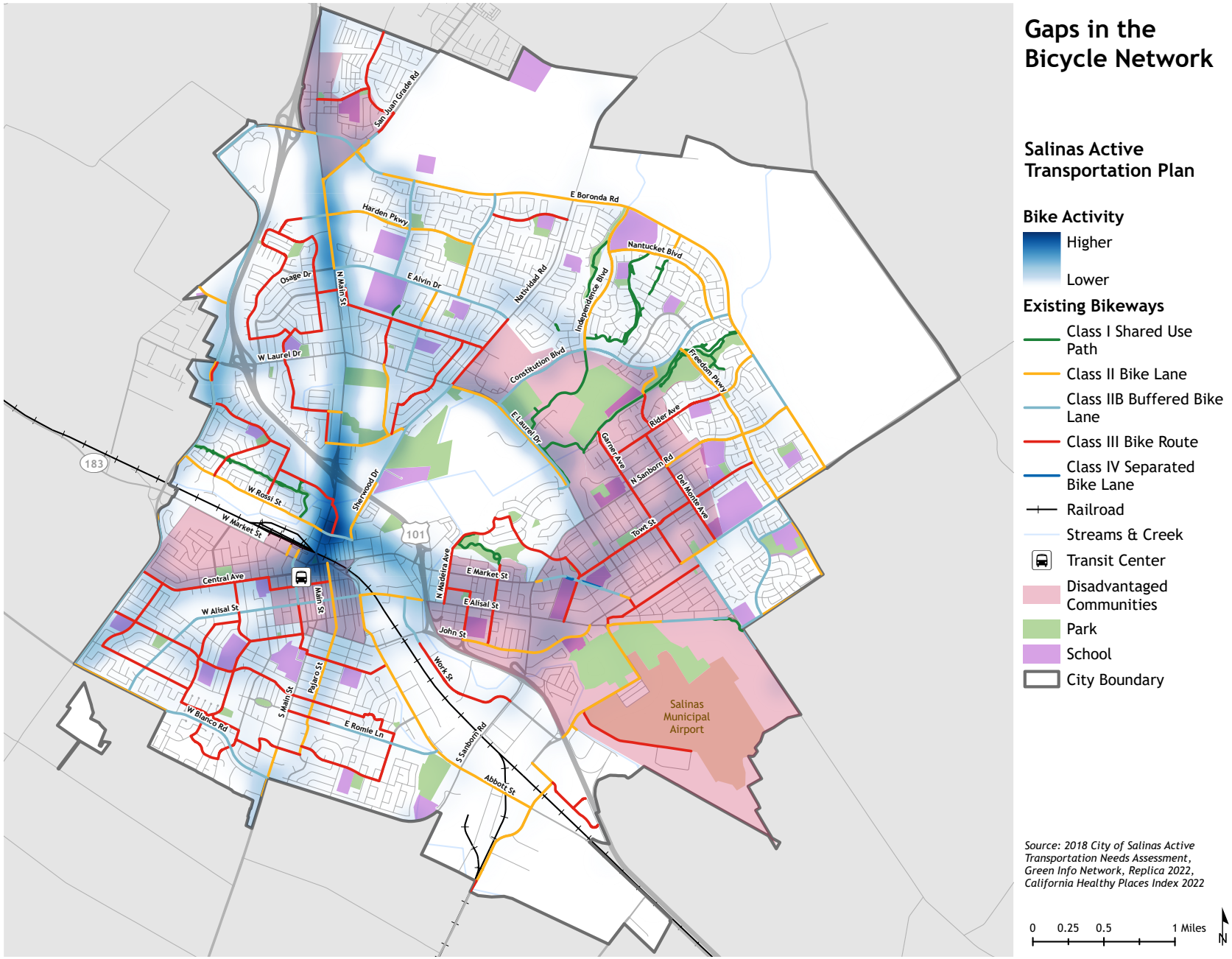
Understanding where critical gaps exist in the active transportation network, especially in areas of high activity or propensity, helps inform where improved active transportation facilities are needed to allow users to safely travel to key destinations. Filling gaps with the new active transportation infrastructure connects communities, encourages exploration of new areas, and increases the safety, comfort, health, and overall mobility for non-motorized users in Salinas.

Bike Gap Assessment

Figure 2-2 displays bike activity overlayed with the existing bike network. The areas listed below have high levels of bike activity, but have missing or disconnected bike infrastructure:

- **North Main St** and **Sherwood Dr**, which serves as a critical north-south corridor for the City of Salinas
- South Salinas along **Central Avenue** near Hartnell College
- South East Salinas along **Towt Street** from Del Monte Avenue to East Market Street, which is within a disadvantaged community. This stretch, which connects El Sausal Middle School to Closter Park, Cesar E. Chavez Elementary, Alisal High School, and La Paz Middle School, is currently only served by a Class III Bike Route.

Figure 2-2: Bike Network Gap Analysis



Pedestrian Gap Assessment

The pedestrian gaps analysis identified locations where sidewalks and trails are disconnected or inadequate, particularly in proximity to key walking destinations such as transit stops, schools, parks, and retail. A map can be seen in ***Figure 2-3***. The areas listed below have high levels of pedestrian activity as well as system gaps:

- **San Juan Grade Road** is missing sidewalks, creating an unsafe environment for pedestrians who walk along this corridor. San Juan Grade Road connects residents in the northwest corner of Salinas to businesses and grocery stores along North Main Street.
- **John St** currently has no sidewalk along the railroad crossing. This crossing borders a disadvantaged community and serves as a critical link to nearby businesses.

Barriers Assessment

Figure 2-4 displays the active transportation barriers within Salinas. These active transportation barriers are also listed below:

- The lack of any pedestrian or bicycle facilities in the **Carr Lake** area prevent people from traveling efficiently by foot or on a bike through the center of Salinas.
- The limited quality crossings along **Highway 101** creates a barrier for bicyclists and pedestrians, dividing Salinas in half. Sherwood Drive provides the only Class II connection across Highway 101.
- The **railroad** cuts across Salinas, offering limited quality pedestrian and bicycle infrastructure for people to cross. The only bicycle connection across this barrier are the Class II Bike Lanes on E Alisal Street under the railroad overpass.
- Residential neighborhoods and schools in the North area of Salinas are bounded by **higher speed roads** between North Main Street, East Boronda Road and Natividad Road making it unsafe to travel to destinations outside of their neighborhood via walking or biking.



Figure 2-3: Pedestrian Network Gap Analysis

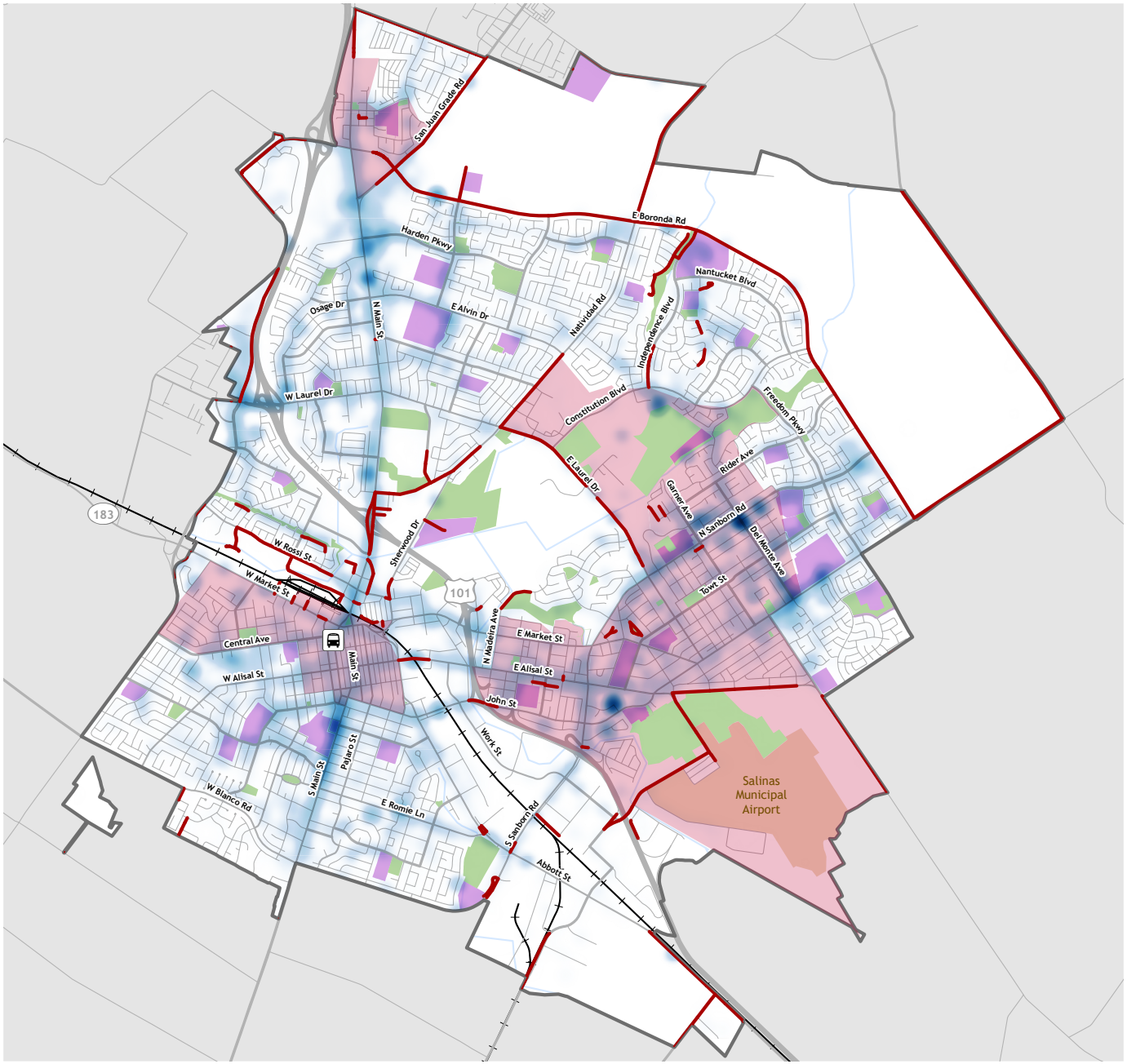
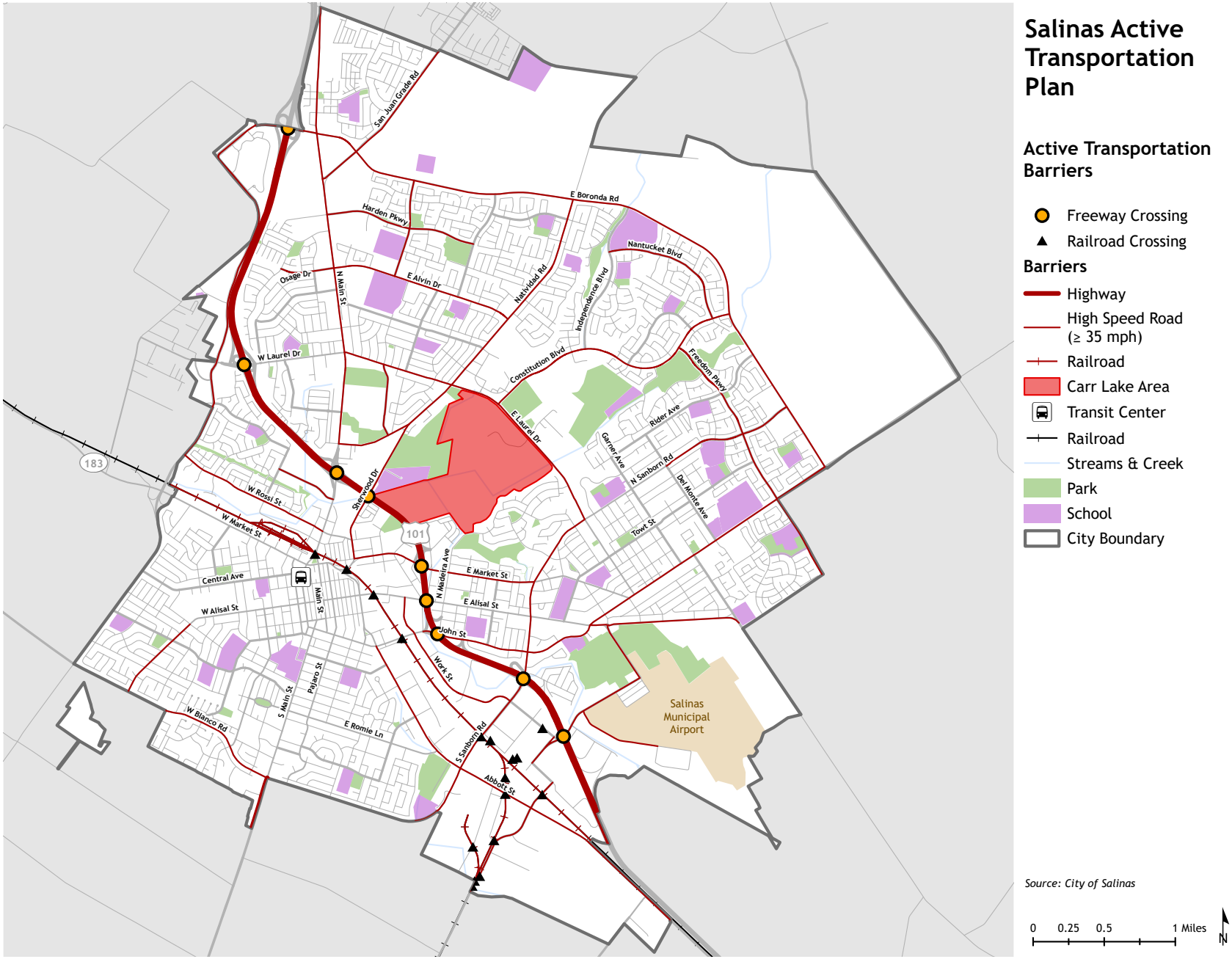


Figure 2-4: Barriers Assessment Map



Chapter 3: Community Engagement

Community members were engaged throughout the development of the ATP to ensure opportunities for public input at every stage of the process. Outreach included pop up events, public workshops, surveys, presentations, and stakeholder interviews. A full list of survey responses and outreach details can be seen in ***Appendix C: Public Comment and Outreach Feedback***.

Public Events

Public Workshops

Workshop #1

The Kick-Off Workshop was held at the Salinas Police Department in November 2023 and gathered approximately 45 attendees. The workshop provided an opportunity for community members to learn about the planning process, provide input on the network recommendations, select corridors and areas for further design and analysis, and discuss goals and priorities. Members from the housing development community, local agencies, and the public were invited to participate. Materials were available in English and Spanish, and Spanish interpretation was provided. Childcare was made available for families wishing to participate.



Workshop #2

A second workshop was hosted in combination with two other projects in the city with similar project timelines. This workshop was hosted at the Firehouse Recreation Center in February 2024, and attracted approximately 15 members of the public. The ATP project team presented the revised draft network maps and 30% concepts for two of the key corridors and received input on the recommendations.



Pop-Up Events

Project team members staffed 19 pop-up events at various locations throughout the city, such as farmers markets, community school festivals, community centers, and senior enters. Pop-up events provided the ability for the community to provide comments on ideas for active transportation improvements, and for the project team to promote upcoming events. The following improvements were most commonly desired among the community:

1. Installation of Protected Bike Lanes and Bike Lanes (59 responses).
2. Fixing of Sidewalks (26 respondents).
3. Installation of Crosswalks (17 respondents).

Walk and Talk Events

The project team facilitated five Walk and Talk events at locations along each of the priority corridors to identify project design challenges, review cross-section alternatives, solicit community feedback on design ideas, and discuss tradeoffs between alternatives. Feedback from the community was factored into the concept development for the priority project concepts. Walk and Talk events were held at the following locations:

- John Street
- Laurel Drive
- Alvin Drive
- North Main Street
- Sherwood Drive



Public Surveys

Existing Conditions Survey

This survey was conducted through the ATP website from July 20 to November 3 of 2023 and received 137 responses. Respondents were asked about their current active transportation habits, barriers they face in their neighborhood, and how they would like to use active transportation facilities in the future. Major routes mentioned include:

- North Main Street
- Alisal Street
- Williams Road
- San Juan Grade Road

Bike Barriers

Respondents identified major barriers to biking in Salinas, such as:

1. Bike lanes and/or intersections do not feel safe (99 respondents).
2. Amount of traffic or speed of traffic along route (80 respondents).
3. Debris or potholes in the bike lane (55 respondents).
4. No bike parking at my destination (41 respondents).
5. Violence or crime (40 respondents).

Pedestrian Barriers

Respondents identified major barriers to walking in Salinas, such as:

1. Sidewalks are too narrow, damaged, or missing and do not feel safe (91 respondents).
2. Amount of traffic or speed of traffic along route (79 respondents).
3. Intersections/crossing streets does not feel safe (78 respondents).
4. Violence or crime (55 respondents).
5. My destinations are too far to walk to (40 respondents).



Figure 3-1: Barriers to Biking in Salinas

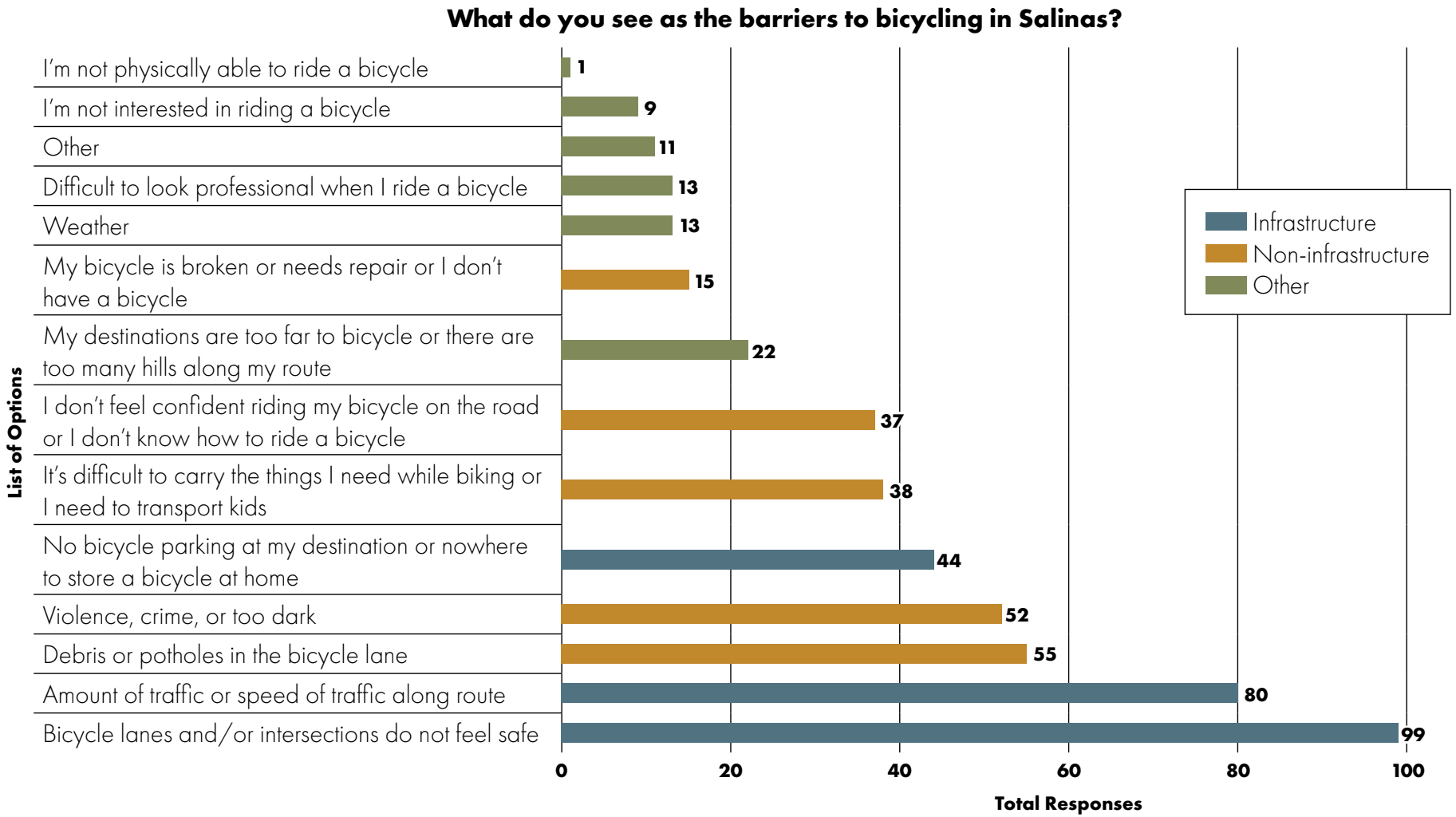
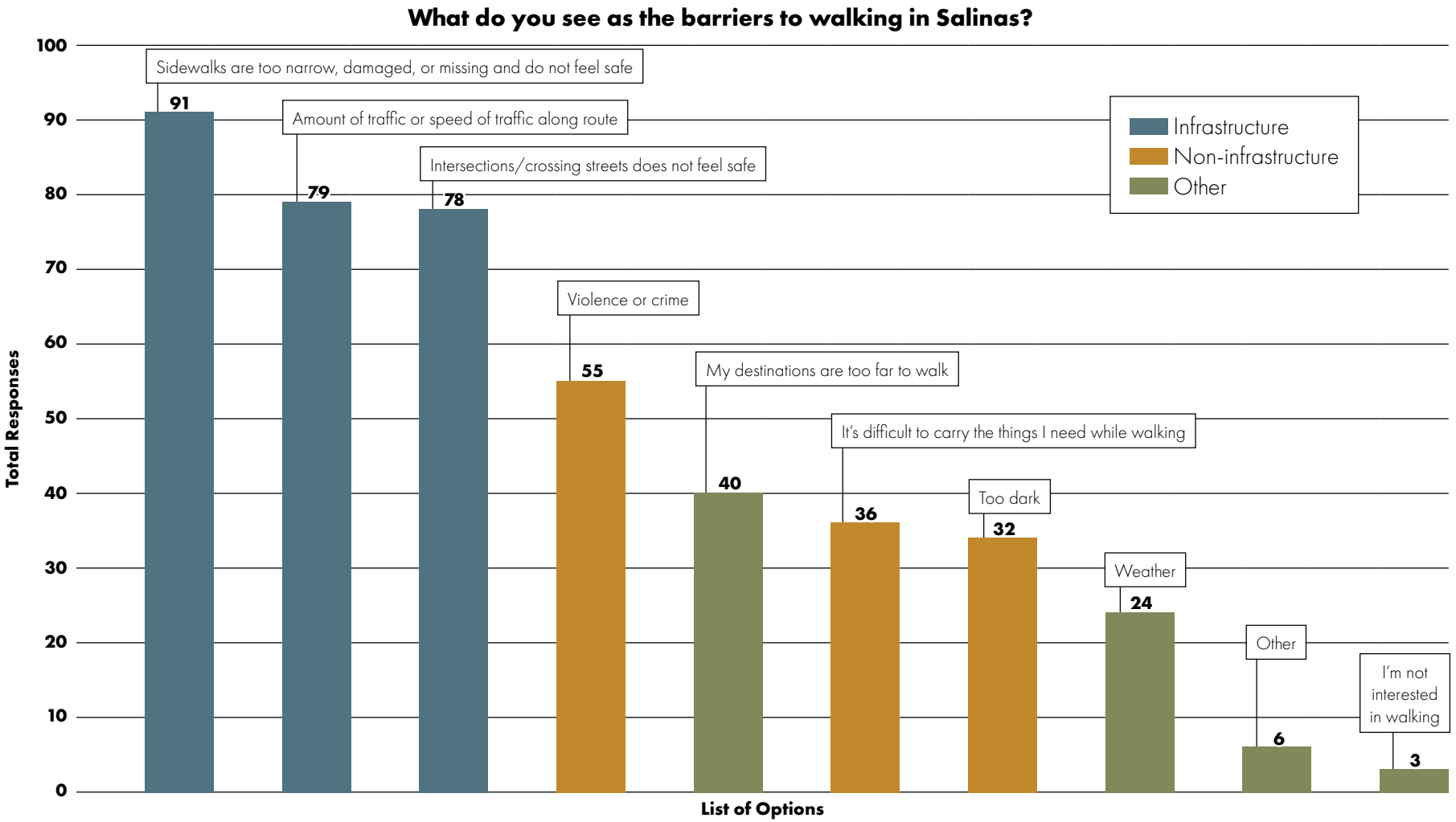
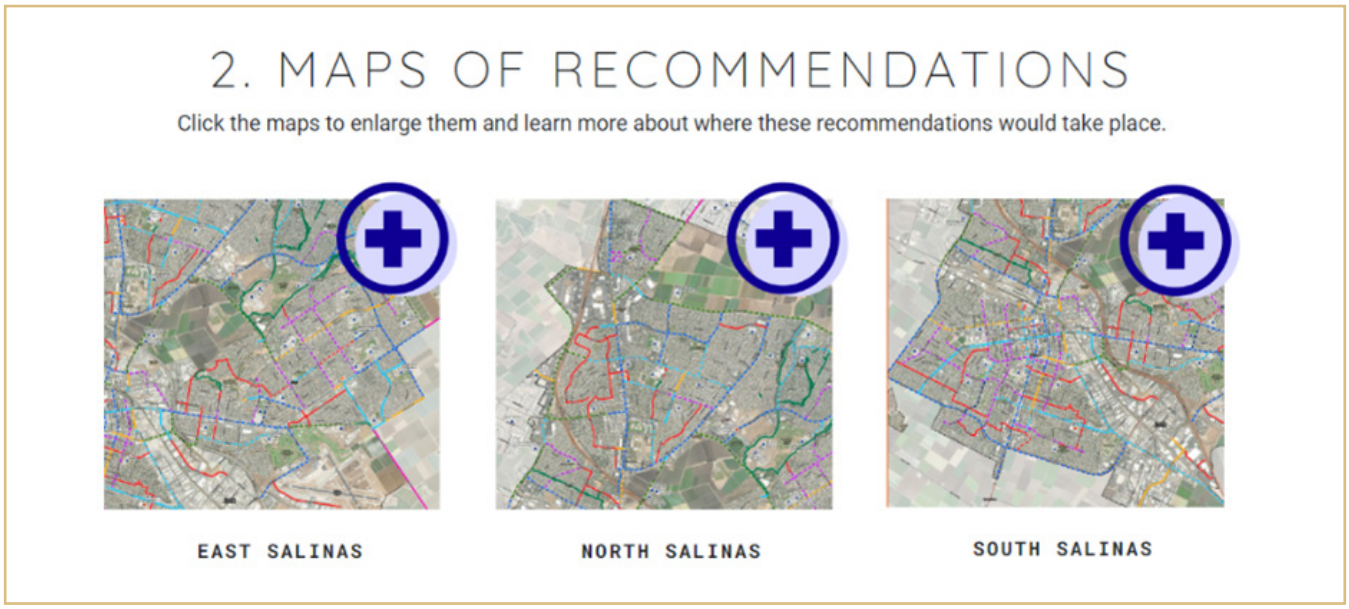


Figure 3-2: Barriers to Walking in Salinas



Recommendations Survey



Initial bicycle network recommendation maps were posted on the ATP website. These maps were accompanied by an overview of potential improvements (bicycle facility types), and a survey form for members of the public to make comments on the recommended bike network. The following two questions are asked on the form:

1	Do you have any comments on the recommended bike network?
2	Are there streets or bike facilities you would like to see added to the future bike network?

Draft ATP Public Comment

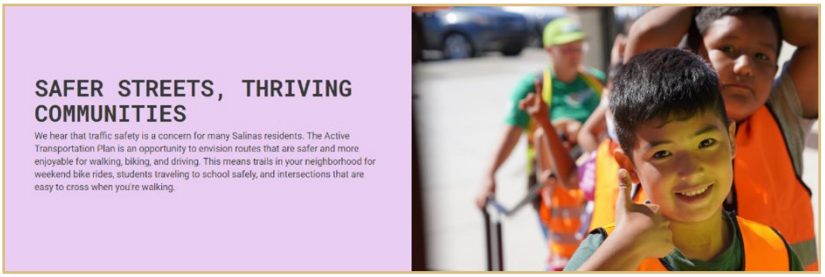
Members of the public reviewed and commented on the draft ATP through the ATP website. These survey responses are recorded in ***Appendix C: Public Comment and Outreach Feedback***. Questions included:

- Which projects are most important for you to see implemented?
- Which policies and programs are you most looking forward to seeing implemented in the City?
- How would project and program implementation affect your walking or biking frequency?

Feedback echoed results of the existing conditions survey, especially related to:

- **Maintenance:** clear debris from active transportation facilities and repair damaged sidewalks.
- **Connectivity:** provide north-south connections, particularly across U.S. Route 101. Create communities that pair residential uses with key destinations, so people can access resources without a car.
- **Safety:** educate all age groups on roadway safety and implement traffic calming to lower vehicle speeds and increase traffic law compliance.

Project Website



To reach those that are unable to attend in-person events, Ecology Action developed an ATP website with an interactive map for location-specific feedback. The Salinas ATP website is the online hub for all information and updates related to the ATP. The website provides supporting materials, such as project details, project schedule, and announcements. It also provides a space for community members to ask questions and provide input on the ATP through public surveys. Information is provided in both Spanish and English. Website users can directly contact program coordinators via phone number and email (listed on the website) and were provided a link to join a WhatsApp community to stay up to date on the project.

Stakeholder Outreach

Stakeholder outreach, including meetings and interviews, was conducted throughout the ATP development to get consistent feedback on progress and ensure alignment with stakeholder goals.

Stakeholder Advisory Committee Meetings

Four Stakeholder Advisory Committee (SAC) meetings were conducted prior to the release of the draft ATP at the Permit Center in the City of Salinas. The SAC provided guidance on outreach strategy, reviewed project deliverables at key milestones, and served as ambassadors for the ATP by sharing resources on ways to engage with the ATP process. SAC members included representatives from Caltrans, the City of Salinas, the Transportation Agency for Monterey County, Monterey County Public Health, County Housing Authority, developers, community organization staff, school administrators, students, employers, homeless or social services providers, and seniors. The topics covered at each meeting included:

1	Project overview and timeline, input on outreach plan.
2	Input on ATP vision and goals.
3	Overview of bicycle and pedestrian facility types, review existing conditions data, provide input on active transportation and trail network opportunities.
4	Review design alternatives for priority corridors, review program recommendations.
5	Review final ATP, recommendation to Council regarding adoption.

Stakeholder Interviews

Four group stakeholder interviews were held on April 2 and April 3, 2024, with a diverse set of participants including Salinas residents and members from organizations such as Blue Zones, Family Resource Centers, Alisal Union School District, Centro Binacional para el Desarrollo Indigena Oaxaqueno, and Alliance of Aging. Discussions focused on current habits and preferences, barriers, and the perceived benefits associated with active transportation in the City. Participants also provided recommendations to improve transportation infrastructure and policy. The following summarizes the key takeaways from these series of interviews:

1

Perceived Benefits of Active Transportation

Participants indicated the primary motivators to walking and biking include: personal health benefits, environmental benefits, social benefits (such as increased community interactions), and cost savings. Participants noted positive results from encouraging an active lifestyle early on for their school-aged children as a result of the noticeable improvements in sidewalks in Salinas in recent years.

2

Barriers to Active Transportation

Participants indicated the primary barriers include:

- Scarcity of continuous and secure bike lanes
- Poor condition of sidewalks (disproportionately affecting seniors, those with mobility issues, and families with young children)
- Inadequate street lighting (notably in areas such as parks and community centers)
- Distance between destinations
- Exposure to environmental pollution
- Safety concerns related to vehicular traffic
- Lack of dedicated bike facilities
- Time constraints

3

Program and Policy Recommendations

Policies promoting education campaigns on active transportation within schools and workplaces were also recommended, specifically focused on road safety aimed at fostering a culture of shared respect and safety consciousness among all road users. Promotion of active transportation at community events and programs, spotlighting the health and environmental benefits associated with active transportation would also be helpful.

4

Recommendations for Improvements

Participants indicated a need for more comprehensive and connected walking and biking facilities, advocated for better maintenance of existing infrastructure, improved safety measures, and creation of more green spaces and parks along active transportation routes. Enhancements to crosswalk visibility was also noted as a need, especially at key community destinations (parks and recreation centers) and along Constitution Boulevard, Laurel Drive, and Natividad Road.

Chapter 4: Active Transportation Recommendations

This ATP is intended to facilitate and guide the City's active transportation investments to help the City achieve its goals to enhance safety, support sustainable and healthy transportation options, and improve the quality of its built and natural environments. This section presents the proposed bicycle, trail, and pedestrian network as well as complementary policies and programs that will directly benefit residents and visitors in the City of Salinas.

Design features and treatments discussed in this chapter can be found in ***Appendix E: Design Guidelines***. The ***Salinas Active Transportation and Trail Design Guidelines (Design Guidelines)*** is an accompanying document created alongside the ATP and ***Salinas Trails Master Plan (TMP)***. The Design Guidelines provide guidance for the planning, design, and implementation of the recommended active transportation network. The Design Guidelines contain various sections such as:

- Trail Types
- Trail Access
- Trail Surfaces
- Bicycle
- Trail Signage
- Pedestrian
- Train Amenities
- Emerging Technologies

Bicycle and Trail Recommendations

The bicycle and trail recommendations consist of the proposed network of trails and bicycle facilities, intersection treatments, and transit stop treatments.

Intersection Treatments

The existing conditions safety analysis revealed that most bicycle-related collisions in Salinas occur at intersections[1]. Improving safety at intersections can not only reduce the likelihood of fatalities and serious injuries, but also create a more comfortable environment for all bicyclists. Providing intersection treatments for bicyclists demonstrates a commitment to biking infrastructure and encourages more people to choose biking as a mode of transportation. This can help reduce reliance on cars, ease traffic congestion, and promote a healthier and more sustainable transportation system.

Common intersection design issues that lead to an increase in vehicle-bicycle collisions at intersections include:

- Bicycle facilities that lead up to but do not extend through the intersection
- Large turning radii and large lane widths, leading to higher vehicle speeds
- Skewed intersections can cause issues for sight distance
- Parking permitted too close to the intersection can reduce visibility

1. *2013 to 2022, Transportation Inquiry Mapping System (TIMS).*

The intersection improvements that should be considered during the design phase for bicycle facilities include but are not limited to:

- A **bike box**, also known as an advanced stop line or a bicycle waiting area, is a designated area at an intersection that allows bicycles to position themselves in front of vehicles during a red traffic signal phase. This treatment can improve bicyclist visibility and help avoid a "right-hook" conflict between bicyclists and right-turning vehicles.
- A **two-stage left turn** that involves a two-step process in which bicyclists initially position themselves in a dedicated bike box on the right side of the intersection and then complete the left turn during a separate signal phase. It allows bicyclists to wait in a designated area away from turning vehicles, minimizing conflicts, reducing the risk of collisions, and improving overall safety.
- **Diverters**, which force vehicular turning movements and close road entrances to vehicles while allowing safe passage by bicyclists and pedestrians. Diverters can be installed in the form of channelized islands, partial road closures, median islands, diagonal medians requiring turning movements, or full road closures.



Bike box. Credit: NACTO



Two-stage left turn. Credit: NACTO

- A **bicycle signal** to improve safety for bicyclists by providing a dedicated signal phase for them to cross intersections. This reduces the risk of collisions with vehicles and enhances overall traffic safety. In some cases, bicycle signals are coordinated with pedestrian signals, allowing bicyclists and pedestrians to cross intersections simultaneously.
- **Bicycle detection** to identify the presence of bicycles in transportation infrastructure. Those on bicycles are often forced to dismount at intersections to use the traditional pedestrian push-button detectors. Improved detection options for bicyclists include inductive loop detectors and video detection systems.
- Implementing **automatically activated pedestrian signal intervals** for every signal cycle ensures the walk signal is always displayed when it is permissible to cross, even if a pedestrian has not been detected or has not activated the push-button. Based on Assembly Bill 1909 bicyclists are allowed to enter the intersection if the walk signal is displayed. Installing this feature instead reduces bicyclist travel time and fatigue by reducing the need to dismount for the push-button.

- A **protected intersection** to prioritize the safety and comfort of active transportation users by minimizing conflict with vehicles through physical separation. This can include corner refuge islands to reduce crossing distance, tight turning radii, and other intersection recommendations from this section.
- A **dedicated intersection** that is specifically designed and constructed to prioritize the movement and safety of active transportation users. Dedicated intersections create dedicated paths of travel for bicyclists and pedestrians in time and space through crosswalks, pedestrian countdown signals, buffered or separated bicycle facilities, as well as the other intersection treatments in this section.
- **Mixing zones**, which are designated areas in advance of an intersection where turning motorists are required to merge with bicyclists. Mixing zone treatments are installed to establish a defined merge space, limit bicyclists' exposure to vehicles, and provide guidance for both users. Many treatments require a buffered bicycle lane or protected bikeway to transition into a shared use lane or merging zone.



Protected intersection. Credit: SFMTA



Dedicated intersection. Credit: NACTO

As new technologies emerge and best practices shift, the latest versions of bicycle design guidance from the National Association of City Transportation Officials (NACTO), Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration (FHWA), and California Department of Transportation (Caltrans) should be consulted for the most up to date strategies.

Class IV Separated Bikeway Challenges

Class IV bikeways can provide a comfortable and safe riding experience for bicyclists but can be challenging to implement on existing roadways for the following reasons:

- **Roadway Width Limitations.** Designing for a Class IV bikeway on an existing roadway can be challenging when there is not enough roadway width or right-of-way to install the necessary horizontal and vertical separation between bikes and vehicles.
- **Intersection Design.** Designing for a Class IV bikeway at signalized intersections can lead to challenges when the vertically protected section is not able to continue through the intersection, which leads to conflict between bikes and right-turning vehicles.

- **Cost.** The cost to construct a Class IV bikeway is more expensive than Class II bike lanes because of the vertical element of design. When existing roadway widths aren't wide enough, it can be expensive to widen the curbline or acquire right-of-way and rebuild roads to accommodate for a Class IV bikeway.
- **Maintenance.** The vertical element of Class IV bikeways typically causes challenges for street sweeping because it requires a very narrow street sweeper to fit in the limited available space.
- **Pedestrian Accessibility.** Class IV bikeway designs need to take into consideration the accessibility of pedestrians. Typical challenges of Class IV bikeways and pedestrians is when parking is also present. Although vehicles can provide separated protection when located closer to the roadway, it can cause accessibility issues for people with disabilities, trying to access the sidewalk.



Separated Bikeway. Credit: NACTO

Transit Stop Treatments

Bicyclists and transit vehicles often use the same travel corridors. To promote safe and efficient integration between buses and bicycles, strategies will be implemented to eliminate or reduce conflict zones. Methods can include:

- **Floating bus islands** that allow bicycle facilities to be routed behind bus stops. This consists of a raised platform or island located away from the curb towards the center of the roadway, allowing buses to stop and pick up or drop off passengers without blocking the bicycle facility.
- **Left-side bicycle lanes**, which are typically installed on one-way streets or two-way median divided streets that have frequent bus stops or truck loading zones on the right side to minimize conflicts.
- **Shared bus-bicycle lanes**, which accommodate both bicyclists and buses on low-speed streets with moderate bus headways.

Trail Recommendations

Trails provide outdoor recreational opportunities and expand the overall active transportation network, which leads to numerous public health benefits. The TMP was created as a supporting document to the ATP to guide the development of a safe and interconnected network of trails and shared use paths throughout the City. The TMP uses many of the existing conditions analyses conducted in ***Chapter 5: Project Prioritization***, in this plan, to properly identify and prioritize the best trail opportunities for existing and future Salinas residents. Trail projects were identified based on a series of criteria including:

- Community Demand
- Connectivity Feasibility
- Gap Closure
- Road Safety

The TMP contains a map of all proposed trails (all of which are Class I shared use paths) and highlights four (4) prioritized trail projects listed below:

- Natividad Creek Trail
- Santa Rita Trail
- W Alvin Trail with Linear Park
- Main Canal Path (Alisal Creek)

Each of the four (4) projects contains project descriptions, 3D cross sections, aerial drawings, and conceptual drawings in the TMP. The TMP also includes recommended programs and guidelines, such as funding sources, to support future implementation of proposed trail projects. The trail network is presented with the bicycle network in ***Figure 4-1***. Detailed trail recommendations can be found in ***Appendix D: Trails Master Plan***.



Floating bus island. Credit: NACTO

Proposed Bicycle and Trail Network Map

The proposed bicycle and trail network is provided in ***Figure 4-1*** on the following page. All recommendations were developed in parallel with the **2024 Trails Master Plan** to ensure a seamless and connected active transportation and recreational network.

While significant progress has been made in enhancing the bike network, it is important to note that a bike gap still exists gap along Laurel Drive, between Linwood Drive and Natividad Road. However, there are alternative low-stress routes available to bicyclists that can help address this gap. These alternative routes are designed to provide a safer and more comfortable biking experience by minimizing interactions with high-traffic areas.

Alternative low-stress routes in the bike network still require traffic calming and intersection treatments to accommodate turning bicycles. These treatments, such as bike boxes, bike-friendly signal phasing, and signage, enhance safety and efficiency. Implementing these measures improves visibility, guidance, and predictability for bicyclists at intersections, ensuring a safe riding experience. ***Table 4-1*** below summarizes the mileage of each facility type in Salinas.

Table 4-1: Existing and Proposed Mileage by Facility Type

Facility Type	Existing Conditions	Proposed Conditions	% Increase
Class I Path	9.2	23.9	160%
Class I Off-Street Trail	0	8.8	N/A
Class II	28.5	9.3	-67.4%
Class II Buffered	15.4	20.3	32%
Class III	33.2	39.6	19.4%
Class IV	0.2	27.0	13,500%
Total	**86.5**	**129.0**	**49.7%**

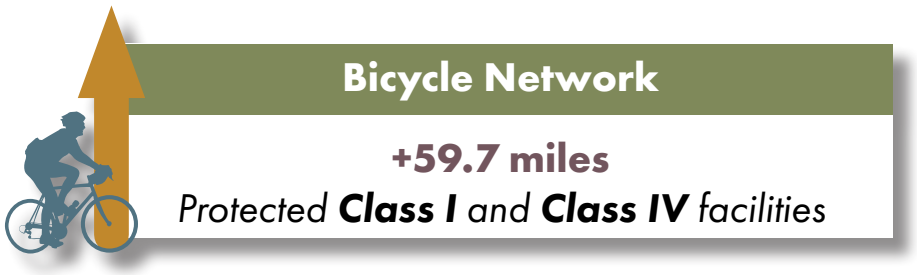
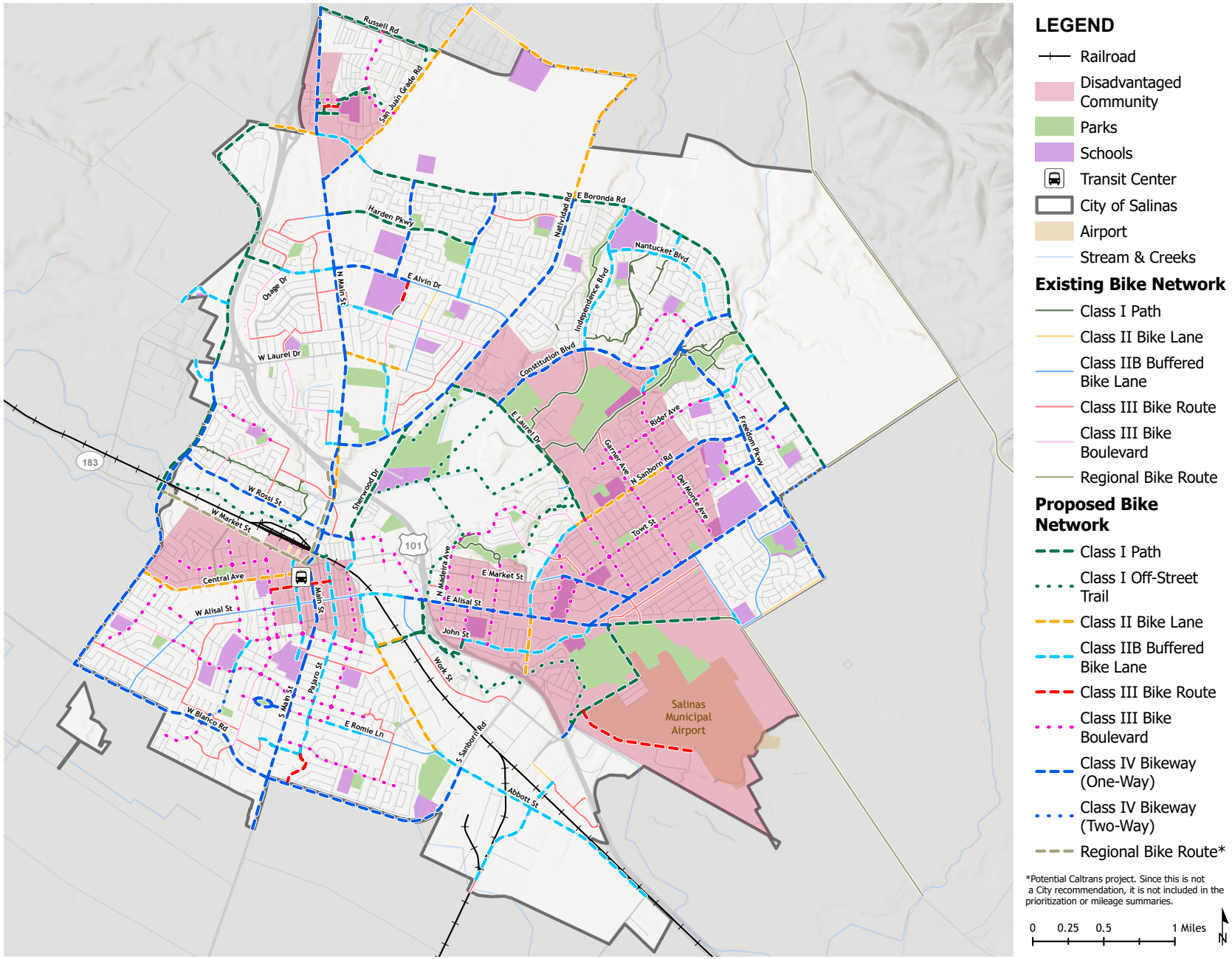


Figure 4-1: Proposed Bicycle and Trail Network Map



Pedestrian Network Recommendations

The pedestrian network in Salinas primarily consists of sidewalks and crossings. Intersection and mid-block crossings have their own design considerations that are covered in this section. The **pedestrian realm**, or environment surrounding these sidewalks, can be enhanced through:

- Sidewalk widening to ensure comfortable and accessible pedestrian spaces for all users, including those with mobility devices.
- Increasing lighting to improve safety for all modes of transportation.
- Installing landscape buffers for a more enjoyable pedestrian experience.
- Providing shade by planting trees.
- Placemaking by adding objects such as benches or public art.

The pedestrian recommendations for the City consist of three types of improvements to be considered:

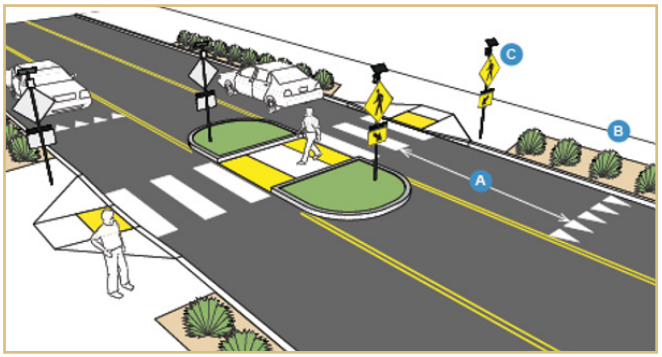
1	Missing or narrow sidewalks will be addressed based on the City's standard maintenance and infill schedule.
2	Pedestrian facilities should be upgraded simultaneously with adjacent bicycle and trail projects as they are implemented (***Figure 4-1***).
3	The recommended Class I paths and trails will serve both bicyclists and pedestrians.

Mid-Block Crossings

The existing conditions safety analysis (***Appendix A***) revealed that most pedestrian-related collisions in Salinas occur at mid-block locations. Pedestrians often cross at uncontrolled locations along a corridor due to a desired path of travel between two land uses, also known as a desire line, which should be evaluated. Facilitating safe crossings for pedestrians outside of traditional intersections will help reduce collisions and increase ease of travel while walking.

Mid-block crossings should be designed for adequate sight and stopping distances and consider roadway characteristics such as speed, grade, width, and volume. Mid-block crossing enhancements can include:

- A **Rectangular Rapid Flashing Beacon (RRFB)** that consists of rectangular-shaped LED lights which flash in a rapid pattern when activated by a button pressed by a pedestrian. The flashing lights help to increase driver awareness and alert them to the presence of pedestrians crossing the road.
- A **Pedestrian Hybrid Beacon (PHB)**, also known as a High-Intensity Activated Crosswalk (HAWK), that requires vehicles to stop once activated by a pedestrian. Once the crossing is complete, the beacon turns off, allowing traffic to flow smoothly without unnecessary delays.



Mid-block crossing

- **High-visibility crosswalks**, which are pedestrian crossings that are clearly marked with high-contrast pavement markings or signage. These crosswalks make pedestrians more visible to drivers, particularly in low-light conditions or areas with poor visibility. Reflective materials, such as retroreflective tape or raised pavement markers, enhance the visibility of crosswalks and pedestrian pathways. The effectiveness of high visibility crosswalks depends on proper maintenance and regular repainting.
- **Advanced yield lines** placed on the approach of marked crosswalks to encourage drivers to stop 20-50 feet in advance of the mid-block crossing, similar to an advance stop bar at intersections. These are useful on multi-lane roads to prevent vehicles from stopping too close to the crossing, which blocks the visibility of the pedestrian to drivers in adjacent travel lanes and lead to collisions.
- **LED-enhanced flashing signs** to enhance visibility and convey important messages to drivers on the road. These signs are typically used in areas where there may be a need for increased driver attention or awareness, such as school zones, work zones, or areas with high pedestrian activity.
- **Median refuge islands**, also known as pedestrian refuge islands, which are raised areas located in the center of a roadway or at intersections, designed to provide a safe space for pedestrians to wait while crossing busy streets, reducing their exposure to vehicular traffic. By breaking up the crossing into two stages, pedestrians have a shorter distance to cross at a time and can easily pause on the refuge island to wait for a gap in traffic before proceeding.

A fenced median can be considered to deter mid-block crossings at specific locations only where other solutions are infeasible.

Intersections Crossings

Many aspects of mid-block crossing design, such as implementing adequate sight-distance, incorporating high-visibility crosswalks, and installing median refuge islands, should also be considered at intersections. Intersections provide opportunities for pedestrian signal enhancements and additional safety improvements, including:

- **Curb extensions**, also known as **bulb-outs**, which are sidewalk extensions that protrude into the roadway, reducing the width of the travel lanes at intersections. Curb extensions provide more space for mobility aids, reduce crossing distance, increase pedestrian visibility, reduce speeds, and increase the available area for urban design enhancements such as benches or landscaping.
- A **pedestrian scramble** intersection that temporarily stops all approaches of vehicle traffic, allowing pedestrians to simultaneously cross all legs of the intersection, including diagonally.
- A **Lead Pedestrian Interval (LPI)**, which is a traffic signal timing feature that gives pedestrians a head start when crossing an intersection. It allows pedestrians to enter the crosswalk before vehicles are given the green light to turn or proceed straight, which minimizes the chances of collisions between pedestrians and turning vehicles.



Curb extension

- **Countdown timers** that indicate the amount of time remaining for pedestrians to safely cross the street. Countdown timers help pedestrians better gauge when it is safe to start crossing or when they should speed up to complete their crossing.
- **Audible signals** that assist visually impaired pedestrians by providing auditory cues about the status of the pedestrian signal. These signals typically emit a chirping sound or voice message to indicate when it is safe to cross or when the signal is about to change.
- **Accessible Pedestrian Signals (APS)** that provide additional cues beyond audible signals, such as vibrating surfaces, tactile arrows indicating the direction of travel, and speech messages about the intersection layout and crossing phases.

Pedestrian and Bicycle Traffic Calming and Safety Features

Traffic Calming is a way to promote responsible motorist behavior and safer driving speeds through street design without relying on traffic control devices such as signals, signs, or police enforcement. If implemented correctly, these design strategies reduce the number and severity of crashes, as well as noise level for adjacent land uses. The **2008 Neighborhood Traffic Management Program (NTMP)**[2] can be referred to for more information. Some options include:

- **Neighborhood traffic circles** to improve traffic flow, enhance safety, and promote pedestrian and bicyclist accessibility. Drivers are encouraged to slow down through reduced turning radii, narrow travel lanes, and horizontal deflection to reduce the incidence of high-speed collisions.
- **Chicanes**, which are a series of raised or delineated curb extensions or edge islands on alternating sides of a street forming an S-shaped travel way. By introducing these horizontal shifts in the roadway alignment, chicanes encourage drivers to pay closer attention to their surroundings and discourage speeding.
- **Raised intersections**, which involve elevating an entire intersection to the level of the adjacent sidewalk and ramping each approach to the intersection.
- **Road diets**, which involve reallocating roadway space from vehicles to other modes. These reduce vehicle speeds by narrowing travel lanes. Road diets can enhance vehicle visibility for bikes and pedestrians and provide shorter crossing distances at an intersection.
- **Diverters** to restrict or redirect vehicle movements to reduce conflicts, lower vehicle speeds, and increase comfort for active transportation users.



Chicane

2. *2008 Neighborhood Traffic Management Program (NTMP) source link: cityofsalinas.org/files/sharedassets/city/v/1/your-government/documents/20081107_salinas_ntmp_manual.pdf*

- **Setting appropriate speed limits**, especially when combined with targeted enforcement, to reduce motorist speeds and increase safety for active transportation users. To help local jurisdictions take full advantage of the speed reduction opportunities provided by California Assembly Bills 43 and 1938, University of California, Berkeley Safe Transportation Research and Education developed a ***California Safe Speeds Toolkit***. This strategy is also outline in the ***Federal Highway Administration's Proven Safety Countermeasures list***.

Additional traffic calming and safety measures that serve both pedestrians and bikes already stated in this chapter include:

- Protected Intersections
- Dedicated Intersections



Trending Strategies

Trending implementation strategies in active transportation provide new opportunities to encourage biking, walking, and promote the overall use of non-motorized modes of mobility. Emerging trends tend to have an increased focus on public health, accessibility, and helping agencies achieve sustainability goals. These include:

Parklets or **pocket parks**, typically created by re-purposing a portion of on-street parking for use as a community space. Popular usage for Parklets include curbside seating for dining, bicycle parking, and art exhibits.

Green infrastructure, which is a planning and design approach to managing runoff, reducing the urban heat island effect, improving health and air quality, and promoting sustainability goals through stormwater infrastructure such as bioswales, infiltration basins, and pervious pavement.

Mobility hubs, which are places of connectivity where people can make seamless connections between various travel options such as walking, biking, micromobility, transit, and shared mobility services. Each mobility hub is custom designed for the surrounding community to make it easier for people to use transit to travel between destinations of interest.

Neighborhood Electric Vehicles (NEVs), which offer a low speed, zero-emission motorized travel option. A vehicle is classified as a NEV or "low-speed vehicle" if it is a four-wheeled motor vehicle with top speeds of 20 to 25 mph. NEVs can carry up to six passengers.

Curbside management, which seeks to inventory, optimize, allocate, and manage curb space to maximize mobility and access. Curbside treatment options include parking pricing strategies, priority corridors, or curbside designated zones, specifically for Transportation Network Companies (TNCs).

Anticipated Future Demand

As the active transportation network in Salinas grows and provides more comfortable facilities, additional residents will likely shift from driving to biking or walking. The National Cooperative Highway Research Program (NCHRP) 522 methodology was used to estimate the number of new active transportation users due to the network improvements proposed in the ATP. The projected increase in daily bicycle and pedestrian users is 3,252 and 5,017 respectively.

Methodology

The NCHRP 552 report presents national level research indicating that commute mode share can serve as a basis for estimating the overall mode share for bicyclists and pedestrians. The estimation is achieved through extrapolation and the use of a best fit formula. The results of this analysis typically fall within the 95% confidence interval or provide a conservative estimate, based on subsequent validation.

The NCHRP 522 methodology uses current population and mode share data in order to anticipate the future demand. This data was pulled from U.S. Census, American Community Survey 5-Year Estimates, 2021, Table B01001 and Table S0801, respectively.

Analysis

NCHRP 552 methodology was applied to the entire bicycle network to estimate the number of new bicycle users. In order to estimate the number of new pedestrian users, the NCHRP 552 was applied to trails that will serve pedestrians within the City. It does not include additional sidewalk improvements that the City is working on.

Low-, moderate-, and high-demand response estimates are generated for each NCHRP 522 analysis. For this ATP, the moderate estimate was used for the following reasons:

- The analysis does not capture policies, programs, or complementary investments that encourage active transportation and could lead to further increases in pedestrian and bicycle mode shift. Examples of non-network investments include bicycle parking and wayfinding.
- The analysis does not include specific pedestrian safety enhancements or improvements in the level of comfort of bicycle facilities, which typically encourage active transportation use.



Programs and Policies

The following section describes recommended programs and policies tailored for traditional bicycle and pedestrian facilities to complement the engineering-based recommendations provided earlier in this chapter. For trail-specific policy and program recommendations, please see ***Appendix D: Trails Master Plan***.

Education

Community-Based Education Programs

For the past six years, the Salinas Police Department has received funding from the California Office of Traffic Safety to conduct a variety of activities focused on bicycle and pedestrian safety, including community presentations, helmet distributions, community bicycle rides that teach safe riding skills, and walking field trips that teach pedestrian safety. This ATP recommends the City of Salinas continue to seek funding for community pedestrian and bicycle safety education, including programs to:

- Develop targeted education for drivers to increase safety for pedestrians over 60 years old.
- Develop programs to teach adults how to ride a bicycle, ride safely in traffic, and perform basic bicycle maintenance.
- Provide safety equipment, such as bicycle helmets.
- Develop sidewalk and public art to encourage people to walk.
- Promote employer-based commuting program Go831 Ride Amigos, developed by the Transportation Agency for Monterey County (TAMC).

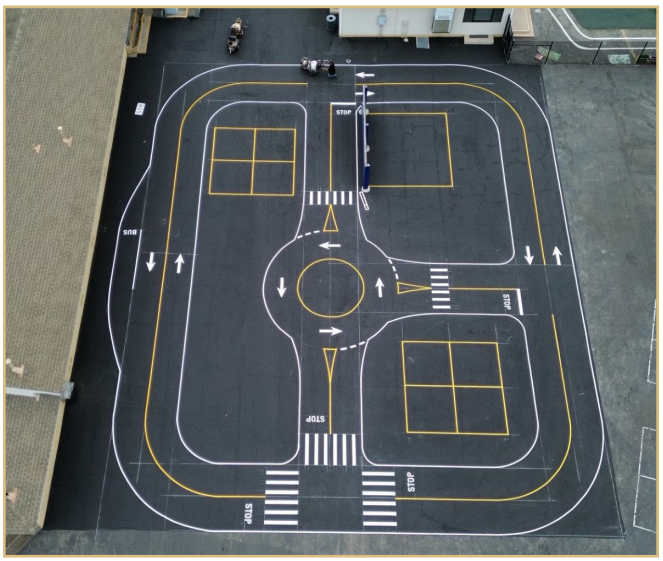
Tools to Report Bicycle and Pedestrian Hazards

The **Salinas Connect** app and website allow citizens to report sidewalk and bicycle facility hazards on city roadways. This ATP recommends promoting this tool to enable residents to communicate areas where street sweeping, vegetation removal, or sidewalk repair may be needed.

School-Based Education Programs

This ATP recommends the City of Salinas support programs that serve school communities and pursue partnership opportunities to ensure continued program funding, including programs to:

- Provide walking, biking, and traffic safety education.
- Provide traffic gardens at schools, where kids learn rules of the road, including how to walk and ride safely.
- Provide safety equipment, such as bicycle helmets.



Traffic Garden

- Develop an education program with specific safety messaging for every grade level.
- Develop programs or events to provide family-focused bicycle and walk-safety trainings.
- Work with community partners to support programs such as walking school buses and bike trains.
- Work with community partners to develop a park and walk program during construction activities adjacent to schools. With community and school support, a short-term program could have potential to become a long-term program.

The **Salinas Safe Routes to Schools Plan** provides more recommendations on school-based programs to support walking and biking. More information can be found at https://saferoutesmonterey.org/.

Traffic Safety Education Campaign

Salinas' **Vision Zero Action Plan** recommends launching high-visibility education campaigns against speeding, distracted driving, impaired driving, and other high-risk behaviors. The campaigns will focus on the high-injury corridors within the city, and potentially involve the Salinas Police Department, the Transportation Agency for Monterey County, and the County of Monterey. Education campaigns could also include information for pedestrians, drivers, and bicyclists on how to use new infrastructure, such as roundabouts, sharrows, pedestrian scramble crossings, and Class IV separated bicycle facilities.

Public Outreach

This ATP recommends that the City of Salinas:

- Design and implement public outreach and engagement that is broadly accessible and provides means for all to participate.
- Provide an equitable share of transportation investments to underserved, racially diverse communities to improve their health, safety, and quality of life.
- Include members of disadvantaged communities as stakeholders and consider language accessibility in program development, including providing bilingual materials and staff for all programs.
- Emphasize the relationship between health and active transportation in all program messaging.
- Conduct an audit of past policies that limit access to safe transportation options and propose new policies to address these inequities.



Encouragement

Bike to School Day and Walk/Bike Challenges

The Transportation Agency for Monterey County has previously hosted Bike and Walk to School Day, Bike to Work Day, and month-long walking and biking challenges to encourage more active transportation in Monterey County. This ATP recommends the City supports and promotes similar encouragement events in the future through its marketing channels.



Ciclovía

Ciclovía events temporarily divert car traffic and open up roadways for people to bicycle, walk, and play in a safe, fun, and car-free environment. These events promote physical activity, build a culture of walking and biking, and boost the economy through business promotion and tourism. Ciclovía Salinas has taken place in East Salinas since 2013 and is the only youth led Ciclovía event in the country. This ATP recommends the City continue to support and participate in Ciclovía Salinas.

Increased Access to Bicycles

Programs can also help overcome barriers to biking by increasing bicycle access. This ATP recommends the City pursue funding and partnerships to implement the following programs:

Develop and promote earn-a-bicycle or bicycle-loan programs, in which students earn a bicycle by riding frequently or completing a workbook about bike-safety.

- Develop and promote earn-a-bicycle or bicycle-loan programs, in which students earn a bicycle by riding frequently or maintaining perfect attendance.
- Expand and promote electric bicycle incentive programs, which help reduce the cost of electric bicycles. Electric bicycles have been shown to encourage new people to ride bicycles by reducing the barriers of distance, fitness, and the need to carry children or other cargo.
- Explore options to introduce a bicycle share program, which reduces barriers to biking by removing the need to purchase or store a bicycle.
- Explore partnerships to provide access to low-cost bicycle repair and maintenance.

Urban Greening and Public Art

The City will incorporate tree planting and other landscape improvements into active transportation projects to provide shade for people walking and biking and address City goals for increasing the urban tree canopy. The City will also develop programs to install public art along routes to schools.



Enforcement

Salinas' Vision Zero Action Plan and Safe Routes to Schools Plan have several recommendations to improve and expand traffic enforcement efforts throughout the city:

- Provide adequate staffing and dedicated funding for the traffic enforcement unit to patrol and enforce traffic regulations on city streets.
- Train police officers to teach traffic safety, with a focus on driver safety, and accurately report collisions involving bicyclists or pedestrians.
- Integrate Vision Zero policies into Police Academy curriculum and in-service Police Officer training.
- Utilize automated enforcement technology where feasible.





Evaluation

Bicycle-Friendly and Walk-Friendly Community Designations

Bicycle-friendly and walk-friendly community designations are programs that provide metrics on walking and biking conditions and provide a roadmap to communities, making it easier to walk and bicycle. This ATP recommends the City of Salinas or community members apply for both bicycle-friendly community and walk-friendly community status and continue to reapply as new projects and programs are implemented.

Data Collection

This ATP recommends the City of Salinas develop a program to count people who are walking and biking, especially before and after pedestrian and bicycle improvement projects are constructed. This will provide data on the impact of each project and could be used to demonstrate success to grant funding sources and the community. Walking and biking rates can be measured by installing automated bicycle and pedestrian counters when new projects are constructed or measured through in-person surveys during peak hours.

Bicycle Parking

Bicycle parking is a critical component of the overall bicycle network, allowing people to secure their bicycles once they reach their destination and helping foster multi-modal connections, especially at major transit stops or transit-oriented developments where bicycle parking is provided. The need for more bicycle parking is identified as a key takeaway from public outreach activities as described in ***Appendix C***. ***Figure 4-2*** displays approximate locations of existing and proposed bicycle parking facilities.

Bicycle Parking Ordinance

The City's current municipal code requires bicycle parking to be included in new commercial, industrial, mixed-use, and public development. This ATP recommends the City expand this ordinance to require both short-term and long-term bicycle parking in future multi-family developments, non-residential developments, and mixed-use developments. This change will enable residents of future multi-family residential buildings to have a secure place to store a bicycle. Parents in Salinas identified the lack of space to store a bicycle, especially for families living in apartments, as a barrier for students biking to school.

Bicycle Parking at Key Destinations

The Transportation Agency for Monterey County provides free bicycle racks and lockers to businesses, public agencies, and nonprofit organizations through the Active Transportation Support Program. This ATP recommends the City of Salinas further promote the Active Transportation Support Program. This ATP advises the City to also investigate funding sources for bicycle parking at key destinations such as parks, schools, and libraries as well as bicycle lockers near transit.

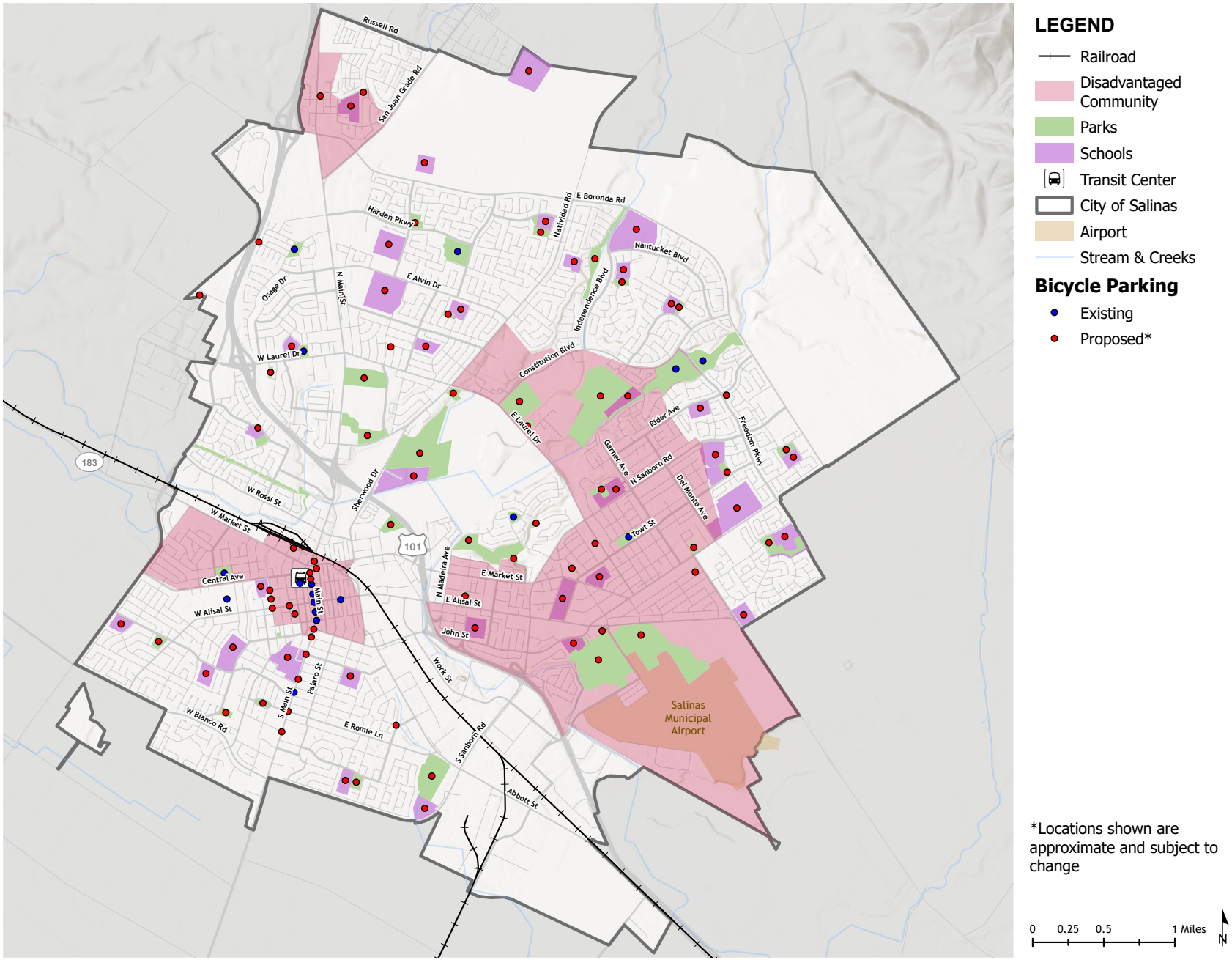




Wayfinding

The Transportation Agency for Monterey County developed the Regional Bicycle and Pedestrian Wayfinding Plan for Monterey County (2016) to help direct people walking and biking to preferred routes. The wayfinding plan focuses on regional routes, including routes around and through Salinas. The City is encouraged to build on this wayfinding plan by developing, updating, and maintaining wayfinding signage as new bicycle and pedestrian facilities are installed.

Figure 4-2: Existing and Proposed Bicycle Parking



Chapter 5: Project Prioritization

Performance Measures

The ATP projects were developed, evaluated, and prioritized based on criteria that aligns with the City's goals as well as the vision and goals of the ATP. The criteria were presented at the first public workshops for participants to weigh in the importance of each metric, and the results of the public feedback are summarized in ***Table 5-1***.

Table 5-1: Criteria Voting Results

Criteria	Votes
Improve Safety for All Users	17
Near Parks and Schools	8
Near Commercial Destinations	5
Along or Near a Transit Route	5
Closes a Bicycle Gap	8
Located Within a Disadvantaged Community	10
Identified in a Previous Project	1

Pedestrian projects did not go through a prioritization process because:

- Sidewalks and other pedestrian facilities will be upgraded in combination with any new bicycle or redevelopment projects.
- Missing sidewalks will be constructed per the City's standard maintenance and infill schedule.
- Class I paths inclusive of pedestrian and bicycle improvements.

The prioritization process assigned a relative rank to each proposed project by quantifying the criteria outlined in ***Table 5-1*** in order of priority. Ranks have both a scaling component and weighting component:

- Scaling Component – Assigns a value to the available ranges of a variable. A quartile scale was used to reduce the bias in the scaling component by dividing the distribution of values into equal groups so that lower or higher values are not overrepresented.
- Weighting Component – The weighting component assigns higher values to variables that are deemed more important. The weighting factor in ***Table 5-2*** represents the importance of the criteria—one (1) being the highest weighting factor and 0.25 being the lowest weighting factor.



Table 5-2: Prioritization Weighting Factors

Importance	Weighting Factor	Criteria
High	1	• Improve Safety for All (SWITRS Collision Density)
Moderately High	0.75	• Disadvantaged Community (CalEnviroscreen 4.0) • Increase Separation from Motor Vehicles
Moderate	0.5	• Closes a Bicycle or Sidewalk Gap • Public Input • City Feedback
Low	0.25	• Identified in a Previous Project • Near Parks, Schools, or Commercial Destinations • Along a Transit Route • Critical Crossing Constraint – Freeway, Railroad, etc.

Prioritized Projects

The prioritized projects are presented in ***Figure 5-1***as well as listed in ***Table 5-3*** listed on ***page 50***.



Figure 5-1: Prioritized Bikeways

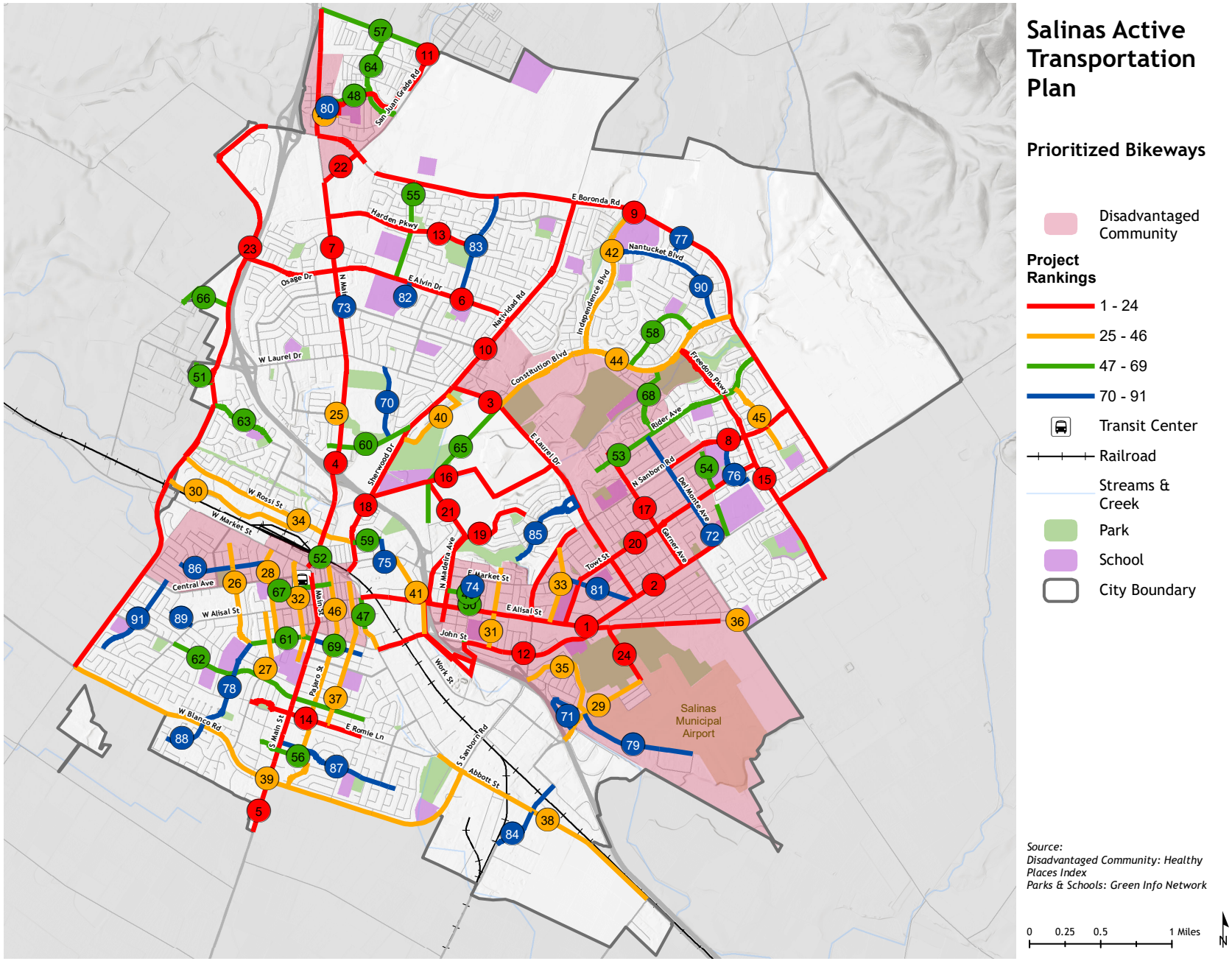


Table 5-3: Prioritized Project List

Draft Rank	Corridor Name	Class I	Class II	Class IIB	Class III	Bike Boulevard	Class IV	Length (Miles)
1	E Alisal St	●		●			●	2.54
2	Williams Rd			●			●	1.47
3	E Laurel Dr	●				●		2.01
4[1]	N Main St						●	1.72
5[1]	S Main St						●	1.88
6	W Alvin Dr	●		●			●	1.94
7	N Main St						●	1.93
8	N Sanborn Rd			●			●	1.70
9	E Boronda Rd	●		●				4.61
10	Natividad Rd						●	1.99
11	Santa Rita Multi-use Path	●						1.08
12	John St	●		●				1.75
13	Harden Pkwy	●					●	1.07
14	W Romie Ln			●				0.87
15	Freedom Pkwy						●	1.93
16	Natividad Creek Trail	●						1.45
17	Garner Ave					●		0.96
18	Sherwood Dr	●		●				1.15
19	S Madeira Ave					●		1.17
20	Towt St			●	●		●	1.81
21	Main Canal Path	●						1.71
22	San Juan Grade Rd						●	0.31
23	N Davis Rd	●					●	4.47
24	Skyway Blvd	●						0.44
25	Iris Dr			●				0.09
26	Homestead Ave					●		0.75
27	Riker St					●		0.48
28	Capitol St					●		0.65
29	Airport Blvd	●					●	0.70
30	Tembladero Slough Trail	●						1.03
31	N Hebbron Ave					●		0.57
32	Lincoln Ave			●		●		0.72

1. *The segment between E Bernal Drive and City Boundary will require additional feasibility study to implement Class IV bikeway. Sections of this roadway is extremely challenging for providing class iv facilities (i.e. under railroad crossing). Improvements may require narrowing of lanes, utilization of existing sidewalk, and sections of a narrower class iv section. Much of the class iv is anticipated to be contiguous with the sidewalk due to R/W constraints.*

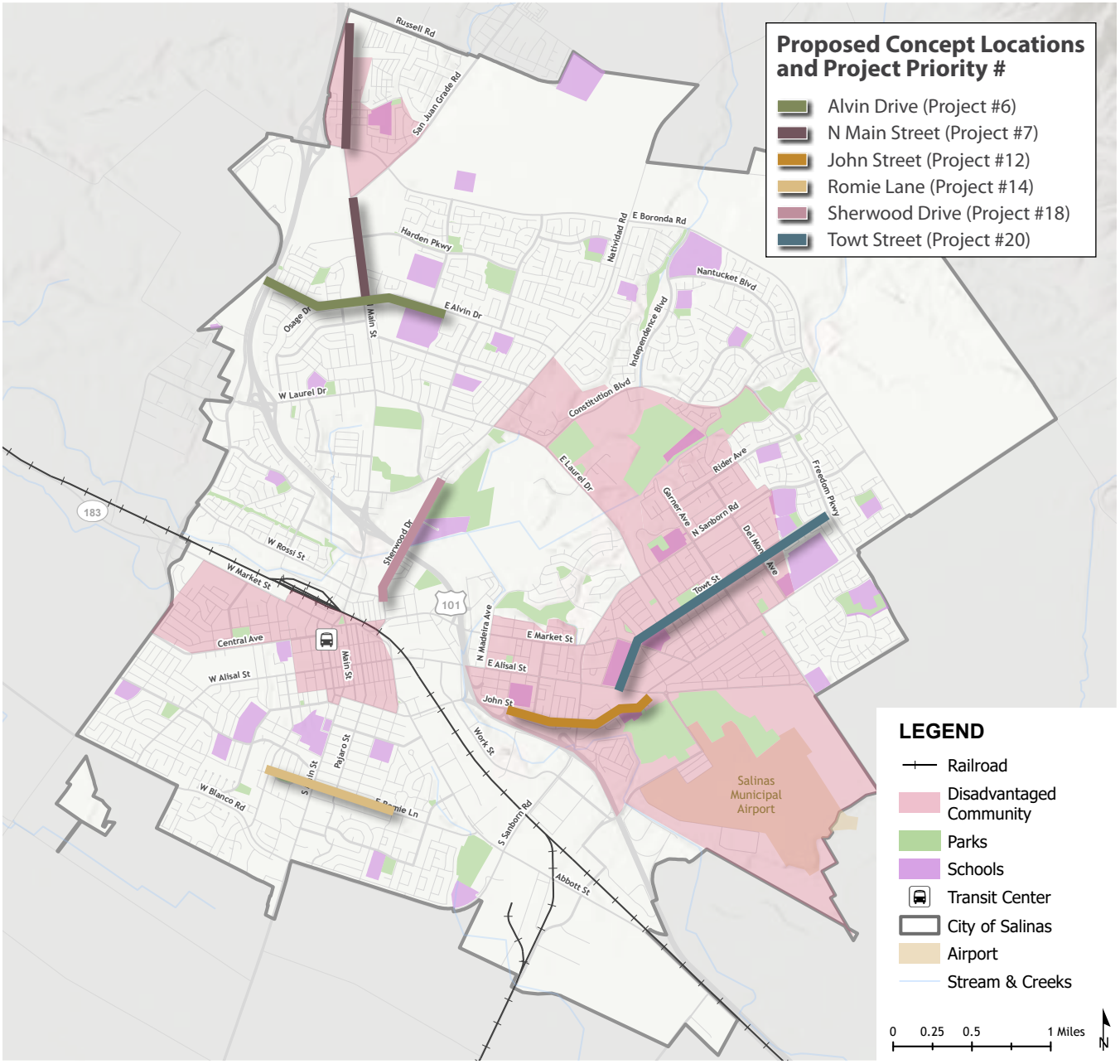
Draft Rank	Corridor Name	Class I	Class II	Class IIB	Class III	Bike Boulevard	Class IV	Length (Miles)
33	Eucalyptus Dr					●		0.54
34	W Rossi St						●	1.33
35	Alisal Creek Trail	●						0.74
36	Bardin Rd			●				0.08
37	California St					●		1.05
38	Abbott St			●				1.97
39	W Blanco Rd						●	3.23
40	Carr Lake West Trail	●						0.59
41	Griffin St	●				●		0.60
42	Independence Blvd			●				1.09
43	Lamar St Path	●						0.15
44	Constitution Blvd						●	1.93
45	Buckhorn Dr					●		0.54
46	Pajaro St			●	●			1.69
47	Front St			●				0.22
48	E Bolivar St	●				●		0.38
49	Roosevelt St					●		0.17
50	S Wood St					●		0.34
51	Post Dr			●				0.21
52	China Town Crossing Path	●						0.11
53	Rider Ave			●		●		1.42
54	School Cluster Multi-use Path	●						0.45
55	McKinnon St						●	0.69
56	San Joaquin St			●				0.31
57	Russell Rd Path	●						0.89
58	Beacon Hill Dr					●		0.68
59	Calle Cebu					●		0.20
60	W Bernal Dr			●			●	0.62
61	Clay St					●		0.44
62	W Acacia St					●		1.49
63	Larkin St					●		0.49
64	Van Buren Ave					●		0.71
65	Constitution Blvd Multi-use Path	●						1.02
66	Westridge Pkwy			●				0.41
67	W Gabilan St				●			0.42

Draft Rank	Corridor Name	Class I	Class II	Class IIB	Class III	Bike Boulevard	Class IV	Length (Miles)
68	Las Casitas Dr			●		●		0.52
69	Winham St					●		0.37
70	Maryal Dr			●				0.51
71	Airport Loop Trail	●						0.54
72	Del Monte Ave					●		0.89
73	Chaparral St			●				0.39
74	Ragsdale Ct					●		0.11
75	Sun St					●		0.18
76	Paseo Grande					●		0.39
77	Hemingway Dr			●				0.17
78	Iverson St			●			●	0.70
79	Moffett St					●		0.85
80	Sucre Ct Path	●			●			0.14
81	E Market St						●	0.49
82	Kip Dr				●			0.14
83	El Dorado Dr			●			●	0.78
84	Harkins Rd			●				0.60
85	Cesar Chavez East Trail	●						0.97
86	Park St					●		0.64
87	San Miguel Ave					●		0.88
88	Los Olivos Dr					●		0.32
89	College Dr					●		0.19
90	Nantucket Blvd			●				1.00
91	University Ave					●		0.68

Chapter 6: Corridor Concepts

Six of the top priority corridors from the prioritized project list in Chapter 5 were selected for concept development by the project team. The six corridors were ranked in the top 20 priority projects and represent a diverse set of neighborhoods, project types, and roadway characteristics across the City as shown in ***Figure 6-1***. This chapter provides a description of the selected corridors, discusses alternatives and tradeoffs that were explored, and provides an overview of the preferred alternative concepts. The concept plans for all six corridors are provided in ***Appendix F: Priority Project Concept Plans***.

Figure 6-1: Key Map of Priority Corridors



Alvin Drive (Project #6)

Corridor Context

Alvin Drive is classified as east-west major arterial roadway in North Salinas from Cherokee Drive to Natividad Road. The posted speed limit is 35 MPH and the ADT ranges from approximately 3,000 vehicles per day in the residential area to 15,000 vehicles per day. The corridor is surrounded by low-, medium-, and high-density residential, retail, and public/semipublic land uses including schools. Alvin Drive is adjacent to North Salinas High School and Natividad Elementary School.

Based on the criteria developed for the project prioritization process, Alvin Drive was ranked number six (6) based on the following highly weighted criteria:

- Closes bicycle or sidewalk gap
- Proximity schools and commercial destinations
- Located along a transit route
- Received multiple public input comments

Corridor Recommendations

The ATP recommends the following improvements to the Alvin Drive corridor:

- **Class I Shared Use Path** – N Davis Road to Cherokee Drive across US-101
- **Class IIB Buffered Bike Lane** – Cherokee Drive to N Main Street
- **Class IV Separated Bikeway** – N Main Street to Kip Drive

These proposed facilities would provide a connection for North Salinas across the US 101 barrier to N Davis Road via a pedestrian and bicycle only bridge. On the east side, the corridor would connect to a recommended Class IV bikeway on Natividad Road. Alvin Drive also provides connections to low-stress routes to homes, schools, and parks along Cherokee Street, McKinnon Street, El Dorado Drive, Modoc Avenue and Linwood Drive. These alternative routes help less experienced bicyclists avoid using N Main Street on the west and Natividad Road on the east, two high-speed roadways.

See ***Appendix D: Trails Master Plan***, for proposed pedestrian and bicycle only bride across the US 101.

Cross-Section Alternatives

For this ATP, the segment of Alvin Drive between N Davis Road and Kip Drive was studied in further detail to develop a planning-level concept for inclusion in a future grant application. Two cross-section alternatives were identified for W Alvin Drive, evaluating the tradeoffs between a four-lane to three-lane road diet or a four-lane to two-lane road diet. Both alternatives maintain parking on both sides of the street and provided Class IIB buffered bike lanes. Two cross-section alternatives were also identified for E Alvin Drive, evaluating the tradeoffs between maintaining or removing the two-way left-turn lane to provide more space for bicyclists. Both alternatives maintained four travel lanes. The alternatives were presented at a public walk and talk field visit and a stakeholder working group meeting on February 1, 2024 to solicit feedback.

☑ Preferred Alternative

The public preferred maintaining the two-way left turn lane for both W Alvin Drive and E Alvin Drive. For E Alvin Drive, the community supported removing one through lane in one direction, removing parking, and maintaining the two-way left turn lane. Based on directional ADT volumes, it was decided that one eastbound travel lane would be removed. The concept also includes opportunities to incorporate protected intersections to enhance safety for bikes and pedestrians at N Main Street and McKinnon Street. Implementation of these protected intersections will be based on a future feasibility study. The concept plans for Alvin Drive are provided in ***Appendix F: Priority Project Concept Plans***.

N Main Street (Project #7)

Corridor Context

N Main Street is classified as north-south major arterial roadway running through the majority of City of Salinas. The posted speed limit is 35 MPH and the ADT ranges from approximately 12,000 vehicles per day at the northern end to 30,000 vehicles per day near US 101. The corridor is surrounded by medium- and high-density residential, retail, office, mixed use, public/semipublic, and park land uses.

Based on the criteria developed for the project prioritization process, N Main Street was ranked number seven (7) based on the following highly weighted criteria:

- High bicycle and pedestrian collision density
- Closes a bicycle or sidewalk gap
- Improves bicycle facilities
- Located along a transit route
- Received multiple public input comments

Corridor Recommendations

The ATP recommends Class IV bikeways for the N Main Street corridor with the exception of a gap between Boronda Road and San Juan Grade Road where the roadway width is too narrow, and adjacent land uses would not allow for roadway widening. For this segment, bicyclists are encouraged to use San Juan Grade Road and Boronda Road to circumnavigate the bikeway gap.

These proposed facilities would connect to a recommended Class I shared use path on the north side on Russell Road and a recommended Class IV bikeways on E Rossi Street on the south side. N Main Street also provides connections to low-stress routes to homes, schools, and parks on Iris Drive, Navajo Drive, Alvin Drive, Madrid Street/Harden Parkway, Lamar Street and Bolivar Street.

Cross-Section Alternatives

For this ATP, the segment of N Main Street between Alvin Drive and Russell Road was studied in further detail to develop a planning-level concept for inclusion in a future grant application. Two cross-section alternatives were identified for the study segment of N Main Street, between Bolivar Street and Boronda Road, evaluating the tradeoffs between maintaining the two-way left turn and maintaining parking. Both alternatives recommended a Class IV separated bikeway. The alternatives were presented at a public walk and talk field visit and a stakeholder working group meeting on February 1, 2024, to solicit feedback.

☑ Preferred Alternative

The preferred alternative was developed with the community which maintains the two-way left turn lane and parking on the east side of the corridor between Boronda Road and Bolivar Street. North of Bolivar Street, it was agreed that parking should remain on both sides of the street, but one southbound travel lane could be removed based on traffic volumes to accommodate the proposed bicycle facility. South of Madrid Street/Harden Parkway, parking would be maintained on the west side adjacent to multi-family residential buildings, and the bicycle facility could be implemented by narrowing lane widths. The concept also includes enhanced pedestrian treatments for the mid-block crossing at Lamar Street and opportunities to incorporate protected intersections to enhance safety for bikes and pedestrians at Alvin Drive, Cherokee Drive, and Madrid Street. Implementation of these protected intersections will be based on a future feasibility study.. The concept plans for N Main Street are provided in ***Appendix F: Priority Project Concept Plans***.

John Street (Project #12)

Corridor Context

John Street is classified as an east-west major arterial roadway connecting S Main Street in South Salinas to E Alisal Street in East Salinas across the US 101. The posted speed limit ranges between 30-35 MPH and the ADT ranges from approximately 10,000 to 20,000 vehicles per day. The corridor is surrounded by low-, medium-, and high-density residential and public/semipublic land uses. John Street runs parallel to E Alisal Street providing connectivity to Los Padres and Sherwood Elementary Schools and Los Padres Neighborhood Park. Based on the criteria developed for the project prioritization process, John Street was ranked number 12 based on the following highly weighted criteria:

- Located within a Disadvantaged Community
- Closes a bicycle or sidewalk gap
- Above average bicycle and pedestrian collision density
- Located along a transit route
- Proximity to parks, schools, and several commercial destinations

Corridor Recommendations

The ATP recommends the following improvements to the John Street corridor:

- **Class I Shared Use Path** (South side) – Abbott Street to Griffin Street
- **Class IIB Buffered Bike Lane** – S Wood Street/US-101 On/Off-Ramp to E Alisal Street

These proposed bike facilities would connect to an alternative low-stress route on the west side using Winham Street, Clay Street, and Iverson Street. The proposed Class I facility would also provide connectivity to the proposed Alisal Creek trail project, and ultimately a future crossing over the US 101 for pedestrians and bicyclists. On the east side, the improvements would connect to the Williams Road Safe Street Corridor bikeway project that recently received funding for construction. It is important to provide connectivity between the East Salinas and South Salinas neighborhoods along John Street via a connection across the US 101. This connection has been identified as critical for the bike network, but challenges and various alignments need to be explored in more detail in a future feasibility study.

Cross-Section Alternatives

For this ATP, the segment of John Street between the US 101 and E Alisal Street was studied in further detail to develop a planning-level concept for inclusion in a future grant application. The proposed recommendations for John Street connect to the future roundabout at the John Street/ Williams Road and E Alisal Street intersection and Williams Road Safe Street Corridor project. Two cross-section alternatives were identified for the study segment of John Street, evaluating the tradeoffs between maintaining the two-way left turn lane or removing it to increase lane widths and space for bicyclists. Both alternatives maintained parking and recommended Class IIB buffered bike lanes. The alternatives were presented at a public walk and talk field visit and a stakeholder working group meeting on December 6, 2023, to solicit feedback.

☑ Preferred Alternative

The preferred alternative maintains the two-way left turn lane to allow vehicles to queue for school pick-up and drop-off operation and allows residents to pull out of their driveways easily. A Class IV parking protected bikeway was incorporated into the design at Los Padres Elementary School for eastbound travel based on the minimal number of driveways along this segment. The concept also includes curb extensions and upgraded curb ramps at various locations, and enhancements to the existing mid-block crossing adjacent to the school frontage. The concept plans for John Street are provided in ***Appendix F: Priority Project Concept Plans***.

Romie Lane (Project #14)

Corridor Context

Romie Lane is classified as an east-west minor arterial between Riker Street and S Main Street and a major arterial roadway between S Main Street and Abbott Street connecting various neighborhoods in South Salinas. The posted speed limit is 30 MPH and the ADT is approximately 10,000 vehicles per day. The corridor is surrounded by low-, medium-, and high-density residential, mixed use, office, public/semipublic, and park land uses. Romie Lane is adjacent to Salinas Valley Memorial Hospital and Mission park.

Based on the criteria developed for the project prioritization process, Romie Lane was ranked number 14 based on the following highly weighted criteria:

- Closes a bicycle or sidewalk gap
- Above average bicycle and pedestrian collision density
- Proximity to a park and commercial destinations
- Located along a transit route

Corridor Recommendations

The ATP recommends the following improvements to the Romie Lane corridor:

- **Class III Bike Route** – Riker Street to Bautista Drive and S Main Street to just east of California Street
- **Class IV Separated Bikeway** – Bautista Drive to S Main Street

These proposed facilities would connect to a low-stress route on the west side along Capistrano Drive, and Class II bike lanes on Abbott Street on the east side. The segment of Romie Lane between just east of California Street and Abbott Street was recently restriped to include Class IIB buffered bike lanes.

Cross-Section Alternatives

For this ATP, the segment of Romie Lane between Capistrano Drive and Alameda Avenue was studied in further detail to develop a planning-level concept for inclusion in a future grant application. Two cross-section alternatives were identified for the study segment of Romie Lane, between Bautista Drive and Park Row, evaluating the tradeoffs between a Class IV separated bikeway and a Class IIB buffered bike lane. Both alternatives would remove a drive lane to fit in the proposed improvements but maintain parking.

☑ Preferred Alternative

The project team decided to implement a Class IV separated bikeway on this segment. Due to existing roadway constraints along Romie Lane between S Main Street and Alameda Avenue, the project team decided to implement a hybrid Class II/Class III facility that stripes a shared pavement marking for bikes and parking. Additional improvements that were proposed for this corridor include raised crosswalks for access to Mission Park and upgraded mid-block crossing features at California Street. The concept plans for Romie Lane are provided in ***Appendix F: Priority Project Concept Plans***.

Sherwood Drive (Project #18)

Corridor Context

Sherwood Drive is classified as a north-south major arterial roadway which becomes Natividad Road on the north end and E Market Street on the south end, connecting neighborhoods across the US 101 and rail line and to the Carr Lake area. The posted speed limit is 40 MPH and the ADT is approximately 20,000 vehicles per day. The corridor is surrounded by parkland, schools, and public/semipublic land uses.

Based on the criteria developed for the project prioritization process, Sherwood Drive was ranked number 18 based on the following highly weighted criteria:

- Proximity to parks, schools, and commercial destinations
- Located along a transit route
- Above average bicycle and pedestrian collision density
- Received high number of comments from public

Corridor Recommendations

The ATP recommends a Class I shared use path from E Rossi Street/Calle Cebu to E Bernal Drive/La Posada Way. The Big Sur Land Trust project, located along the east side of the roadway between Sherwood Place and Bernal Drive will be installing a raised median to control access in and out of the park. The project also consists of a Class I facility off street for park access at Sherwood Place providing connection to E Rossi Street on the south side, where high levels of bike activity are experienced.

Cross-Section Alternatives

For this ATP, the segment of Sherwood Drive between E Rossi Street and E Bernal Drive was studied in further detail to develop a planning-level concept for inclusion in a future grant application. Two cross-section alternatives were identified for the study segment of Sherwood Drive, evaluating the tradeoffs between consolidating the pedestrian and bike facilities on one side of the road, or providing them on both sides. Both alternatives maintained through lanes, one alternative removed the two-way left-turn lane to provide a median. The alternatives were presented at a public walk and talk field visit and a stakeholder working group meeting on December 6, 2023, to solicit feedback.

Preferred Alternative

The preferred alternative, maintains the two-way left turn lane, implements a Class I shared use path on the east side, and narrows the roadway width to reduce speeds. The concept plans for Sherwood Drive are provided in ***Appendix F: Priority Project Concept Plans***.

Towt Street (Project #20)

Corridor Context

Towt Street is classified as an east-west collector roadway various neighborhoods in East Salinas to numerous schools and parks. The posted speed limit ranges between 25-30 MPH and the corridor is surrounded by low-, medium-, and high-density residential, retail, and public/semipublic land uses.

Based on the criteria developed for the project prioritization process, Towt Street was ranked number 20 based on the following highly weighted criteria:

- Located within a Disadvantaged Community
- Closes a bicycle or sidewalk gap
- Proximity to multiple schools, parks, and commercial destinations
- Above average bicycle and pedestrian collision density

Corridor Recommendations

The ATP recommends the following improvements to the Towt Street corridor:

- **Class III Bike Route** – E Alisal Street to Paseo Grande
- **Class IV Separated Bikeway** – Paseo Grande to Freedom Parkway

These proposed facilities connect to a low-stress route on the east side using Freedom Parkway. On the west side, the proposed facilities connect to a high-stress route, using E Alisal Street. Bicyclist can avoid this high-stress route by using adjacent E Market Street.

Cross-Section Alternatives

For this ATP, a planning-level concept was developed for the full corridor of Towt Street for inclusion in a future grant application. Various alternatives were studied for each segment of the corridor, evaluating the tradeoffs between parking removal, lane removal, and lane narrowing to potentially fit exclusive Class II or Class IV bike facilities.

Preferred Alternative

Due to the varying roadway widths, some of the segments were unable to accommodate Class II or Class IV bike facilities. Therefore, the project team decided to provide a Class III bike route between E Alisal Street and Paseo Grande to maintain parking adjacent to residential driveways and schools, focus on traffic calming strategies and pedestrian enhancements. The concept includes curb extensions, upgraded curb ramps, mid-block crossings, and raised crosswalks. It incorporates the Closter Park Green Streets Project improvements including a Roundabout at Acosta Street and widened sidewalks. The concept plans for Towt Street are provided in ***Appendix F: Priority Project Concept Plans***.

Chapter 7: Implementation

Previous chapters of this report have identified recommendations for improving the walking and biking environment in the City of Salinas. Chapter 4 included the recommended bicycle and trails network, recommended pedestrian improvements, and programs and policies that can support the recommended improvements. Chapter 5 prioritized the list of bicycle and trail projects identified in Chapter 4 based on City and community goals, and Chapter 6 provided planning-level concepts for 6 of the top 20 projects identified.

Reaching the goals of the Active Transportation Plan for the City of Salinas will require a persistent process of finding funding and investing in incremental improvements to the active transportation network. This chapter provides the steps to implement these active transportation facility improvements to create a more walkable and bikeable Salinas. The following sections are included:

- Planning-level cost estimates for construction and maintenance of the priority corridor projects,
- Potential funding sources, including grant opportunities for priority corridor projects, and
- Recommended actions for the priority corridor projects.

Proposed Cost Estimates

Planning-Level Cost Estimates

Planning-level cost opinions were developed to assist the City of Salinas and its partners in making high-level planning decisions in the implementation of the priority corridor projects. The cost opinions are based on currently available information from recently constructed, similar projects in the region. It is anticipated that construction costs will vary from these planning-level cost opinions based on the ultimate project scope, final site conditions/constraint, schedule, and economic conditions at the time of design and construction.

Cost opinions were developed on a "per-mile basis" for linear improvements and "intersection/each" for localized improvements, as summarized in ***Table 7-1***. The cost opinions per mile include design, construction, and contingency in 2024 dollars. Projects that require significant right-of-way acquisitions, easements, utility relocations, permitting, or landscape restoration will be higher than the costs provided in ***Table 7-1***. Planning level costs to implement each of the priority corridor projects are summarized in ***Table 7-2***.

Table 7-1: Planning-Level Cost Opinions by Improvement Type

Improvement Type	Units	Cost per Unit	Assumptions
Class I Shared Use Path	Mile	$4,500,000	Assumes 13-16' path.
Class IIB Buffered Bike Lane	Mile	$500,000	Assumes slurry seal and no traffic signal modifications.
Class III Bike Route	Mile	$115,000	Assumes approximately 88 thermoplastic sharrow pavement markings and 8 signs.
Class IV Bikeway (soft infrastructure)	Mile	$600,000	Assumes slurry seal, flexible delineators, zebra bumps or other similar vertical devices.
Mid-Block Crossing (with RRFB)	Each	$90,000	Assumes crosswalk, curb ramps, RRFB system, and refuge median island.
Curb Extension (dual ramps)	Each	$170,000	Assumes curb ramps and curb extension
Curb Extension (single ramps)	Each	$160,000	Assumes curb ramp, and curb extension
Raised Crosswalk (with RRFB)	Each	$137,000	Assumes crosswalk, curb ramps, and RRFB system.
Raised Crosswalk (without RRFB)	Each	$80,000	Assumes crosswalk and curb ramps.
ADA Curb Ramp	Each	$10,000	
Bike Signal	Intersection	$47,000	Assumes signals for two approaches of an existing signalized intersection. Includes detection, signing/ striping, conduit, and equipment. Does not include signal modifications.
Median Reconstruction	Mile	$265,000	Assumes removal of existing median and installation of new.

Maintenance Cost Estimates

An additional component for the priority corridor projects is the operations and maintenance cost of these active transportation facilities. Debris, potholes, and overgrown vegetation can be a deciding factor for people choosing to walk or bike. Therefore, well-maintained facilities are an important element of successful implementation and impact to mode shift. Based on the City's 2023 Pavement Management Program Update, the City has set aside 10% of their Annual Street Pavement budget for "targeted implementation" including sealing cracked streets and repairing potholes. The document also includes details on the Street Selection Policy for prioritizing streets for selection in a pavement maintenance and/or rehabilitation project.

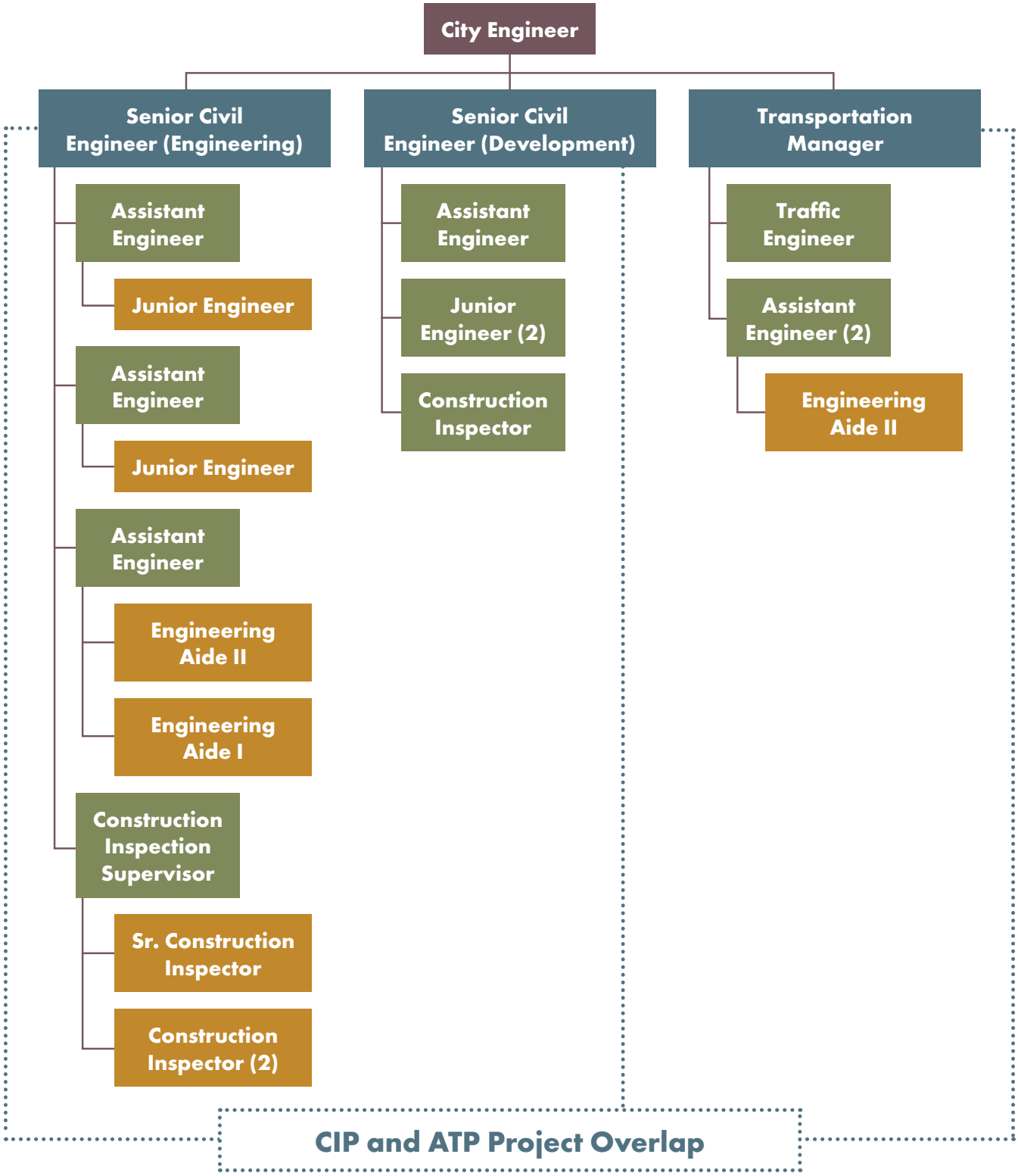
Potential Funding Sources

By identifying and prioritizing the corridor projects in this plan, the City of Salinas has defined the need for pursuing funding sources in the future. Implementation of these projects will occur incrementally through a combination of different funding sources:

- **General Fund/Capital Improvement Program** (CIP) – Under the City Engineer's guidance, the prioritized corridor projects shown in ***Chapter 6*** can be implemented with future CIP budgets. ***Figure 7-1*** illustrates the interaction between the transportation and civil engineering division, ensuring future CIP projects can incorporate active transportation projects described in this plan.
- Grant funding sources
- Regional Surface Transportation Program
- Measure X – Transportation Safety and Investment Plan
- Developer construction
- VMT mitigation



Figure 7-1: CIP and ATP Project Connection



Grant Funding

Many active transportation projects rely on grant funding for some or all their funding needs. The City has recently been successful in securing grant funding through the Active Transportation Program which awarded approximately $8 million to the Harden Parkway bikeway project in 2023, and the Safe Streets and Roads for All program which awarded approximately $16 million to the Williams Road Safety project in 2024.

Below is a list of grant funding sources that are most commonly pursued for active transportation plan projects like the priority corridor projects. It should be noted that some of these funding sources require a local match available at the time of the submittal.

- Active Transportation Program (ATP)
- Active Transportation Grant Program (ATGP)
- Community Development Block Grant Program (CDBG)
- RAISE Discretionary Grants
- Reconnecting Communities and Neighborhoods Grant Program
- Safe Streets and Roads for All (SS4A)
- Highway Safety Improvement Program (HSIP)
- Urban Greening
- Office of Traffic Safety (OTS) Grant Program
- Solutions for Congested Corridors (SCCP)
- Local Streets and Roads Program (LSRP)
- Sustainable Transportation Planning Grants

Appendix G includes a longer list of funding sources for the City to consider pursuing, as well as full descriptions of the types of projects that are eligible, and the next anticipated funding cycle.

Several of these priority corridor projects are anticipated to provide expanded mobility and accessibility options for disadvantaged communities. This benefit can be leveraged to develop competitive applications for several funding sources as denoted by an asterisk (*) in the list in ***Appendix G***.

Table 7-2: Priority Corridor Project Implementation

Corridor Name	Segment		Length (mile(s))	Improvement	Planning-Level Cost*	Annual Maintenance Cost***
	From	To				
John Street	S Wood Street/ US-101 On/ Off-Ramp	E Alisal Street	1.0	Class IIB Buffered Bike Lane	$500,000	$25,000–$50,000
	At Los Padres Elementary School		0.2	Class IV Parking Protected Bikeway	$120,000	$6,000–$12,000
Sherwood Drive	E Rossi Street	E Bernal Drive	0.9	Class I Shared Use Path	$4,100,000	$205,000–$410,000
Alvin Drive	N Davis Road	Cherokee Drive	0.3	Class I Shared Use Path	$1,400,000	$70,000–$140,000
	Cherokee Drive	N Main Street	0.4	Class IIB Buffered Bike Lane	$200,000	$10,000–$20,000
	N Main Street	Kip Drive	0.5	Class IV Separated Bikeway	$300,000	$15,000–$30,000
N Main Street	W Alvin Drive	W Bolivar Street**	0.9	Class IV Bikeway	$540,000	$27,000–$54,000
Romie Lane	Riker Street	Bautista Drive	0.1	Class III Bike Route	$12,000	$1000–$2,000
	Bautista Drive	S Main Street	0.1	Class IV Separated Bikeway	$60,000	$3,000–$6,000
	S Main Street	California Street	0.4	Class III Bike Route	$50,000	$3,000–$6,000
Towt Street	E Alisal Street	Paseo Grande	1.6	Class III Bike Route	$185,000	$10,000–$19,000
	Paseo Grande	Freedom Parkway	0.1	Class IV Separated Bikeway	$60,000	$3,000–$6,000

Note:
*Cost opinions are provided in 2024 dollars.
**Except the segment between Boronda Road and San Juan Grade Road.
***Annual Maintenance Cost are 5-10% of Planning Level Cost.

Recommended Actions

Develop a Grant Funding Strategy

While this chapter provides numerous grant funding sources for the City to pursue, it will be important for the City to actively track grant cycle application notices, compare the eligibility of each grant source to the list of prioritized projects, and identify projects and programs to put forth for grant funding. It is also important to consider staff time, local funding match requirements, and community outreach resources to make grant applications successful. Due to rapidly rising construction costs, diligent cost estimating will be critical for securing enough funding to be able to successfully implement grant funded projects. Lastly, it will be important to pair non-infrastructure programs with infrastructure project grant applications to ensure proper programming is allocated to making implementation of the Active Transportation Plan successful.

Monitor and Evaluate ATP Progress

Establish a monitoring and evaluation plan to track the progress and impact of the Active Transportation Plan. This could mean regularly assessing key performance indicators, such as mode share, safety, and community satisfaction, and using the results/feedback to make necessary adjustments and improvements to the Plan.

Communicate and Educate

Partner with outreach specialists to continue providing information to the community about the Active Transportation Plan and the progress made towards implementation. This effort could take advantage of various existing platforms, such as public meetings, social media, and newsletters, to engage and educate residents about the benefits of active transportation and the progress being made.

Ensure Long-Term Sustainability

Develop strategies to ensure the long-term sustainability of the active transportation projects, especially in the disadvantaged communities. This may include exploring opportunities for ongoing funding, engaging with local businesses and organizations for support, and establishing maintenance and upkeep plans for the new infrastructure.



Align Resurfacing Program with ATP Project Implementation

Align the City's resurfacing program with the recommended projects in the plan to efficiently implement projects in a timely manner where feasible.

Prioritize Sidewalk Infill in High Pedestrian Demand Areas

Prioritize sidewalk infill projects in areas that are likely to achieve the highest return on investment such as areas with high population or job density, disadvantaged communities, locations with numerous key destinations and activity centers, or areas with high numbers of bicycle- or pedestrian-related collisions.

Regularly Assess and Update Design Guidelines

In an ever-changing environment of active transportation design, it is important to review and update the Plan, especially the design guidelines to adapt to changing needs and emerging trends. Seek opportunities for innovation and collaboration with other stakeholders to further enhance the implementation of the plan.

Pilot/Quick-Build Projects

Identify projects that could benefit from a pilot phase or quick-build form of implementation to provide lower-cost solutions to address critical needs. These project types allow the City to quickly implement solutions in a semi-permanent condition and modify design prior to permanent installation based on public feedback. Grant programs are increasing funding for these types of implementation solutions. Specifically, the SS4A program recently included a set-aside for quick-build projects in the 2024 grant cycle.



Bike lane barrier installation. Credit: NACTO

Appendix A: Existing Conditions Report

SALINAS ACTIVE TRANSPORTATION PLAN

EXISTING CONDITIONS REPORT



DRAFT

SALINAS

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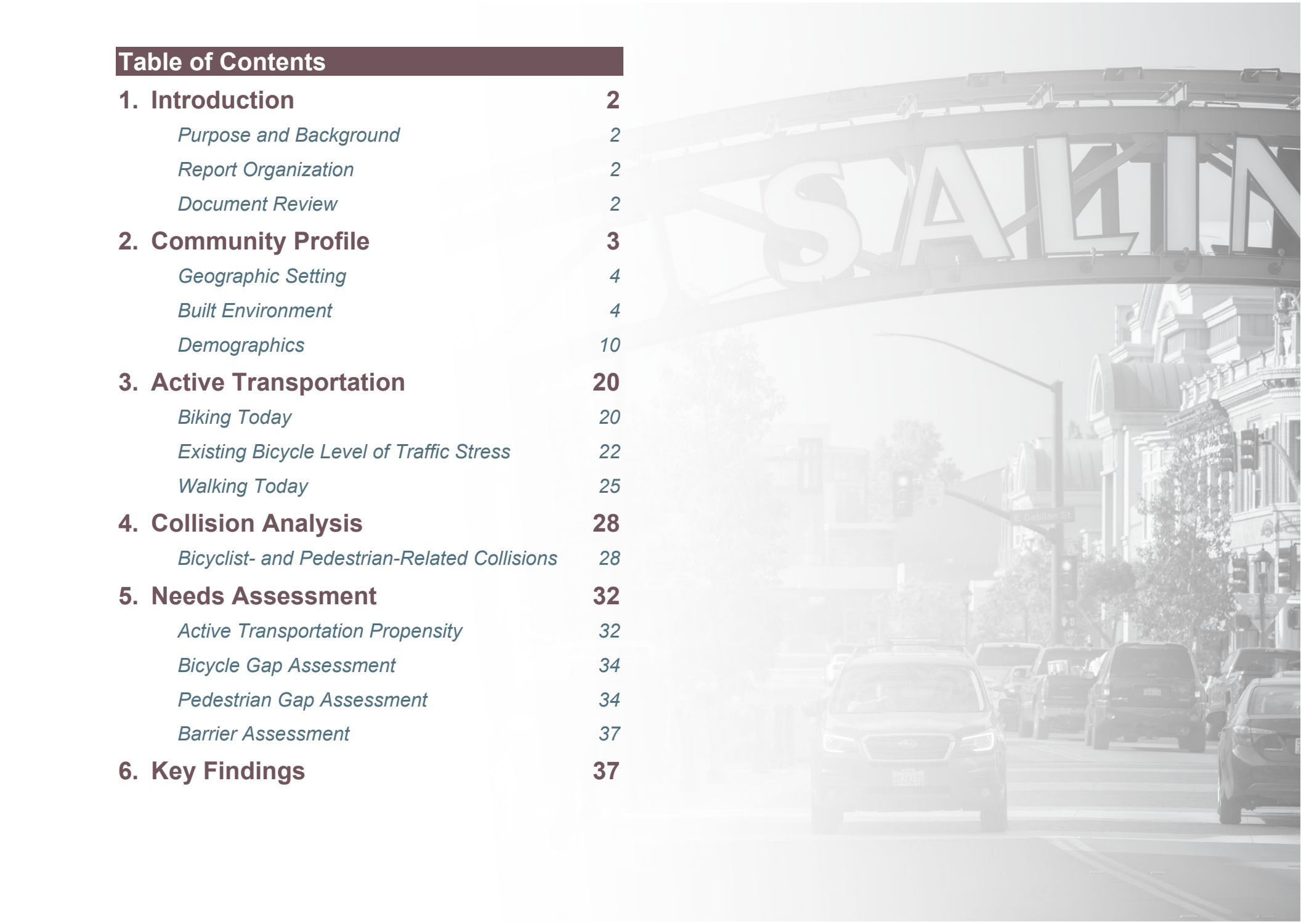

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1. Introduction

Purpose and Background

The Salinas Active Transportation Plan (ATP) Existing Conditions Report (ECR) explores existing conditions, opportunities, and challenges within the City of Salinas as they relate to achieving the vision, goals and objectives set forth in the ATP. The ECR provides an overview of the City's built environment, demographic characteristics, land use, and mobility patterns.

The ATP will serve as a technical framework and blueprint to guide investments in bicycle and pedestrian infrastructure within the City to provide a cohesive network of quality mobility choices for all ages and abilities to access any destination within the City without the need for a car.

The ECR provides a comprehensive understanding of pedestrian and bicyclist needs for residents and visitors of all ages. The needs identified will serve as a basis for prioritizing bicycle and pedestrian improvements and ensuring that the recommendations serve the City's focus on improving mobility in disadvantaged areas and areas surrounding local schools.

Report Organization

The report is organized as follows:

- Community Profile - This section provides an overview of the City's context in the region, the built environment, key destinations, as well as an overview of demographics.
- Active Transportation - This section provides an overview of the existing bicycle, pedestrian, and trails networks.
- Collision Analysis – This section provides a collision analysis to identify hotspots or areas with a history of pedestrian- and bicycle-related collisions.
- Needs Assessment – This section identifies key areas in the City where gaps and barriers in the transportation network and provides an overview of locations with high likelihood or propensity for individuals to engage in active transportation.

Document Review

The ATP is intended to be complimentary to previous and ongoing planning efforts and will incorporate recommendations that align with the goals and policies from previous studies.

The following documents were included in the review of previous plans and studies:

- 2002 Salinas Bikeways Plan
- 2002 Salinas General Plan
- 2004 Salinas Pedestrian Plan
- 2017 Salinas Neighborhood Vibrancy Urban Greening Plan
- 2018 Salinas Active Transportation Needs Assessment
- 2020 Salinas Vision Zero Action Plan
- 2022 Salinas Safe Routes to School Plan

Several other planning documents have been developed for the City of Salinas and included in the literature review portions of the documents listed above. The literature reviews were relied upon for identifying planning efforts that would impact the development of the ATP.

Salinas Planning Areas

The City has several planning areas with recent planning documents that guide future redevelopment and improvements in the different neighborhoods, including the:

- Alisal Vibrancy Plan
- Central Area Specific Plan
- East Alisal Street Corridor Plan
- West Area Specific Plan
- Downtown Vibrancy Plan

Figure 1 displays a map of these planning areas. Each of these plans contain goals and projects relevant to this ATP.

Alisal Vibrancy Plan (2020)

The Alisal Vibrancy Plan is a comprehensive strategy for the East Salinas Alisal neighborhood—an area of historic disinvestment. The intent of this plan is to reflect and celebrate the neighborhood's unique identity and provide planning guidance that is driven by the Alisal community. The plan covers topics such as land use planning, access to parks, and placemaking.

North of Boronda Road Specific Area Plans

The 2002 General Plan Update identified a Future Growth Area (FGA) located north of Boronda Road and south of Rogge Road. The City annexed the North of Boronda FGA in 2008, creating the need for a specific plan before development. Originally, three specific plan areas were developed from the FGA: West, Central, and East. In 2011, the Gateway Center Specific Plan was introduced, carving out 20 acres from the West Specific Plan Area to accommodate the construction of a large commercial center. The East Area Specific Plan is currently under development.

Central Area Specific Plan (2020)

The Central Area Specific Plan covers approximately 750 acres in the central-north region of Salinas. The plan aims to address housing shortages by creating approximately 3,900 residential units through townhouse and apartment development. The plan also identifies opportunities for retail, parks, roadway circulation, a fire station, and school sites.

West Area Specific Plan (2019)

The West Area Specific Plan identifies new development opportunities within the northwest region of the City. The proposed land uses in the approximate 797-acre area include residential, mixed-use commercial, parks and open space, and schools. Goals included: ensuring that the neighborhoods are designed to be pedestrian, bicycle, and transit friendly; providing access to parks and public green spaces; and providing a variety of low-, medium-, and high-density housing.

East Alisal Street Corridor Plan (2019)

The East Alisal Street Corridor Plan identifies goals and improvements to advance social equity, health, safety, and economic vitality in the East Alisal neighborhood. The plan uses complete streets principles to address mobility, safety, and access for all modes of transportation. This plan included extensive community engagement to identify opportunities and challenges throughout the corridor. Concept plans were developed for three corridors and included improvements ranging from separated bikeways, high-visibility crosswalks, expanded sidewalks, traffic calming, additional transit stop amenities, and placemaking.

Downtown Vibrancy Plan (2015)

The Downtown Vibrancy Plan reimagined Downtown Salinas as an area that restores social and economic activity. The plan includes strategies ranging from creating a destination downtown, managing parking resources, building the heart of Salinas, and stimulating development activity. The plan included the Main Street Streetscape Project that transformed the downtown core into an attractive, pedestrian-friendly environment.

2. Community Profile

The community profile explores the City's current geographic setting, land use, demographic data, disadvantaged communities, and travel patterns. These elements play a vital role in shaping the active transportation needs. By combining this information with community feedback, effective strategies can be developed that align with the unique requirements of the community, promoting greater adoption and use of the active transportation infrastructure.

Geographic Setting

The City of Salinas is bounded by the Salinas Valley to the north, the Gabilan mountain range to the east, and the Santa Lucia Mountain range to the southwest. The City is surrounded by rich agricultural lands and has a relatively flat topography—conducive for active transportation use.

Built Environment

The City has experienced rapid growth serving as the main business, governmental, and industrial center in the region. This has resulted in fast-paced development and a demand for a variety of housing options.

Salinas is divided by Highway 101, a limited-access freeway which cuts through the City center and provides connectivity with the San Francisco Bay area to the north and with other smaller agricultural communities to the south, such as Gonzales, Soledad, Greenfield, and King City. The Union Pacific Railroad parallel to Highway 101 provides daily Amtrack Coast Starlight passenger service between Los Angeles and Seattle at the Downtown Salinas Station.

Speed Limits

Posted speed limits in Salinas range from 25 to 50 MPH as shown in **Figure 2**. Higher speed arterial roads are distributed throughout the City and serve as backbone connectors between residential neighborhoods and commercial and civic uses. Local roads provide neighborhood connections to parks and schools with posted speed limits between 25 and 35 MPH.

Adopted Land Use Map (City of Salinas 2002 General Plan)

There are eight land use categories in Salinas as shown in **Table 1**. The adopted land use map from the ***City of Salinas 2002 General Plan*** is shown in **Figure 3**.

Table 1: Adopted Land Use Map (City of Salinas 2002 General Plan)

Land Use	Percent of Total Area
Residential	35%
Industrial	14%
Agriculture	13%
Commercial	13%
Public/Semipublic	13%
Park	7%
Open Space	3%
Mixed Use	2%
Total	100%

Residential land uses are dispersed throughout the City, making up approximately 35% of the total land use. The main commercial and mixed land uses are concentrated along Main Street, along the railroad, East Alisal Street, and Market Street. The northwest commercial cluster includes retail centers such as Northridge Mall, while the southwest commercial cluster includes downtown Salinas, home to local retailers and services.

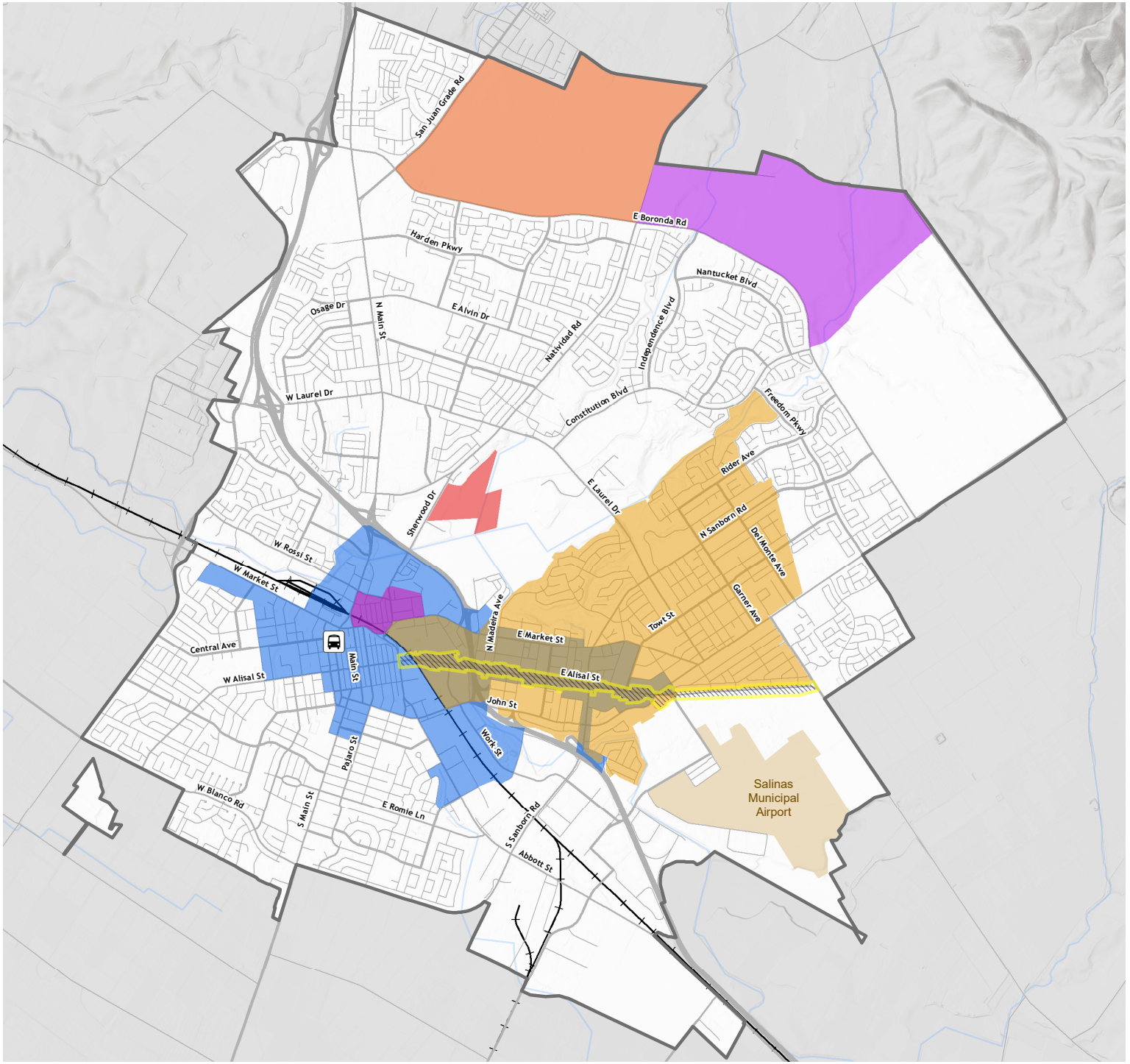
Public land uses—consisting of schools, government buildings, and emergency services—are scattered throughout the City. Parkland—both the park and open space land use categories—lies mostly in the central part of Salinas north of Highway 101. Agriculture is limited to a band east of San Juan Grade Road and north of Boronda Road.

Schools, parks, commercial land use, mixed uses, and public/semipublic facilities serve as key destinations for active transportation as shown in **Figure 4**.

Draft Land Use Map (Visión Salinas 2040 General Plan Update)

The draft land use map from the ***Visión Salinas 2040 General Plan Update*** is shown in **Figure 5**. The existing agricultural land of San Juan Grade Road and north of Boronda Road is expected to develop and transition to uses that include residential, parks, retail, schools, and mixed-use.

Figure 1. Salinas Planning Efforts



LEGEND

Plans & Areas

- East Alisal Corridor
- Chinatown
- Carr Lake
- Alisal
- West Area
- Downtown
- Central Area
- Transit Center
- Railroad
- Streams & Creek
- City Boundary

Source
2018 Salinas ATP Needs Assessment, City of Salinas, 2019 East Alisal Street Corridor Plan, 2023 Transit-Orientated Development Study

0 0.25 0.5 1 Miles

N

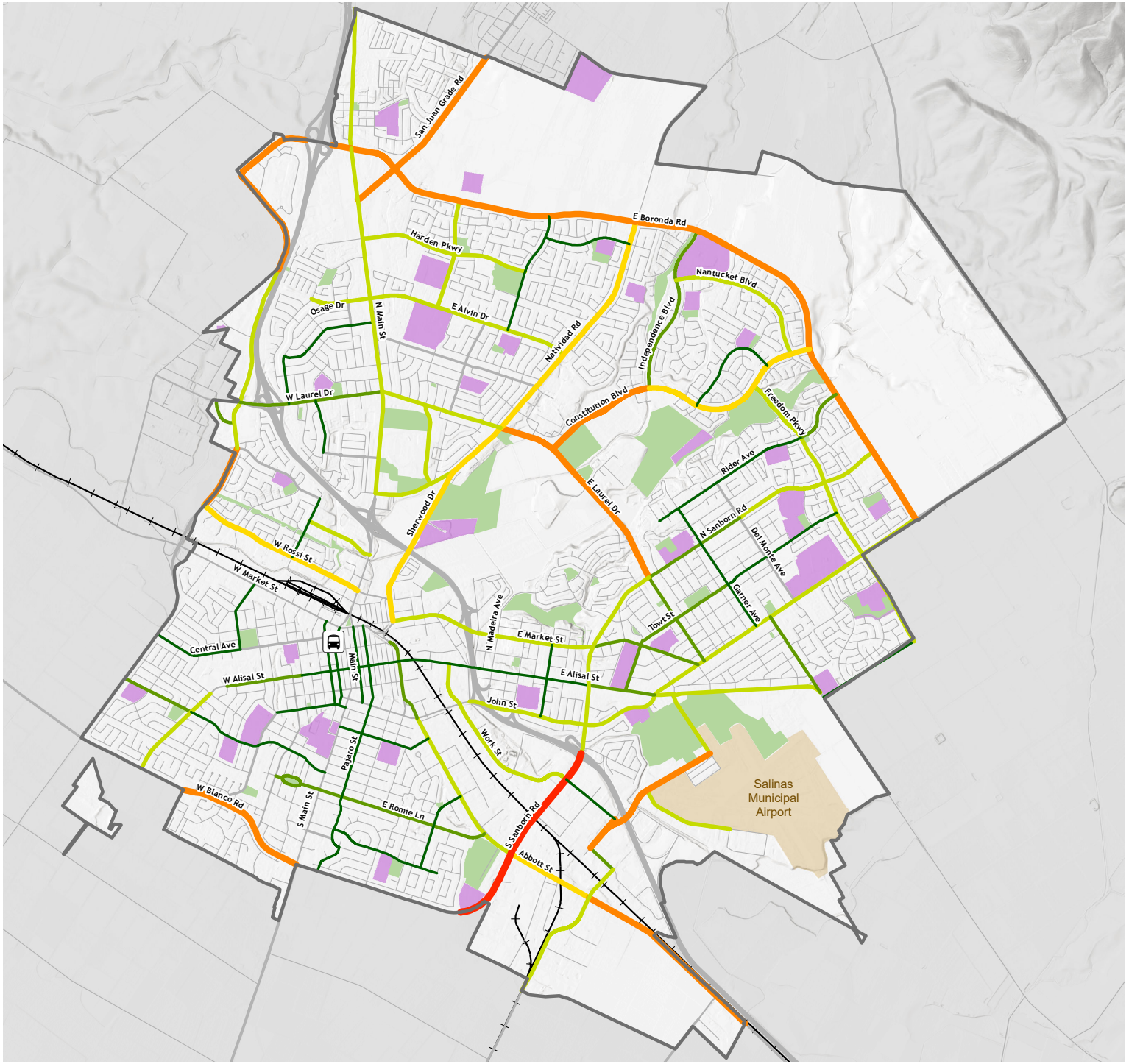


Figure 2. Speed Limits

LEGEND

Speed Limit

- 25MPH
- 30MPH
- 35MPH
- 40MPH
- 45MPH
- 50MPH
- Transit Center
- Railroad
- Park
- School
- City Boundary

Source:
Speed Limits: City of Salinas
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

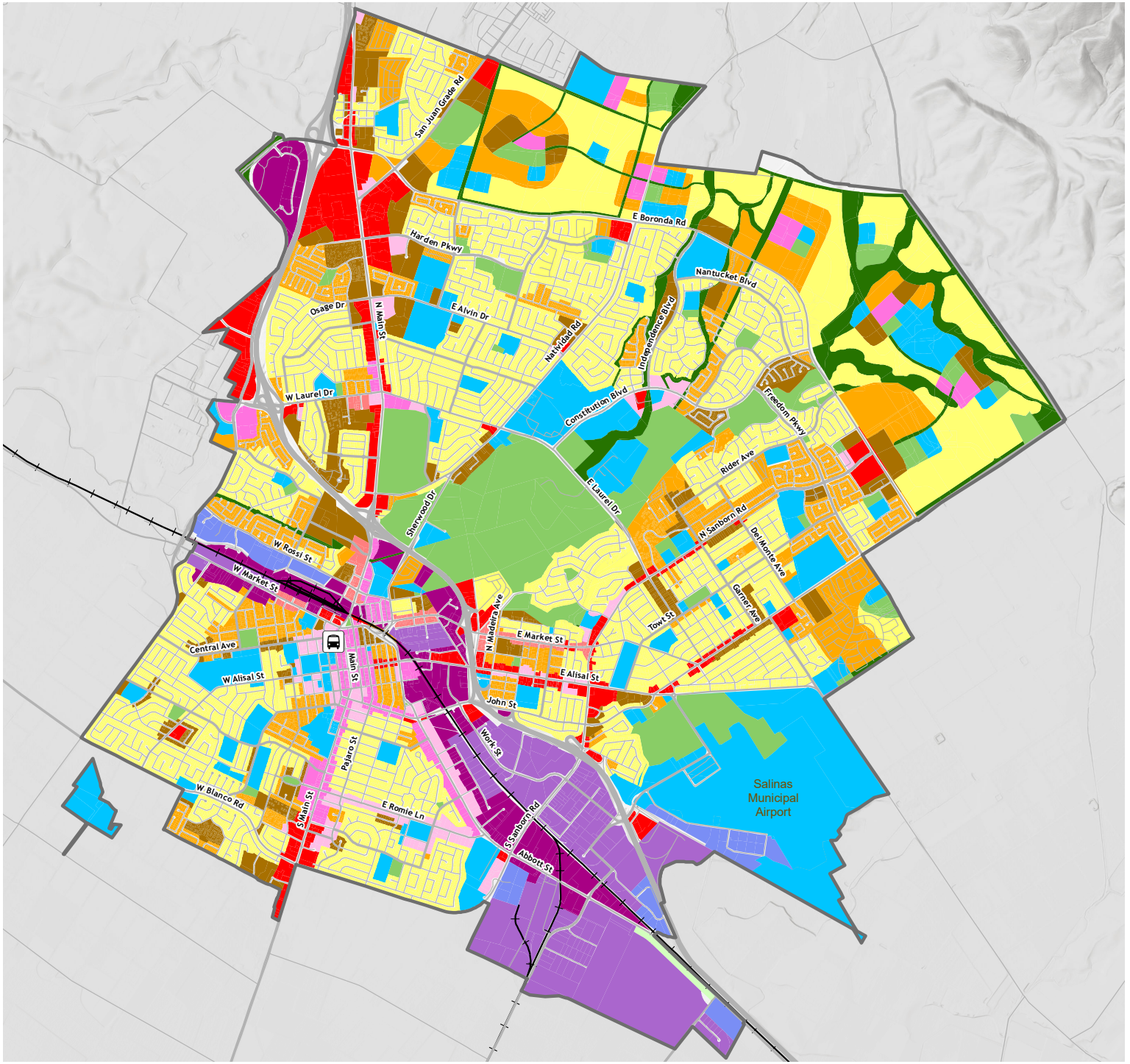


Figure 3. Adopted Land Use (City of Salinas 2002 General Plan)

LEGEND

- Agriculture
- Arterial Frontage
- Business Park
- General Commercial/Light Industrial
- General Industrial
- Mixed Use
- Office
- Open Space
- Park
- Public/Semipublic
- Residential High Density
- Residential Low Density
- Residential Medium Density
- Retail
- Transit Center
- Railroad
- City Boundary

Source:
Land Use: City of Salinas

0 0.25 0.5 1 Miles

N

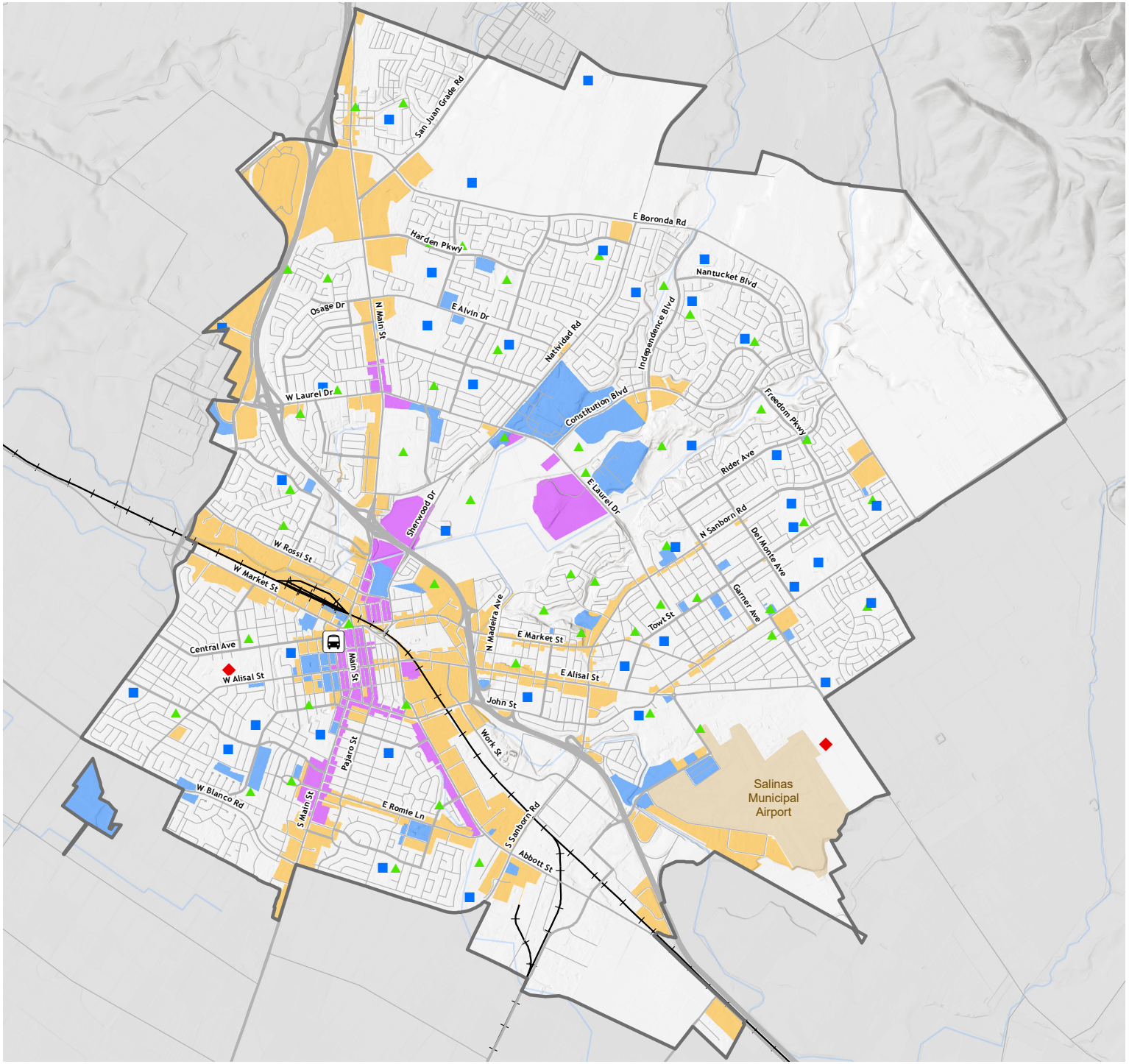


Figure 4. Key Destinations and Activity Centers

LEGEND

- School
- Community College
- Park
- Transit Center
- Railroad
- Streams & Creek

Land Use

- Commercial
- Mixed Use
- Public/Semipublic
- City Boundary

Source:
Land Use: City of Salinas
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

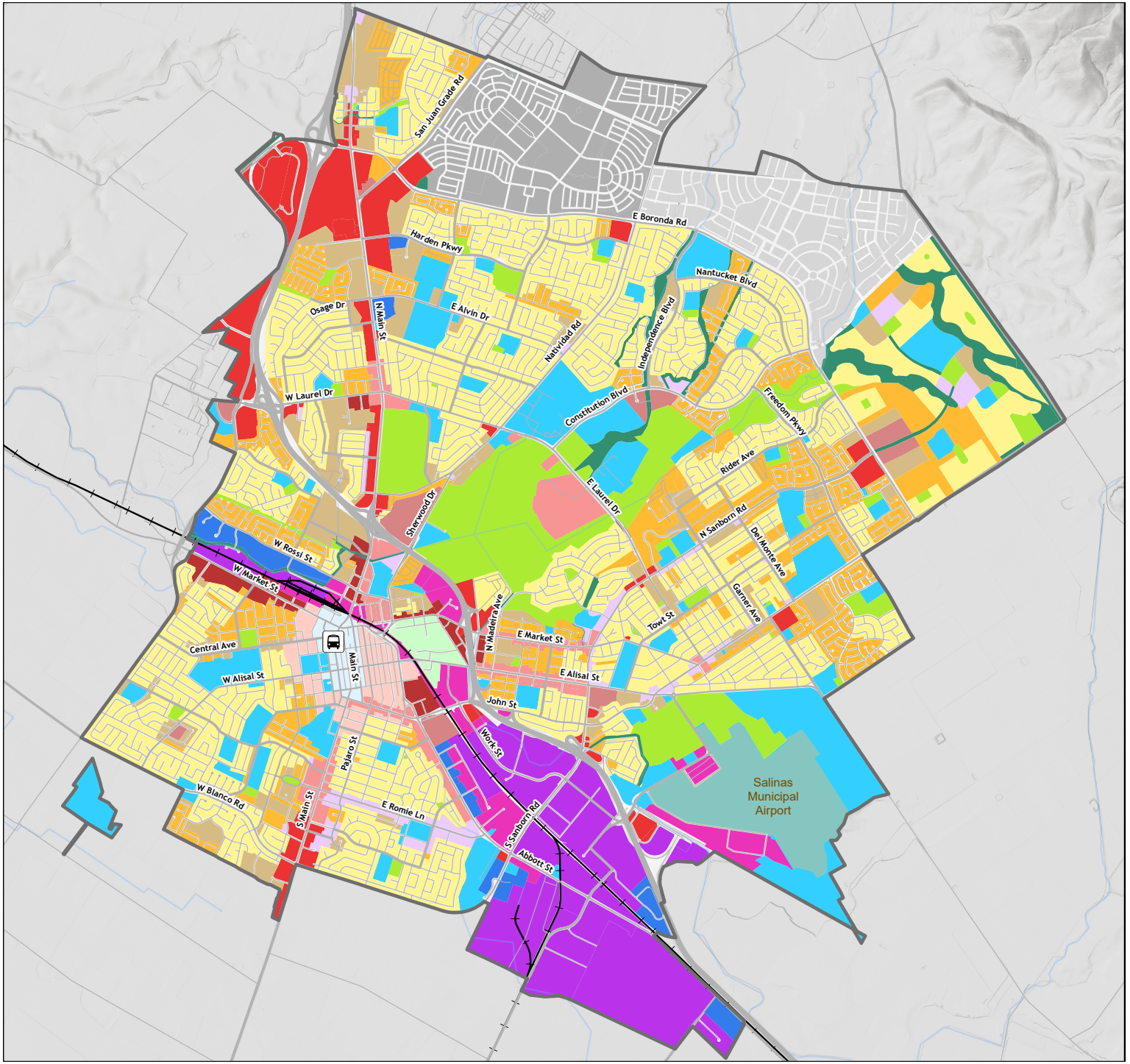


Figure 5. Draft Land Use Map (Visión Salinas 2040 General Plan Update)

LEGEND

- Alisal Marketplace
- Blended Residential Neighborhood
- Central Area Specific Plan
- City Center - Core
- City Center - Edge
- Civic and Institutional
- Commercial Retail
- Employment Center
- Flex Corridor
- Heavy Industry and Production
- Medium Industrial
- Mixed Use Corridor
- Mixed Use Village
- Multifamily Neighborhood
- Natural Preservation and Open Space
- Neighborhood Center
- Parks and Recreation
- Traditional Neighborhood
- West Area Specific Plan

Source:
Land Use: City of Salinas

0 0.25 0.5 1 Miles

Demographics

The following maps summarize data for socioeconomic characteristics from the 2021 US Census Bureau's American Community Survey (5-year estimates), unless otherwise specified.

These socioeconomic variables include:

- Population density
- Employment density (US Census Bureau: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES))
- Means of transportation to work
- Median household income
- Percent of households in poverty
- Percent of households with no car available

Common environmental justice indicators such as CalEnviroScreen (CES) and Healthy Places Index (HPI) are used to indicate the location of disadvantaged communities. Environmental justice indicators show where vulnerable socioeconomic groups coincide with location factors such as unhealthy environmental conditions or a high-cost burden of housing and commuting.

Where People Live

The City of Salinas is the largest populated city in Monterey County with 160,000 residents. The majority of Salinas population falls within residential densities under 20 people per acre as shown in **Figure 6**. The most densely populated Census block groups are north of Highway 101 and within the Alisal neighborhood, in close proximity to Sanborn Park.

Where People Work

Figure 7 shows employment density in Salinas by Census block group. The highest density of jobs is located in South Salinas in the downtown area and near Hartnell College as well as a few areas in North Salinas and the Alisal neighborhood.

Additionally, **Table 2** shows the means of transportation to work for workers over the age of 16 for the City of Salinas. While the majority of workers in Salinas drive alone, approximately 1.8% of individuals bike, walk, or take public transit.

Table 2: Means of Transportation to Work

Means of Transportation to Work	% of Total	#
Car, truck, or van	82.1%	57,052
Drove alone	71.0%	-
Carpooled	11.2%	-
In 2-person carpool	7.9%	-
In 3-person carpool	1.7%	-
In 4-or-more person carpool	1.5%	-
Public transportation (excluding taxicab)	0.7%	486
Walked	1.0%	695
Bicycle	0.1%	69
Taxicab, motorcycle, or other means	12.6%	8,756
Worked from home	3.5%	2,432
Total		**69,491**

Median Household Income

Figure 8 shows median household incomes in Salinas by Census block group. Census block groups in the lowest category of median household income are generally clustered near downtown Salinas between North Main Street and East Market Street, throughout the Alisal neighborhood, and near Northridge Mall.

The citywide median income is $75,747, which is lower than the countywide median income of $82,013.

Age

Adults between the ages of 25 to 64 make up about 50% of the total population in Salinas which is similar to the percentage in Monterey County as shown in **Table 3.** Youth under the age of 17 makes up 30% of the total population in Salinas compared to about 26% in the rest of the County.

Table 3: Age

Age	Total in Salinas	% Of Total	Total in Monterey County	% of Total in Monterey County
Youth (under 10)	27,199	16.7%	61,790	14.1%
Independent Youth (10 to 17)	22,955	14.1%	53,644	12.2%
University-age (18 to 24)	16,169	9.9%	42,995	9.8%
Adult (25 to 64)	81,287	49.9%	220,585	50.3%
Senior (65 to 74)	8,816	5.4%	35,910	8.2%
Senior (75 and older)	6,578	4.0%	24,029	5.5%
Total	**163,004**	-	**438,953**	-

Race & Origin

Nearly 80% of the population in Salinas is of Hispanic or Latino origin as shown in **Table 4**.

Table 4: Race and Origin Distribution

Race or Origin	Population	Percentage of Total Population
Hispanic or Latino	130,026	79.77%
Not Hispanic or Latino		
White	19,859	12.18%
Black or African American	1,757	1.08%
American Indian and Alaska Native	139	0.09%
Asian	8,863	5.44%
Native Hawaiian and Other Pacific Islander	67	0.04%
Some other race	224	0.14%
Two or more races	2,069	1.27%
Total	**163,004**	**–**

Disadvantaged Communities

Percent of Households in Poverty

Figure 9 shows the percentage of households in poverty per census tract. The 2021 federal poverty guidelines income is $26,500 for a family of four. In Salinas, census tracts with the highest percentage of families in poverty (greater than 20% households) are in the southern part of the City, south of the railroad or east of Highway 101 along Market Street.

CalEnviroScreen 4.0

CalEnviroScreen (CES) is a commonly used environmental justice index created by the California Office of Environmental Health Hazard

Assessment (OEHHA). CES has two components: pollution burden and population characteristics. Each component is ranked on a percentile basis, and areas in the higher percentiles (closer to 100%) are those that experience a disproportionately higher amount of pollution and may have lower socioeconomic capacity to adapt or cope.

As shown in **Figure 10**, the census tracts that border the City typically score lower than the census tracts in the City center, indicating less disproportionate impact from pollution on the fringes of the City. Additionally, the census tract west of Salinas falls in the top 25th percentile indicating a community that experiences an adverse environmental impact as a result of pollution.

Healthy Places Index

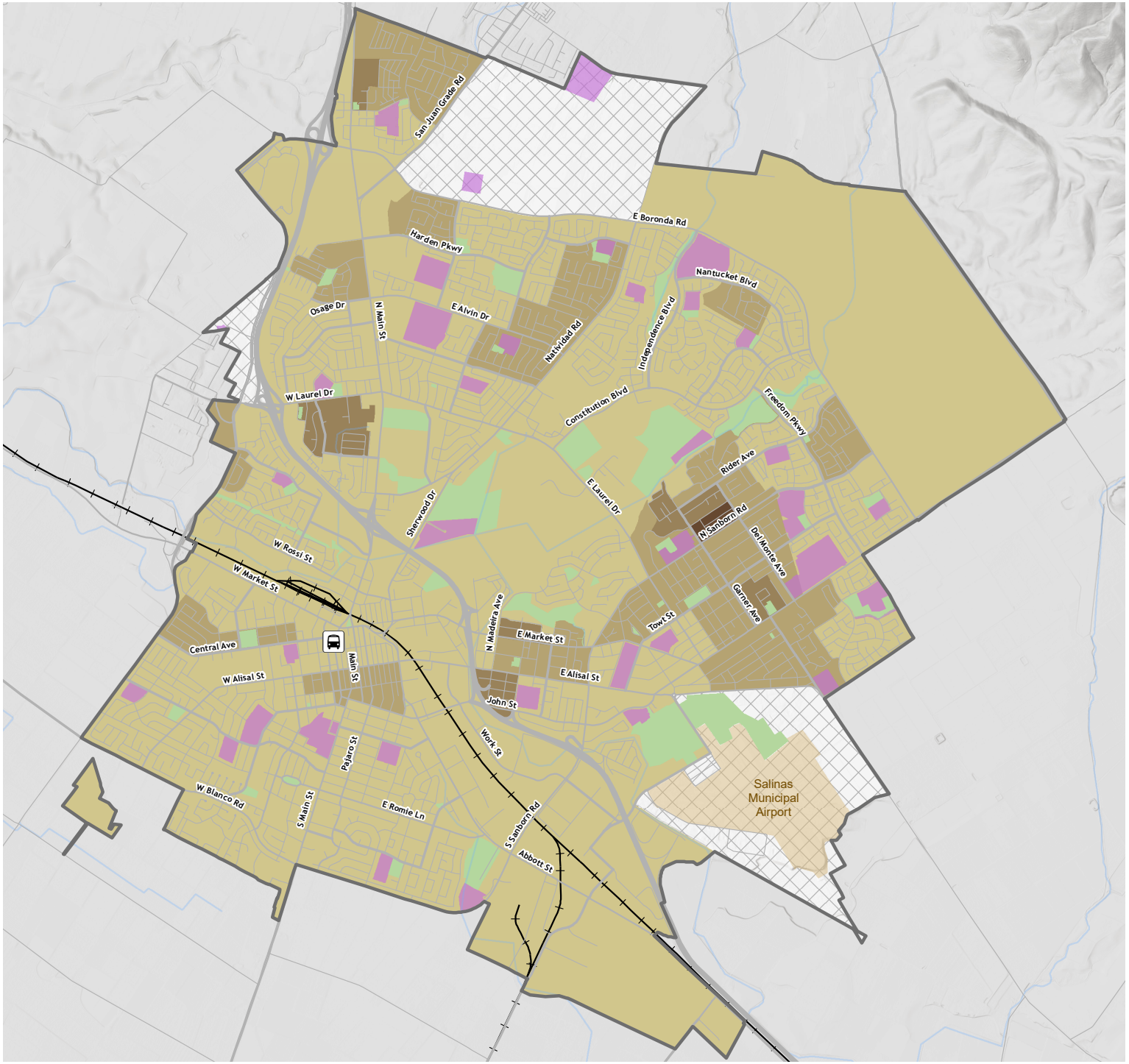
The California Healthy Places Index (HPI) combines 25 community characteristics that are statistically linked to longer life expectancies, such as access to healthcare, housing, and education. Census tracts with higher percentiles (closer to 100%) indicate areas with greater life expectancy.

The HPI highlights similar spatial trends as CES as depicted in **Figure 11**. The Alisal neighborhood and the area around the Transit Center score the lowest on the index. Similar to CES, the areas closer to the City boundary score better than areas surrounding the railroad, airport, and highway.

Zero Vehicle Households

Figure 12 shows the percentage of households with no vehicles available. Households that fall in this category may be more likely to rely on alternative modes of transportation such as public transit, walking, or biking. The census tract with the highest percentage of households with no vehicles available (greater than 15% of households) is in downtown Salinas. East of downtown and along Highway 101 and the railroad, the percentage of households with no vehicles available is high relative to the rest of the City (5 - 15%).

Figure 6. Population Density



LEGEND

People Per Acre

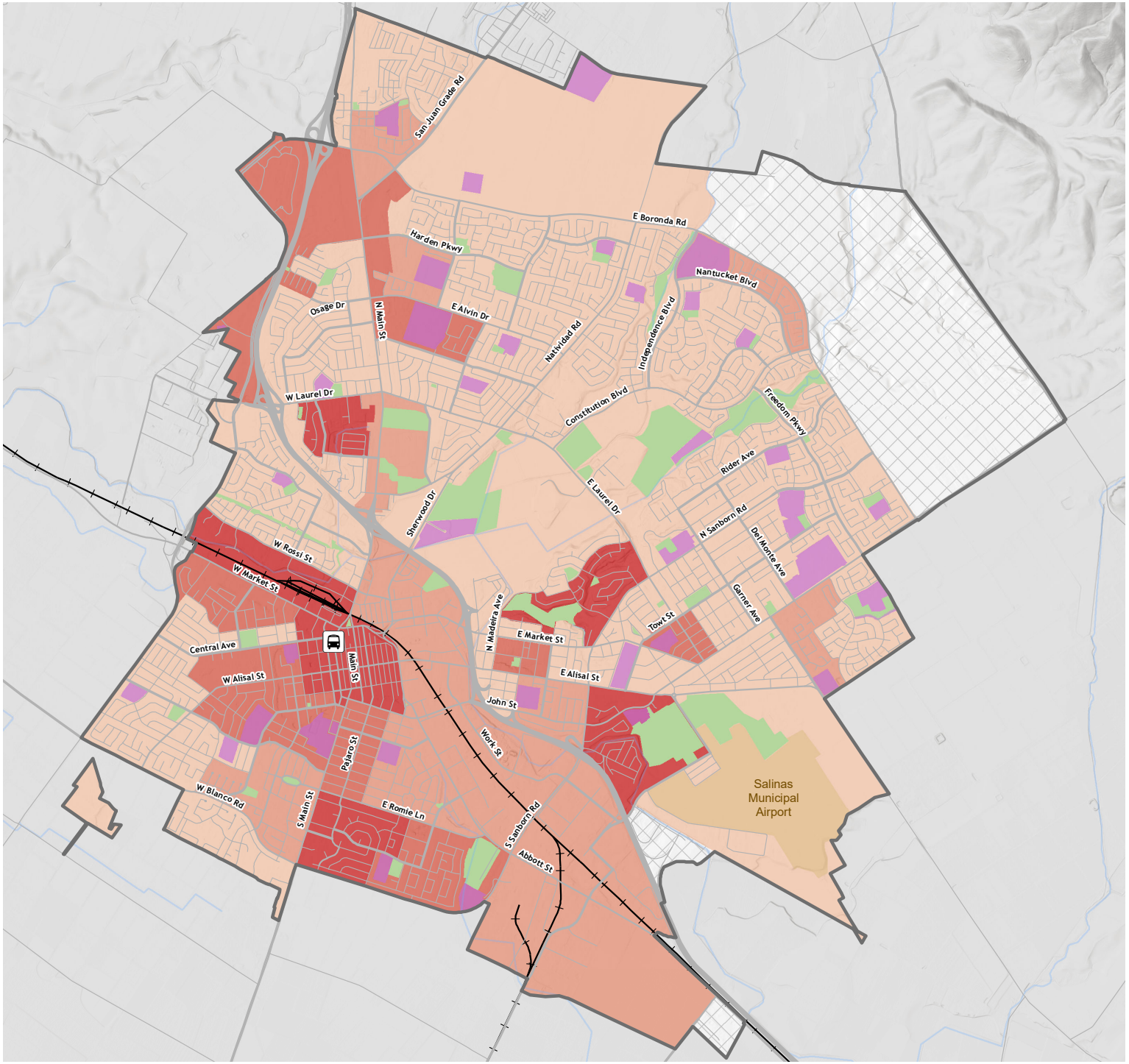
- 101 - 110
- 81 - 100
- 41 - 80
- 21 - 40
- 1 - 20
- 0
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Block Groups & Population: US Census
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

Figure 7.
Job Density



LEGEND

Jobs Per Acre

- 11 - 34
- 6 - 10
- 4 - 5
- 1 - 3
- 0
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
2020 Longitudinal Employer-Household Dynamics (LODES), US Census
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

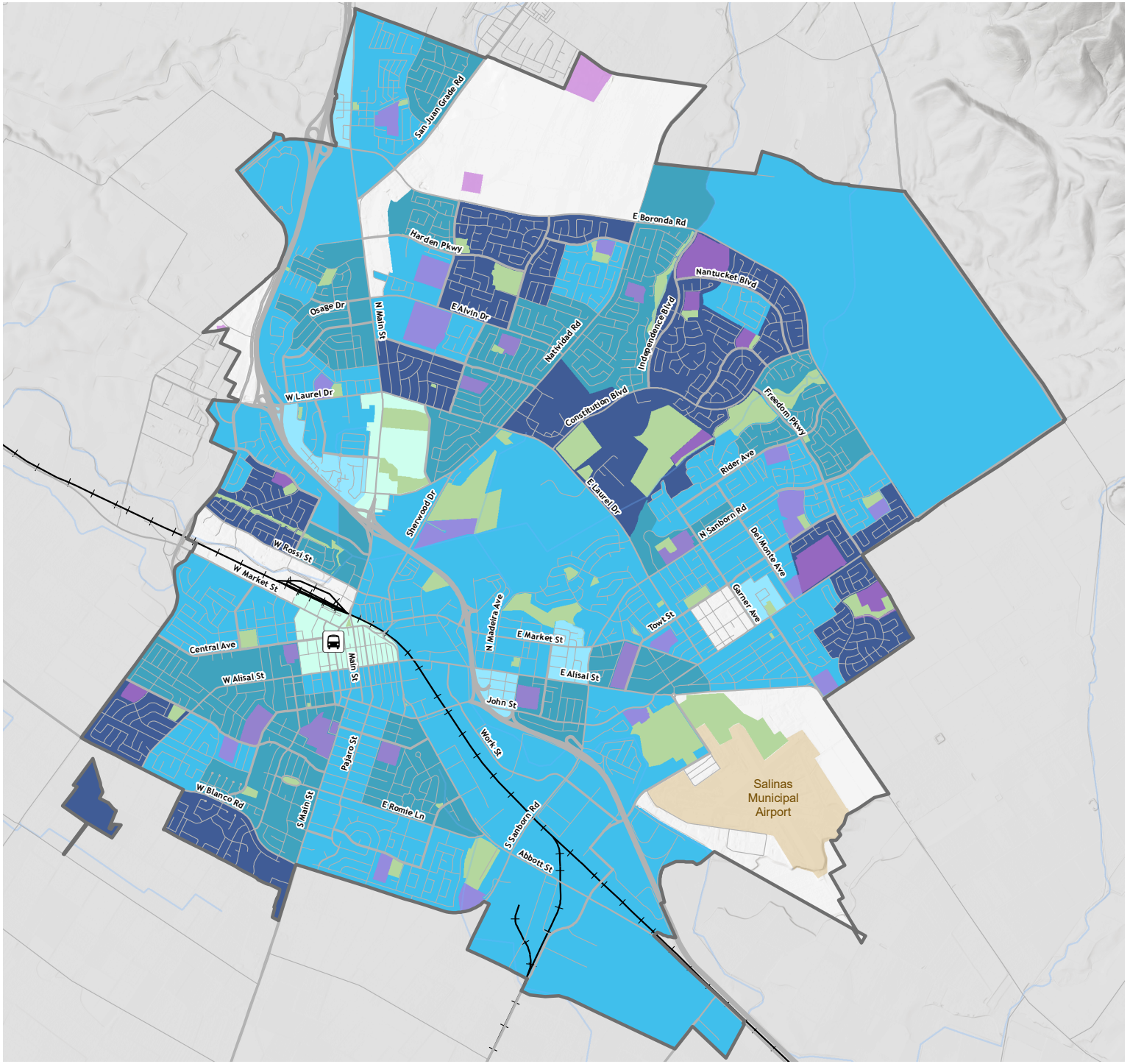


Figure 8. Median Household Income

LEGEND

By Census Block Group

- $14,683 - 26,500
- $26,500 - 40,000
- $40,000 - 75,750
- $75,750 - 100,000
- $100,000 - 148,000
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Median Household Income
2021 American Community Survey US Census
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

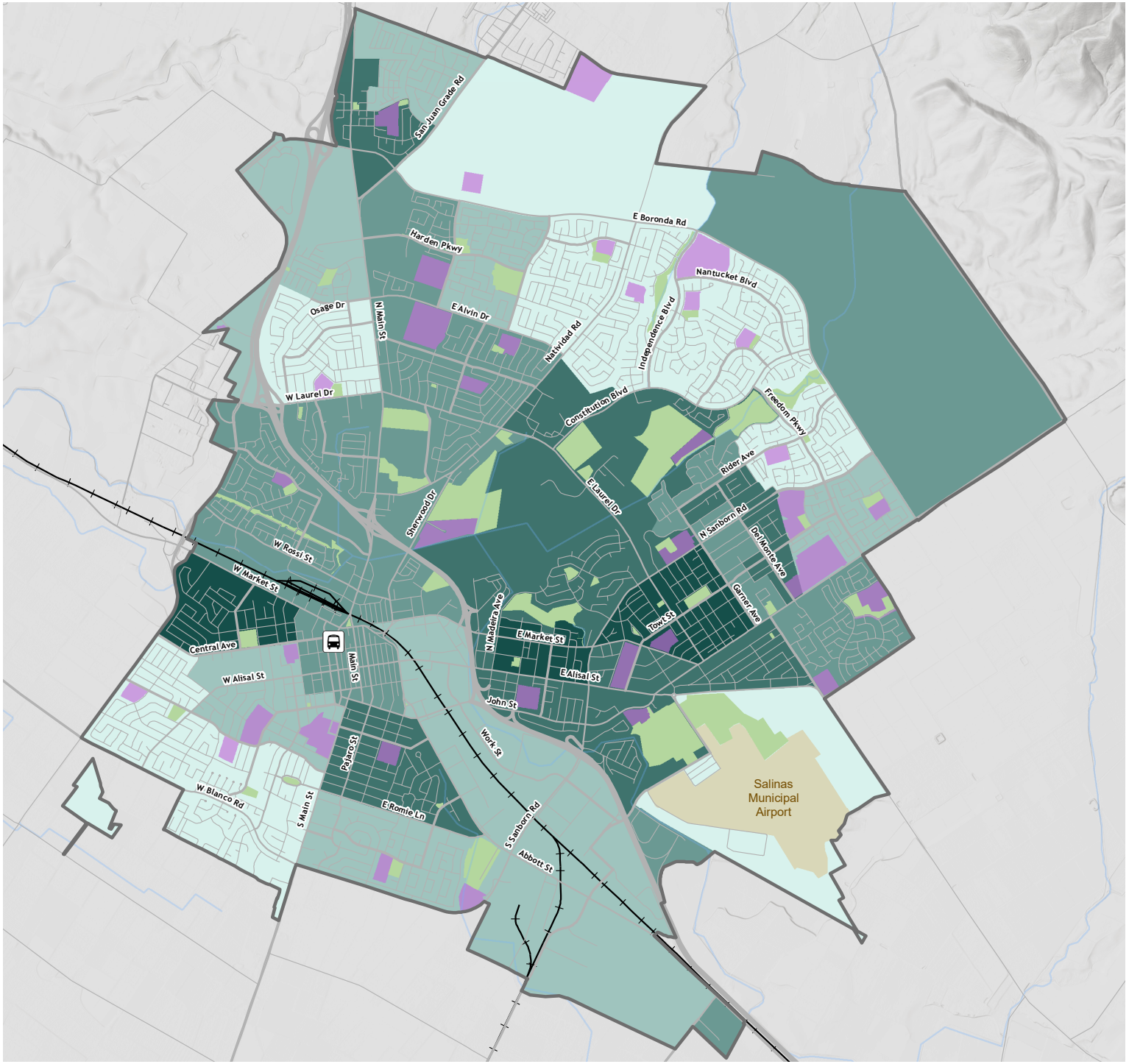


Figure 9. Households in Poverty

LEGEND

- Below 5%
- 5 - 10%
- 10 - 15%
- 15 - 20%
- Above 20%
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Low Income: US Census
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

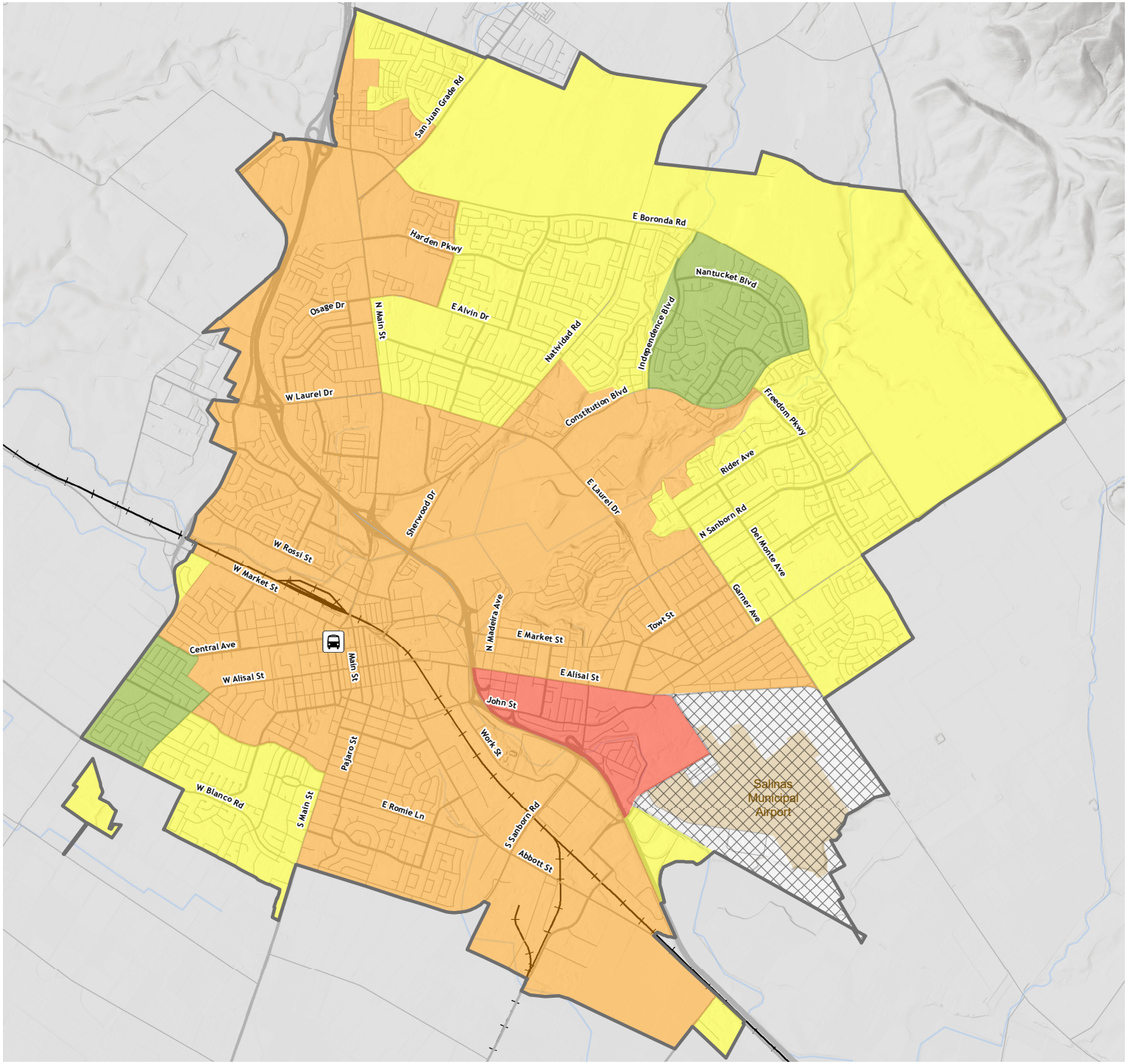


Figure 10. CalEnviroScreen 4.0

LEGEND

Percentile

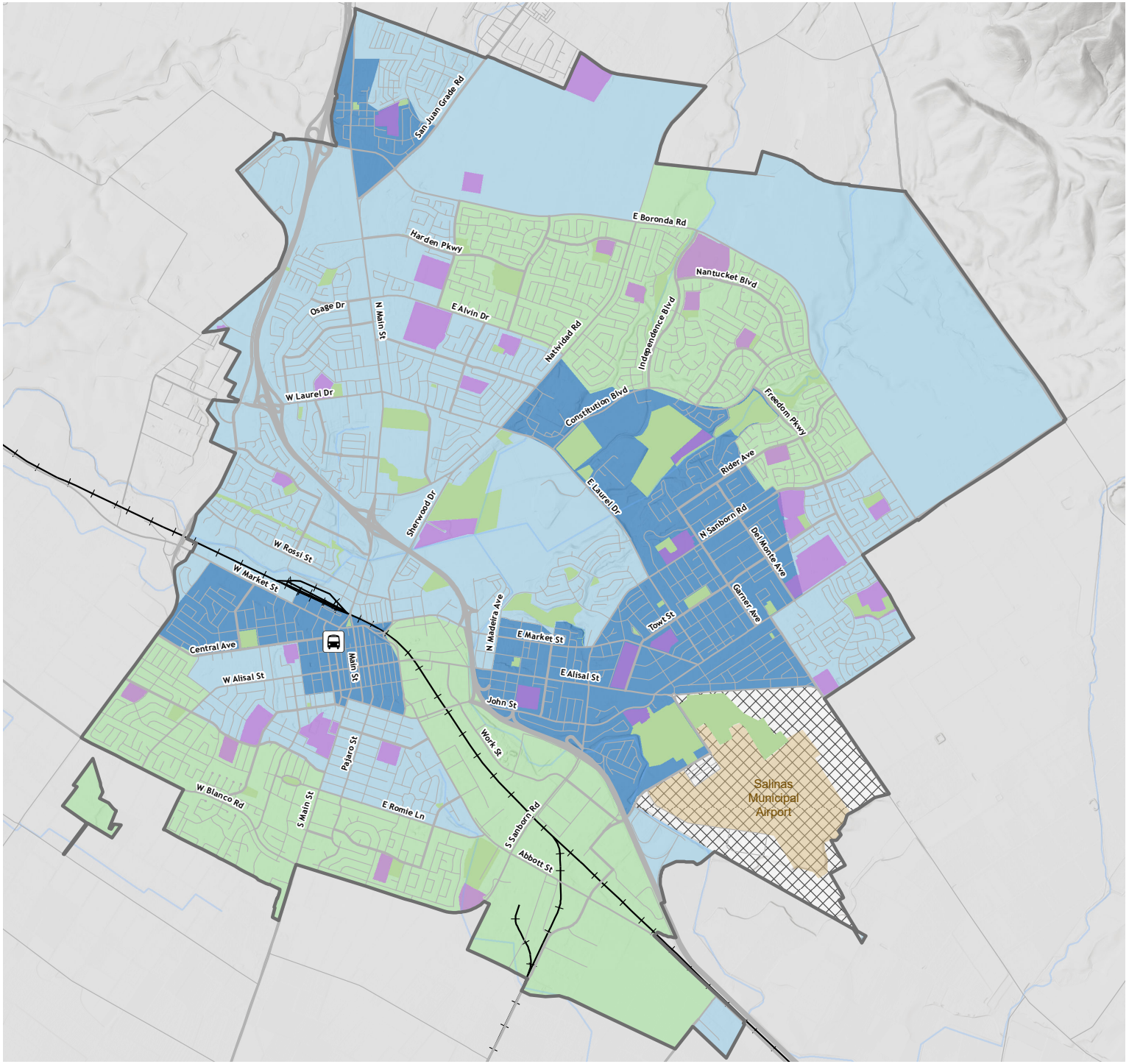
- 0
- 1 - 25%
- 26 - 50%
- 51 - 75%
- 76 - 100%
- Transit Center
- Railroad
- Streams & Creek
- City Boundary

Source:
Percentile: CalEnviroScreen 4.0

0 0.25 0.5 1 Miles

N

Figure 11. Healthy Places Index



LEGEND

Percentile

- 0%
- 0 - 25%
- 26 - 50%
- 51 - 75%
- 76 - 100%
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Percentiles: California Healthy Places Index 2018
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

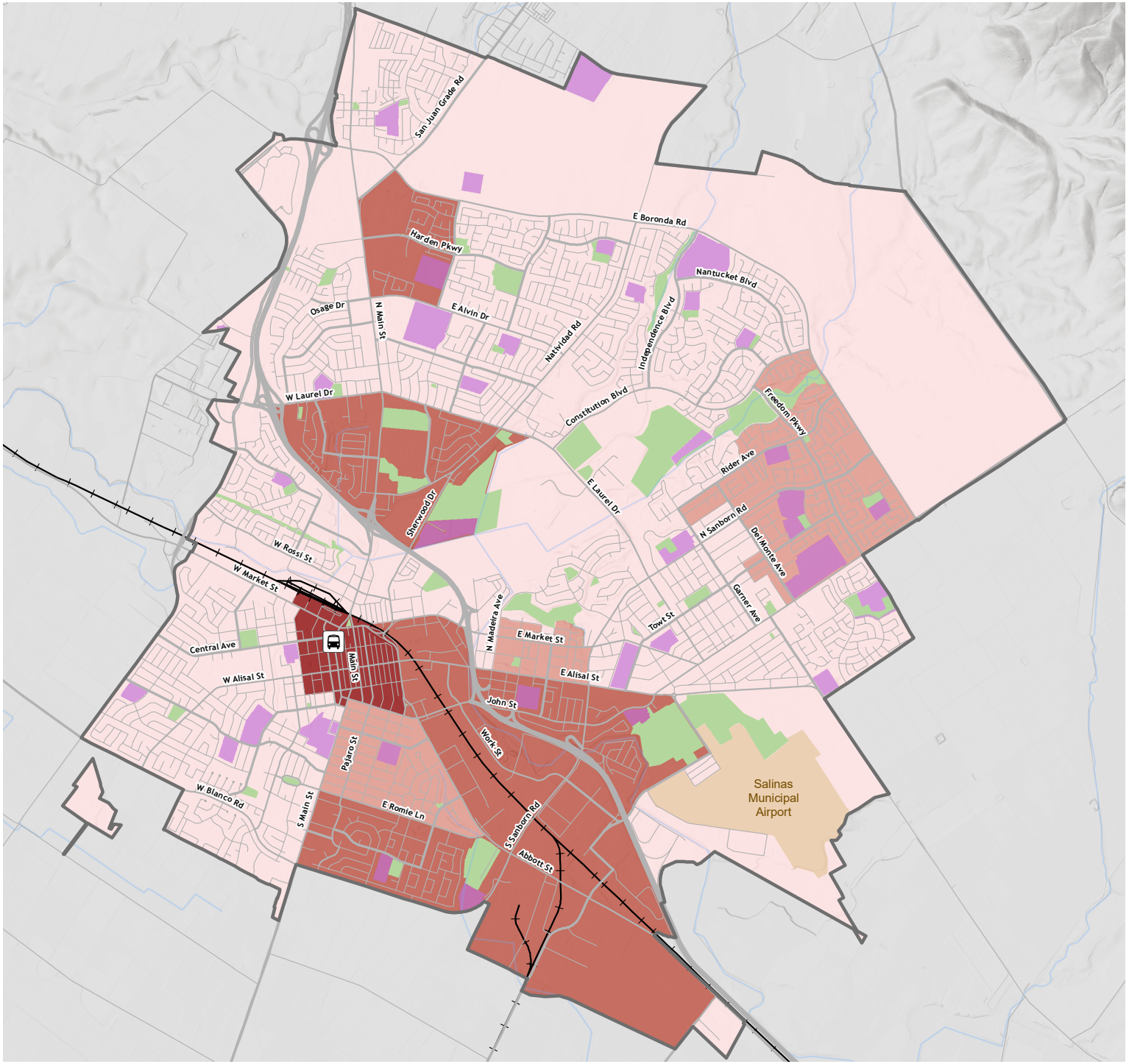


Figure 12. Zero Vehicle Households

LEGEND

Percentage of Households by Census Tracts

- Below 5%
- 5 - 10%
- 10 - 15%
- Above 15%
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Households: US Census
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

3. Active Transportation

Biking Today

Existing Biking Network

The bikeway network in Salinas has 87 miles of varied facility types that provide bicyclists with different levels of separation and protection from vehicles, as shown in **Figure 13** and **Table 5**. Gaps and barriers in the network are further explored in the Needs Assessment section.

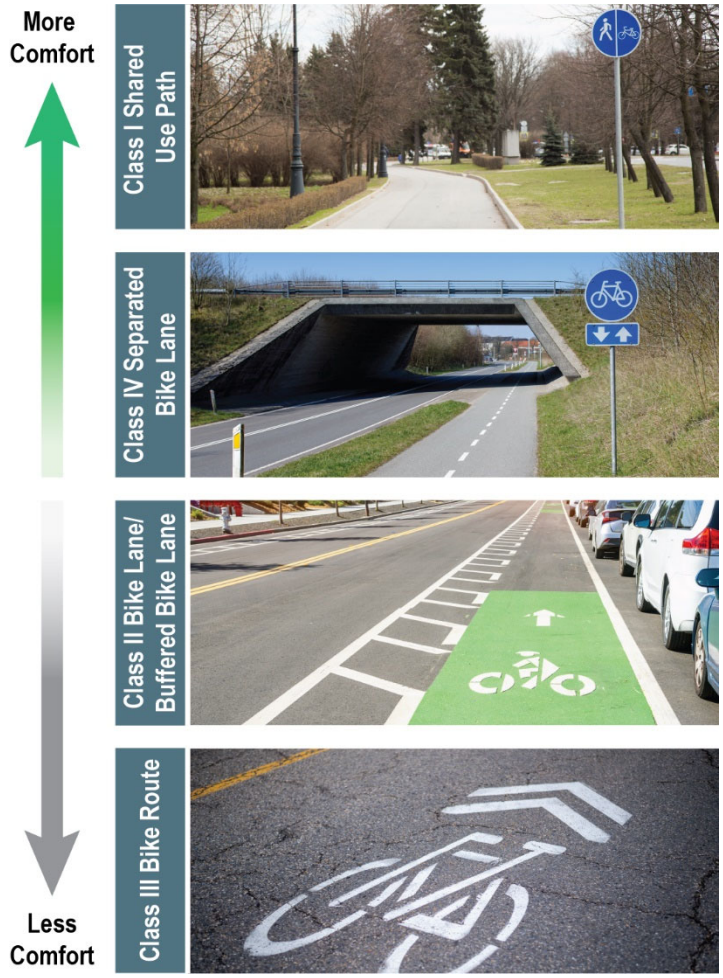
The City's existing bicycle network is comprised of a mix of the following facilities:

- **Class I shared use paths** are paved right-of-way for exclusive use by those using non-motorized modes of travel.
- **Class II bike lanes** are defined by pavement markings and signage used to allocate a portion of roadway for bicycle travel. These bike facilities may include a buffer providing greater separation between bicyclists and vehicles.
- **Class III bike routes** are designated with signage or shared lane markings. Here, bicyclists share space with motor vehicles within the travel lanes.
- **Class IV separated bikeways** are similar to Class II bike lanes but provide an additional layer of vertical separation to create a more distinct barrier between bicyclists and vehicles.

Table 5: Bicycle Mileage by Facility Type

Class	Miles	Percent Of Total
Class I Shared Use Path	9.2	10.5%
Class II Bike Lane	28.5	33.0%
Class IIB Buffered Bike Lane	15.4	17.8%
Class III Bike Route	33.2	38.4%
Class IV Separated Bike Lane	0.2	0.2%
Total	**86.5**	**100.0%**

Only 11% of facilities are protected while 51% of non-local roadways have posted speed limits greater than or equal to 35 MPH. The lack of protection in addition to high speeds can impede the use of active transportation due to a lack of comfortable facilities on high-speed roads. The graphic below shows how the various bicycle facilities provide various levels of comfort.



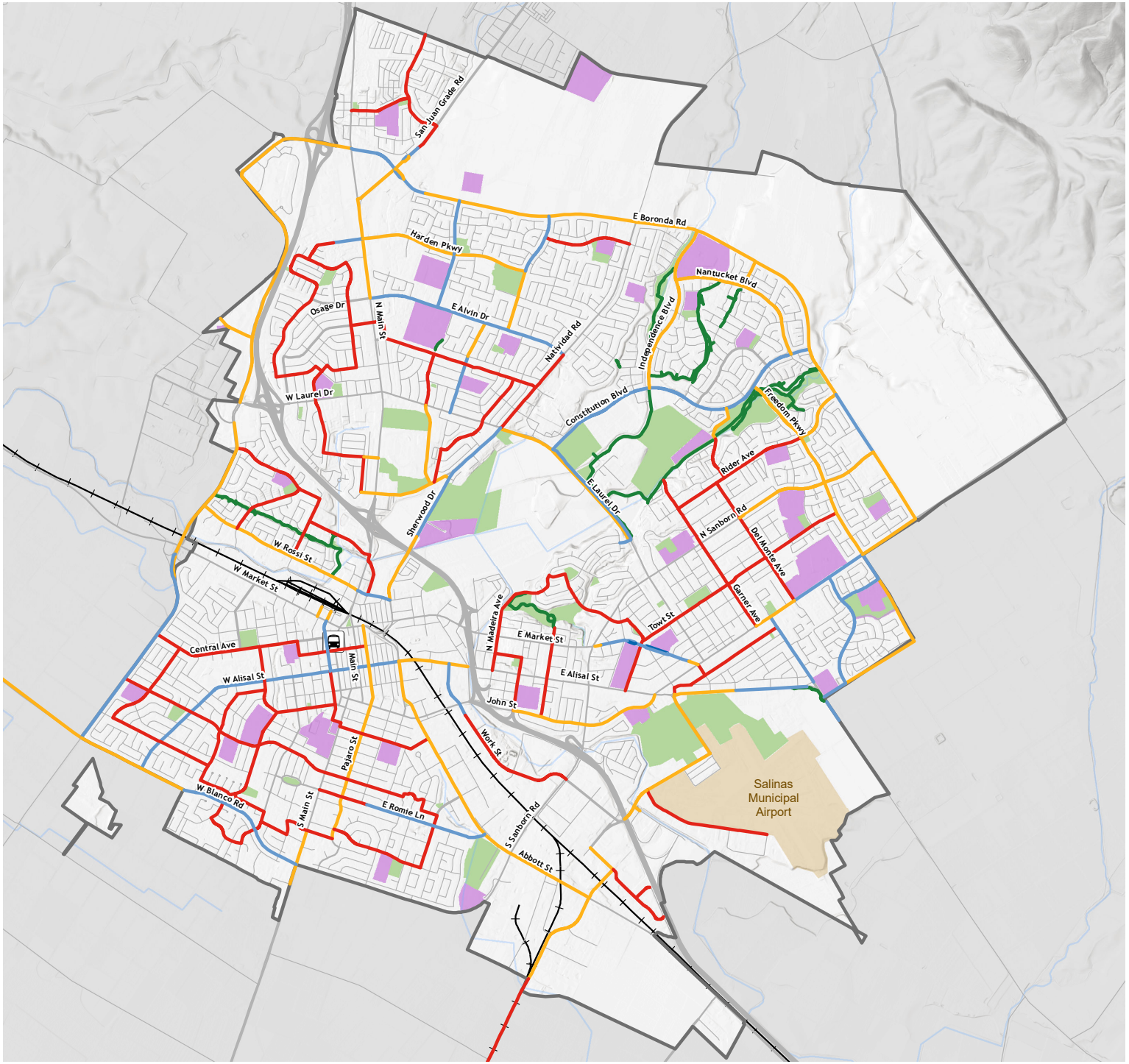


Figure 13.
Existing Bikeways

LEGEND

- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bike Lane
- Railroad
- Transit Center
- Streams & Creek
- Park
- School
- City Boundary

Source:
Existing Bikeways: City of Salinas
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

Existing Bicycle Level of Traffic Stress

A Bicycle Level of Traffic Stress (BLTS) analysis was conducted on the major roads in Salinas as part of previous planning efforts. **Figure 14** shows the BLTS on existing and active major roads.

The BLTS analysis is a categorization of the roads based on the dangers that a bicyclist may perceive while on a particular road. This perception of danger is calculated based on factors such as speed limit, number of lanes, bike facility type, and more.

Neighborhood roadways provide relatively low-stress routes for many residents. Higher-stress roadways, however, create barriers for travel between these neighborhoods and other low-stress areas. These barriers, including high speed or high-volume vehicular traffic, multiple lanes of traffic, or a lack of separation from moving vehicles, often make people feel unsafe or uncomfortable so they will choose to not ride a bike across or along these roadways. Some roadways have parallel trails, such as some segments of Laurel Drive that improve the resulting LTS. Most of the major arterials in Salinas are considered LTS 4. Downtown roadways are mainly LTS 1 or 2, but East Alisal, Monterey, and Salinas Streets are LTS 3. BLTS analysis follows the speed limit map very closely. BLTS 3 and 4 occur on arterials like Boronda Road, Natividad Road, Main Street, and Alisal Street.

Low-Stress Islands

Low-stress islands are clusters of BLTS 1 or 2 roads that are separated by BLTS 3 or 4 roads. It is not possible to travel from one low-stress island to another without crossing a high-stress road. Large low-stress islands occur north of Highway 101 and south of the railroad near the transit center in downtown Salinas shown in **Figure 15**. Small low-stress islands occur between Highway 101 and the railroad, with Alisal Street being the only low-stress crossing of Highway 101. Alisal Street and Harking Road (from Abbott Street to Hansen Street) are the only low-stress crossings on the railroad.

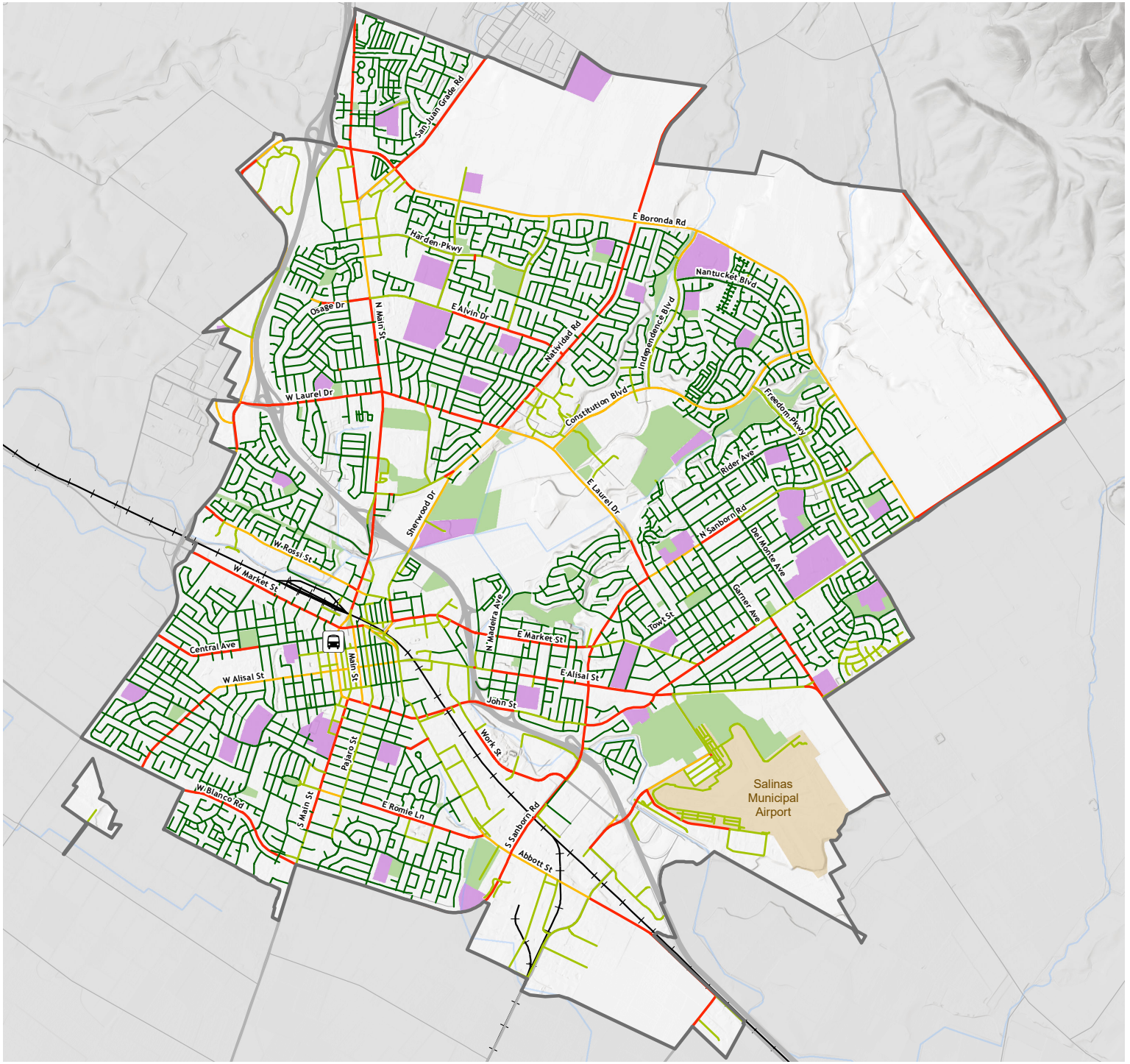


Figure 14. Existing Bicycle Level of Traffic Stress

LEGEND

Level

- 1: All Ages & Abilities
- 2: Average Adult
- 3: Confident Adult
- 4: Fearless Adult
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Biking Level of Stress Data: City of Salinas
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

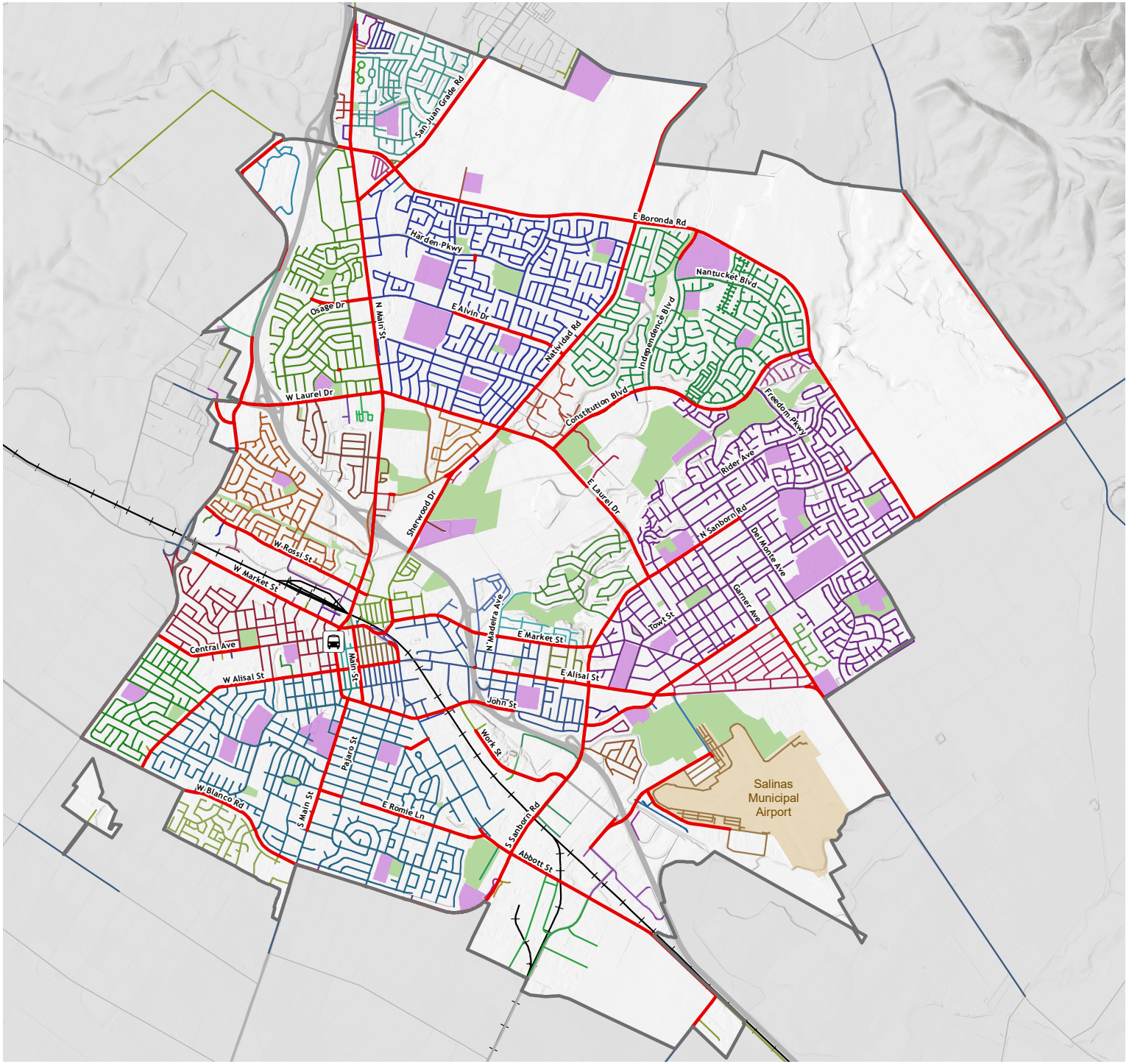


Figure 15. Low-Stress Islands

LEGEND

Individual colors represents an "Island" of roads that can be traversed without crossing a level 3 or 4 road

Bicycle Level of Stress

- 3 & 4
- Transit Center
- Railroad
- Park
- School
- City Boundary

Source:
Bicycle Level of Stress: City of Salinas
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

Walking Today

Existing Pedestrian Network

Figure 16 shows the roads in Salinas that are missing sidewalks on either one or both sides, as well as existing shared use paths that accommodate pedestrians and bicyclists. This data makes no assumption about the width of the sidewalk or quality of the tread surface that could impact pedestrian travel.

Most neighborhoods have almost complete connectivity in the sidewalk network, meaning that contiguous blocks have sidewalks on one or both sides. Significant stretches of Natividad Road have sidewalks on only one side, though there are pedestrian origins and destinations on both sides that could benefit from sidewalks. The Main Street crossing of Highway 101 contains sidewalk on one side with a steep grade, creating significant crossing distances with poor sight lines.

Existing Trail Network

The trail network in Salinas consists of paved Class I shared use paths located within parks and open space such as Rossi Rico Parkway, Natividad Creek Park, and Gabilan Creek Wilderness Sanctuary as shown in **Figure 17**. Rossi Rico Parkway is a great example of a linear park with a Class I shared use path designed along a utility corridor.

There are several previously planned Class I shared use paths throughout the City that would greatly improve trail access. Proposed trails through the Carr Lake Basin, along Boronda Road, San Juan Grade Road, and East Alisal Street are a few examples of the trails that will be analyzed further in the ATP.

Salinas generally lacks natural-surface trails that are often associated with passive, nature-oriented uses. The Carr Lake Park project has identified a network of these natural-surface trails throughout the habitat-restoration portion of the project, and the ATP will identify opportunities for others.

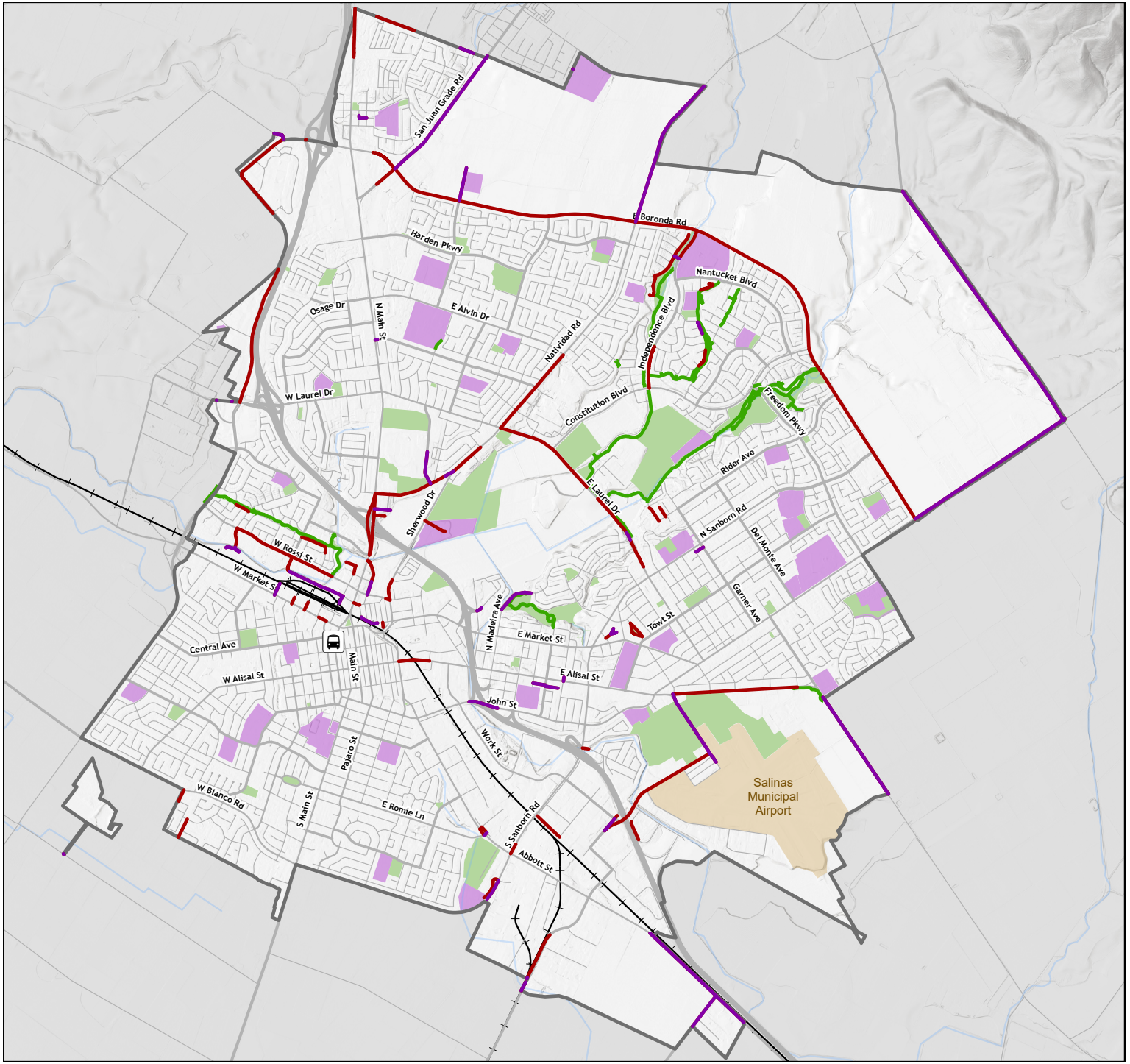


Figure 16. Existing Pedestrian Network

LEGEND

Pedestrian Infrastructure

Existing

- Class 1 Shared Use Path

Missing Sidewalk

- One Side Missing
- Both Sides Missing
- Railroad
- Transit Center
- Streams & Creek
- Park
- School
- City Boundary

Source:
Class 1 Path: City of Salinas,
Missing Sidewalks: 2018 Salinas Active Transportation Needs Assessment,
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

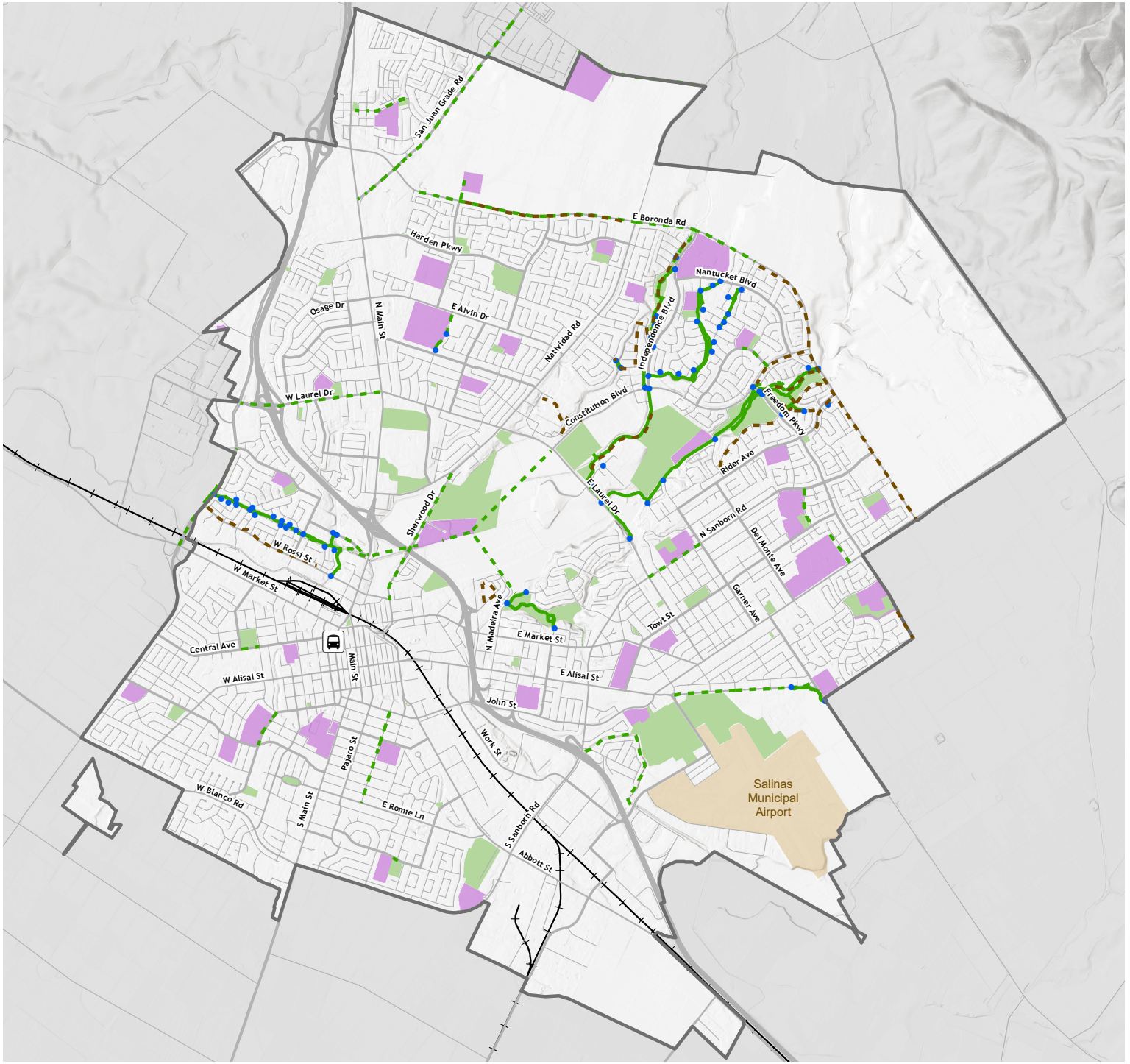


Figure 17. Existing Trails

LEGEND

Existing

- Class 1 Shared Use Path

Previously-Proposed

- Class 1 Shared Use Path

Self-reported Strava activity

- June-July 2023
- Access Points
- Transit Center
- Railroad
- Park
- School
- City Boundary

Source:
Existing Trails: City of Salinas,
Previously Proposed Trails: 2018 Salinas Active Transportation Needs Assessment,
Informal Trails: Strava Heat Map June-July 2023,
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

4. Collision Analysis

Bicyclist- and Pedestrian-Related Collisions

Safety is an important priority of the ATP which aims to improve safety for bicyclists and pedestrians who are typically the most vulnerable roadway users.

Figure 18 and **Figure 19** show bicyclist-related and pedestrian-related collision data that was obtained from the Transportation Inquiry Mapping System (TIMS) for the 2013-2022 timeframe.

Table 6: Bicycle and Pedestrian Collisions by Location

	Bicycle Collisions		Pedestrian Collisions	
Location	# Collisions	% of Bike Collisions	# of Collisions	% of Ped Collisions
Intersection	185	53.3%	232	43.0%
Midblock	162	46.7%	307	57.0%
Total	**347**	**-**	**539**	**-**

Between 2013 and 2022, there were 886 collisions involving bicyclists or pedestrians. Over half of the 886 collisions involved pedestrians as shown in **Table 6**. The data also shows that while bicyclists experience a greater number of collisions at intersections, pedestrians experience a greater number of collisions midblock.

Table 7 shows bicyclist and pedestrian collisions by severity. Pedestrian collisions tend to be more severe with 74.5% of total reported bicyclist- or pedestrian collisions resulting in severe injury or a fatality as opposed to 25.5% for bicyclists. Between 2013 and 2022, there were a total of 40 fatalities, 37 of which were collisions involving pedestrians.

Table 7: Bicycle and Pedestrian Collisions by Severity

Type of Collision	# of Collisions	% of Total Collisions	# of Victims Involved in a Severe Injury or Fatal Collision	% of Total Victims Involved in a Severe Injury or Fatal Collision	# of Victims Injured	% of Total Victims Injured	# of Total Victim Fatalities	% of Total Victim Fatalities
Bicycle	349	39.2%	53	25.48%	296	43.40%	3	7.5%
Pedestrian	541	60.8%	155	74.51%	386	56.60%	37	92.5%
Total	**890**	**-**	**208**	**-**	**682**	**-**	**40**	**-**

Bicyclist-involved collisions occurred along a longer stretch of Main Street than pedestrian-involved collisions, including several adjacent to Salinas Sports Complex. An extended area around downtown Salinas and residential neighborhoods west of the airport are bicycle collision hotspots, though these collisions are not as concentrated in neighborhoods north of the airport when compared to pedestrian collisions. **Table 8** shows the streets with the top ten highest bicyclist-involved collision totals.

Table 8: Top 10 Bicyclist Collision Corridors

Rank	Street Name	Bicycle Collisions	Fatal Bike Collisions
1	Main Street	67	0
2	Alisal Street	22	0
3	Market Street	21	1
4	Laurel Drive	15	0
5	John Street	13	0
6	Sanborn Road	11	0
7	Natividad Road	8	1
8	Alvin Drive	8	0
9	Davis Road	8	0
10	Sherwood Drive	7	0

Pedestrian-involved collision hotspots occur in similar locations as bicyclist-involved collision hotspots. Hotspots of pedestrian-involved collisions occurred along most of the length of Main Street, and an extended area around downtown Salinas. No pedestrian-involved collisions were reported on Main Street adjacent to Salinas Sports Complex, or from Harden Parkway to Boronda Road. Other pedestrian-involved collision hotspots are in residential areas north and west of the airport. **Table 9** shows the streets with the top ten highest pedestrian-involved collision totals.

Table 9: Top 10 Pedestrian Collision Corridors

Rank	Street Name	Pedestrian Collisions	Fatal Pedestrian Collisions
1	Main Street	74	11
2	Market Street	40	1
3	Alisal Street	35	2
4	Sanborn Road	33	2
5	Laurel Drive	30	7
6	Williams Road	20	1
7	Towt Street	12	0
8	Constitution Boulevard	11	0
9	Natividad Road	11	1
10	Del Monte Avenue	8	0

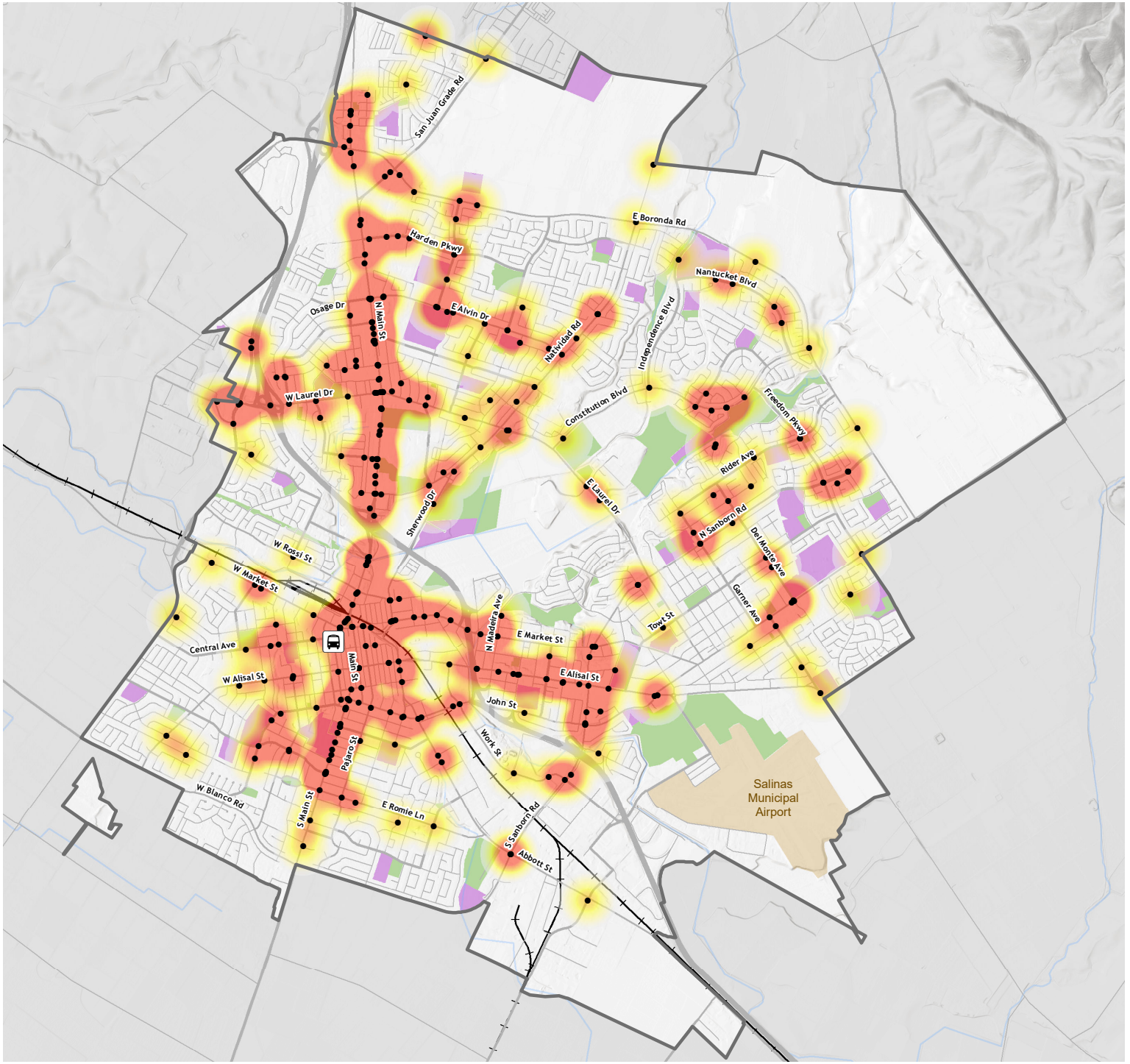


Figure 18. Bicycle-Related Collisions

LEGEND

- Bicycle Collisions

Collision Density

- Higher
- Lower

- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Collision Density: T.I.M.S
Data 2013-2022
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

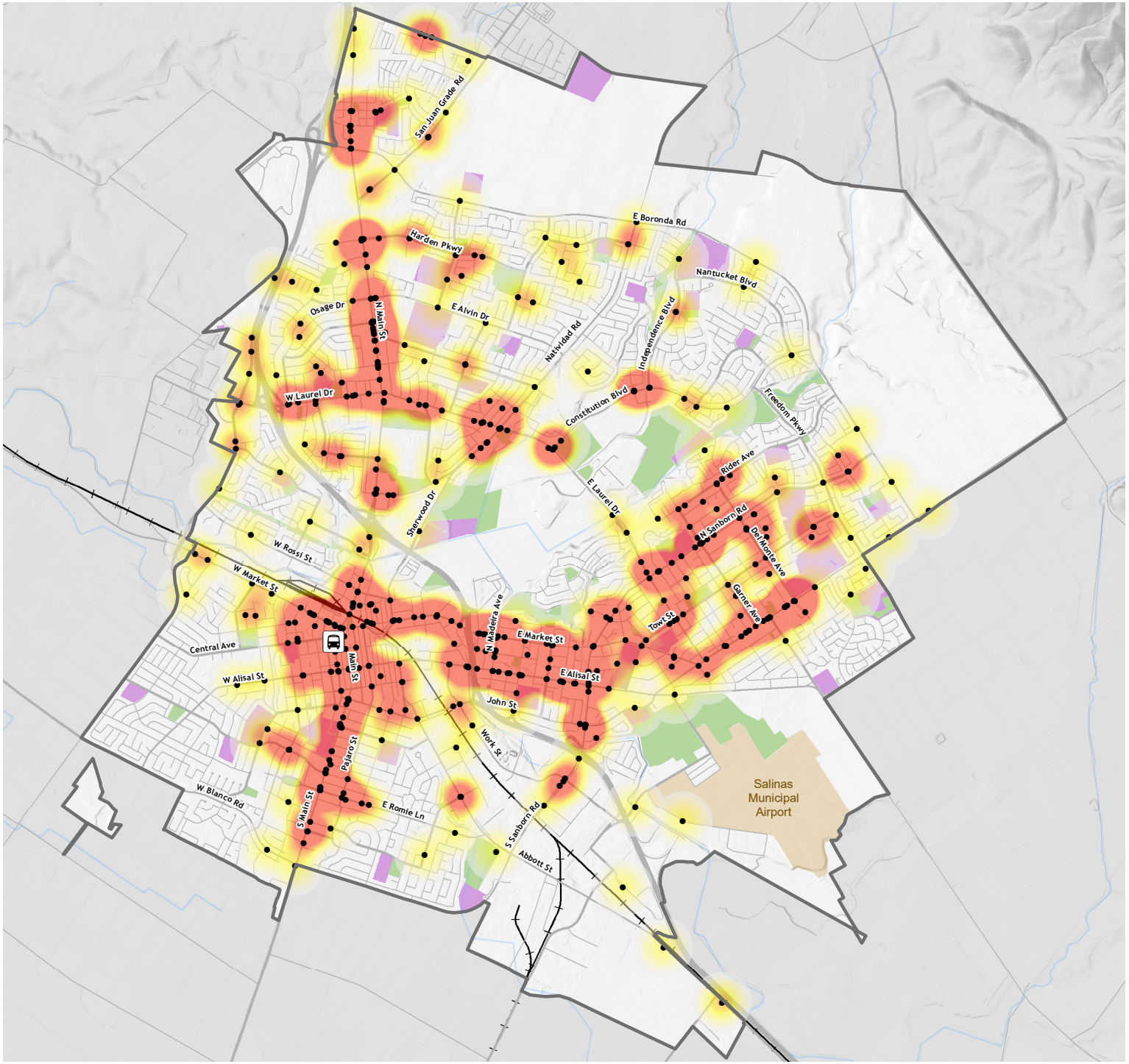


Figure 19. Pedestrian-Related Collisions

LEGEND

- Pedestrian Collision
- **Collision Density**
  - Higher
  - Lower
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Collision Density: T.I.M.S
Data 2013-2022
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

5. Needs Assessment

Active Transportation Propensity

A Geographic Information Systems (GIS) model was created to identify areas of highest bicycle and pedestrian activity potential, called an Active Transportation Propensity Model.

The model is composed of two submodels: 1) Generators, and 2) Attractors. The Census data outlined in the demographics section was used to develop the Generators submodel while travelsheds from key destinations were used to develop the Attractors submodel. The Generators and Attractors are then combined into one score that highlights the areas where bicycling and pedestrian activity is more likely to occur. Areas where there is a higher concentration of access to destinations will result in a higher score, as depicted in **Figure 20**.

The areas with the highest propensity for active transportation are:

- Downtown Salinas
- East of Highway 101 between Alisal Street and John Street
- Southeast of downtown Salinas, east of Main Street and north of Romie Lane
- East of Highway 101 between, south of Laurel Drive, and west of Natividad Road

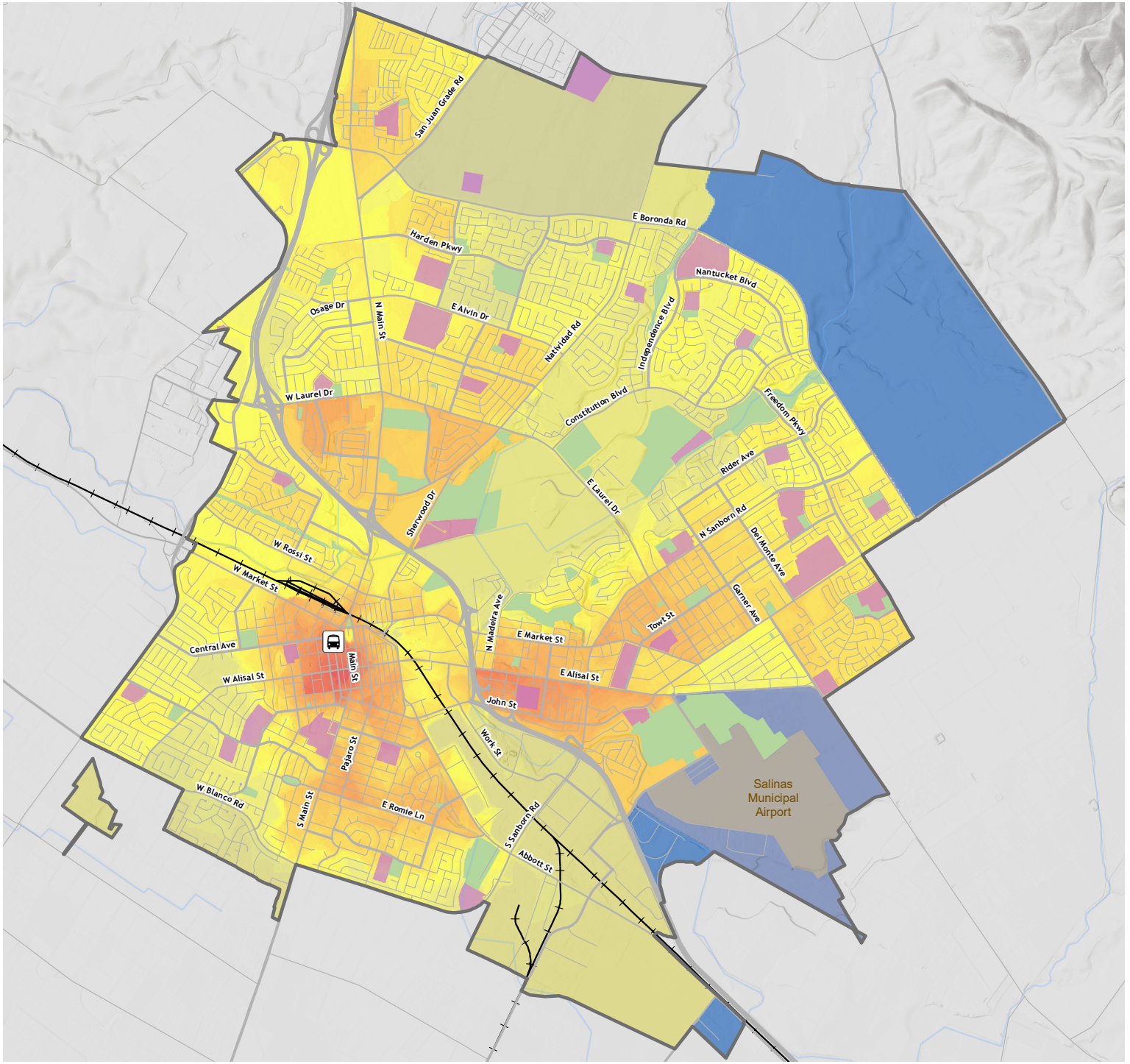


Figure 20. Active Transportation Propensity

LEGEND

Propensity for Active Transportation

- Higher
- Lower
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source:
Propensity: US Census Blocks and Tracts, City of Salinas Land Use, Parks & Land Use & Areas of Interest Travelsheds
Parks & Schools: Green Info Network

0 0.25 0.5 1 Miles

N

Bicycle Gap Assessment

This section identifies gaps in the bicycle network within the City of Salinas. **Figure 21** shows the existing bicycle network inventory separated by class type and high bicycle activity areas.

Understanding where critical gaps exist in the bicycle network help inform where bicycle facilities are needed to allow users to safely ride to key destinations throughout the City. Results of this evaluation also help identify opportunities for improvements to the bicycle network increasing the proportion of biking trips.

The results from the bike gap analysis identified where bicycle facilities were missing or disconnected along areas of high bicycle activity. One area of high bicycle activity with disconnected bike infrastructure is shown along North Main Street. This area has high volumes of bike activity and serves as a critical north-south corridor for the City of Salinas.

High bike activity is also shown in South Salinas along Central Avenue near Hartnell College, and along Towt Street from Del Monte Avenue and East Market Street, which is within a disadvantaged community. Both locations are currently served by a Class III bike route.

Pedestrian Gap Assessment

This section identifies gaps in the pedestrian network within the City of Salinas. **Figure 22** shows where there are missing sidewalks and high pedestrian activity areas.

Identifying the gaps in the pedestrian network help inform where to prioritize future pedestrian facilities. Filling gaps with new infrastructure connects communities, encourages pedestrians to walk to new areas, and increases safety, comfort, health, and overall mobility for non-motorized users in Salinas.

The pedestrian gaps analysis identified locations where sidewalks and trails are disconnected or inadequate, particularly in proximity to key walking destinations such as transit stops, schools, parks and retail.

One area of high pedestrian activity where sidewalks are missing is along San Juan Grade Road, creating an unsafe environment for pedestrians who walk along this corridor. San Juan Grade Road connects residents in the northwest corner of Salinas to businesses and grocery stores along North Main Street.

Another area where there is high pedestrian activity and missing sidewalk, is along the railroad crossing at John Street. This railroad crossing also borders a disadvantaged community and serves as a critical link to nearby businesses.

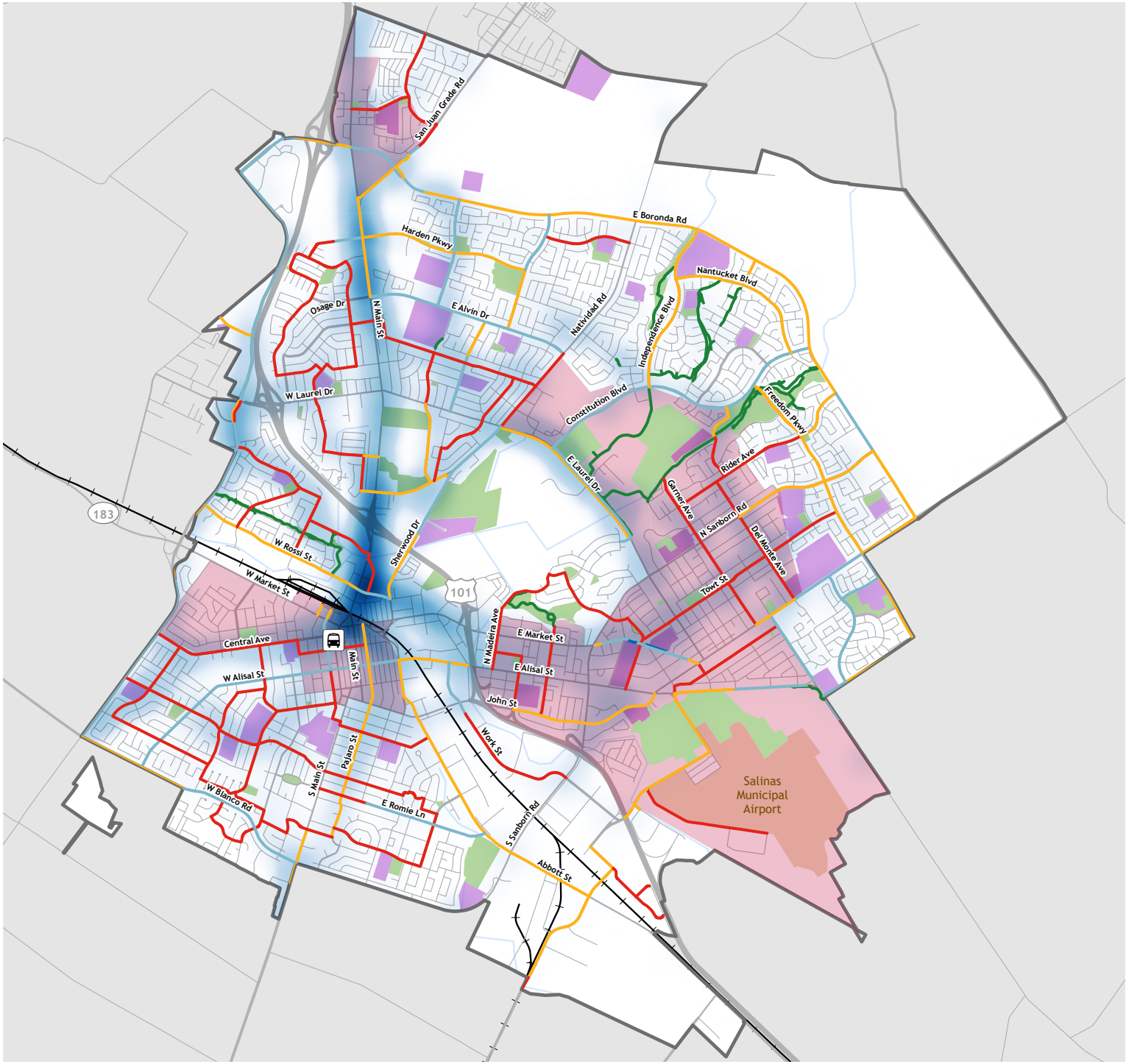


Figure 21. Bicycle Network Gap Analysis

LEGEND

Bike Activity

- Higher
- Lower

Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bike Lane
- Railroad
- Streams & Creek
- Transit Center
- Disadvantaged Communities
- Park
- School
- City Boundary

Source: 2018 City of Salinas Active Transportation Needs Assessment, Green Info Network, Replica 2022, California Healthy Places Index 2022

0 0.25 0.5 1 Miles

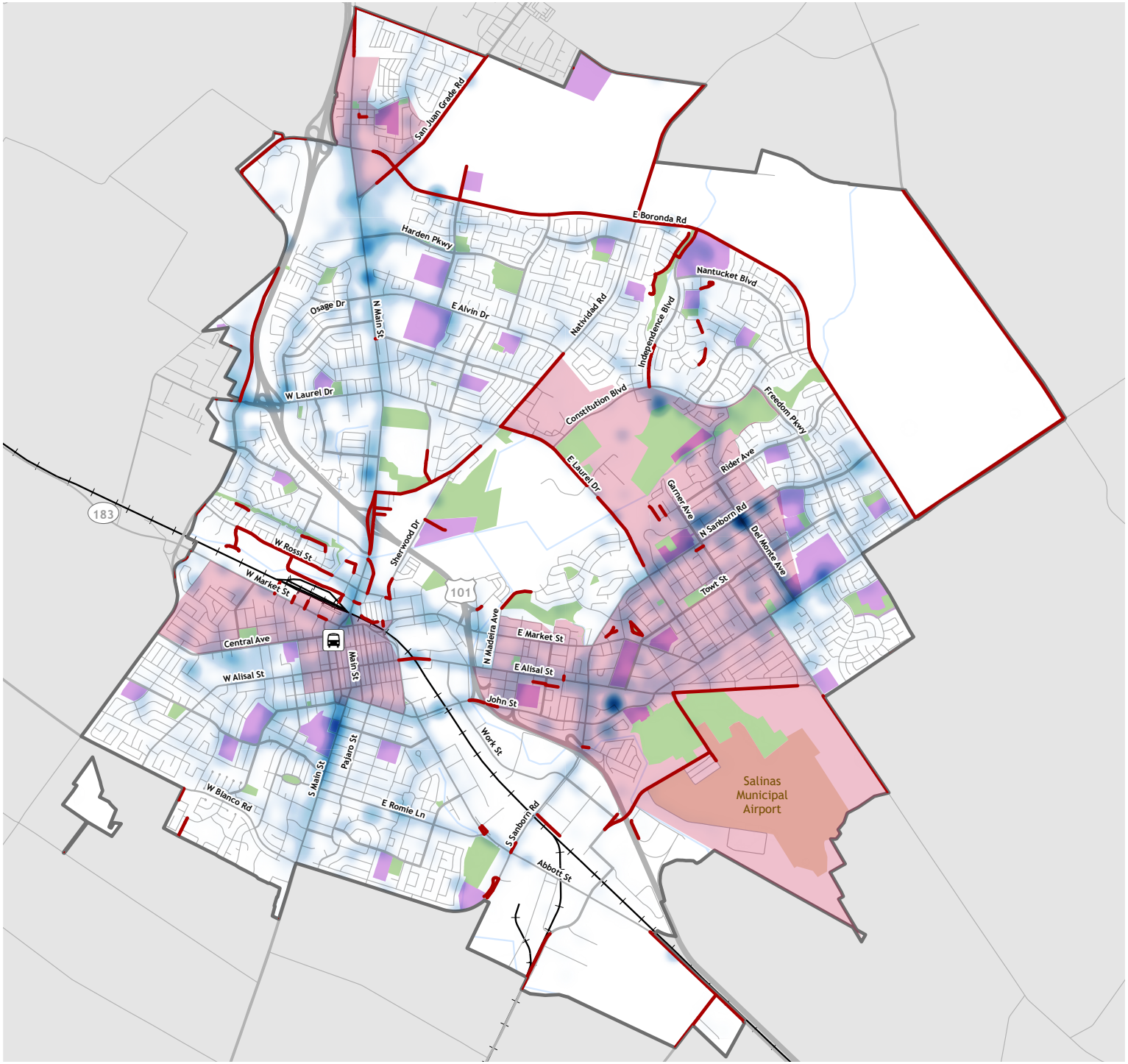


Figure 22. Pedestrian Network Gap Analysis

LEGEND

Pedestrian Activity

- Higher
- Lower
- Missing Sidewalk
- Railroad
- Streams & Creek
- Transit Center
- Disadvantaged Communities
- Park
- School
- City Boundary

Source: 2018 City of Salinas Active Transportation Needs Assessment, Green Info Network, Replica 2022, California Healthy Places Index 2022

0 0.25 0.5 1 Miles

Barrier Assessment

This section identifies active transportation barriers (**Figure 23**) found within the City of Salinas, including the Carr Lake area, which is mostly made up of undeveloped land in the central part of the City, Highway 101, a Union Pacific railroad line that divides the City in half, and high speed roads (greater than or equal to 35 MPH).

The Carr Lake area is mostly made up of undeveloped and agricultural land creating a barrier for bicycle and pedestrian travel. The lack of any pedestrian or bicycle facilities in the Carr Lake area prevent people from traveling efficiently by foot or on a bike through the center of Salinas.

There are limited quality crossings along Highway 101 creating a barrier for bicyclists and pedestrians, dividing the City in half. The railroad also cuts across the City offering limited quality pedestrian and bicycle infrastructure for people to cross. These barriers make it especially difficult for pedestrians traveling from North Salinas trying to get to the Salinas Transit Center.

Residential neighborhoods and schools in the Northwest area of Salinas are bounded by higher speed roads between North Main Street, East Boronda Road and Natividad Road making it unsafe to travel to destinations outside of their neighborhood via walking or biking.

6. Key Findings

- Only 11% of facilities are protected while 51% of non-local roadways have posted speed limits greater than or equal to 35 MPH. This creates a difficult environment for bicyclists who lack the protection to allow for a greater level of comfort.
- The census tract with the highest percentage of households with no vehicles available (greater than 15% of households) is in downtown Salinas.
- The Carr Lake area, Highway 101, as well as the railroad all act as barriers impeding the use of active transportation infrastructure.
- Two major north-south corridors that generate a high amount of bike activity, North Main Street and Sherwood Drive, have incomplete or inadequate bike facilities.
- Alisal Road has the only Class II connection across the railroad, which - along with a bike lane on Pajaro Street - connects to several Class III bike routes.
- Sherwood Drive provides the only Class II connection across Highway 101.
- A greater number of bicycle collisions occur at intersections while a greater number of pedestrian collisions occur midblock.

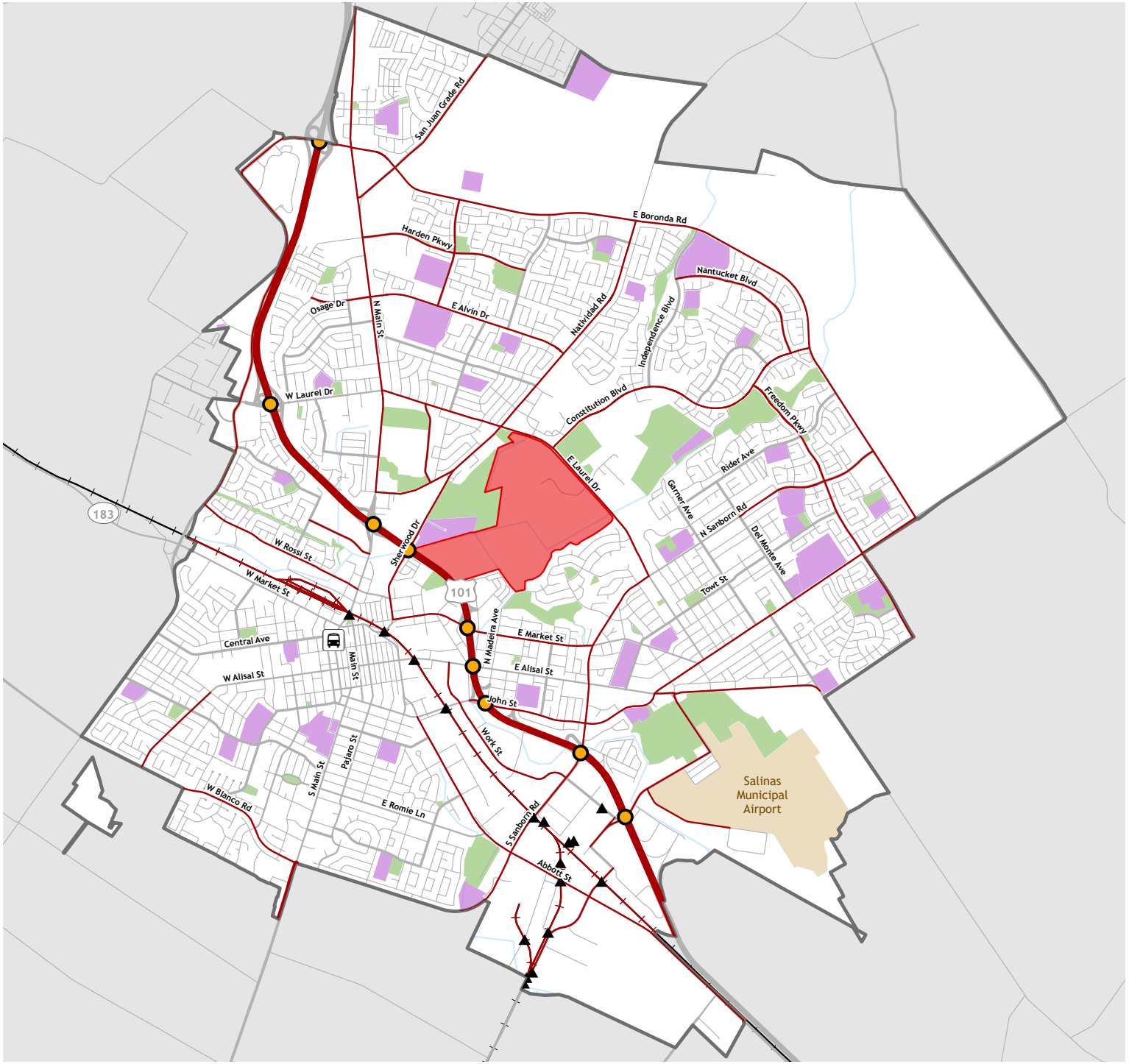


Figure 23. Active Transportation Barrier Assessment

LEGEND

- Freeway Crossing
- Railroad Crossing

Barriers

- Highway
- High Speed Road (≥ 35 mph)
- Railroad
- Carr Lake Area
- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Source: City of Salinas

0 0.25 0.5 1 Miles

Appendix B: Caltrans ATP Checklist

Item	Requirement	Section(s)
A	Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Ch. 2: Walking & Bicyling Today - Needs Assessment Ch. 4: Active Transportation Recommendations – Anticipated Future Demand
B	Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Appendix A: Existing Conditions Report
C	Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Appendix A: Existing Conditions Report Ch. 4: Active Transportation Recommendations
F	Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Appendix A: Existing Conditions Report Ch. 4: Active Transportation Recommendations - Bicycle and Trail Recommendations
I	Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Ch. 4: Active Transportation Recommendations - Programs & Policies
J	Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Ch. 4: Active Transportation Recommendations - Programs & Policies
K	Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Ch. 4: Active Transportation Recommendations - Programs & Policies
L	Collision Analysis : The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan	Appendix A - Existing Conditions Report Ch. 2: Walking & Bicyling Today – Needs Assessment
M	Equity Analysis: Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	Appendix A: Existing Conditions Report
N	Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Ch. 3: Community Engagement
O	Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	Ch. 1: Introduction - ATP Process
P	Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Ch. 5: Project Prioritization Ch. 7: Implementation
Q	Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	Ch. 7: Implementation
R	Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Ch. 7: Implementation
S	Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Ch. 7: Implementation
T	Resolution : A resolution showing adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix H: Adoption Resolution

Appendix C: Public Comment and Outreach Feedback

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Nov 3, 2023	36 – 50	Female	Prefer not to say	A few times a year	Maybe	Via Paraiso	Commercial areas	Grocery stores, etc	San Miguel	Not at all knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health		Bike lanes and/or intersections do not feel safe		Improved health		San Miguel is very narrow and the side walks are a mess.	
Nov 3, 2023	36 – 50	Female	Prefer not to say	A few times a year	Maybe	Via Paraiso	Commercial areas	Grocery stores, etc	San Miguel	Not at all knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health		Bike lanes and/or intersections do not feel safe		Improved health		San Miguel is very narrow and the side walks are a mess.	
Nov 2, 2023	65+	Female	White/Caucasian	A few times a week	Yes	Pine St.	Parks Commercial areas Medical offices Other	Harden Shopping Center, John Steinbeck Library, Steinbeck Post Office	Pajaro St to Alisal St., I don't know of a safe route to Harden Shopping Center from S. Salinas	Very knowledgeable	Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Dedicated bike lanes that are separated from the street. A safe bicycle friendly way to get to North Salinas from South Salinas. Sufficient police patrol or road cameras to ticket speeding drivers.	Thank you so much to everyone involved in creating the bicycle lanes on Alisal St. and John St. They have really helped to calm traffic speed on those streets and I feel much safer crossing Alisal at Main St. now when I am walking to Oldtown. I also feel much safer when I drive to businesses on West Alisal as I can park on the street without worrying about being hit as I exit and enter my car.
Nov 2, 2023	Prefer not to say	Female	Other	A few times a month	Maybe	Off of West Laurel, near the fire station.	Commercial areas Other	All shopping and dining off North Main.	Can't use North Main because it is way too busy with careless speeding drivers. The residential streets are too narrow and residents don't understand or care about either bike lanes or bike routes.	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Other	SPD does not ticket for bike lane violations. Across from Alvarez HS family members use the dedicated bike LANE to sit and wait for their students, forcing cyclists into the lane of very fast moving traffic. Vehicles regularly use the bike LANE on Boronda from El Dorado to Natividad Rd. to get a head start on their right lanes; I actually saw a cyclist get run into the curb by a car doing this. SPD also needs to target those teenaged boys with fixies - they are extremely dangerous to themselves and the	Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Biking is good for the environment		Bike lanes with physical barriers. Bike lanes not on high-speed roads - the only routes between South Salinas and North Salinas are all dangerous high-speed roads: Sherwood/Natividad, Main St., Blanco Rd. Fix sidewalks.	Salinas is very bike-unfriendly. Period.
Nov 1, 2023	36 – 50	Female	Other	Every day	Yes	D st	Schools Parks	Montebella park, Natividad park, Cesar Chavez park	Mae , Towt, paseo grande, freedom parkway, n Sanborn, e boronda, Williams rd, Tuscany Blvd and padova rd	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane Nowhere to store a bike at home I don't feel confident riding my bike on the road		Improved health Improved fitness Avoiding driving or taking the bus Saving money on transportation expenses			
Nov 1, 2023	36 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Polk	Parks Other	Downtown	North main	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route	Getting hit by a motor vehicle	Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment	Spending time with my family	Safe Bike paths for people to enjoy without fear of being hit by vehicles.	Adding a bike path to parks like the dog park on Rossi or the new park going in on laurel, so families can ride safely.
Nov 1, 2023		Female	White/Caucasian	A few times a year	No	Tyler St	Other	It's a waste of resources. The POLICE/ CITY COUNCIL refuse to enforce the laws we have.	Sherwood neighborhood.	Very knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane I'm not interested in riding a bike				Salinas doesn't care about the health of safety of its citizens. Cars speed, park on the sidewalk and large vehicles (over 7') frequently block driveways....when children and people are walking you can not see the cars coming down the road. Between the speeding cars and the large number of cars jammed into a narrow street, it is not safe. Last week 2 cars were hit trying to get out of their driveway. The driver said "there's no stop sign so I dont have to stop. We have a school and families that frequently walk out neighborhood, but a	

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Nov 1, 2023	18 – 35	Male	Native American	Every day	Yes	Nancy Drive	Schools Parks Commercial areas Medical offices Transit	Downtown	Boronda, Davis ,	Very knowledgeable	Weather It is difficult to carry the things I need while walking Violence or crime		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment			
Nov 1, 2023	51 – 65	Male	Other	A few times a year	No	North Main	Work	Downtown, transit stops	Main	Very knowledgeable	My destinations are too far to walk to Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness		My destinations are too far to bike to Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Difficult to look professional when I ride a bike		Improved health Improved fitness		There would be a common sense and friendly drivers, bicyclists, and walkers all sharing the road.	
Nov 1, 2023	51 – 65	Male	Hispanic/Latinx	A few times a month	Yes	Hartford St	Schools Parks Commercial areas	Creekbridge shopping center	Hartford to Danberry to independence	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Cars parked in bike line in front of Alvarez high school	Cars parked in the bike lane in front of Alvarez high school	Improved health Improved fitness I enjoy walking		Bike lanes and/or intersections do not feel safe Other	Cars parked in bike line	Improved health Improved fitness I enjoy bicycling			
Nov 1, 2023	65+	Male	Other	A few times a week	Yes	Columbian Dr	Parks Commercial areas Medical offices Other	Old town	N. Main to downtown	Somewhat knowledgeable			Improved health Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Safe lanes away from Vehicle traffic	
Nov 1, 2023	51 – 65	Female	Prefer not to say	Never	No	University	Other	None	None	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe	I don't want more bike lanes	Improved health Improved fitness I enjoy walking		It is difficult to carry the things I need while biking No bike parking at my destination Difficult to look professional when I ride a bike I'm not interested in riding a bike		Other	I am not interested in biking	That it stops. Some of us have disabilities and need to drive. As the population is gripping in Salinas we should be finding more ways for the traffic to flow not squeezing it out for the three people that ride. I drive Alisal every day and that street is a mess. I can count on one hand how many people I have seen using the bike lane. Stop the nonsense.	Stop squeezing cars into the residential areas that are trying to avoid the traffic.
Nov 1, 2023	18 – 35	Female	Hispanic/Latinx	A few times a week	Yes	Maple st	Schools Work	Roosevelt Elementary School	Maple St to Main street then to Alisal st then to church st.	Somewhat knowledgeable	My destinations are too far to walk to Weather Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Weather Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		My vision is for drivers to actually respect a person riding a bicycle and for riders to wear the proper PPE while riding.	
Oct 31, 2023	36 – 50	Female	White/Caucasian	Never	No	Rico st	Other	None, no more nike lanes	None	Very knowledgeable	Violence or crime I'm not interested in walking		Improved health		Violence or crime I'm not interested in riding a bike		Improved health		Stip investing money on this, this is not a town where many people bike. Improve the roads and safety instead. Also, stop eliminating car lanes to add bike lanes that are rarely used	
Oct 31, 2023	36 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Nacional Street	Schools Parks Commercial areas Work	SHS, Oldtown, South Main Shopping Centers	Central to Homestead to Alisal to Main or Clay Street. Central to Alisal to Acacia to S Main. Central to main to Blanco to Alisal. Salinas to Castroville Route. Davis to CSUMB via Reservation Rd.	Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Saving money on transportation expenses		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		More bike lanes. Install bike lockers in key areas of town.	Promoting more bicycle friendly events for the community would be great. Ciclovia has done a wonderful job. Having bike days downtown, or in parks, would be a great way to grow

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 31, 2023	36 – 50	Other	Other	A few times a week	No					Very knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking		It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not feel safe		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus		Strong enforcement of vehicle code violations , especially in bike "friendly" zones. Do NOT design anything as poor as what you've already done to Alisal St. The loss of a car lane has increased the danger level for bikes and pedestrians. The log jam traffic at main st and surrounding area is ridiculous it causes driver frustration that leads to people driving worse than they did before.	
Oct 31, 2023	18 – 35	Female	Hispanic/Latinx	Every day	Yes		Work Transit	City Hall		Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		My destinations are too far to bike to Too many hills along my route Bike lanes and/or intersections do not feel safe		Improved health Improved fitness I enjoy bicycling Biking is good for the environment			
Oct 31, 2023	65+	Female	Hispanic/Latinx	A few times a month	Yes	Catalina Ave.	Commercial areas	Maker's CrossFit	Blanco Rd	Very knowledgeable	Violence or crime	Crossing the light. Salinas drivers goes over the red light.	Improved health		Bike lanes and/or intersections do not feel safe		Improved fitness		Give tickets for drivers passing the red light.	No.
Oct 30, 2023	18 – 35	Male	White/Caucasian	A few times a week	Yes	Raven court	Parks Commercial areas	Sanborn/Boronda shopping center, Monte Bella Park	Freedom parkway, Williams road, boronda road	Somewhat knowledgeable	My destinations are too far to walk to Weather Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe	Sidewalks are dirty or unclean	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Better or safer traffic flow that is safe for biking and walking, cleaner sidewalks free of animal waste and litter, possibly more foliage to shade on hot summer days that would be ideal for walking, more native plants and foliage to beautify walking routes, more walking overpass routes.	
Oct 30, 2023	51 – 65	Female	White/Caucasian	A few times a week	Yes	La Mesa dr	Parks Commercial areas Medical offices	Star market. Salinas medical	La Mesa San Miguel	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		I enjoy walking Walking is good for the environment		Amount of traffic or speed of traffic along route		I enjoy bicycling Biking is good for the environment		Sidewalks on la Mesa are in horrendous condition. It is necessary to avoid with trip hazards and pedestrians walk in road which is extremely dangerous since speeding is a problem No stop signs at T intersection and vehicle make unsafe turns.	La Mesa has been ignored for years. Trees are an issue with constant Limbs falling. Roots lifting sideways and curbs.
Oct 30, 2023	51 – 65	Female	White/Caucasian	A few times a week	Yes	East Romie Lane	Schools Parks Commercial areas Medical offices Work Transit	Nob Hill	East Romie Lane to South Main	Somewhat knowledgeable	My destinations are too far to walk to Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route Other	Broken or Badly Cracked Sidewalks	Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Other	Good for my Mental Health	It is difficult to carry the things I need while biking Violence or crime Too many hills along my route Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home Need to transport kids Difficult to look professional when I ride a bike I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling			
Oct 30, 2023	18 – 35	Female	Hispanic/Latinx	A few times a month	Yes	North Main/ E Laurel	Schools Parks Commercial areas	Mall shopping Center, Tatunm garden, Boronda Dual Immersion school	North Main to E Laurel to N Sanborn	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health I enjoy walking Saving money on transportation expenses		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Need to transport kids		Improved health I enjoy bicycling Saving money on transportation expenses Biking is good for the environment		Wider roads to feel safe so that children that ride bikes to school are safe. Lighted areas.	Roads also need repair too many bumps and bikes not stable.

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 30, 2023	65+	Female	White/Caucasian	Every day	Yes	Hartford	Parks	Gabilan creek greenbelt trail parallel to independence st	Hartford street to Lexington	Very knowledgeable	Violence or crime		Improved health Improved fitness I enjoy walking		I'm not interested in riding a bike		Improved health Improved fitness Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		I would like the path at Gabilan creek greenbelt parallel to independence st to be safer, with flora being trimmed back and regular police visits to make loiterers and criminals leave the area.	
Oct 30, 2023	65+	Male	Prefer not to say	Every day	Yes	Devonshire	Parks Commercial areas	Harden Shopping Center; Northridge Mall;Old Town Salinas	Harden Parkway; North Main Street; Natividad	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		My destinations are too far to bike to Weather It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Difficult to look professional when I ride a bike		Improved health Improved fitness I enjoy bicycling Connecting with my community Biking is good for the environment		Sidewalks that are even and not all crooked from tree roots. I've tripped and fell 3 times in my neighborhood because of uneven sidewalks. The speed of traffic along Harden Parkway is far too excessive, especially at the start and end of the school day. Difficult to cross Harden Parkway. Bike lanes along streets need to be wider- difficult to bike to Lowe's and WalMart @ Boronda and San Juan Grade.	Fix the sidewalks and slow down the traffic on Harden Parkway-it's NOT a race track.
Oct 30, 2023	36 – 50	Male	White/Caucasian	A few times a week	No	Geil st	Parks	Mission Park, Clay st. Park	Riker st	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking I'm not interested in walking		Improved health Improved fitness		It is difficult to carry the things I need while biking Difficult to look professional when I ride a bike I don't feel confident riding my bike on the road I'm not interested in riding a bike		Improved health Improved fitness		Not interested in biking or walking for anything other than recreation and I rather drive to Monterey and ride by the beach a couple times a year.	The bike lanes on Alisal st. Ruined the commute thru Old Town where I work and now I take residential streets to avoid it every day. The traffic circles on Riker st made crossing at those intersections while walking or biking, really sketchy and the cars get really close to the sidewalk as they approach the circles. They need to go bye bye like the useless bike lanes on Alisal.
Oct 29, 2023	51 – 65	Male	White/Caucasian	A few times a month	Maybe	Tyler st	Commercial areas Work	Hartnell college	main st	Very knowledgeable	Weather It is difficult to carry the things I need while walking Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		I enjoy walking Avoiding driving or taking the bus		Weather It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Saving money on transportation expenses Biking is good for the environment			
Oct 29, 2023	36 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Elizabeth Circle	Schools Parks Commercial areas Other	Mckinnon School, Harden shopping	Mckinnon, Harden,	Somewhat knowledgeable	Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		No bike parking at my destination I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Ser amables y darles el pase cuando hay tráfico para q sea seguro q crucen	Me da gusto q estén ayudando en este proyecto que es muy útil para todos.
Oct 29, 2023	36 – 50	Male	Hispanic/Latinx	A few times a year	Yes	pacific avenue	Schools Parks Commercial areas Other	Foods co, rite aid pharmacy	Del monte	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Biking is good for the environment		Que los automovilistas Sean mas corteses con los ciclistas y peatones.	Remarcar más áreas de ciclistas en algunas áreas del este de salinas
Oct 28, 2023	51 – 65	Female	White/Caucasian	Every day	Yes	San Miguel avenue	Schools Parks Commercial areas Medical offices	Hartnell college, Central Park, retail and restaurants on Main Street	Pajaro to alisal, riker to alisal,	Very knowledgeable		Debris from unhorsed has to be avoided	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking is good for the environment		Debris or potholes in the bike lane Other	Nowhere to ride on Main Street	Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		More accessibility on Main Street. More protection on natividad. I would love to bike from my neighborhood to shopping on the north side	I wish I could come next Thursday.
Oct 28, 2023	18 – 35	Male	Hispanic/Latinx	A few times a year	Yes	Seminole way	Parks Commercial areas	Walmart, shopping mall	Seminole way to N.main st.	Very knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route Other	Street racers	Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Other	Street racers	Connecting with my community			

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 28, 2023	65+	Female	White/Caucasian	A few times a week	Yes	Tapadero Street	Parks	Just need a safe place to walk or bicycle	Just a route that is free of cars!	Very knowledgeable	Violence or crime Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		Why couldn't there be bike and walking trails, from south to north Salinas? How hard is that?	This is a long time coming!
Oct 28, 2023	51 – 65	Female	Hispanic/Latinx	A few times a week	Yes	Pescadero Drive	Schools Parks Commercial areas Medical offices Work Other	Northdrige Mall.	Arcadia way, dorado st,	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses		Weather Violence or crime Too dark Too many hills along my route Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses			
Oct 28, 2023	51 – 65	Female	Black/African American	A few times a week	Yes	Bedford Dr	Parks Other	Main st	Acacia to W Alisal and W Alisal to Main st	Very knowledgeable	Weather It is difficult to carry the things I need while walking Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Saving money on transportation expenses Walking is good for the environment		Weather It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane Nowhere to store a bike at home I don't have a bike		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Clearly marked paths; however, also takes into consideration traffic areas. Reducing the number of lanes in areas that have a lot of traffic does not help relieve transportation issues.	It would be helpful to have information on what it would cost the city to have electric bikes or scooters that could be rented.
Oct 28, 2023	51 – 65	Female	Prefer not to say	A few times a week	Yes	Cape Cod way	Other			Somewhat knowledgeable	Violence or crime Too dark		Improved health I enjoy walking		Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness			
Oct 28, 2023	36 – 50	Female	White/Caucasian	A few times a week	Yes	North Main Drive	Other	Neighborhood for exercise	Chaparral, Linwood, Laurel and neighborhood streets in between	Very knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route	It becomes difficult for me to take walks before/after work during fall/winter because of the homeless population and people who walk around this neighborhood either on drugs or struggling with mental health issues. It is unsafe to go alone and my husband is physically unable to participate in this type of recreation. Also sidewalks in my neighborhood are buckled from tree roots in several areas and I've tripped and fell when it was dark outside and I couldn't see it to avoid it.	Improved health Improved fitness I enjoy walking		I'm not interested in riding a bike				I would like to see safe sidewalks, paths that are well lit. I also don't know the solution to the homelessness here in Salinas but am very concerned about it.	
Oct 27, 2023	18 – 35	Female	Hispanic/Latinx	A few times a year	Yes	704 Garner in the trailers home...I used to ride my bike to school(Virginia Rocca Barton) but now with all the murder and homeless there is in the pond area I avoided because I feel extremely unsafe and the garbage the homeless people leave is disgusting and not enjoyable to look at all.		Safeway in constitution,Virginia Rocca Barton,park nearby for outdoor exercise instead of gym.		Very knowledgeable					Violence or crime		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment		I believe there should be more pedestrian red lights alerting drivers to stop with the red light in streets such as Williams road ,people cross and when i stop to let them go the cars behind me get mad and go to the opposite line and almost run over people.	Fix the homeless situation or at least give more information/education on how we can contribute to helping the the neighborhood stay safe and enjoying a bike ride. Especially on the east side there is so much negative description around the eastside of Salinas.
Oct 27, 2023	36 – 50	Female	Hispanic/Latinx	A few times a year	Yes	Twin Creeks Drive	Other		Walk down Las Casitas, Rider Ave, Freedom, Constitution Blvd. Bike Constitution Boronda, Independence	Somewhat knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route Cars parked down the driveway blocking sidewalk	Cars that park blocking sidewalk	Improved health Improved fitness I enjoy walking Walking is good for the environment		It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		People need to be alert while driving. Too many vehicle/pedestrian accidents. Protect the bike lanes. Crosswalks that light up or stop traffic.	

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 27, 2023	36 – 50	Female	Prefer not to say	A few times a week	Maybe	Creekside Ct	Other	Walk only for exercise & not to a location. Most places are too far away for that option	NA	Not at all knowledgeable	My destinations are too far to walk to		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		My destinations are too far to bike to Violence or crime Bike lanes and/or intersections do not feel safe		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment			
Oct 27, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Yes	Ashbury Way	Parks	Rossi-Rico park	Rossi-Rico trail	Somewhat knowledgeable	Weather Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't have a bike I don't feel confident riding my bike on the road		Improved health Improved fitness		Improving current trails for pedestrians and cyclists. Better crosswalks	
Oct 27, 2023	18 – 35	Male	Hispanic/Latinx	A few times a year	Yes	Larkspur drive	Schools Parks Commercial areas Work	Alvin and harden shopping center, Alisal high school, casitas park	Laurel east/west. Constitution, freedom, north main	Somewhat knowledgeable	My destinations are too far to walk to Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Would like to see these options as safe. Without fear of other people or cars.	
Oct 26, 2023	18 – 35	Male	Hispanic/Latinx	A few times a month	Yes	Laurel Dr	Schools Parks Commercial areas Medical offices	El parque de la gomq	Sanborn rd hasta boronda rd	Not at all knowledgeable	Weather Too dark Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		Pues que la ciudad se podrá mantener más limpia hablando en situación ambiental, además de que este tipo de actividades son importantes para algunas personas pues mejoran su salud	
Oct 23, 2023				Every day	Yes	Capitol St	Other		Capitol to San Luis to Riker to Romie	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route				Safe sidewalks for pedestrians.	
Oct 20, 2023	36 – 50	Female	Prefer not to say	Every day	Yes	East Acacia	Schools Parks	Maple Park	East Acacia to maple wood drive	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Debris or potholes in the bike lane No bike parking at my destination Other	The sidewalks don't have wheelchair access	Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Everyone just accepting that walking and biking is an acceptable way of transportation	
Oct 11, 2023	36 – 50	Male	White/Caucasian	Every day	Yes	rio verde dr	Schools Parks Commercial areas Medical offices Work Transit Other	Salinas City Center, Blanco Circle, County Buildings on Schilling, Dentist at Main/Laurel, Rodeo Grounds, Ft Ord, Toro Park, Marina	Blanco, Abbott, Main, Natividad, Laurel, Sherwood	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Protected MOBILITY lanes for ALL levels of comfort, not just "confident" riders. Protected (Dutch style) intersections. K-rails/jersey barriers separating cars from bike/ped areas. Bike lanes on MAIN commute routes. Why relegate bikes to quiet resi streets? What are we, second class citizens?	
Oct 11, 2023	18 – 35	Male	Hispanic/Latinx	Every day	Yes	E Alisal	Work	Mechanics Bank	John St, E. Alisal	Very knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Violence or crime		Improved health Improved fitness Avoiding driving or taking the bus Saving money on transportation expenses		My destinations are too far to bike to It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses		Dedicated bike lanes, especially on busy streets, and barricaded bike lanes in certain areas	

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 10, 2023	18 – 35	Female	Hispanic/Latinx	A few times a year	Maybe	Lang St	Schools Parks Commercial areas Medical offices Work Transit	Old Town Salinas	W Alisal St. or Riker Ave	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		My destinations are too far to bike to It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane Need to transport kids Difficult to look professional when I ride a bike		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		I would start by having better sidewalks and more accessible roadways. Also, if traffic didnt move so fast as there are always people speeding throughout the city making it feel unsafe to transport myself and my kids anywhere on bike or walking.	
Oct 10, 2023	51 – 65	Male	Asian	Every day	Maybe	Marina, Ca. to Hartnell College. I bike to work 5-6 days a week.	Schools Work	Hartnell College	West Blanco Rd or Reservation and Davis Rd.	Very knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		That you can feel safe while walking or bicycling in Salinas.	I am a League of American Cyclists Bicycle Safety Instructor
Sep 30, 2023	36 – 50	Female	White/Caucasian	A few times a month	No	Bruce Ave	Other	Just like walking the dog around the neighborhood	I don't know	Very knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health		Amount of traffic or speed of traffic along route I'm not interested in riding a bike		Improved health Improved fitness			
Sep 20, 2023	36 – 50	Male	Hispanic/Latinx	Every day	Yes	Falcon st.	Parks Transit Other	N/a	N/A	Not at all knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination		Improved health Improved fitness		Behavior changes from people	
Sep 12, 2023	65+	Female	Hispanic/Latinx	A few times a week	Yes	Merlot Way	Commercial areas Other	Harden shopping center, mall	Harden park way, McKinnon	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Avoiding driving or taking the bus Walking is good for the environment		I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		Lots of bicycles on the road	Trees around McKinnon to Boranda rd the trees are dropping gummy stuff and hard to walk on sidewalk's also on corner of McKinnon and Chardonnay
Sep 12, 2023	65+	Female	Hispanic/Latinx	A few times a week	Yes	Merlot Way	Commercial areas Other	Harden shopping center, mall	Harden park way, McKinnon	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Avoiding driving or taking the bus Walking is good for the environment		I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		Lots of bicycles on the road	Trees around McKinnon to Boranda rd the trees are dropping gummy stuff and hard to walk on sidewalk's also on corner of McKinnon and Chardonnay
Sep 11, 2023	18 – 35	Female		A few times a week	Yes		Parks			Very knowledgeable	My destinations are too far to walk to		Improved health		My destinations are too far to bike to		Improved health			
Sep 10, 2023	65+	Female	Hispanic/Latinx	A few times a week	Yes	Sansome	Schools Medical offices Work Other	Downtown, So Salinas	Main St	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Amount of traffic or speed of traffic along route Debris or potholes in the bike lane Other	Main St underpass and intersection UNSAFE	Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		A safe route from North to otherwise of Market. Only 3 routes. ALL Hazardous, 2 out of way .	
Sep 6, 2023	65+	Female	White/Caucasian	Every day	No	Bautista Drive Salinas 93901	Parks Commercial areas Medical offices	Old Town Salinas, Steinbeck Library, Post Office, Parks, Valley Center, South Main Street, Nob Hill Market, Star Market, etc	Streets all around our neighborhood leading to Commercial Districts	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	MANY PEOPLE DRIVE TOO FAST! SPEED LIMITS ARE TOO HIGH FOR CITY STREETS!!	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking is good for the environment		It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Biking is good for the environment		REDUCTION IN AUTOMOBILE SPEEDING !!!!! DRIVERS NEED TO PAY ATTENTION TO PEDESTRIANS AND CYCLISTS !!!!	
Sep 5, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Yes	california st	Schools Parks Commercial areas Medical offices Work Other	Hartnell/alisal st/california st/parque central /front st/jonh st/san luis st	alisal St/john st/front,st california st		Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Connecting with my community Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination Nowhere to store a bike at home		Improved fitness Connecting with my community Saving money on transportation expenses		Tener acciones que veneficie a la comunidad y puedan salir las familias sintiendoce seguros	

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Sep 5, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Yes	Rider Avenue	Schools Parks Commercial areas Medical offices Work	Natividad Park, Natividad Hospital, El Super	Boronda, Alisal, Market, Constitution, Sanborn	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment		Debris or potholes in the bike lane Need to transport kids		Improved health Improved fitness I enjoy bicycling Connecting with my community Saving money on transportation expenses Biking is good for the environment		Have even pavements, bright colors on the road, pod holes covered, neat green streets , street with shades and flowers, space for dogs, pedestrians, bicycles and vehicles, for everyone to share with you the roads and safer drivers.	What is the result of the gather information, by when would the projects be approved
Sep 1, 2023	18 – 35	Female	White/Caucasian	A few times a week	Yes	Noice Drive	Parks Commercial areas Other	Natividad Creek park, El Dorado park, Toro park, downtown Salinas, Watsonville, Fort Ord Dunes trail, Amtrak station	Main Street, Laurel Drive, Davis Road, Blanco Road, Reservation Road	Somewhat knowledgeable	Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking is good for the environment		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Biking is good for the environment		I'd like to be able to bike anywhere I need to go and connect to trails in nearby cities, and currently there aren't many safe roads or paths for biking. In addition, the street parking often severely reduces visibility and shoulder access, so crossing streets and taking turns are challenging for cars, bikers, and pedestrians alike. Having easier access to the city via walking and biking might also inspire some investment in planting trees and other plants which could help with sun exposure, city temperature, water retention, and general air quality. Salinas	I used to bike regularly before moving to Salinas, but the road conditions here seem so unsafe that I only bike if I drive my bike somewhere else. Improving our walk- and bike-ability could be a huge improvement for the health and safety of the city as well as offer new ways for people to enjoy what Salinas has to offer.
Aug 30, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Yes	Elkington	Schools Parks Commercial areas	Fremont school	Elkington hasta Williams.	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved fitness I enjoy walking Walking is good for the environment		Debris or potholes in the bike lane		Improved fitness Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Que tengan buenas banquetas sin tanto vaches	Los semáforos con luces intermitentes para cruzar seguro
Aug 30, 2023	36 – 50	Male	Asian	A few times a week	Yes	Palma Drive	Parks Commercial areas Transit Other	East Garrison, Creekside Trailhead, Toro Park, Old Town Salinas, Hartnell Plaza Shopping Center, Star Market Shopping Center	Davis Rd (south of Blanco), Highway 68, W. Alisal St, W. Blanco St.	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Generally, it would be nice to be able to bike across town. As a resident of South Salinas, I find it impossible/difficult to safely access destinations in North or East Salinas. Additionally, improvements could be made to better connect popular cycling destinations like Toro Park and Fort Ord to town. Specifically, it would be nice to see the bike lanes on Davis cleaned. There is always dirt/mud and sharp objects in the bike lanes that make them useless. It would also be nice to see the bike lanes that have	Please keep adding bike lanes and traffic calming. I really like the improvements that have been made to West Alisal Street, both as a cyclist as well as a driver. I think changing more 4 lane roads to the 3 lane with bike lanes format is a huge improvement for everyone.
Aug 30, 2023	65+	Male	White/Caucasian	A few times a week	Maybe	Alisal	Medical offices Transit	Mall and Walmart	Alisal to N. Main	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Saving money on transportation expenses		It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not feel safe		Improved health		More bike lanes.	More bus stops.

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 30, 2023	18 – 35	Female	Hispanic/Latinx	Every day	Yes	1022 Acosta St	Schools Medical offices Work	Hartnell Main College, Blaze Pizza, Northdrige Mall & Home	Acosta St, Main St, Del Monte Ave, Garner Ave, Alisal St	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Saving money on transportation expenses		It is difficult to carry the things I need while biking Violence or crime		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses		Better roads and bigger sidewalks for the people. Fix roads on the east side and stop focusing on the north side. Give this attention to the streets that need it the most which is the east side.	
Aug 29, 2023	51 – 65	Female	Asian	A few times a week	Yes	White River Circle., Salinas	Schools Parks Commercial areas Medical offices Work Transit	Creekbridge is now cut off from Davis road (Westridge), as MST no longer connects the two areas. Also, would like easier rides to libraries.	Independence and Constitution to other places. Walking to Natividad Medical Center can be difficult in heat/rain.	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe No bike parking at my destination Nowhere to store a bike at home Difficult to look professional when I ride a bike I don't have a bike I don't know how to ride a bike I don't feel confident riding my bike on the road Theft of bikes, even locked ones, is a real problem.	Theft of bikes, even locked ones, is a real problem. Lockers would be best.	Improved health Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Feeling safe from robbers for assailants who are in cars, on bikes/scooters, or on foot. You never know who is either unstable, hateful, or out to steal and be violent. If more people are out on the streets walking, we are all safer because there are more eyes, and people who can help. Also, if walking and I have a medical emergency, like dizziness or feeling unwell, I feel totally on my own.	Please encourage more walking, as more people walking keeps everyone safer.
Aug 29, 2023	Prefer not to say	Prefer not to say	Prefer not to say	A few times a year	No	Alisal	Schools Parks	Central	Alisal	Not at all knowledgeable	Weather It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route Other	Getting run over, raped, abducted	Improved health Improved fitness Other	Getting run over raped abducted	My destinations are too far to bike to Weather It is difficult to carry the things I need while biking Violence or crime Too dark Too many hills along my route Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home Need to transport kids Difficult to look professional when I ride a bike My bike is broken or needs repair I don't feel confident riding my bike on the road Other	Getting run over raped abducted	Improved health Improved fitness Other	Getting run over raped abducted	Getting paid to use bike or walkway. Free stuff free gas free items universal income	This does not help businesses with blocking alisal to ride bikes or walk
Aug 20, 2023	36 – 50	Female	Hispanic/Latinx	Every day	Yes	Falcon Dr	Schools Parks Commercial areas	Food 4 less, Loya Elemeentry school, Boronda Rd	William Rd	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling			
Aug 20, 2023	18 – 35	Female	Hispanic/Latinx	A few times a week	Yes		Schools Work	Rancho San Juan High School	San Juan Grade	Not at all knowledgeable	It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home Difficult to look professional when I ride a bike		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment			

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 18, 2023	51 – 65	Male	White/Caucasian	Every day	Yes	Near University Ave. and Central Ave.	Commercial areas Work	Salinas Downtown,	Central Ave. and Davis Rd. to Main St.	Very knowledgeable	Other	Commute time. It is faster and easier to cycle than to walk.	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Debris or potholes in the bike lane Other	No bike lane on Central Ave. and lots of curb parked cars to avoid (cars pulling out, doors opening)	Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		For cycling, more bike lanes, improved roads, posting "keep 3 feet distance for cycling" signs. For pedestrian, improved sidewalks, improved/additional ADA corner ramps.	Not at this time.
Aug 18, 2023	18 – 35	Female	Hispanic/Latinx	A few times a week	Yes	Paseo Grande	Schools Parks Commercial areas Work	Harden shopping center, las casitas, constitution soccer park		Somewhat knowledgeable	My destinations are too far to walk to Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses		Bike lanes and/or intersections do not feel safe No bike parking at my destination Nowhere to store a bike at home My bike is broken or needs repair I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment			
Aug 17, 2023	36 – 50	Male	White/Caucasian	A few times a year	Maybe	test ave	Parks Commercial areas	Ecology Action	Test Ave	Somewhat knowledgeable	My destinations are too far to walk to Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community		My destinations are too far to bike to Weather Bike lanes and/or intersections do not feel safe		Improved health		more safety	nope!
Aug 17, 2023	36 – 50	Female	White/Caucasian	A few times a month	No	Test for HubSpot Integration	Other	Test	Test	Somewhat knowledgeable	My destinations are too far to walk to	Test		Test	Other	Test	Other	Test	Test	Test
Aug 16, 2023	18 – 35	Female	Asian	A few times a month	Yes	Constitution Blvd	Parks Work	Natividad Medical Center	Along Constitution Blvd.	Somewhat knowledgeable	Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Nowhere to store a bike at home I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment		A protected sidewalk and/or bike lane from ongoing high speed traffic	Constitution Blvd has very little street lights apart from the lights from oncoming traffic. It makes walking around the neighborhood pretty scary
Aug 14, 2023	18 – 35	Female	Hispanic/Latinx	Every day	Yes	65 n pearl n pearl st spc5 Salinas para ir en alisal	Schools Parks Work	Washington Middle School	E alisal st y E Market st		Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Saving money on transportation expenses Walking is good for the environment	Mejor la salud	Bike lanes and/or intersections do not feel safe	Los carros no respetan	Avoiding driving or taking the bus	Ahorro dinero	Que respeten los ciclistas y los peatones los carros anda muy recio no respetan la velocidad de la calle	Si donde vivo en 65 n pearl st no respetan la velocidad andan muy recio
Aug 13, 2023	18 – 35	Female	Hispanic/Latinx	Every day	Yes	65 n pearl n pearl st spc5 Salinas para ir en alisal	Schools Parks Work	Washington Middle School	E alisal st y E Market st		Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Saving money on transportation expenses Walking is good for the environment	Mejor la salud	Bike lanes and/or intersections do not feel safe	Los carros no respetan	Avoiding driving or taking the bus	Ahorro dinero	Que respeten los ciclistas y los peatones los carros anda muy recio no respetan la velocidad de la calle	Si donde vivo en 65 n pearl st no respetan la velocidad andan muy recio
Aug 13, 2023	18 – 35	Male	Hispanic/Latinx	A few times a week	Yes	Bradbury Street	Parks Commercial areas Work	Salinas Regional Soccer Complex, Planet Fitness		Somewhat knowledgeable	It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment			
Aug 13, 2023	Under 18	Female	Hispanic/Latinx	Never	Yes	780 Elkington Ave	Schools	Parks nearby	Elkington Ave to Creekbridge area	Very knowledgeable	Violence or crime		Improved health Improved fitness I enjoy walking		The sidewalks are uneven and street really dirty		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment		Better sidewalks and more street cleanings	
Aug 13, 2023	18 – 35	Female	Hispanic/Latinx	Never	Yes	Grandhaven street	Schools Parks Work	Downtown, constitution park, the mall	Laurel, Main Street, Market street, boronda	Somewhat knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		The sidewalks/streets bigger to ride safely	
Aug 13, 2023	Under 18	Female	Hispanic/Latinx	A few times a year	Yes	Hilltop dr	Parks Commercial areas	Mall, parks, clothing stores,	I dont ever walk, only times i walk is around my block	Not at all knowledgeable	My destinations are too far to walk to Weather Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Connecting with my community Saving money on transportation expenses Walking is good for the environment		I don't feel confident riding my bike on the road		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Wider sidewalks with little rails for safety , also to somehow encourage more walking	Nope

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 13, 2023	Under 18	Female	Hispanic/Latinx	Never	Yes	780 Elkington Ave	Schools	Parks nearby	Elkington Ave to Creekbridge area	Very knowledgeable	Violence or crime		Improved health Improved fitness I enjoy walking		The sidewalks are uneven and street really dirty		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment		Better sidewalks and more street cleanings	
Aug 13, 2023	36 – 50	Female	Hispanic/Latinx	Every day	Yes	Hoover st	Schools Parks	Santa Rita schools/ parks	Hoover st	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling		Needs improvement.	Too many homeless people around the community feels unsafe to walk
Aug 13, 2023	Under 18	Male	Hispanic/Latinx	A few times a month	Maybe		Parks			Very knowledgeable	Other		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment				Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment			
Aug 13, 2023	18 – 35	Female	Hispanic/Latinx	A few times a year	Maybe	Cambridge Ct.	Parks	Parks		Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		I don't have a bike		Improved health Improved fitness Biking is good for the environment			
Aug 12, 2023	36 – 50	Female	Hispanic/Latinx	Every day	Yes	Falcon Dr	Schools Parks Commercial areas	Food 4 less, Loya Elemeentry school, Boronda Rd	William Rd	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling			
Aug 11, 2023	36 – 50	Male	Hispanic/Latinx	Every day	Yes	Falcon st.	Parks Transit Other	N/a	N/A	Not at all knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination		Improved health Improved fitness		Behavior changes from people	
Aug 10, 2023																				
Aug 10, 2023	65+	Male	White/Caucasian	A few times a week	Yes	West St.	Schools Parks Commercial areas Medical offices Transit Other	SHS, Central Park, Lucky's, SVMH, MST Transit Center,	West to Riker, Central to Main ST. to Blanco, Romie Lane, Las Palos to Abbot	Very knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road I'm not interested in riding a bike lousy drivers taking my right of way		Improved health Improved fitness I enjoy bicycling		more respect by motorist/ repairs made to sidewalks for pedestrians	the city is doing a lousy job on maintaining the sidewalks. need more 4 way stops, roundabouts to slow the speed of traffic. more tickets need to be issued. too many aren't safe in a crosswalk anymore.
Aug 10, 2023	36 – 50	Female	Hispanic/Latinx	Every day	Yes	Escuela Fremont	Schools Commercial areas Medical offices	Fremont elementary, Cardenas, Alisal Medical offices	Williams Rd., Alisal St, Twot	Somewhat knowledgeable	Weather Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		I don't have a bike		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		rutas mas rapidas, mas aceso al transporte publico	

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 10, 2023	65+	Female	White/Caucasian	A few times a month	Yes	N. Main	Schools Parks Other			Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses		My destinations are too far to bike to Weather It is difficult to carry the things I need while biking Violence or crime Too dark Too many hills along my route Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Need to transport kids I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Biking is good for the environment			with all the traffic in Salinas even the weekends are not real safe on the road.
Aug 9, 2023	51 – 65	Female	Hispanic/Latinx	A few times a week	Yes	Solano	Parks	El Dorado park	Solano to Harden	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Walking is good for the environment		I'm not interested in riding a bike		Improved health Improved fitness		Fixing sidewalks	
Aug 8, 2023	Prefer not to say	Prefer not to say	Prefer not to say	A few times a week	Yes	Los Palos	Parks Medical offices	Libraries, parks, shopping centers in North Salinas	Non busy streets from South Salinas to North Salinas	Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Saving money on transportation expenses		My destinations are too far to bike to It is difficult to carry the things I need while biking Violence or crime Too dark Bike lanes and/or intersections do not feel safe Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness Saving money on transportation expenses			
Aug 6, 2023	51 – 65	Female	Hispanic/Latinx	Every day	Yes	Los Palos Drive	Parks Medical offices Work	SVMH Hospital, Acacia Medical group, Claremont pickle ball court	los palos to romie lane	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		The street should be closed to traffic from ABBOTT street on Los Palos from Romie lane. Speeding traffic is extremely dangerous. The lines on the street for pedestrian traffic are faded and cars NEVER yield the right of way to pedestrians. There is a pocket park on LOS PALOS drive and children are at RISK here. Speed bumps would be helpful but unlikely to slow traffic as many drivers are focused on making the green light on Romie lane and LOS PALOS DR.	Yes, neighbors have signed a petition and have attended a city council meeting we have asked our then council man Steve McShane to represent us in this matter. We are concerned that a tragedy will occur because traffic speeds by. The speed traffic has been monitored and I'm certain it will reflect the dangerous non stop traffic at peak times of shifts to begin at SVMH and other medical offices. I would like the administration at SVMH to be made aware of the concerns of the residents of LOS Palos DR.
Aug 5, 2023	65+	Female	White/Caucasian	A few times a week	Yes	Los Palos dr (cross st- Abbott)	Parks Medical offices Other	CVS, Dr appts-romie ln, friends-south main area=maplepark, oak st, California st, downtown, church on acacia & Padre dr.	Acacia st to oak st, Acacia st to main st. Acacia to Padre Dr, Acacia St to Romie Ln, Los Palos Dr to San Miguel, San Miguel to Star Shopping ctr, Romie Ln to Park Row	Not at all knowledgeable	It is difficult to carry the things I need while walking Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route Other	There are too many cars, trucks and other vehicles coming at a higher than the posted speed limit. They dont stop at posted speed limits. Big trucks using iur streets as cut-through to Romie Ln and the hospital. We need the signage turned around so that the "no trucks over 3 tons" to br turned or added on so trucks not come here. Also we needed flashing yellow lights warning on the middle of street crosswalk as cars don't slow down!	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		I would love it! But let's face it how would parents get their kids to school and work. But sounds like a "mayberry" setting.	I have a 2 wheel bike. But would like a 3 wheel trike as I would feel safer for myself but on the streets would be too wide. Can we ride bikes on the si dewalks as long as we watch out for pedestrians?

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 5, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Maybe	Independence dr	Parks Commercial areas	Safeway, walking our dog	Independence and Constitution	Somewhat knowledgeable	Violence or crime	I see a lot of cars blow by the stops signs on independence. I do not feel safe walking my 5 year old. I've seen people drive through the stop signs, speed down, and do donuts or the intersection at Everett Alervez school. I've know parents who live in my apartment community drive their kids to school at Steinbeck and Alveraz because of the irresponsible drivers. I would like to see something like speed humps. A couple of years ago someone was speeding through the stop sign, hit the curb, aired over our fence and hit an apartment.	Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment	I would love to walk to the Safeway but I do not feel safe because of the drivers	Bike lanes and/or intersections do not feel safe Need to transport kids		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment		Speed humps and wider bike lanes	I stayed the safety concerns I have on Independence Dr in earlier question
Aug 4, 2023	65+	Male	White/Caucasian	A few times a month	Maybe	Merlot Circle	Parks	Harden Shopping Center	McKinnon to Main	Very knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling		Bicycle lanes separate from auto and pedestrian traffic. Drivers don't pay attention and speed racing each other, pedestrians unwilling to yield on sidewalks	
Aug 4, 2023	36 – 50	Male	White/Caucasian	Every day	Yes	Argentine Dr	Parks Commercial areas Work Transit	Green spaces in 93905, library, nearby stores on Williams	Williams	Somewhat knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Saving money on transportation expenses Walking is good for the environment		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Biking is good for the environment		Safer and well maintained walking and biking routes on roads that are used a lot by people like Williams, Towt, Garner, Rider, Sanborn, del Monte etc	I see other cities are removing street lanes to create dedicated bus lanes. We DO NOT want that in the east side of salinas. Traffic and safety of everyone will only get worse
Aug 4, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Maybe	Independence dr	Parks Commercial areas	Safeway, walking our dog	Independence and Constitution	Somewhat knowledgeable	Violence or crime	I see a lot of cars blow by the stops signs on independence. I do not feel safe walking my 5 year old. I've seen people drive through the stop signs, speed down, and do donuts or the intersection at Everett Alervez school. I've know parents who live in my apartment community drive their kids to school at Steinbeck and Alveraz because of the irresponsible drivers. I would like to see something like speed humps. A couple of years ago someone was speeding through the stop sign, hit the curb, aired over our fence and hit an apartment.	Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment	I would love to walk to the Safeway but I do not feel safe because of the drivers	Bike lanes and/or intersections do not feel safe Need to transport kids		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment		Speed humps and wider bike lanes	I stayed the safety concerns I have on Independence Dr in earlier question
Aug 4, 2023	51 – 65	Prefer not to say	Prefer not to say	A few times a year	Yes	Blanco Rd	Schools Parks	Hartnell College		Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking		My destinations are too far to bike to It is difficult to carry the things I need while biking		Improved health Improved fitness			
Aug 4, 2023	18 – 35	Male	Hispanic/Latinx	A few times a week	Yes	ROGGE Village Loop	Parks Commercial areas Medical offices	Harden shopping center, Northridge Mall, New Republic Elementary, Alvarez High School	Rogge Road to Natividad Road	Very knowledgeable	Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		It is difficult to carry the things I need while biking Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment		More clearly marked designated bike lines. More education to driver of vehicles on the rights of bikers. Some people don't respect the right of way, etc. same as street cleaning some bike lines need to be swept or cleaned, lots of debris	Bike lines on Alvin or top notch, I like the spacing between the car lane and bike lane. Makes me feel a bit safer to take that route.

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 3, 2023	36 – 50	Male	Prefer not to say	A few times a week	Yes	Arcadia Ct	Parks Commercial areas Medical offices Work Transit	The Mall, North Main St, S Main St, Natividad Road	Natividad Road to Bernal Dr; N Main to S Main through downtown (Monterey and Salinas St)	Somewhat knowledgeable	It is difficult to carry the things I need while walking Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane Not enough protected gbike lanes, no bike lane on Main St or Natividad Road	Not enough protected gbike lanes, no bike lane on Main St or Natividad Road	Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Biking is good for the environment		Bike corridors of protected bike lanes from northern part of North Main to souther part of South Main, A protected bike lane down Natividad Road, so we have safe corridors for commuting. Street trees and plants along the bike routes would be amazing.	
Aug 2, 2023	18 – 35	Female	Hispanic/Latinx	A few times a week	Maybe	Iris Dr	Parks Commercial areas Work	Northridge Mall, City Hall, Downtown Salinas, MST Stations, CA Rodeo	Main St, Iris Dr	Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking		It is difficult to carry the things I need while biking Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Difficult to look professional when I ride a bike I don't have a bike I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses			
Aug 2, 2023	18 – 35	Female	Hispanic/Latinx	A few times a week	Yes	Cortez Street	Parks Commercial areas Transit	Transit Stops, Closter Park, Cesar Chavez Library	Garner Ave, Del Monte Ave, Williams Rd	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment			
Aug 1, 2023	36 – 50	Male	Prefer not to say	A few times a week	Yes		Work	Courthouse/government center	Marina to downtown Salinas Davis to alisal	Very knowledgeable	My destinations are too far to walk to		Improved health Improved fitness I enjoy walking		Weather Too dark Bike lanes and/or intersections do not feel safe Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Protected bicycle lanes	
Aug 1, 2023	36 – 50	Female	Hispanic/Latinx	Every day	Yes	Laurel	Schools Parks Commercial areas Medical offices Work Transit	Fremont elementary/ Cardenas / CVS	Laurel and E. Alisal	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route I'm not interested in walking		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		I don't have a bike					
Aug 1, 2023	18 – 35	Female	Hispanic/Latinx	A few times a week	Yes	ALMA ave	Other	Recreational riding	Garner ALMA ave beach st closter park area	Very knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness Connecting with my community Walking is good for the environment For kids to feel safe riding bikes I. Their neighborhood	Closter park area	Violence or crime Too dark No bike parking at my destination		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Biking is good for the environment		Unfortunately, I cannot express what my vision is since east Salinas closter park area does not currently share any bike lanes. It would be nice to see areas like that in the 93905 around closter park. Speed bumps around closter park I can't express how many times I've seen people almost get tan over.	Closter park street on beech at needs improvement / makeover huge pot holes

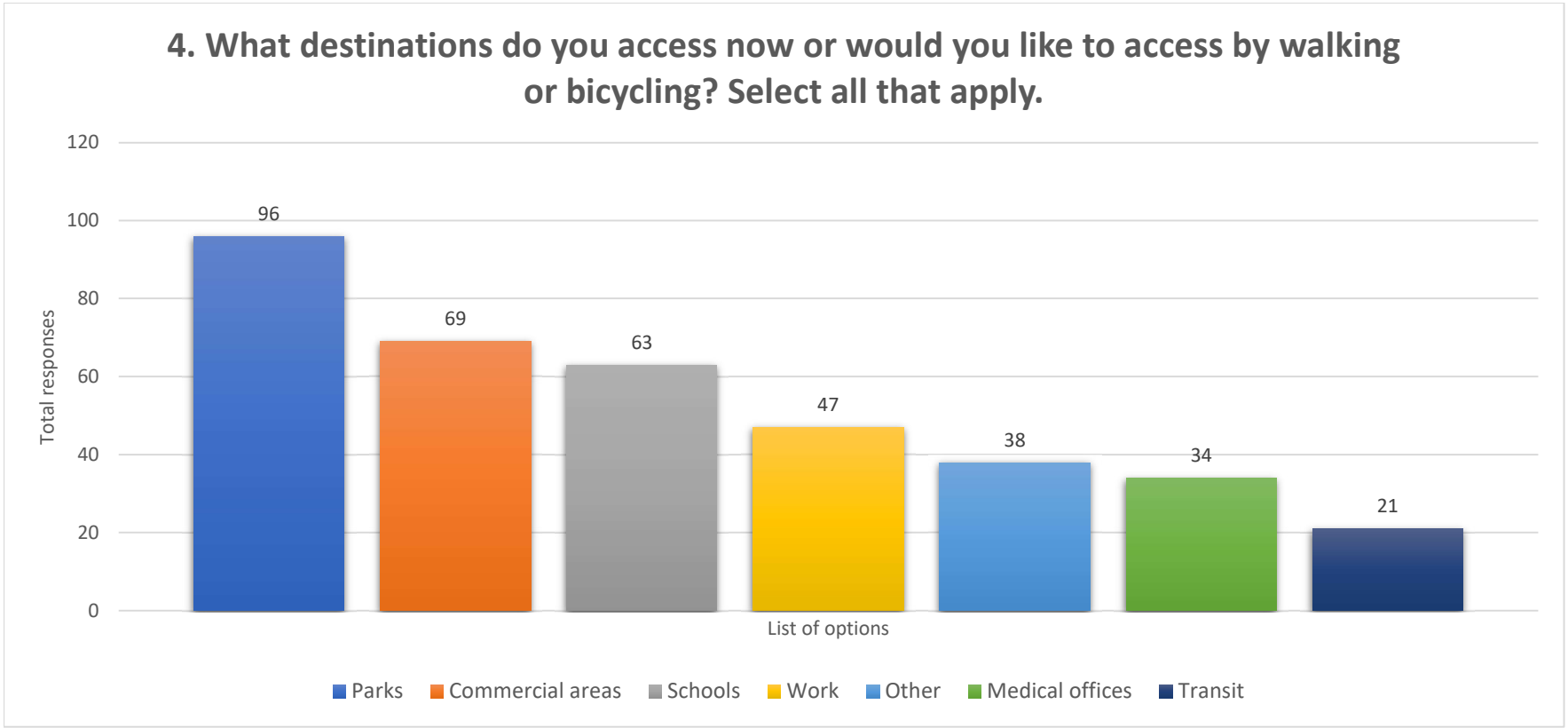
Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 1, 2023	18 – 35	Female	Hispanic/Latinx	Every day	Yes	Los Olivos/Riker neighborhood	Schools Parks Work	Hartnell College, Blanco Rd is not pedestrian/bicyclist friendly, South Main St. as well	Blanco Road, South Main Street, West Alisal, Central Ave	Somewhat knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		That it is safe for pedestrians and cyclists	
Aug 1, 2023	65+	Male	White/Caucasian	Every day	Yes	1081 San Vincente Ave	Schools Parks Commercial areas Medical offices Other	Hartnell, Downtown, Salinas Valley Health	W Alissl, Iverson, W St Louis	Very knowledgeable	Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Biking is good for the environment		More separate bike lanes. Secure Bike parking downtown	
Aug 1, 2023	36 – 50	Male	Hispanic/Latinx	Every day	Yes	Park st.	Schools Parks Commercial areas Work	Hartnell, Alisal elementary schools	East Alisal, N sanborn	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		The future projects should be design having in mind bicycles and people, NOT CARS. Bike paths in Salinas are awfully designed. Create more days like bike to school using full car lanes, please no more rides on the sidewalk. Involved teachers and admins in this activities. Salinas is the perfect town to transition from a car city to a walkable and bicycle city. People behind this initiative please ride a bicycle, be part of this project and drive a car everyday doesn't help at all	Ride a bicycle!
Aug 1, 2023	36 – 50	Female	Other	A few times a week	Yes	Louise Ct.	Schools Parks Commercial areas Medical offices Other	Harden shopping center. Santa Rita School, Rancho San Juan high school, Gavilan View Middle school, John Gutierrez middle school. Ferrasci ball Park	Van Buren Ave. San Juan Grade Rd. Main Street.	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Avoiding driving or taking the bus Walking is good for the environment		Amount of traffic or speed of traffic along route No bike parking at my destination I don't feel confident riding my bike on the road Other	Not enough bike lanes so it's not safe to bike. My husband is a long time biker and he was run over by a car last month.	Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Better side walks and more bike lanes plus more traffic signs and markings the bike and walking paths.	
Aug 1, 2023	18 – 35	Female	Hispanic/Latinx	A few times a week	Yes	Cross Avenue	Parks	Alisal high school	Williams rd to parkway avenue	Somewhat knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling Connecting with my community Biking is good for the environment		Everyone that walks or rides a bike should feel safe doing it and that includes kids.	There's a lot cars speeding on Williams rd that makes it unsafe to ride my bike. Speed bumps will help a lot. Might not fix the problem entirely, but it will definitely help.
Aug 1, 2023	36 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Market y Sanborn	Schools Parks Medical offices	Freemon	Sanborn y laurel	Somewhat knowledgeable	Hay muchos hongles en las calles eso da miedo mucho miedo ir a caminar a constitución		Improved health Improved fitness I enjoy walking		Violence or crime Bike lanes and/or intersections do not feel safe I don't have a bike		Improved health Improved fitness I enjoy bicycling		Muy buena	Ami me gustaba mucho salir a andar en bisicleta ase unos años pero dejamos de aserlo porque nos robaron las bisicletas unas personas que viven en la calle por eso ya nos da miedo
Aug 1, 2023	36 – 50	Prefer not to say	Prefer not to say	A few times a week	Yes	Close to Boronda	Parks Work Transit	Shopping Center in North Salinas	Sanborn, East Alisal St., Laurel St.	Very knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		I enjoy walking Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Violence or crime Debris or potholes in the bike lane No bike parking at my destination		I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		More bike racks in public transportation as we are a family of 4. Bike paths everywhere. A save place to park our bikes. Salinas is relatively flat with a great weather. Bike should be part of the culture.	Main roads in East Salinas are no bike friendly.
Jul 31, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Yes	El camino Real North.	Schools	Escuela	San Juan Rd.	Somewhat knowledgeable	My destinations are too far to walk to Too dark Amount of traffic or speed of traffic along route	Caminando no seguro.	Improved health I enjoy walking	Pasar tiempo con mis hijos.	My destinations are too far to bike to Too dark My bike is broken or needs repair	Camino no seguro.	Improved health Improved fitness I enjoy bicycling Tomar aire fresco.	Disfrutar del clima.	buena!	todo bien!.

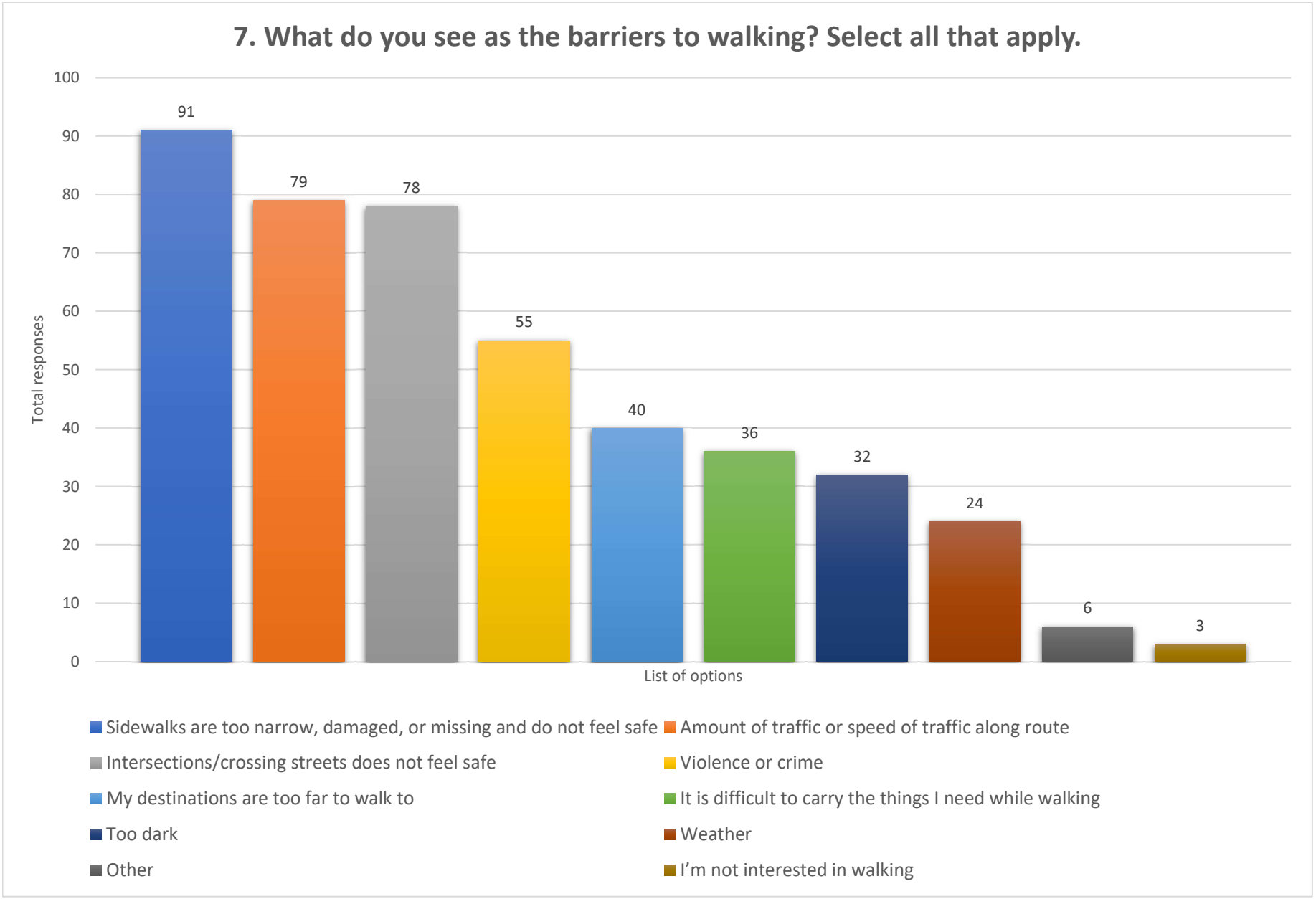
Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Jul 31, 2023	18 – 35	Female	Hispanic/Latinx	Every day	Yes	New Britain Circle	Schools Parks Work Transit	Harden shopping center , creekbridge, parks ect	Boranda, Laurel, independence,constitution Nantucket	Somewhat knowledgeable	Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Visual cross walks (ex flashing lights) Bridges and pathways just for bikes /walking	My family loves biking and we vary from 30's to 2 years old and unfortunately we are constantly reminding our children cars will not stop for us and in many occasions we are using the cross walks and Traffic such as the turing lane cars are trying to squeeze in front or behind us . I belive if cross walks are being utilized all lights should remain red for the short period to prevent and reduce injury.
Jul 31, 2023	Under 18	Female	Hispanic/Latinx	A few times a week	Yes	Garner	Schools Parks Other	Northbridge Mall and Closter Park	Williams to Alisal	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		My destinations are too far to bike to Weather It is difficult to carry the things I need while biking Violence or crime Amount of traffic or speed of traffic along route I don't have a bike I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses		My vision is that it helps people go out more and enjoy nature.	
Jul 31, 2023	18 – 35	Female	Hispanic/Latinx	Every day	Maybe	Crescent way	Schools Parks Commercial areas	Hartnell, boronda días elementary	Laurel and adobe	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Feel safe when biking or walking with side walks big enough to keep our distance from the traffic.	
Jul 31, 2023	36 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Riker st	Work	Wienerschnitzel on Alisal st	Alisal st	Very knowledgeable	My destinations are too far to walk to Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Walking is good for the environment		Bike lanes and/or intersections do not feel safe Debris or potholes in the bike lane Need to transport kids I don't have a bike I don't feel confident riding my bike on the road		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment		Me gustaría que la gente que maneja fuera más pasiente.	Me encanta que agan este tipo de acciones gracias
Jul 31, 2023	65+	Male	White/Caucasian	Every day	Yes	Lorimer	Commercial areas Transit Other	Old Town, grocery store, Central Park, YMCA	Central or W. Alisal to Main St	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved fitness I enjoy walking Walking is good for the environment		Bike lanes and/or intersections do not feel safe		Improved fitness I enjoy bicycling Connecting with my community Biking is good for the environment		Seeing kids ride their bikes to elementary and middle schools rather than having their parents transport them by car. Some bicycle only streets.	Salinas City Center has made a lot of improvements already with the Alisal complete street projects, but please don't give up! There's a lot more work we can do to replace car traffic.
Jul 31, 2023	18 – 35	Female	Hispanic/Latinx	A few times a month	Yes	West	Parks Commercial areas Medical offices	Hartnell College, Oldtown Salinas, Central Park	South Main Street, W Alisal Street	Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		My destinations are too far to bike to It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination Need to transport kids I don't feel confident riding my bike on the road		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Spacious bike lanes that are long enough to get to places. Less or slower traffic next to bike lanes. Car drivers being respectful and less impatient towards bike riders and pedestrians. Maybe signs would help with reminding drivers to be cautious and respectful. Also, my vision includes women and girls being able to safely bike without being stalked, harrassed, or cat called.	I would LOVE for biking to be more normalized and accessible for ALL community members. This includes businesses having bike parking.
Jul 31, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Yes	Elkington	Parks	Parque Natividad	Boronda	Somewhat knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Avoiding driving or taking the bus Saving money on transportation expenses		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling		Más bias para bisicletas	Si más seguridad en las carreteras porque llano respetan los peatones pasan muy recio y así no se siente uno seguro

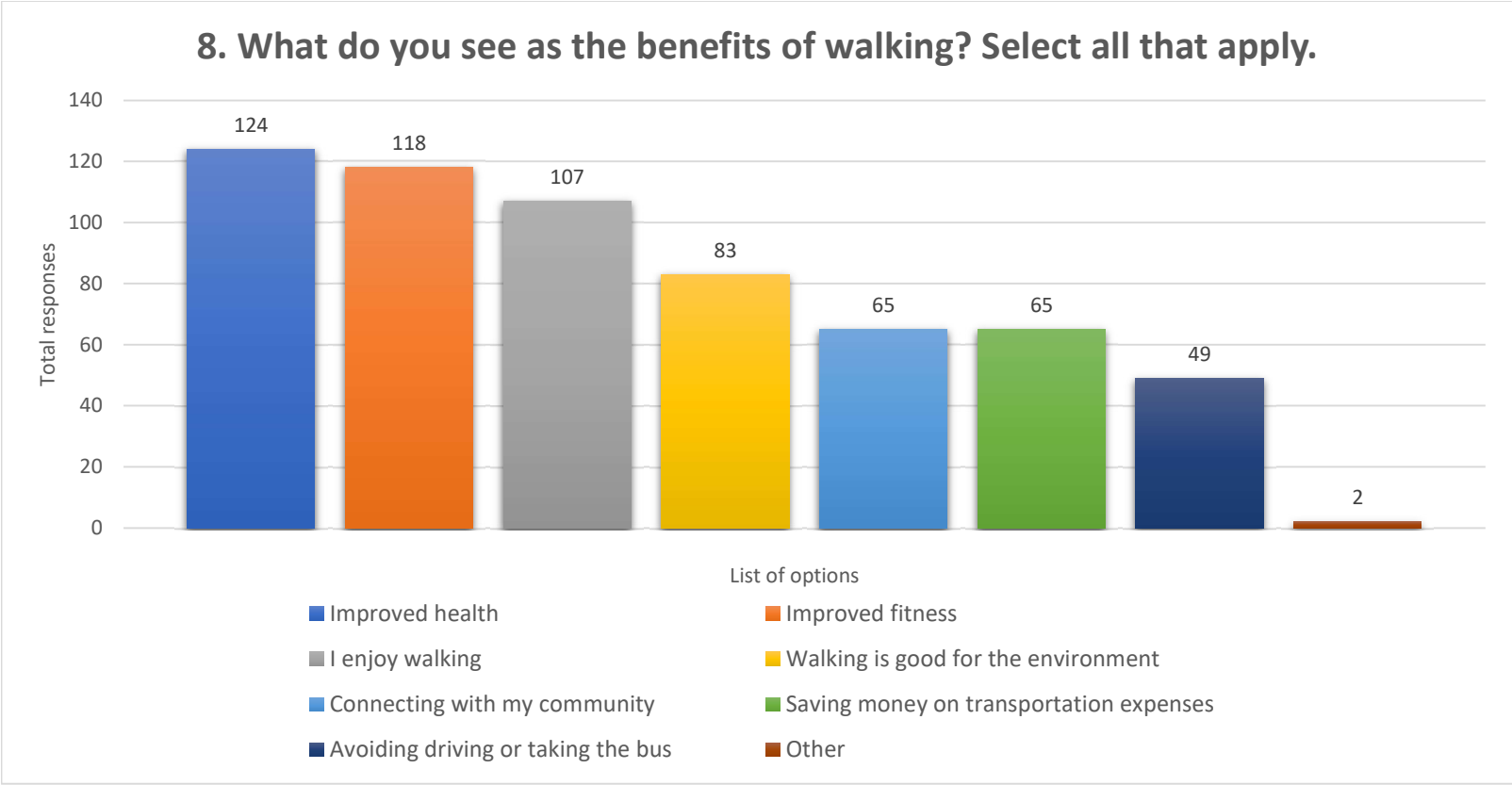
Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Jul 31, 2023	18 – 35	Male	Hispanic/Latinx	A few times a month	Yes	Larkspur drive	Schools Parks Medical offices Work	Alisal high school. Grocery outlet. Gabilan library. Downtown	North main. East laurel. Sanborn. Williams	Not at all knowledgeable	It is difficult to carry the things I need while walking Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Difficult to look professional when I ride a bike		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		A viable and preferred choice. One that everyone in the community can be apart of. Where it is safe and valued.	
Jul 31, 2023	18 – 35	Male	Hispanic/Latinx	A few times a week	Yes	Glendora way	Parks Other	Natividad park	Freedom blvd	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		Bike lanes and/or intersections do not feel safe No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Safety	
Jul 31, 2023	18 – 35	Female	White/Caucasian	A few times a year	Yes	321 Hayes st	Schools Parks Commercial areas Medical offices Work Transit	Hartnell, main street, Northridge mall	Kern st to old town. East market to North main.	Very knowledgeable	My destinations are too far to walk to Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		My destinations are too far to bike to Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Difficult to look professional when I ride a bike		Improved fitness I enjoy bicycling Avoiding driving or taking the bus		I feel like people stare and judge you for walking or taking a bike because everyone "has" to have a car. I want to feel like San Fran or Santa Cruz where it's so normal. People stare too much.	We need more opportunity to encourage bike riding and walking
Jul 31, 2023	Under 18	Male	Hispanic/Latinx	A few times a week	Yes	Williams	Schools Parks Commercial areas Medical offices Work Transit	Alisal high school	I walk from about east alisal street north along Williams road to alisal high school. There are numerous students who walk to alisal high school along this route as well .	Somewhat knowledgeable	It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Connecting with my community Saving money on transportation expenses Biking is good for the environment		To build the improvements needed to help those that bike and walk. These improvements need to be built in areas where there is a proven need.	
Jul 31, 2023	Under 18	Male	Hispanic/Latinx	A few times a week	Yes	Williams	Schools Parks Commercial areas Medical offices Work Transit	Alisal high school	I walk from about east alisal street north along Williams road to alisal high school. There are numerous students who walk to alisal high school along this route as well .	Somewhat knowledgeable	It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Connecting with my community Saving money on transportation expenses Biking is good for the environment		To build the improvements needed to help those that bike and walk. These improvements need to be built in areas where there is a proven need.	
Jul 31, 2023	18 – 35	Male	Hispanic/Latinx	A few times a week	Yes	Independence Blvd	Parks Commercial areas Work		San Juan Grade to Rogue Rd	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		My destinations are too far to bike to Weather It is difficult to carry the things I need while biking Violence or crime Too dark Too many hills along my route Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home Need to transport kids Difficult to look professional when I ride a bike My bike is broken or needs repair I don't know how to ride a bike I don't feel confident riding my bike on the road I am not physically able to ride		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment It's fun		A mini Amsterdam	N/a

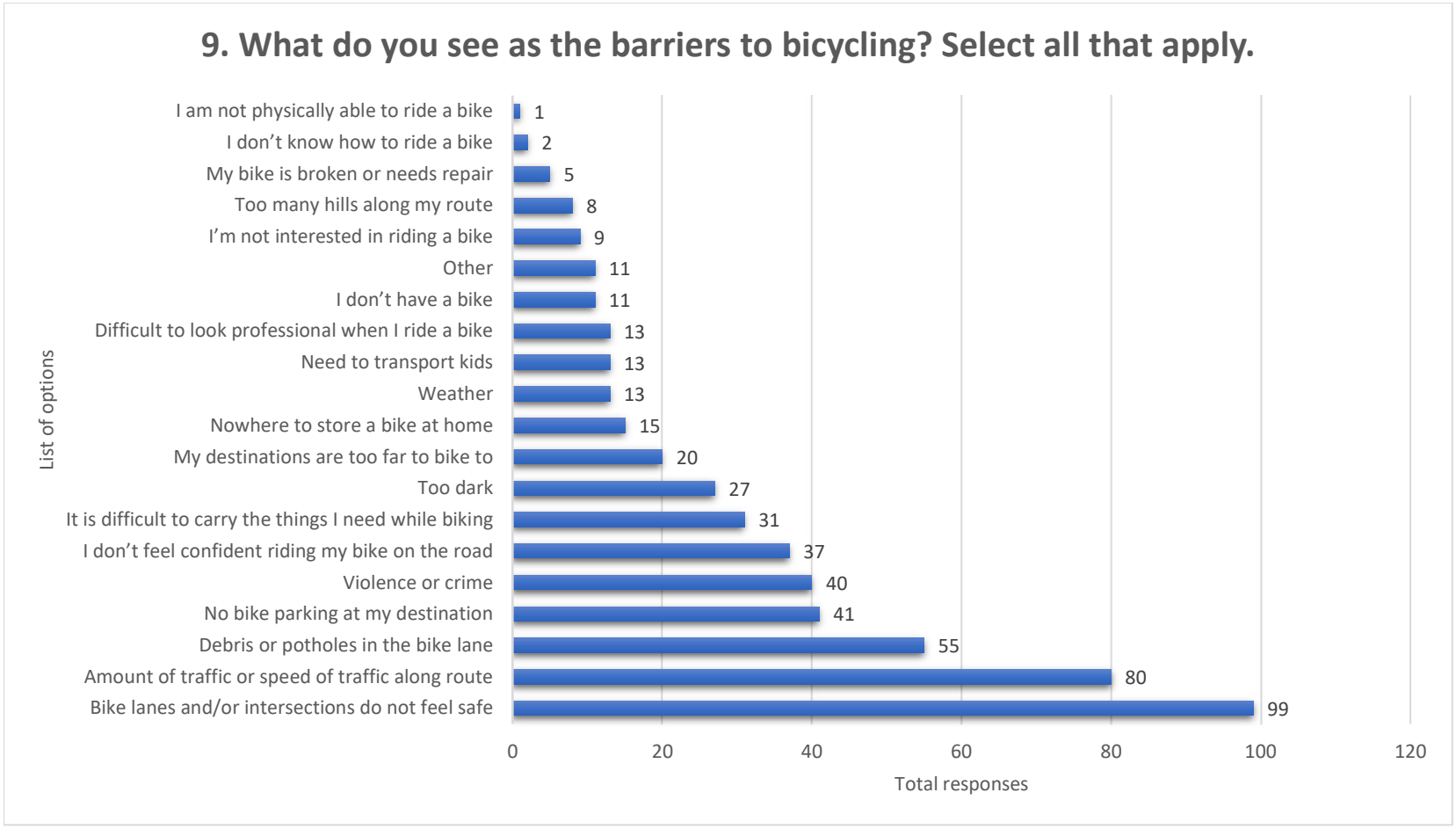
Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Jul 30, 2023	51 – 65	Female	Prefer not to say	A few times a year	Yes	Penzance	Schools Parks Other		Penzance to Kelton to Rogge Rd ; various other streets	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		Weather It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling			
Jul 30, 2023	18 – 35	Male	White/Caucasian	A few times a week	Yes	Noice St	Parks Commercial areas		Noice to Alvin to Eldorado to Mckinnon	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		For walking: more sidewalks (and marked crosswalks) For biking: more trails (or bike lanes) especially near community hubs like parks and schools	I'm a Midwestern transplant and miss having the sidewalks and trails within the community. I know available space and zoning likely play a role in this.
Jul 29, 2023	51 – 65	Female	White/Caucasian	Every day	Yes	Oak Street	Parks Commercial areas		Oak st to Pajaro to San Joaquin	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses		i currently take care of my 14 month old grandson so hooking up a trailer then parking and locking it all up would be challenging		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Biking is good for the environment		I'm hopeful that someday we can be a small town where everyone walks or bikes. My daughter attended the University of Oregon and I was amazed of their bicycle programs and how often everyone used their bus system. Of course it was a huge college town. I love walking, it keeps me connected to people I live by and it's supposed to extended my life by 2 years	Thank you for allowing me to share my views on these issues and hopefully we become a healthier small town
Jul 29, 2023	Prefer not to say	Prefer not to say	Prefer not to say	Every day	Maybe	Off rogge	Other		San Juan grade and Natividad	Very knowledgeable	Weather Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses		Weather Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses		They really need sidewalks down San Juan grade rd. The city parts don't have sidewalks and roads are too close to side of road. Definitely not safe.	City transit may be helpful out in the county seeing how much it has grown and with the new high school.
Jul 29, 2023	36 – 50	Male	Hispanic/Latinx	A few times a week	Yes	Ambrose Drive	Schools Parks Commercial areas Work		Alisal with protected bike lanes and Davis/Blanco with protected bikes lanes.	Very knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Protected bike lanes, not just a green painted line on the road, and educate drivers on how to ride with riders.	I like what has happened so far just want to keep it going and again, providing protected bike lanes!
Jul 29, 2023	18 – 35	Male	White/Caucasian	Every day	Yes	Riker	Schools Parks Commercial areas Work Transit		Alisal street to Main Street. Riker to Alisal street.	Very knowledgeable	My destinations are too far to walk to Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home There needs to be more bike lanes connecting to different parts of the city. Also SAFE bike lanes to other connecting cities like marina, seaside and Monterey for commuters.		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment Fun		Safer intersections in Salinas. More bike lanes connecting different areas of the community. Makes 4 lane roads 2 lane roads with bike lanes. Like what was done to Alisal street. Make community events that encourage cycling. Maybe even bike races in Salinas. More people riding bikes or walking creates less traffic.	Make a safe bike lane connecting to Fort Ord National monument. Also a bike lane going to Monterey. Also a bike lane that is safe for students to commute to CSUMB from Salinas because parking at CSUMB is too expensive and is a hassle.
Jul 29, 2023	36 – 50	Female	Hispanic/Latinx	Every day	Yes	Rogge village loop	Schools Parks		Rogge village loop to San Juan grade rd	Very knowledgeable	Violence or crime Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment		My destinations are too far to bike to Violence or crime		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		For both pedestrian and bicyclists to feel safe while out on the streets	No

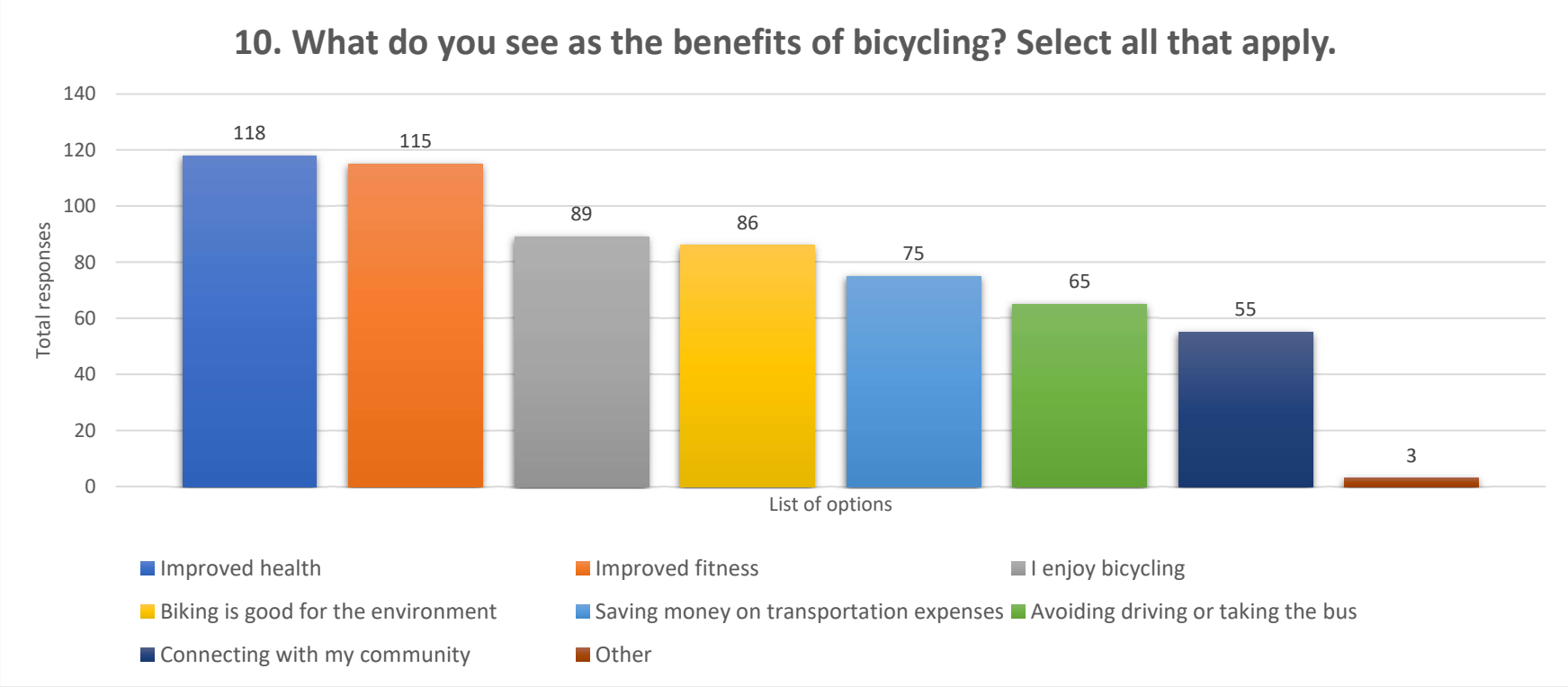
Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Jul 29, 2023	51 – 65	Female	White/Caucasian	A few times a year	Yes	Locarno Way	Schools Parks Other		Locarno Way. Bellinzona, Cornwall, San Juan Gr., Paul A e., Rogge Rd.	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Clearly marked crosswalks. Sidewalks needed, traffic lights or stop signs needed on busy roads such as San Juan Gr.	Crossing guards for schools needed.
Jul 29, 2023	36 – 50	Female	Hispanic/Latinx	A few times a week	Yes	671 Ambrose Dr	Schools Parks Work		Alisal, Davis, Blanco	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Saving money on transportation expenses		It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe		I enjoy bicycling Biking is good for the environment		Bike only paths	Driver education
Jul 29, 2023	36 – 50	Male	Hispanic/Latinx	A few times a week	Yes	Ambrose Drive	Schools Parks Commercial areas Work		Alisal with protected bike lanes and Davis/Blanco with protected bikes lanes.	Very knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Protected bike lanes, not just a green painted line on the road, and educate drivers on how to ride with riders.	I like what has happened so far just want to keep it going and again, providing protected bike lanes!
Jul 29, 2023	18 – 35	Prefer not to say	Hispanic/Latinx	Every day	Maybe	Prado st	Schools Parks Commercial areas		North main to russel road to van buren	Somewhat knowledgeable	It is difficult to carry the things I need while walking Too dark		Improved health Improved fitness I enjoy walking Walking is good for the environment		I don't have a bike My bike is broken or needs repair		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment		More crossing lanes with lights for big intersections & busy roads. More lights for night time walking, reflective light on the bike lanes where possible.	We need a basketball court in the Santa Rita area. Our kids have no public access to any basketball courts around here.
Jul 28, 2023	36 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Boronda	Schools Commercial areas Work		North main, boronda, San Juan rd	Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		My destinations are too far to bike to Too many hills along my route Bike lanes and/or intersections do not feel safe Need to transport kids		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses			Que la banqueteas en muchas calles están muy quebradas que la ciudad revise y las arreglen
Jul 28, 2023	36 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Boronda	Schools Commercial areas Work		North main, boronda, San Juan rd	Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking		My destinations are too far to bike to Too many hills along my route Bike lanes and/or intersections do not feel safe Need to transport kids		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses			Que la banqueteas en muchas calles están muy quebradas que la ciudad revise y las arreglen
Jul 20, 2023	18 – 35	Female	Hispanic/Latinx	A few times a year	Yes	Independent blvd	Schools Parks Commercial areas Medical offices Work		North main st to russell road	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Improved health	


4. What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.
120
100
80
60
40
20
0
Total responses
96
69
63
47
38
34
21
List of options
Parks
Commercial areas
Schools
Work
Other
Medical offices
Transit


7. What do you see as the barriers to walking? Select all that apply.
Total responses
List of options
100
90
80
70
60
50
40
30
20
10
0
91
79
78
55
40
36
32
24
6
3
Sidewalks are too narrow, damaged, or missing and do not feel safe
Amount of traffic or speed of traffic along route
Intersections/crossing streets does not feel safe
Violence or crime
My destinations are too far to walk to
It is difficult to carry the things I need while walking
Too dark
Weather
Other
I'm not interested in walking


8. What do you see as the benefits of walking? Select all that apply.
Total responses
140
120
100
80
60
40
20
0
124
118
107
83
65
65
49
2
List of options
Improved health
Improved fitness
I enjoy walking
Walking is good for the environment
Connecting with my community
Saving money on transportation expenses
Avoiding driving or taking the bus
Other


9. What do you see as the barriers to bicycling? Select all that apply.
List of options
I am not physically able to ride a bike 1
I don't know how to ride a bike 2
My bike is broken or needs repair 5
Too many hills along my route 8
I'm not interested in riding a bike 9
Other 11
I don't have a bike 11
Difficult to look professional when I ride a bike 13
Need to transport kids 13
Weather 13
Nowhere to store a bike at home 15
My destinations are too far to bike to 20
Too dark 27
It is difficult to carry the things I need while biking 31
I don't feel confident riding my bike on the road 37
Violence or crime 40
No bike parking at my destination 41
Debris or potholes in the bike lane 55
Amount of traffic or speed of traffic along route 80
Bike lanes and/or intersections do not feel safe 99
0 20 40 60 80 100 120
Total responses


10. What do you see as the benefits of bicycling? Select all that apply.
Total responses
140
120
100
80
60
40
20
0
118
115
89
86
75
65
55
3
List of options
Improved health
Improved fitness
I enjoy bicycling
Biking is good for the environment
Saving money on transportation expenses
Avoiding driving or taking the bus
Connecting with my community
Other

Pop Up Event Theme Responses

Theme	Tally
Protected Bikelanes	45
Bikelanes	14
Sidewalk	7
SW Fixed	26
Walking Paths	8
Wider SW	6
Trails	11
Crosswalks	17
Fix Adobe Bridge	2
Pot Holes	4
Speeding	6
Homeless	3
Feeling Unsafe	7
Beacon	3
More Signage	1
Low Visibility	8

OUTREACH DATE	OUTREACH LOCATION	COMMENT LOCATION (STREET OR CLOSEST INTERSECTION)	DESTINATION (LOCATION NAME OR CLOSEST INTERSECTION)	ROUTE	WALKING OR BIKING?	COMMENTS (HAZARDS, IDEAS FOR IMPROVEMENTS)	Language	District #	Theme 1	Theme 2
29-Jul	Oldtown Farmers Market	Buena Vista St.	Central park		Walking	Broken sidewalk and pot holes on the street	English	3	SW Fixed	Pot Holes
29-Jul	Oldtown Farmers Market	South Salinas		Riker St, W San Luis St	Walking / Biking	Trees/potholes make it hard to use sidewalks	English	3	SW Fixed	Pot Holes
29-Jul	Oldtown Farmers Market	N Main St	Old Town Salinas		Walking / Biking	N. Main is hard to Walk and Bike. All the fast food chains drive through driveways make it difficult to get across.	English	4	Protected Bikelanes	Walking Paths
29-Jul	Oldtown Farmers Market	N Main St	Old Town Salinas		walking and biking	It is terrible for Walking and Biking to get from North Salinas to old town	English	1	Protected Bikelanes	Walking Paths
29-Jul	Oldtown Farmers Market	Rossi Parkway	Victor St	Rossi Rico Parkway	Walking / Biking	Too many street crossings on Rossi. Don't feel safe to walk or bike, build similar things to (path on) East garrison dr	Spanish	4	Protected Bikelanes	Walking Paths
29-Jul	Oldtown Farmers Market	Blanco Rd	Davis Rd		Biking	Wants to see dedicated bike trail on blanco rd	English	3	Bikelanes	
29-Jul	Oldtown Farmers Market	E. Alisal St.	Old Town Salinas		Biking	Wants to see bike access on E. Alisal St.	English	4	Bikelanes	
29-Jul	Oldtown Farmers Market	Kern St	Market St		walking and biking	More bike paths like the ones in Monterey	English	1	Bikelanes	
29-Jul	Oldtown Farmers Market	W. Alisal St	Old Town Salinas		Biking	more bike lanes like the ones on W. Alisal	English	3	Bikelanes	
29-Jul	Oldtown Farmers Market	John St.	Old Town Salinas		Walking	Theres no safe place to cross on John St.	Spanish	3	Crosswalk	
29-Jul	Oldtown Farmers Market	N Main St at E Lamar	Santa Rita park		Walking	Dangerous to cross on N. Main close to E. Lamar St.	Spanish	5	Crosswalk	
29-Jul	Oldtown Farmers Market	Natividad Creek Park Trails	Constitution Soccer complex		Walking / Biking	no people around doesn't feel safe. Esp. on weekends.	English	1	Feeling Unsafe	
29-Jul	Oldtown Farmers Market	South Salinas	Old Town Salinas		Walking / Biking	South Salinas is great for walking/biking but I won't go past Old Town Salinas	English	3	Feeling Unsafe	
29-Jul	Oldtown Farmers Market	South Salinas, E Alisal St		N. Main st to E. Alisal	walking	Feels safe to walk in South Salinas, feels unsafe on E. Alisal St	English	2-3	Feeling Unsafe	
29-Jul	Oldtown Farmers Market	Harkins Rd			Walking / Biking	Move homeless housing to harkins rd	English	3	Homeless	
29-Jul	Oldtown Farmers Market	N. Main St, Monterey St	Old Town Salinas		Biking	Biking to old town is too dangerous, not enough safe routes	English	3	Protected Bikelanes	
29-Jul	Oldtown Farmers Market	N. Main St, Natividad Rd			Biking	create protected bike lanes with safety guards on main arteries in and through town.	English	5	Protected Bikelanes	
29-Jul	Oldtown Farmers Market	Constitution Blvd, Independence, Nantu	Creekbridge neighborhood		Walking / Biking	cars are always speeding, I don't feel safe	English	1	Speeding	
29-Jul	Oldtown Farmers Market	W. Alisal St	Old Town Salinas		Walking	Cars go 70 mph don't stop for peds scary to walk	English	3	Speeding	
29-Jul	Oldtown Farmers Market	Acacia St.	Hartnell College	Acacia to W. Alisal	Walking	SW uplift from trees in South Salinas	English	1	SW Fixed	
29-Jul	Oldtown Farmers Market	Central Ave	Central park		Walking / Biking	SW is lifted on central ave it is so bad for elders	English	3	SW Fixed	
29-Jul	Oldtown Farmers Market	Chestnut St.	Salinas High School	Chestnut St. To S. Main St.	Walking	SW is BAD, Have to walk in the street	English	3	SW Fixed	
29-Jul	Oldtown Farmers Market	E. Alisal St.	Old Town Salinas		walking and biking	E. Alisal under bridge - steep, roots make it hard to bike, SW is broken	English	1	SW Fixed	
29-Jul	Oldtown Farmers Market	Los Palos St., San Jose St	Memorial Hospital	Los Palos St., San Jose St	Walking	Fix SWs around memorial hospital neighborhood	English	4	SW Fixed	
29-Jul	Oldtown Farmers Market	Rainer Dr.	Natividad Hospital		Walking	Broken sw, trees cause sw uplift	English	6	SW Fixed	
29-Jul	Oldtown Farmers Market	Russell rd	San Juan Grade Rd		Walking	Russell road has no SWs	Spanish	5	SW Fixed	
29-Jul	Oldtown Farmers Market	South Salinas	Old Town Salinas		walking and biking	people in wheelchairs use lanes on street bc sidewalks are broken. Older men walk in the street bc they've fallen on the sidewalk	English	3	SW Fixed	
29-Jul	Oldtown Farmers Market	N Main St	S. Main		Biking	Want to see better connection between downtown and the rodeo	English	4	Walking Paths	
1-Aug	Cesar Chavez Library	Sanborn St.		Sanborn to freedom	walking	Pedestrians are not respected/ the beacon on freedom is great	Spanish	1	Feeling Unsafe	Beacon
1-Aug	Cesar Chavez Library	Williams Rd.	Cardenas Market, 950 E Alisal	Williams to E. Alisal	Biking	People ride their bike on the SW because there is no bike lane	Spanish	1	Bikelanes	
1-Aug	Cesar Chavez Library	Calle Del Adobe	DIAS Academy, 1114 Fontes Ln	Laurel st to Boronda	walking	Before the bridge going over Calle Del Adobe allowed families to cross the road, now (that the bridge is closed) they have to drive to school	Spanish	5	Fix Adobe Bridge	
1-Aug	Cesar Chavez Library	Del Monte Ave	Cesar Chavez Library	Del Monte to Williams rd	walking	Sidewalks are lifted make it difficult to get around with a stroller	Spanish	1	SW Fixed	
1-Aug	Cesar Chavez Library	Towt St	Jesse G Sanchez Elementary, 901 N	Towt to Garner	Walking	SW is lifted by tree roots it hard to get around	Spanish	1	SW Fixed	
1-Aug	Cesar Chavez Library	Williams Rd	Cesar Chavez Library	Acosta Plaza to Williams rd	walking and biking	getting to the library from Acosta plaza walking is not safe	Spanish	2	Walking Paths	
1-Aug	National night out at Closter Park	Williams Rd.	Cardenas Market, 950 E Alisal	Alisal to Williams rd	walking and biking	not safe to bike too many cars and no space for bikes. walking is hard crosswalks are not painted	Spanish	2	Protected Bikelanes	Crosswalks
1-Aug	National night out at Closter Park	Del Monte Ave	La Plaza bakery, 107 Bardin Rd	Del Monte to Williams rd	walking and biking	SW is lifted can't walk/cars are parked on the side walk	Spanish	2	SW Fixed	Walking Paths
1-Aug	National night out at Closter Park	Rider Ave	Closter Park		Biking	not safe to bike on Rider Ave not enough space for bike riders on road or sidewalk	English	1	Protected Bikelanes	Wider SW
1-Aug	National night out at Closter Park	Garner Ave	Closter Park	garner to williams rd	walking	the sw on garner are too crowded not enough space for pedestrians and strollers	Spanish	2	SW Fixed	Wider SW
1-Aug	National night out at Closter Park	Towt St at Dewey Ave	Santa Maria Church, 424 Towt St	Alma Ave. and Towt St.	walking	Wants to see a beacon in front of the Santa Maria church- it is hard to be seen at night	Spanish	2	Beacon	
1-Aug	National night out at Closter Park	Williams Rd at Grandhaven	Quickstop, 339 Williams Rd	garner to williams rd	walking and biking	really bad crosswalk	Spanish	2	Crosswalk	
1-Aug	National night out at Closter Park	Calle Del Adobe	DIAS Academy, 1114 Fontes Ln	Bridge	Walking	the bridge on Calle Del Adobe needs to be repaied and reopened kids used to get school going over the road. Now they must drive.	English	5	Fix Adobe Bridge	
1-Aug	National night out at Closter Park	Trail connection between Saratoga Dr. a	Natividad Creek Park		Biking	More signage connecting the trails and streets	English	6	More Signage	
1-Aug	National night out at Closter Park	Rossi Rico Parkway	Rossi St.		walking and biking	the parkway is outdated a lot of pot holes and doesn't look pleasant	English	4	Pot Holes	
1-Aug	National night out at Closter Park	Garner ave	Closter Park	Garner to Beech St.	walking	lifted SW difficult to get around by walking	Spanish	2	SW Fixed	
1-Aug	National night out at Closter Park	La Mesa Dr.	Star Market, S Main St		Walking	walking is difficult bc the SW is lifted with tree roots, most people walk on street.	English	3	SW Fixed	
1-Aug	National night out at Closter Park	Towt St	Closter park	Towt to Laurel	walking	lifted SW difficult to get around	Spanish	2	SW Fixed	
1-Aug	National night out at Closter Park	Towt St/ Laurel Dr	Closter Park	Towt to Laurel	Walking	lifted SW hard to get around by walking	Spanish	2	SW Fixed	
1-Aug	National night out at Closter Park	E. Market near Williams Rd	Closter Park		walking and biking	No se puede ver en las salidas de caros / / It's not possible to see in the car exits	Spanish	2	Low Visibility	
4-Aug	Memorial Hospital Farmers Market	Circle Dr, Sanborn Rd	Food 4 Less		Walking	neeed more lights in this area, it gets dark and it is hard to see and feels unsafe	Spanish	1	Low Visibility	Feeling Unsafe
4-Aug	Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr	Memorial Hospital		Walking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments	English	3	Speeding	Low Visibility
4-Aug	Memorial Hospital Farmers Market	Alisal St, Main St	Chase Bank, 425 Main ST		walking and biking	There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way	Spanish	1	Wider SW	Pot Holes
4-Aug	Memorial Hospital Farmers Market	Chaparral St			walking and biking	chaparral st would be great for walking and biking but has lifted s/w and feels unsafe to bike with so many cars	English	4	SW Fixed	Protected Bikelanes
4-Aug	Memorial Hospital Farmers Market	Romie Ln at San Marino Way	Montclair Apartments		walking and biking	Hard to see cars coming on the cross walk, the cars never stop for pedestrians	English	3	Crosswalk	Speeding
4-Aug	Memorial Hospital Farmers Market	N Main St, Russell Rd, San Juan Grade R	Santa Rita Elementary, Gavilan View Middle, Bolsa Knolls Middle,		walking and biking	adding bike lanes around these streets would be great for the elementary school and middle school kids	English	5	Bikelanes	
4-Aug	Memorial Hospital Farmers Market	Rider Ave	n/a		walking and biking	unsafe to walk and bike because of the loose dogs in the area	Spanish	6	Feeling Unsafe	
4-Aug	Memorial Hospital Farmers Market	Acacia St.	Washington Middle School, Palma High School		walking and biking	Even with the speed bumbs, cars speed regardless	English	3	Speeding	
4-Aug	Memorial Hospital Farmers Market	Rider Ave, Williams Rd, Garner St	n/a		Walking	SW is lifted, you can easily trip while walking	Spanish	1	SW Fixed	
4-Aug	Memorial Hospital Farmers Market	Riker St	South Salinas		Walking	Trees have lifted the s/w	English	3	SW Fixed	
8-Aug	Alisal farmers market	Natividad Creek park trails	Laurel St		walking and biking	repair trails and add safety	Spanish	1	Proctected Bikelanes	Feeling Unsafe
8-Aug	Alisal farmers market	E Alisal St	Hartnell College Alisal campus		walking and biking	add protected bikelanes and sw	English	2	Proctected Bikelanes	Sidewalks
8-Aug	Alisal farmers market	Abbott st	Market St		walikng	add a bike lane on abbott	Spanish	1	Bikelanes	
8-Aug	Alisal farmers market	Williams Rd/Alisal/John St	Cardenas Market, 950 E Alisal	John	walking and biking	add a visible crosswalk at this intersection	Spanish	2	Crosswalk	
8-Aug	Alisal farmers market	East Alisal St	Market St		Biking	add a bike lane on East Alisal st.	Spanish	1	Proctected Bikelanes	
8-Aug	Alisal farmers market	Williams Rd., Freedom Parkway	Constitution Blvd		walking and biking	add protected bikelanes	English	1	Proctected Bikelanes	
8-Aug	Alisal farmers market	Williams Rd., Garner Ave	Garner Ave		Walking	Sidewalks need to be repaired	Spanish	1	Sidewalks	
8-Aug	Alisal farmers market	Natividad Creek park trails	Boronda Rd		walking and biking	connect trail system for the whole city	English	1	Trails	
8-Aug	Alisal farmers market	Natividad Creek park trails	Independence Blvd		walking and biking	connect trails to soccer complex	English	1	Trails	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Constitution	Safeway, 1516 Constitution Blvd		walking and biking	add a protected bikelane or bike trail connecting to the shopping center	English	1	Proctected Bikelanes	Trails
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Natividad Rd	Old town Salinas		Biking	add a bike lane on this section connecting the two communities	English	6	Bikelanes	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Laurel/ Natividad	Natividad Hospital		walking	repair the cross walks at the intersection of laurel and natividad	English	6	Crosswalk	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Marin Ave/Glacier Dr			walking	add a crosswalk here there a lot of accidents	English	4	Crosswalk	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Laurel	Rodeo, 1034 N Main		walking and biking	add a protected bike lane	English	1	Protected Bikelanes	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Laurel	East Salinas		Biking	add a protected bike lane	English	4	Protected Bikelanes	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Natividad Rd	El Super, 640 E Boronda Rd		Biking	add a protected bikelane on the third lane	English	1	Protected Bikelanes	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Natividad Rd	Old town Salinas		Biking	add a protected bike lane	English	4	Protected Bikelanes	
9-Aug	NATIVIDAD HOSPITAL FARMERS MARKET	Carr lake park	Constitution Soccer complex		walking and biking	add a trail connecting the new park	English	6	Trails	
13-Aug	SOCCER COMPLEX	Constitution Soccer complex	Skate park		walking and biking	connect trails to protected bike lanes	English	1	Trails	Protected Bikelanes
13-Aug	SOCCER COMPLEX	Constitution Soccer complex	Ceasar Chavez park		walking and biking	connect trails to protected bike lanes	English	1	Trails	Protected Bikelanes
13-Aug	SOCCER COMPLEX	Natividad creek park			walking and biking	remove the homeless from trails	English	1	Homeless	
13-Aug	SOCCER COMPLEX	Natividad creek park			walking and biking	remove the homeless from trails	English	1	Homeless	
13-Aug	SOCCER COMPLEX	Independence Blvd	Alvarez High School		walking and biking	add protected bike lane	English	1	Protected Bikelanes	
13-Aug	SOCCER COMPLEX	Laurel Dr	Closter Park		walking and biking	add protected bike lane	English	1	Protected Bikelanes	
13-Aug	SOCCER COMPLEX	Laurel Dr	Rodeo, 1034 N Main		walking and biking	add protected bike lane	English	1	Protected Bikelanes	
13-Aug	SOCCER COMPLEX	Carr Lake Park	Carr Lake Park		walking and biking	add a trail connecting the new park	English	4	Trails	
15-Aug	Santa Rita Elementary	Drainage between Santa Rita St and Rus	Santa Rita Elementary		walking and biking	Open trail to the public along creek on San juan grade to Van buren	Spanish	5	Trails	Protected Bikelanes
15-Aug	Santa Rita Elementary	Santa rita St at E Lamar St	Santa Rita Elementary		walking and biking	need to add visibility at this intersection	Spanish	5	Crosswalk	Sidewalks
15-Aug	Santa Rita Elementary	Russell Rd, North Main St			walking and biking	add wider s/w and a protected bikelane	English	5	Protected Bikelanes	Sidewalks
15-Aug	Santa Rita Elementary	Van Buren Ave	Gabilan View Middle		walking and biking	add a bike lane heading to the school	Spanish	5	Protected Bikelanes	Sidewalks
15-Aug	Santa Rita Elementary	North Main Street	Dennys, 2205 N Main		walking	add more beacon crossings (RRFBs)	Spanish	5	Beacons	
15-Aug	Santa Rita Elementary	E Bolivar St at Van Buren			walking	make a better crossing on this street	Spanish	5	Crosswalk	
17-Aug	JOHN STEINBECK LIBRARY	Old town Salinas	JOHN STEINBECK LIBRARY		biking	add bike lanes on side streets of old town	English	3	Bikelanes	
17-Aug	JOHN STEINBECK LIBRARY	W. Alisal	Hartnell College		Biking	add a protected bike lane on the exist buffered one	English	3	Protected Bikelanes	
17-Aug	JOHN STEINBECK LIBRARY	Old town Salinas	JOHN STEINBECK LIBRARY		walking	repair s/w in old town	English	3	SW Fixed	
17-Aug	JOHN STEINBECK LIBRARY	N. Main at rail underpass	Old town Salinas		walking and biking	make S/w wider under the train underpass	English	4	Wider SW	
24-Aug	Alisal Rotary club	Cesar Chavez Park	E Laurel Dr		walking and biking	repair trails and connect to protected bike lanes	English	4	Trails	Protected Bikelanes
24-Aug	Alisal Rotary club	independence blvd			walking and biking	connect trails to protected bike lanes	English	1	Trails	Protected Bikelanes
24-Aug	Alisal Rotary club	Boronda Rd	Alisal High School		walking and biking	add a protected bike lane along boronda and fix sw	English	6	Protected Bikelanes	SW Fixed
24-Aug	Alisal Rotary club	E. Alisal	Cardenas Market, 950 E Alisal		walking and biking	the bike lane does not work here but make the one (temporary protected bike lane) on Mckinnon permanent	English	1	Protected Bikelanes	
24-Aug	Alisal Rotary club	Carr Lake Park	Constitution Soccer complex		walking and biking	make a trails from new carr lake park to soccer complex	English	6	Trails	

OUTREACH DATE	OUTREACH LOCATION	COMMENT LOCATION (STREET OR CLOSEST INTERSECTION)	DESTINATION (LOCATION NAME OR CLOSEST INTERSECTION)	ROUTE	WALKING OR BIKING?	COMMENTS (HAZARDS, IDEAS FOR IMPROVEMENTS)	Language	District #	Theme 1	Theme 2
29-Aug	EL GABILAN LIBRARY	N. Main	Santa Fe Mercado		walking and biking	the intersections here are not visible no space for bikes	English	4	Low Visibility	Bikelanes
29-Aug	EL GABILAN LIBRARY	N. Main	Gabilan Library		walking and biking	hard to get here walking or bike/ alot of cars at all times	English	4	Walking Paths	Bikelanes
29-Aug	EL GABILAN LIBRARY	N Davis Rd	Costco		walking and biking	add sw, add a protected bike lane	English	4	Sidewalks	Protected Bikelanes
29-Aug	EL GABILAN LIBRARY	Boronda Rd.	El Super, 640 E Boronda Rd		walking and biking	repair s/w and proctected bike lane	English	6	SW Fixed	Protected Bikelanes
29-Aug	EL GABILAN LIBRARY	N. Main	Tatum's Garden		walking and biking	add a bike lane so they won't ride on the sidewalk	English	4	Bikelanes	
29-Aug	EL GABILAN LIBRARY	E Laurel Dr at Maryal			walking and biking	this intersections is hard to cross	English	4	Crosswalk	
29-Aug	EL GABILAN LIBRARY	N. Main	Rodeo, 1034 N Main		walking and biking	the intersections here are not visible	English	4	Low Visibility	
29-Aug	EL GABILAN LIBRARY	Alvin Dr	El Dorado park		walking and biking	needs more visibility at night	English	5	Low Visibility	
29-Aug	EL GABILAN LIBRARY	Alvin Dr	El Dorado park		walking and biking	add protected bike lane	English	5	Protected Bikelanes	
29-Aug	EL GABILAN LIBRARY	Laurel Dr	Costco, N Davis Rd		walking and biking	add protected bike lane	English	5	Protected Bikelanes	
29-Aug	EL GABILAN LIBRARY	Rossi Parkway			walking and biking	needs to be repaved	English	4	SW Fixed	
30-Aug	Hartnell College	Williams Rd			walking and biking	add better walking infrastructure through out williams/ no space for bikes	english	3	Walking Paths	Bikelanes
30-Aug	Hartnell College	East Alisal St	Cardenas Market, 950 E Alisal		walking and biking	add a protected bikelane for students at alisal high/ better crosswalk for students	english	5	Protected Bikelanes	Crosswalks
30-Aug	Hartnell College	Blanco Rd	Nob Hill Foods		walking and biking	add protected bike lane on blanco goes too fast for bikes and theres no good sw	english	3	Protected Bikelanes	Speeding
30-Aug	Hartnell College	central ave	Old Town Salinas		biking	add a bike lane from Hartnell to Old town	english	1	Bikelanes	
30-Aug	Hartnell College	Market St near El Charrito	El Charrito Restaurant		walking and biking	no way to safely cross market st. coming from hartnell	english	3	Crosswalk	
30-Aug	Hartnell College	N Main St	Target		walking and biking	needs more visible crosswalks on N. Main	english	5	Crosswalk	
30-Aug	Hartnell College	North Main St	Northridge Mall		walking and biking	better visibility at night on north main	english	5	Low Visibility	
30-Aug	Hartnell College	Old town Salinas			walking and biking	no visibility at night on streets around old town at night	english	3	Low Visibility	
30-Aug	Hartnell College	Blanco Rd	Memorial Hospital		biking	add protected bikelane for med students	english	3	Protected Bikelanes	
30-Aug	Hartnell College	Davis Rd.	In-Shape, N Davis Rd		biking	add protected bikelane on davis	english	1	Protected Bikelanes	
30-Aug	Hartnell College	East Alisal St	Hartnell Alisal Campus		walking and biking	add protected bikelane	english	5	Protected Bikelanes	
30-Aug	Hartnell College	Market St at Front St	Natividad hospital		biking	the under pass on market is not safe for bikes	english	4	Protected Bikelanes	
31-Aug	MST (transit center)	S. Main	Luckys		walking and biking	no space for bikes on road or sw need a space for bikes	english	3	Wider SW	Bikelanes
31-Aug	MST (transit center)	North Main St	Rodeo, 1034 N Main		walking and biking	add protected bikelane and more space for bikes on SW	spanish	5	Protected Bikelanes	Wider SW
31-Aug	MST (transit center)	W Alisal	Old Town Salinas		walking and biking	make W. alisal bike a protected bike lane	english	1	Protected Bikelanes	
31-Aug	MST (transit center)	S. Main	Salinas High School		walking and biking	sw's are broken and lifted	english	3	SW Fixed	
1-Sep	MST (Northridge mall)	N. Main	Rodeo, 1034 N Main		walking and biking	the store driveways are dangerous for pedestians	spanish	4	Sidewalks	Crosswalks
1-Sep	MST (Northridge mall)	N. Main	Walmart		walking and biking	add more visibility for crosswalks	english	5	Crosswalk	
1-Sep	MST (Northridge mall)	N. Main	Target		walking and biking	add more visibility for crosswalks	spanish	5	Crosswalk	
1-Sep	MST (Northridge mall)	Boronda Rd.	Food 4 Less		walking and biking	add protected bikelane/ bikes ride on sw	english	6	Protected Bikelanes	
1-Sep	MST (Northridge mall)	Laurel	Natividad hospital		walking and biking	add protected bikelane there is no space for bikes	english	1	Protected Bikelanes	
1-Sep	MST (Northridge mall)	N. Main	Old Town Salinas		walking and biking	add protected bikelane	english	5	Protected Bikelanes	
15-Oct	Ciclovia	Towt St at Dewey Ave	Catholic Church		walking	Crossing is not safe at night	Spanish			
15-Oct	Ciclovia	Acosta St			walking and biking	Sidewalk is never safe enough for riding and cars are constantly taking up sidewalk space	Spanish			
15-Oct	Ciclovia	Beacon Hill Dr	Creekside Elementary		walking	Cars drive too fast we need better walking paths to school	English			
15-Oct	Ciclovia	Market St, Alisal St, Sanborn Rd			walking and biking	Wants to see more paths on these roads	Spanish			
15-Oct	Ciclovia	Citywide			walking	People biking on the sidewalk make it unsafe to walk	English			
15-Oct	Ciclovia	East Alisal St			biking	Bike lane should continue on E Alisal	Spanish			
15-Oct	Ciclovia	Williams Rd at Grandhaven			walking	Need a light at this crosswalk, drivers don't stop	English			
15-Oct	Ciclovia	Towt St, Alisal St, Williams Rd			biking	All these streets need better bike lanes	Spanish			
15-Oct	Ciclovia	East Alisal St			walking	All crosswalks are unsafe	Spanish			
15-Oct	Ciclovia	E Alvin Dr			biking	E Alvin has new buffered bike lanes but drivers park their cars in the bike lane, still not usable. Wants to see more enforcement of this issue.	English			
15-Oct	Ciclovia	Paths near Constitution			walking and biking	Restore Constitution paths from homeless camps, it is not safe to walk and bike now.	english			
15-Oct	Ciclovia	Paths along Natividad Creek and Upper Carr Lake			walking and biking	People need to feel safe when using these paths. Don't feel safe now.	Spanish			
15-Oct	Ciclovia	Laurel St			walking and biking	Needs improvement	Spanish			
15-Oct	Ciclovia	Old town Salinas			walking and biking	Speeding traffic is common	Spanish			
15-Oct	Ciclovia	San Juan Grade Rd			walking	Necisita una acera para poder caminar en ella / Needs a sidewalk so she can walk	Spanish			
15-Oct	Ciclovia	Intersection of Natividad and Laurel			walking	Drivers don't stop for pedestrians. People have been run over. Not safe to cross.	english			
15-Oct	Ciclovia	W Alisal St				Thank you so much for the bike lane on W. Alisal!! I use it and am so grateful.	english			
15-Oct	Ciclovia	Pajaro St			Biking	Bike lanes really need to be restriped for safety	english			
15-Oct	Ciclovia	S Sanborn Rd			walking	No safe walking paths on Sanborn. Especially unsafe near truck stop at Sanborn/Work St	Spanish			
15-Oct	Ciclovia	Williams Rd			walking and biking	not safe to walk or bike	Spanish			
15-Oct	Ciclovia	Cross Ave and Williams Rd			walking	sidewalks don't feel safe	Spanish			
15-Oct	Ciclovia	williams rd			walking	sidewalks don't feel safe	Spanish			
15-Oct	Ciclovia	All of Alisal St and Market St			walking and biking	not safe to walk or bike	Spanish			
15-Oct	Ciclovia	Trails along Natividad Creek	Virginia Rocca Elementary		walking and biking	trails need to be clean	Spanish			
15-Oct	Ciclovia	Market St, Alisal St, Maryal St			walking and biking	wants to see these streets be safer	Spanish			
15-Oct	Ciclovia	Davis Rd.			Biking	bike lanes are full of branches, grass - not safe	Spanish			
15-Oct	Ciclovia	Davis Rd			Biking	wants to see dedicated bike path with a barrier	English			
15-Oct	Ciclovia	Williams Rd and Alisal			Biking	need better bike lanes	English			
15-Oct	Ciclovia	Sanborn Rd	La Paz Middle		walking	we need walking paths	Spanish			
15-Oct	Ciclovia	Sanbord Rd at Antigua	La Paz Middle		walking	Can't cross Sanborn Rd to get to school	Spanish			
15-Oct	Ciclovia	N Main St			walking	Sidewalks are broken, not safe, people fall	Spanish			
15-Oct	Ciclovia	N Madeira Ave			walking and biking	Cars drive too fast, we need bumps	Spanish			
15-Oct	Ciclovia	E Laurel Dr between Granada and Linwood			walking and biking	Wants crosswalks that light up. No bike lanes and no lights currently	English			
15-Oct	Ciclovia	Creek Bridge neighborhood				wants better and safer public transportation	English			
15-Oct	Ciclovia	John St.			walking	we need paths to cross the street	Spanish			
15-Oct	Ciclovia	S Main St			walking	From Salinas HS to Alisal St, lifted sidewalk, not ADA accessible	English			
15-Oct	Ciclovia	328 Addington Ln			walking	cars drive too fast. We need better paths	Spanish			
2-Nov	Kickoff Workshop	Citywide	Citywide	East Salinas	biking	Need places to park bikes if to implement plan	English		Security	
2-Nov	Kickoff Workshop	E Laurel Dr		East Salinas	walking and biking	Concern about safety, homelessness, lighting. Like the proposed plan for E. Laurel Dr.	English		Safety	
2-Nov	Kickoff Workshop	N Sanborn Rd		East Salinas	walking and biking	Would like to see N Sanborn Rd finished	English			
2-Nov	Kickoff Workshop	Near mall	Northridge Mall	North Salinas	walking	Sidewalks need repair				
2-Nov	Kickoff Workshop	Harden Parkway	Harden Middle	North Salinas	biking	Like bike lanes on Harden				
2-Nov	Kickoff Workshop	Davis Rd		South Salinas	biking	Recommend a class IIB with a physical barrier -- scary to ride				
2-Nov	Kickoff Workshop	Citywide	Citywide		biking	Would ride bike more if it was safer				
2-Nov	Kickoff Workshop	Harden Parkway	N Main St	North Salinas	biking	I support the protected bike lanes on Harden and Main!				
2-Nov	Kickoff Workshop	Citywide	Citywide	South Salinas	biking	Maintenance plan for existing lanes. Some areas have paint that faded or worn out				
2-Nov	Kickoff Workshop	Pajaro St		South Salinas	biking	We need new bicycle lane striping on Pajaro St -- it is really faded				
2-Nov	Kickoff Workshop	Sanborn Rd to Abbott	South of Laurel	South Salinas	biking	Need bike connectivity on Sanborn to Abbott, south of Laurel				
2-Nov	Kickoff Workshop	E Market St		East Salinas	walking and biking	Any proposed infrastructure				
2-Nov	Kickoff Workshop	Citywide	Citywide	Citywide	biking	Anything above 35mpg propose class IV bike facility				
2-Nov	Kickoff Workshop	Natividad Rd		North Salinas	biking	Connectivity N/S near Natividad Hospital				
2-Nov	Kickoff Workshop	N Sanborn Rd	S Sanborn Rd		Biking	Consider connection from N Sanborn to S Sanborn				
2-Nov	Kickoff Workshop	E Alisal St	Kings St	East Salinas	Biking	Intersection unsafe when crossing through lots of traffic. Difficult to cross. King St is very narrow for bikes				
2-Nov	Kickoff Workshop	Citywide	Citywide	Citywide	biking	Allow electric bikes on bike facilities				
2-Nov	Kickoff Workshop	citywide	Citywide	Citywide	biking	Please take into account traffic. People will start taking alternate routes and cause heavy traffic				
2-Nov	Kickoff Workshop	Independence Blvd	Everett Alvarez High	North Salinas	walking and biking	EA High should have traffic lights. There is only a stop.				
2-Nov	Kickoff Workshop	Davis Rd		South Salinas	biking	I don't like having to merge to the left of right turn vehicles at the intersections on Davis				
2-Nov	Kickoff Workshop	Market St and Davis Rd	Market/Davis overpass bridge	South Salinas	biking	There's a trail near the Market/Davis bridge that you can connect to with Clark. Issues with transients				
2-Nov	Kickoff Workshop	Pajaro St		South Salinas	walking	There used to be an at-grade crossing at the north end of Pajaro into chinatown				
2-Nov	Kickoff Workshop	E Blanco Rd		South Salinas	biking	Prefer 2-way class IV on south side of Blanco				
2-Nov	Kickoff Workshop	San Miguel Ave		South Salinas	walking and biking	People speeding to hospital while people are walking to work. Pajaro and just east of San Juan, there's a weird curve and nothing slowling vehicles. Can't do speed bumps because ambulances				
2-Nov	Kickoff Workshop									

Pop-Up Outreach Tracker

POP EVENT LINE UP

JULY

1. SATURDAY JULY 29, 2023 – 9AM-2PM OLD TOWN SALINAS FARMERS' MARKET

AUGUST

2. TUESDAY AUGUST 1, 23, 2:00-3:30PM CESAR CHAVEZ LIBRARY
3. TUESDAY AUGUST 1, 23, 4:00-7:00PM NATIONAL NIGHT OUT CLOSTER PARK
4. THURSDAY AUGUST 3, 23, 1:00-3:30PM CESAR CHAVEZ LIBRARY
5. FRIDAY AUGUST 4TH, 23, 12:30-5:30 MEMORIAL FARMERS MARKET
6. TUESDAY AUGUST 8, 23, 12:45 CROSSING GUARD EVENT
7. TUESDAY AUGUST 8, 23, 12:30-5:30 ALISAL FARMERS' MARKET
8. WEDNESDAY AUGUST 9, 23, 12:30-5:30 NATIVIDAD HOSPITAL FARMERS MARKET
9. SUNDAY AUGUST 13, 23, 11 -3:00 PM SOCCER COMPLEX
10. TUESDAY AUGUST 15, 23 1:00 PM - 2:25PM SANTA RITA ELEMENTARY
11. THURSDAY AUGUST 17, 23, 9:00-9:30AM JOHN STEINBECK LIBRARY
12. THURSDAY AUGUST 24, 23, 7:00-8:30PM ALISAL ROTARY CLUB
13. TUESDAY AUGUST 29, 23, 12:00-3:30PM EL GABILAN LIBRARY
14. WEDNESDAY AUGUST 30, 23, 11:00-2:00PM HARTNELL COLLEGE
15. THURSDAY AUGUST 31, 23 11PM-3PM MST TRANSIT CENTER

SEPTEMBER

16. ~~MONDAY SEPT, 11,23 2PM-3PM HARVEST MOON APERMENTS~~ Declined
17. ~~TUESDAY SEPT, 12,23 2PM-3PM CASA BORONDA APERMENTS~~ Declined
18. HARTNELL COLLEGE ALISAL CAMPUS CONTACTS - LOURDES T SANCHEZ ADMINISTRATIVE ASSISTANT III LSANCHEZ@HARTNELL.EDU / CLINT COWDEN *DEAN* *CCOWDEN@HARTNELL.EDU* | ACADEMIC AFFAIRS
19. SATURDAY SEPT 30TH 11PM-3PM FIREHOUSE REC CENTER
20. THRUSDAY OCT 5TH FAMILY FUN FESTIVAL AT KAMMANN ELEMENTARY SCHOOL
21. SUNDAY OCTOBER 15TH 10AM-2PM CYCLOVIA

SALINAS ATP – Survey responses from website

Do you have any comments on the recommended bike network?

I prefer the class IV Separated Bikeways (two-ways) be installed as much as possible to ensure greater safety for all.

Are there streets or bike facilities you would like to see added to the future bike network?

I would like the city of Salinas to always consider new bike pathways to the network whenever making transportation decisions for the community. I want a "walkable" neighborhood/community. I want to have the ability to walk or bike in my neighborhood and in my city. I don't want to rely on a vehicle to get around town.

Do you have any comments on the recommended bike network?

I am so grateful for the bike lane on Alisal St.I ride north on Pajaro St, then west on Alisal St to run errands to the Post Office etc. I also use it to get exercise-I ride all the way down Alisal St, then head east on Palma Dr to work my way back to Pajaro St. The challenging part is West Acacia St and Clay St. West Acacia is very busy and many drivers speed. A bike lane would be helpful. Clay St is so narrow and lined with parked cars,I have a challenging enough time driving it in my car! I truly appreciate the efforts to make Salinas more walkable and bike friendly! It is making our town a better place to live.

SALINAS ATP – Stakeholder Committee

- Overview:
  - 12 core members
  - Committee formed by members of various organizations and businesses
  - Most are also Salinas residents
  - Participate in a total of 6 meetings to review and provide input on plan specifics
  - Participant groups/organizations
    - Salinas Resident
    - Blue Zones Project, Senior Policy Lead
    - MORCA, Vice President
    - Big Sur Land Trust, Conservation Projects Manager
    - Salinas City Center, District Coordinator
    - City of Salinas Parks and Recreation, Neighborhood Services Coordinator
    - Transportation Agency for Monterey County, Principal Transportation Planner
    - Bobcat Bicycles, Co-owner
    - Watsonville Bike Shack, Founder and Bike Mechanic
    - Alliance on Aging, Transportation Coordinator
    - MST, Director of Planning/Innovation
    - Salinas Soccer Complex, Manager
- Selection Process
  - A general invitation was shared with Salinas community through established communication channels
  - Potential members who expressed interest in participating in steering committee were immediately contacted by staff to offer details and answer questions
  - An introductory virtual call was coordinated to offer details about commitment and overall committee purpose and expectations
  - Core committee was identified and formally introduced in committee communication
- Committee Member Expectations
  - Members expected to participate in all 6 meetings over a 10 month period
  - Purpose of members is to provide detailed input on active transportation challenges throughout the city and offer ideas towards solutions

SALINAS

BETTER PATHS FOR ALL

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YOUR VOICE MATTERS!

HELP SALINAS PLAN

FOR SAFE, COMFORTABLE WALKING AND BIKING.

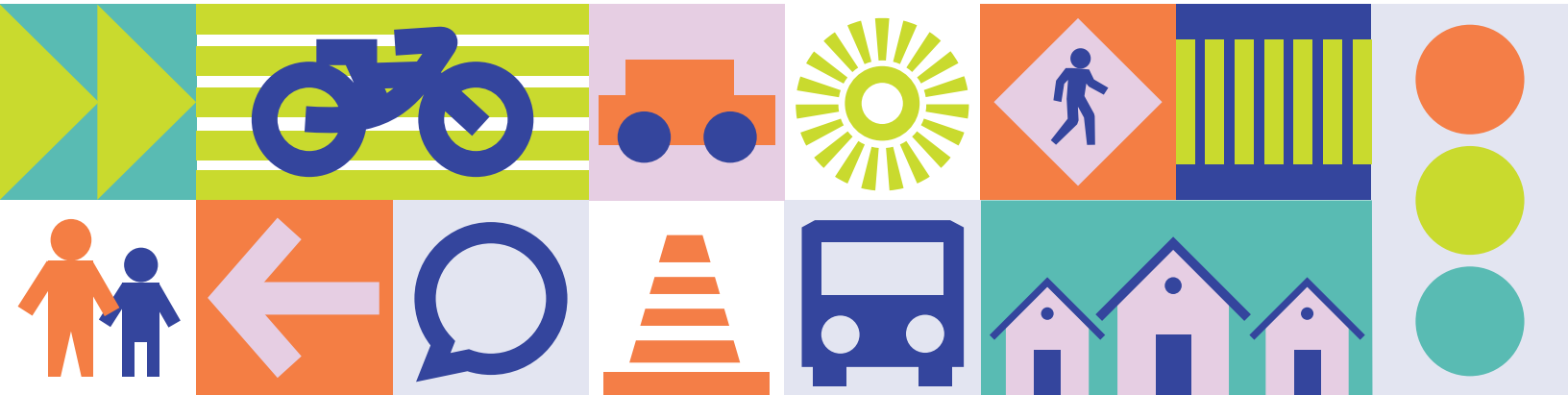
Join other members of your community to give feedback on possible improvements on John Street.

John Street
Wednesday, December 6th
9:00am - 10:00am
Meet in front of Los Padres Elementary School.

Can't make the meeting?
Call 831-515-1364 to learn more.

Learn more
letsmodo.org/salinas

#YourVoiceYourSalinas



SALINAS

MEJORES CAMINOS PARA TODOS

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¡SU OPINION ES IMPORTANTE!

AYÚDENOS A CONSTRUIR UNA CIUDAD

MÁS SEGURA Y ACCESIBLE PARA CAMINAR Y ANDAR EN BICICLETA.

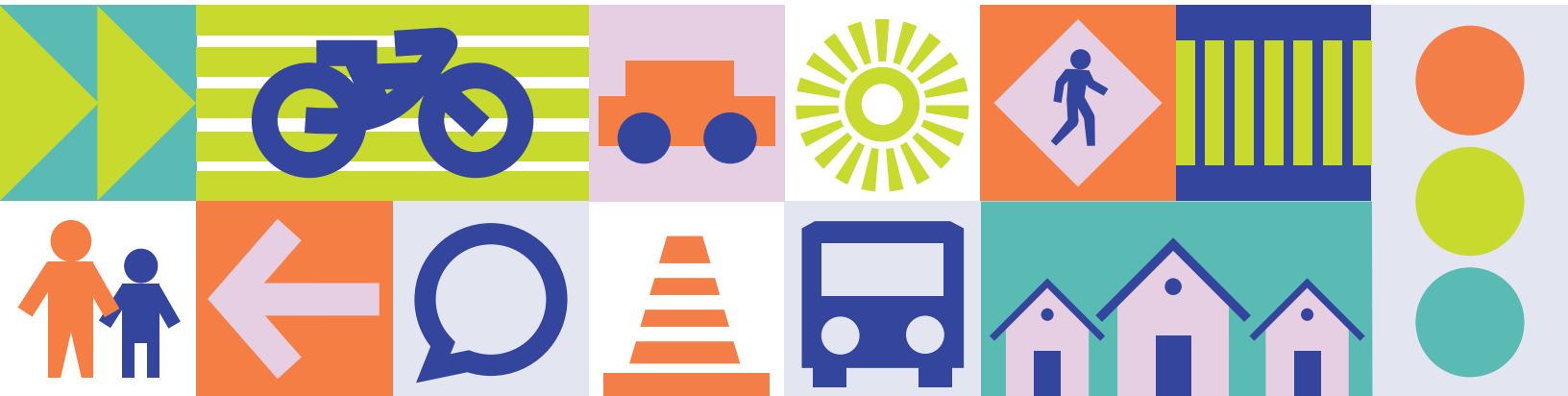
Acompañe a miembros de su comunidad y aporte su opinion acerca de maneras para mejorar la calle John Street.

Calle John Street
Miércoles, 6 de Diciembre
9:00am - 10:00am
Favor de reunirse al frente de la escuela primaria Los Padres.

No puede asistir la junta?
Llámenos al 831-515-1364 para mas detalles y aportar su comentario.

Aprende más
letsmodo.org/salinas

#TuVozTuSalinas



John Street Walk and Talk Meeting
Los Padres Elementary
December 6th, 2023

- The uncontrolled intersection between John St and McGowan Dr is very dangerous. Some speed bumps would be nice. There was an incident there recently where a girl almost got hit by a car. She had to jump and the car barely missed her.
- Instead of blinking lights, install a stop light. Driver do not respect the signals
- Williams and Alisal intersection: left turn is very dangerous, improve the left turn signal with a designated light
- The alleyway by the school and Beverly is very dark, no lights. Many students walk there and now it gets dark at 5:00. Very dirty and a lot of homeless people. Pave the road and add more lights and maybe it would be safer for students to walk.
- Fix the sidewalks: "I've fallen many times and have been hurt. I've also seen a lot of kids fall. It's very dangerous."
- Removing the center lane makes me think it will be more dangerous and create more traffic. The loop to the school parking lot is a one way and we get a lot of cars turning left
- Enhance and improve the center lane so that it's safer for students to cross
- The center lane is also helpful for people who live in this street. There is a lot of traffic in the morning so it's good to have the center lane to wait as they try to leave.
- Consider more traffic lights along John St. The safety of the kids should be a priority
- We're willing to go to the city council meetings to advocate for these changes to protect our children walking to school
- Removing parking spots on the side of the street: No, students are dropped off and they need the space. They also need space for the bus to drop off the students.
- Drivers don't respect the signals. There is a need for more education.
- There is an open, empty lot behind the cafeteria. Why not turn it into a parking lot?
- Wood St, and John St intersection by Sherwood Elementary School is very dangerous. Drivers don't respect the four-way stop
- Not many students bike to school around here. Many of them live in apartments and don't have the space to store a bicycle.
- "My son has a bike, but he only uses it in the apartment complex. I don't feel like it's safe enough to let him ride his bike outside in the busy streets."

SALINAS

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HELP SALINAS PLAN

FOR SAFE, COMFORTABLE WALKING AND BIKING.

Join other members of your community to give feedback on possible improvements on Laurel Drive.

Laurel Drive

Thursday, December 7th

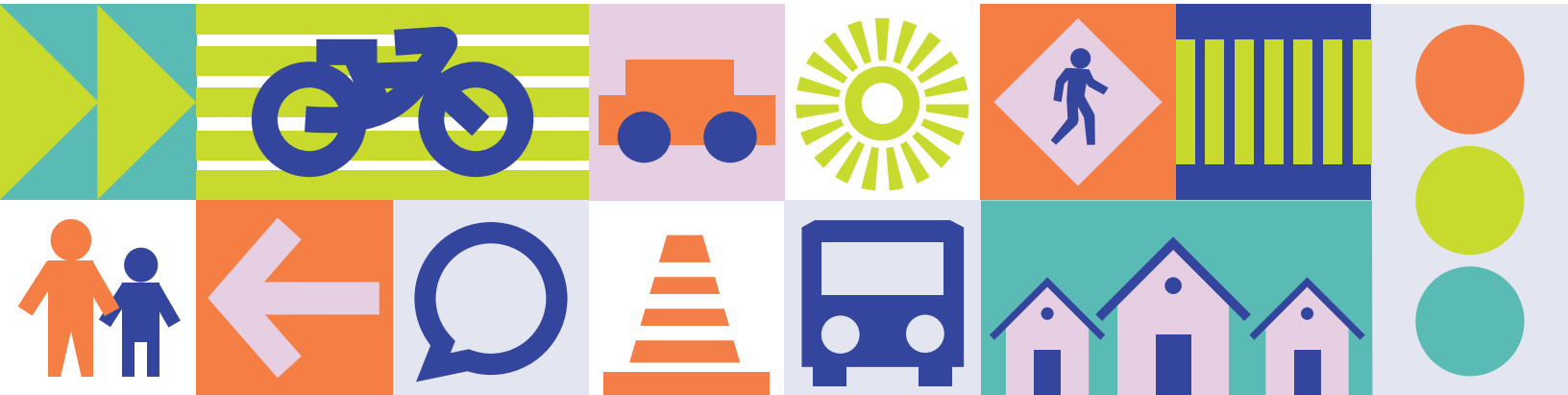
9:00am - 10:00am

Meet at the corner of Laurel Drive and Constitution Boulevard.

Can't make the meeting?
Call 831-515-1364 to learn more.

Learn more
letsmodo.org/salinas

#YourVoiceYourSalinas



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Acompañe a miembros de su comunidad y aporte su opinion acerca de maneras para mejorar la calle Laurel Drive.

Calle Laurel Drive
Jueves, 7 de Diciembre
9:00am - 10:00am
Favor de reunirse en la esquina de Laurel Dr y Constitution Blvd.

No puede asistir la junta?
Llámenos al 831-515-1364 para mas detalles y aportar su comentario.

Aprende más
letsmodo.org/salinas

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Active Transportation Plan Meeting Notes
Thursday December 7, 2023
Laurel Drive, Salinas

- Lots of kids on the weekend walking to the sports complex
    - Safety for the kids is an issue
    - No parking at the complex so people have to walk
- Alternative 1: Would make it safer for bikers
    - Gives pedestrians more space from the street, safer
- Alternative 1: Currently heavy foot traffic on sidewalk
    - Pedestrians have more space to walk without having to worry about bikes
    - Bikes have own space to travel
- Plastic barriers spaced 20 ft apart sounds good to people
- Natividad intersection is more dangerous than Constitution intersection
    - Hard to see pedestrians at night/ during rush hour
- Not a lot of parking at sports complex so people commute there
- Alternative 1: Bikes could still not feel safe and use sidewalk anyway
    - Do alternative 2 if people are going to use sidewalk anyway
    - Bike lanes become dirty and filled with trash so people use sidewalk
    - If alternative 1, expand sidewalk on N side and decrease it on S side

Alvin Drive Walk and Talk Meeting
1450 N Main St, Salinas
February 1th, 2024

Public comments from CET students/staff and residents

- Questions about the Active Transportation Plan: duration from planning to implementation, where the funding is coming from, and whether there is an evaluation of impact (before and after plan is executed)
- Safety coordinators from CET campus mentioned issues with pedestrian crossing. "It's dangerous for students right in front of the campus in E Alvin Drive with North Main St."
- Heavy traffic
- Many students/staff are living outside the city and commuting from South County- King City, Greenfield, Soledad, and Hollister.
    - Most people drive to campus
- Currently a small number of students and staff use public transit, walk or bike to campus
- Concerns about lighting and road conditions, especially potholes. One of the residents asked how long it takes to repair potholes and who to contact.
- Separate bike lanes can be an incentive to adopt alternative modes of transportation.
- Vision for Alvin Dr: slower, calmer corridor that allows alternative modes of transportation.
- Concerns about parking and traffic for Alvin Drive.
- Limited parking for CET and CSUMB students/staff since schools in the area and public compete for a spot in the CSUMB parking lot
- Recommendation from staff regarding public engagement: "continue collaborating with CET"
- A student who commutes from Soledad said that she takes the MST bus to commute to work and school and experiences delays and issues with the bus. She reports that there are not enough bus stops in Soledad.
- Interest in the construction of a bridge that connects Alvin Dr neighborhood.

North Main Street Walk and Talk Meeting
Meeting point: 45 E Bolivar St, Salinas
February 1st, 2024

Public comments:

- People parking on Main St, especially in the evening. There is concern that this is a residential area and off-street parking is heavily used.
- North Main St/ Santa Rita feels like an industrial area. South of Boronda feels like a commercial area.
- Concerns about high speed
- Inclined to Alt #1 because of the median way
- Recommends “engagement with neighbors to get immediate feedback since Santa Rita has been more of a forgotten area”
- Former resident, born and raised in the neighborhood mentions that he believes residents won't agree with a plan involving less off-street parking
- Recommends reaching out to ESL course and connect with Spanish speakers
- Raising attention to the lack of community organizations working in the area
- Lots of accidents/fatal coalitions
- Commuting to work/agricultural fields is not accessible by bicycle/walking. Consider current residents’ energy and willingness to adopt alternative modes of transportation as many are very tired after work since their jobs demand major physical labor.
- Angle parking on E Lamar St.
- Recommendation: “Paved surface trail connecting to park along trail.”
- Reduce crossing distances.
- Combination of ALT #1 and #2. Opting for removing right side parking space.
- Concerns about school traffic
- “Walking during the day feels safe, not at night”
- Current resident mentions that despite living here for decades he doesn’t consider himself to be part of the neighborhood. Highlighted safety concerns and lack of safe recreational facilities for the community.

SALINAS

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FOR SAFE, COMFORTABLE WALKING AND BIKING.

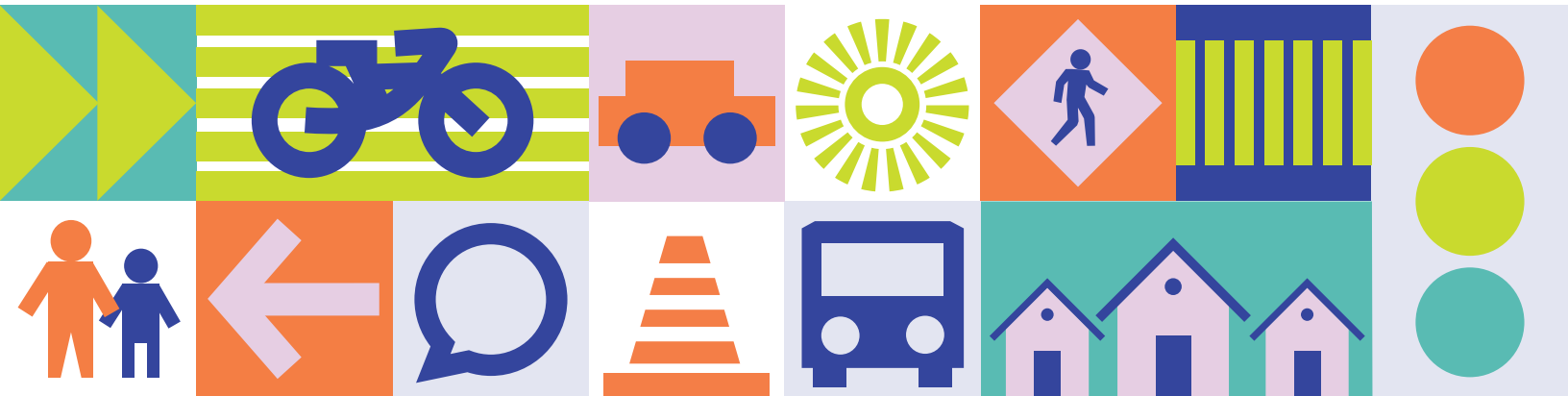
Join other members of your community to give feedback on possible improvements on Sherwood Drive.

Sherwood Drive
Wednesday, December 6th
12:00pm - 1:00pm
Meet in the parking lot at Mount Toro High School.

Can't make the meeting?
Call 831-515-1364 to learn more.

Learn more
letsmodo.org/salinas

#YourVoiceYourSalinas



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Acompañe a miembros de su comunidad y aporte su opinion acerca de maneras para mejorar la calle Sherwood Drive.

Calle Sherwood Drive
Miercoles, 6 de Diciembre
12:00pm - 1:00pm
Favor de reunirse en el estacionamiento de la escuela secundaria Mount Toro High.

No puede asistir la junta?
Llámenos al 831-515-1364 para mas detalles y aportar su comentario.

Aprende más
letsmodo.org/salinas

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Sherwood Drive Walk and Talk Meeting

- Concerns with lots of traffic along Sherwood Dr and high rates of speed
- Left turns in and out of education complex are risky
- There have been requests for a signal at Sherwood Dr and education complex access
- Bus stop at intersection at times creates visibility issue
- Big Sur Land Trust is designing access point along Sherwood to site of future park
    - Design questions around what kind of bike/ped facilities along Sherwood Dr to align with park access points
    - Opportunity to leverage funds to improve Sherwood and support construction of park sidewalk/facility

Salinas ATP Outreach Event Summary

SALINAS ATP OUTREACH EVENTS

- Kick Off Workshop
    - Held at the Salinas Police Department – Community Room
    - Approximately 45 attendees
    - The workshop provided an opportunity for community members to learn about the planning process, validate the network recommendations, select corridors and areas for further design and analysis, and discuss goals and priorities. Members from the housing development community, local agencies and the public in general were invited to participate. Materials were available in both English and Spanish, Spanish interpretation was provided and childcare was made available for families wishing to participate.
- Pop Up Community Events
    - Events held citywide
    - Outreach was conducted at nineteen pop up events (Pop Up Event List), such as farmers markets, community school festivals, community centers, and senior centers. These events provided an opportunity for community to learn about the Plan and for the team to solicit feedback from the community about their goals and priorities for active transportation in Salinas.
- Walk and Talk Events
    - Corridors: John St, Laurel St, Sherwood Dr, N Main St, Alvin Dr
    - Group size between 4-10
    - Outreach was conducted at each of the priority project locations in order to inform the community of the Plan, present design alternatives, discuss tradeoffs, and solicit feedback from the community about the design alternatives for active transportation in Salinas. The Walk and Talks allowed the City and consultants to facilitate discussion about potential improvements and potential impacts. The feedback from these events will be used to develop concept design plans for the priority project corridors and areas.
- Stakeholder Advisory Committee
    - Meetings held at the Permit Center, City of Salinas
    - Active committee members = 10
    - The Stakeholder Advisory Committee provided guidance on outreach strategy and reviewed project deliverables at key milestones, in addition to serving as ambassadors for the Plan to share resources with stakeholders about outreach activities, opportunities to review deliverables, and other ways to engage with the project. SAC members included representatives from Caltrans, the City of Salinas, TAMC, Monterey County Public Health, County Housing Authority, developers, community organization staff, school administrators, students, employers, homeless or social services providers, transit agencies and seniors. The SAC reviewed items such as the introduction to project, current networks and priorities, design alternatives and programs, design concepts, funding and phasing, and the implementation plan.
- Stakeholder Interviews
    - Interviews held at the Ecology Action office, Old Town Salinas
    - Total number of participants = 6

Salinas ATP Outreach Event Summary

- Team coordinated four group interviews that were held with stakeholders including school representatives, business owners, and community organizations. The interviews are a critical way to dive deeper into specific areas of concern with community leaders. These interviews focused on soliciting input on the programs and policy recommendations.

TRANSPORTATION WORKSHOP



Join us for a workshop to learn how to improve your neighborhood!

- **Active Transportation**
- **Circulation**
- **Streetscapes**

FEB 1

6PM-8PM

FIREHOUSE REC CENTER

1330 E ALISAL ST





- Food
- Raffle
- Interactive activites
- First *ten* (10) people receive gift bag!

Do you work or own a business on **E Alisal St, E Market St, Williams Rd, or Sanborn Rd?**

Take our survey!

831-758-7409 letsmodo.org/salinas

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TALLER DE TRANSPORTE



Acompáñenos para aprender como usted puede ayudar a mejorar los vecindarios en Salinas.

- **Transporte Activo**
- **Circulación**
- **Paisaje Urbano**

1 DE FEB

6PM-8PM

FIREHOUSE REC CENTER

1330 E ALISAL ST





- Comida
- Rifa
- Actividades interactivas
- ¡Las primeras *diez* (10) personas reciben una bolsa de regalo!

¿Trabaja o es dueño de un negocio en **E Alisal St, E Market St, Williams Rd o Sanborn Rd?**

¡Responde a nuestra encuesta!

831-758-7409 letsmodo.org/salinas

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Record ID	Date & Time	How well does the draft plan resonate with your needs and desires for active transportation in Salinas? Rate from 0 - 5. 0 - Not Aligned 5 - Strongly Aligned	Is the document easy to read and understand?	Do you agree or disagree with the active transportation projects identified in the report?	Please let us know which projects are most important for you to see implemented, or if there are projects not included in the plan that you think are important.	Do you agree or disagree with the policies and programs identified in the report?	Which policies and programs are you most looking forward to seeing implemented in the City? Please let us know if we have missed any policies or programs.	Would you be more or less inclined to walk or bike to your favorite destinations if these projects and programs were implemented?*	Please offer commentary on why you would or would not bike and walk more.
356215664290	2024-08-16 12:07	0	Yes	Disagree	There are major traffic jams all over town after 3pm most week days. Mitigating this will lead to safer communities overall.	Disagree		Less inclined	Too much traffic and too many unsafe drivers in Salinas.
356143450488	2024-08-16 08:55	5	No	Disagree		Disagree		Less inclined	Street will never be safe to walk
355925786717	2024-08-15 12:19	3	Yes	Agree		Agree		More inclined	
355340916551	2024-08-13 16:17	4	Yes	Disagree	Better fixes to get from north to south Salinas would be helpful. The train tracks, especially on Main Street are so hard to navigate. I like the Davis road proposal that is suggested.	Agree	Protected bike lanes and making connections between different trails.	More inclined	
355312799846	2024-08-13 13:38	0	No	Disagree	I don't see the need to spend so much on something that really isn't and won't be used. This is a waste of city resources. It would probably be cheaper to just make public transit free? Thank you	Disagree		Less inclined	Biking along side driving cars is not safe! There's nothing within less of a 1mile walk that I frequent.
354778496775	2024-08-11 18:31	0	No	Disagree	Start by fixing the potholes in the streets and reprogram the traffic lights.	Disagree		Less inclined	Proximity and the quality of the parks.
354767353236	2024-08-11 17:12	5	Yes	Agree		Agree	Widening the streets to accommodate bicycles, especially important with ALL new developments! Also ensure ALL bicyclists OBEY traffic laws! None of this riding through red lights or stop signs ! NO riding the wrong way!	More inclined	Hate being stuck in traffic. Rapid growth without expanding infrastructure!
354680070301	2024-08-11 02:18	3	Yes	Agree	Ferrari please	Agree	Car plan	Less inclined	Would not and would depending on the music and activities
354617632373	2024-08-10 11:38	5	Yes	Agree	All of the east side communities projects	Agree	All of the east side projects they are long overdue	More inclined	Right now is because drivers don't pay attention to their surroundings and make riding a bike or walking a serious hazardous condition.
354472767063	2024-08-09 16:28	1	Yes	Disagree	I do believe in safety, however simplistic safety over complex safety is preferred.	Disagree	at this time none. too many other issues with our streets. slowing down traffic and narrowing streets is not a solution.	Less inclined	distance and access. I've ridden my bike around the city, and yes I appreciate the bike lanes, the cost is prohibited. I don't run into other bikers.
354405843340	2024-08-09 12:47	4	Yes	Agree	Fixed streets and sidewalks	Agree	Parks fixed and updated	More inclined	
354402918193	2024-08-09 12:26	4	Yes	Agree	I would also like to see better bike/pedestrian access along Sanborn Rd at the 101 underpass. Crossing Fairway, or making the sharp turn required on the sough side of Sanborn to continue on sidewalk along Sanborn Place, is difficult on a bicycle. This corridor connects residential neighborhoods of East Salinas and the industrial jobs/businesses in South Salinas, and is used frequently including during times of heavy traffic which increases the danger.	Agree		More inclined	I already did walk/bike as my primary transport when living in South Salinas. Now that I am living in East Salinas, I still bike to work but cannot rely on that for the majority of my daily errands (due to available neighborhood amenities, not a transportation infrastruture issue).
354095365541	2024-08-08 16:16	5	Yes	Agree	Romie Lane and anything on Blanco	Agree		More inclined	
354020080209	2024-08-08 12:10	4	No	Disagree	They are all good. The reality is that we can't even fund basic street repairs and the City Council has moved Measure G Funds to "impoverished neighborhoods" leaving certain areas of Salinas without funding. This is a great plan, but a fantasy in the funding for implementations.	Agree	The City does not have funding, so I won't get my hopes up.	More inclined	It is not safe to walk in Salinas generally. Crosswalks are not clearly marked/worn out/in the wrong location and drivers generally have a disregard for pedestrians.
354018530610	2024-08-08 11:54	3	No	Disagree	There are too few bicycle riders for the number of bicycle lanes being put in. It is very dangerous to ride a bke in Salnas. I have seen bicyclists ride through stop sign & red lights & just yesterday four cars ran a red light. This document was in too small of print. It would not enlarge.	Disagree	Again bike lanes. More people are not going to ride bikes until it is safer & cars are going to continue to run red lights.	Less inclined	Too dangerous to bike, too far to walk and I walk to many places already.
354014388795	2024-08-08 11:53	4	No	Agree		Agree	The routes that are adjacent to main corridors would be the best for safety and accessibility to less experienced bicycle users.	More inclined	I already walk and bike regularly and am keenly aware of some of the problems throughout the city. This is a step in the right direction. My concern is the condition of many of the streets particularly in the lane nearest the curb. There are many pieces of asphalt, sharp objects, and more littering the gutters. Fixing the quality and awareness of the drivers in Salinas is beyond the scope of your project. Although I haven't reported my unpleasant interactions with autos' drivers there have been many. I'm sure that my experience is not unique among dedicated bicyclists.
353953717564	2024-08-08 09:29	2	Yes	Disagree	cheaper and more bus routes safer and more school bus routes less walking, such a small percent compared to the cost to build	Disagree		Less inclined	
353924613930	2024-08-08 06:41	1	Yes	Disagree	The bridge over 101 from Alvin Drive would be great!	Disagree		Less inclined	This survey's questions are not reflective of what I want to communicate. Would I be more inclined or less inclined to walk or bike if you fulfill this plan? The real answer for me (and for most people in Salinas) is that implementing this plan would not change my transportation behaviors at all. I know that surveys like this are carefully crafted to generally get the responses desired by the planners, but this one was VERY biased and only sought positive feedback. That is disingenuous and makes me lack trust in the other community input forums that are described in the plan. I believe that there are 3 primary reasons that Salinas community members don't walk or bike more: 1. As described in your report, more than 50% feel that the neighborhoods are too unsafe to travel through in that way. A bike lane doesn't resolve that problem. 2. Our community does not have insular neighborhoods. People often travel a great distance to work or to a store. Without a (more critical) network of trains and busses running regularly to span some of those distances, people will not choose to bike. 3. Salinas doesn't have a biking culture. Cultural shifts are much more difficult and slow to achieve. Here people tend to bike/walk because they have a DUI or are poor. We should help these people... but a bike lane is not the support they need. 2 biking fatalities in 9 years is nothing. This plan feels like it's missing the bigger picture and is missing longterm planning to effect change. Someone who loves the environment may be pretty pleased with themselves for pushing this plan on the city, but I don't think that this project should be the starting point. That pedestrian bridge over 101 on Alvin has been desperately needed and I think it's a great idea.
353774153021	2024-08-07 23:12	3	No	Disagree	The most important project to me is getting drivers to slow down and obey all driving laws. Until we do this, bike trails and walking areas are still going to be underutilized. Car need more traffic enforcement.	Disagree	See above. Make areas safe before creating more of them.	Less inclined	These plans would have no effect. I don't bike and walk w
353699692181	2024-08-07 16:56	0	Yes	Disagree		Disagree		Less inclined	
353687878198	2024-08-07 15:52	3	No	Agree		Agree		Less inclined	
353680502367	2024-08-07 15:37	2	Yes	Disagree		Disagree		Less inclined	
353662455922	2024-08-07 15:21	2	Yes	Agree		Agree	Consider the difference between pedestrian, bicycle and ebike. Ebike adoption hazards pedestrians and vehicular traffic on both pathways and roadways. Law enforcement requires staffing and equipment to monitor and provide safe interactions. That is missing.	More inclined	With safe paths or lanes, walking and biking would be preferable but they are not safe now.
353678838181	2024-08-07 15:20	3	Yes	Agree	Road safety on Old Stage Rd	Agree		Less inclined	Feel unsafe. Too many reckless drivers in Salinas. Need more parks with walking paths.
353677788828	2024-08-07 15:16	1	Yes	Disagree	The highest priority of bike/walk plans in Salinas should be to fund the elimination of homeless encampments along sidewalks and removal of debris and waste from them on the sidewalks and gutters. Bicyclists also use streets and shoulders and pavement cracking and breaking is a particular problem throughout District 3	Disagree	Sidewalk safety is an issue. I used to walk from my residence at Sherwood Lake Mobile Home Park to the Regional Transit Center, but am unable to do so now due to safety, blocked access and public health concerns. Spend scarce dollars on existing infrastructure and only build more after what you have now is made entirely available. Let Table 2-1 be your near term guide. Biking is a very low transport mode to work. We are not Davis, CA or apt to be. If you told me that an electric people mover is needed for Market St., Alisal St., N. Main St., Williams Rd. etc. I would not disagree that it should be studied and potentially funded, but I think bicycle funding and the projects you propose are not priorities.	Less inclined	The occupants of the 151 homes within Sherwood Lake Mobile Home Park do not ride bikes outside the Park or are there any children residing within the park. Residents walk to the bus along Market or along Market to the transit center when the sidewalks are not impeded by sex workers, homeless, debris and human waste.

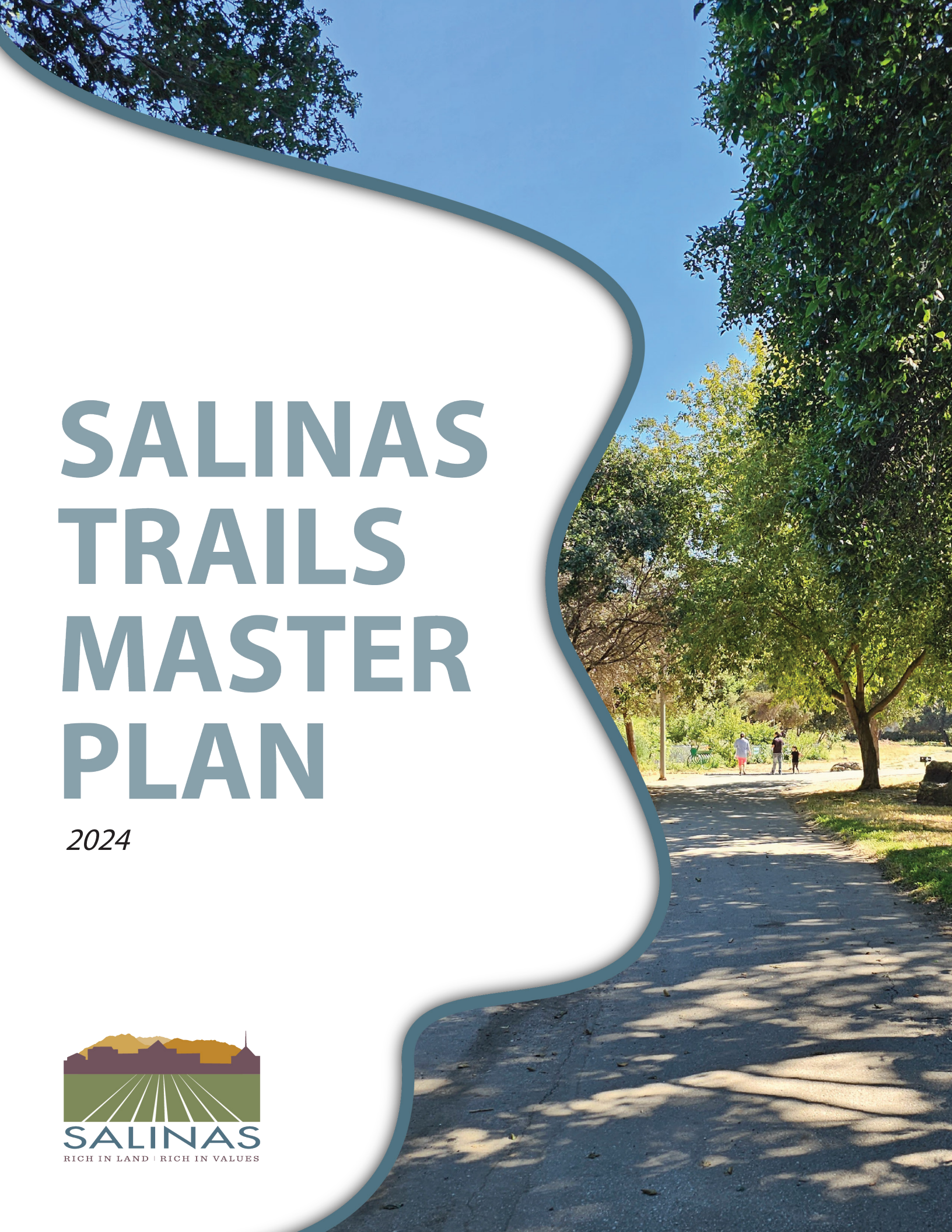
Record ID	Date & Time	How well does the draft plan resonate with your needs and desires for active transportation in Salinas? Rate from 0 - 5. 0 - Not Aligned 5 - Strongly Aligned	Is the document easy to read and understand?	Do you agree or disagree with the active transportation projects identified in the report?	Please let us know which projects are most important for you to see implemented, or if there are projects not included in the plan that you think are important.	Do you agree or disagree with the policies and programs identified in the report?	Which policies and programs are you most looking forward to seeing implemented in the City? Please let us know if we have missed any policies or programs.	Would you be more or less inclined to walk or bike to your favorite destinations if these projects and programs were implemented?*	Please offer commentary on why you would or would not bike and walk more.
353677119832	2024-08-07 15:11	4	Yes	Agree	Safe bike and pedestrian paths on main thoroughfares, to include the downtown area.	Agree		More inclined	If the bike paths become safer and proper bike storage is available, I would love to bike more with my family - to parks, events, etc.
353662782071	2024-08-07 15:06	3	Yes	Agree	The proposals to increase pedestrian and bike safety.	Disagree	I don't agree with the Disadvantaged/Equity rating. It should be volume based.	More inclined	
353678254157	2024-08-07 15:01	0	Yes	Disagree	Fix and pave streets and sidewalks in this city. Period. Do not put a penny into anything else in this project until you do!!! I have been a tax paying citizen in this city since 1999 and I get NOTHING in return. My street, sidewalk and curb have been neglected since 2007 and all I get is responses from the city for your outrageous 50/50 program to fix and repair (yet, it is your city planted trees that have destroyed these vital parts of our infrastructure). Now, you want to dump MILLIONS of dollars into this outrageous project?!?	Disagree	The part where you have a plan to fix and repair every curb and sidewalk in Salinas, before we make an outlandish bike utopia that will never exist.	Less inclined	I walk and bike plenty without the need or use of your taxpayer fleecing project. I also resent tripping and rolling my ankle on the terrible sidewalks and curbs in my neighborhood. I'm also told by our social engineering/equity city council that because I live in District 3, I am apparently living in an affluent neighborhood and my tax dollars will be used in "more disadvantaged districts" in the name of equity. This is income redistribution and you should be ashamed. I work a blue collar profession and a second job in order to live in a nice, safe neighborhood. I expect my tax payer dollars to be spent wisely and not wasted. This project is a complete waste.
353676942481	2024-08-07 14:55	5	Yes	Agree		Agree		More inclined	
353661494019	2024-08-07 14:50	2	No	Agree	Repair of sidewalks and streets	Agree	John St. and Romie Lane	More inclined	Streets and sidewalks are in severe need of repairs
353653182755	2024-08-07 14:32	2	No	Disagree	Looks like more of the same ineffective 'bike lanes' next to dangerous vehicular traffic. With not-well-thought-out destinations in mind.	Disagree	The off-street and bike boulevard concepts are useless because they don't GO anywhere. Just random unconnected areas.	More inclined	If there were more off-road paths and bike boulevard paths that connect to the peninsula directly -THEN we have an infrastructure that is usable and workable. You need get the Kimbly Horn folks out of the running on this project. They have zero imagination and cannot think or plan 'outside the box'.
353661450565	2024-08-07 14:32	0	Yes	Disagree	Fix congestion. Fix the Airport Blvd 101 interchange (whoever was responsible for planning/approving this in the first place should be fired), but fix it in conjunction with all the traffic Amazon is going to bring. Move the interchange to the south edge of the city, between Sturdy Oil and Harris Road. Stop wasting money.	Disagree	Fix traffic congestion: Davis Road to Laurel, Abbot/Sanborn, Airport 101 interchange, Alisal across Main St heading east.	Less inclined	Get your priorities straight. The majority of transportation is via automobiles. Focus on that.
353655614782	2024-08-07 14:10	0	No	Disagree	The bike lanes are a complete waste. You rarely see people using them and it has just led to traffic congestion on main streets and overflow traffic speeding through residential neighborhoods.	Disagree	None. You have a bunch of idiots making these decisions. Since I moved to Salinas in 1971 there has been almost no new streets built except for Boronda and who got bribed to allow that to be one lane in each direction? Idiots!	Less inclined	I do not bike in the city because drivers drive too fast to make up for the congestion city planners have caused. Common sense sure isn't common with the city planners!
353644822558	2024-08-07 13:57	5	Yes	Agree	Running one	Agree	Good one	Less inclined	More traffic
353647220071	2024-08-07 13:55	4	Yes	Agree		Agree		More inclined	
353647339695	2024-08-07 13:52	1	Yes	Disagree	Unfortunately, we have created backups downtown, creating idiling. North Salinas is so congested with no room for growth. New building and planning should be well addressed, Such as Boronda Road where room is available and make more lanes.	Disagree	No one is using the bike lanes since they really don't connect into other areas and are safe.	Less inclined	The areas of interest do not connect. For safety I couldn't walk from North to South.
350407745812	2024-07-26 15:36	3	Yes	Disagree	This is a great idea to increase bicycling and walking in Salinas. My concern is that there are streets that are not being fixed in East Side Salinas. Sidewalks should be adequate for walking and biking in all neighborhoods. In the end this project is a great opportunity for positive health changes.	Agree		More inclined	
350326781575	2024-07-26 12:47	2	Yes	Agree	Bike paths in the big avenues. The community needs days when the avenues are closed for bicycles. Ciclovia is far from being efficient in this case.	Agree	Projects related to how to motivate adults, parents, and professionals to use their bicycles for their daily routine. There are many advances in design, but if we take the data to reality, 1% of those surveyed use their bicycles, that is the big problem. The community needs better access to safe routes and more public transportation traffic. And remember that it is vitally important, apart from educating the children of our community, to focus on adults.	More inclined	I will always be inclined to use my bicycle. But remember that painting is not infrastructure. And what surprises me even more as I study this project more and more is that the people who planned or are planning to carry it out are not part of the Salinas community. They are drivers, they do not use public transportation, and they have never used the bike paths that are currently active in the city of Salinas. It is a huge sadness since this plan tries to educate our community, when not even the planners or organizers walk or ride bikes. To achieve change, you have to be an active part of the change.
350305845594	2024-07-26 11:28	5	Yes	Agree	Bike paths	Agree		More inclined	

Page (Plan not PDF)	Section	Comment	Response
pg.12	Propensity Asalysis	Propensity analysis is an unclear topic not easily translatable to the public. Recommend defining "propensity" prior to discussing results of this analysis.	Incorporate
pg.29	Proposed Bicycle and Trail Network Map	Draft ATP proposes inconsistent bike facilities with City of Salinas Safe Routes to School Plan. Several bike facilities are "less comfortable" based on the Comfort by Bike Facility Classification chart(pg.9) are inconsistent with the adopted City of Salinas Safe Routes to School Plan. PLease consider providing equal to or greater bike facilities based on the comfort level as provided in the City of Salinas Safe Routes to School Plan. This will make the plan more consistent with the City of Salinas Safe Routes to School Plan.	Updateds were made to the previous improvements and recommendations made in the City of Salinas SRTS plan. The SRTS Plan was used for the basis of the new recomendations set forth in the Salinas ATP. Additional information of the new recommendations included in text.
pg.29	Proposed Bicycle and Trail Network Map	Please consider additional proposed bike facilities on State Route 183 from the western city limits to the North Main Street intersection. The Caltrans Active Transportation Plan identifies several bike and pedestrian location based needs at this location. This area is segment is also a tier 1 priority segment for Caltrans.	In it's current configuration there is no space to add bicycle facilities. Caltrans is in the process of evaluating the feasability of implementting a partial road diet for which one of the travel lanes can be turned in a bike facility. Caltrans recently started this process and details not available to be included in this document. Alternative routes are provided on Central Avenue and N Main Canal Trail.
pg.29	Proposed Bicycle and Trail Network Map	Please consider alternative proposed bike facilities on State Route 68 from the southern city limits to the Main Street/John Street intersection. Current design team discussions regarding 05-1R300 do not see proposed Class IV bike facility as feasible for this segment.	The following text was incorporated as footnote in Table 5-3, ""The segment between E Bernal Drive and City Boundary will require additional feasibility study to implement Class IV bikeway. Sections of this roadway is extremely challenging for providing class iv facilities (i.e. under railroad crossing). Improvements may require narrowing of lanes, utilization of existing sidewalk, and sections of a narrower class iv section. Much of the class iv is anticipated to be contiguous with the sidewalk due to R/W constraints"
pg.29	Proposed Bicycle and Trail Network Map	Please consider alternative proposed bike facilities on State Route 68 from the southern city limits to the Main Street/John Street intersection. Current design team discussions regarding 05-1R300 do not see proposed Class IV bike facility as feasible for this segment.	The following text was incorporated as footnote in Table 5-3, ""The segment between E Bernal Drive and City Boundary will require additional feasibility study to implement Class IV bikeway. Sections of this roadway is extremely challenging for providing class iv facilities (i.e. under railroad crossing). Improvements may require narrowing of lanes, utilization of existing sidewalk, and sections of a narrower class iv section. Much of the class iv is anticipated to be contiguous with the sidewalk due to R/W constraints"
pg.29	Proposed Bicycle and Trail Network Map	Please consider additional proposed bike facilities on the West Laurel Drive and Hwy 101 overcrossing. The Caltrans Active Transportation Plan identifies bike and pedestrian location based needs at this location.	Bike recommendations were considered at this location, but no high quality facilities can be implemented without taking away a lane or bridge expansion. This segment along Hwy 101 crossing is at the highest level of bicycle traffic stress which is why a class III was not recommended. Alternative route is provided along W Alvin Drive.
pg. 4	Vision and Goals	Please consider including "active transportation infrastructure such as multiuse paths, bike/ped cut throughs, and transit stops" within the objective "Increase availability of short-term and long term bicycle parking facilities within private and public rights-of way by encouraging existing businesses and requiring new developments to provide on-premise facilities" of the Travel Mode Shift.	Incorporate
pg. 37	Encouragement	Please reconsider including the "maintaining perfect attendance" example. Even though this was not meant to establish a program based on this specific language in this document, attendance based programs can exclude students with health issues or with difficult family situations outside their control. Consider a different example such as "completing a workbook about bike-safety."	Incorporate

Appendix D: Trails Master Plan

SALINAS TRAILS MASTER PLAN

2024



SALINAS

RICH IN LAND | RICH IN VALUES

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City of Salinas

Adriana Robles, City Engineer

Gerardo Rodriguez, Assistant Engineer

Grant Leonard, Planning Manager

Monica Gurmilan, Senior Planner

KTUA

Joe Punsalan, Principal

Jacob Leon, Senior Associate

Marina Varano, Senior Planner

Isabel Perez, Planner and Designer

Kolbe Stets, GIS Analyst

Kimley-Horn

Amy Restelli, PE (MD), PTOE, Project Manager

Matthew Zipagan, Engineer

Yari Ascencio, Engineer

Ecology Action

Amelia Conlen, Transportation Planner

Gino Garcia, Assistant Planner

A Very Special Thanks To:

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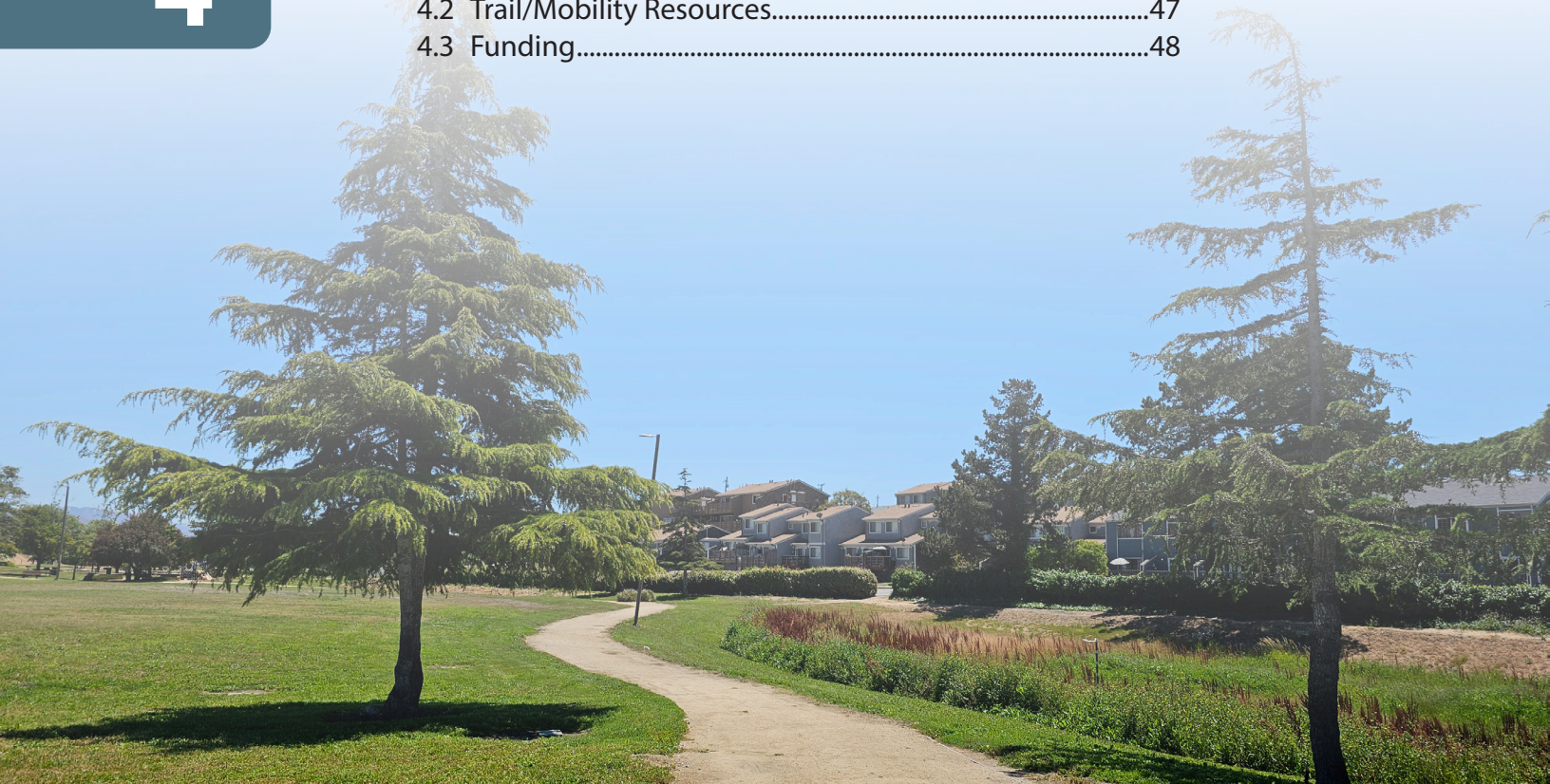

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Introduction

1.1 PLAN OVERVIEW

The Salinas Trails Master Plan (TMP) was created alongside the Salinas Active Transportation Plan (ATP) to guide the development of a safe, interconnected system of trails and shared-use paths throughout Salinas. Much like the ATP, the TMP includes project recommendations to support walking and bicycling as safe, enjoyable, and realistic transportation options for community members. These projects provide additional opportunities for those who enjoy walking, jogging, bicycling, and skating for health and recreational purposes. The TMP is focused on trails and shared-use paths, while the ATP covers a wider range of active transportation facilities.

The TMP builds on findings from the City's General Plan as well as numerous past and ongoing planning projects to advance long-standing community goals. The TMP consists of recommendations to establish a network of active transportation and recreation corridors by incorporating new and improved trails and paths within Salinas' streets and open spaces. Proposed recommendations are based on an evaluation of the City's existing network of pedestrian and bicycle facilities, as well as input from the community, stakeholders, and City staff. By incorporating community and stakeholder feedback into the TMP, the recommended projects will bring solutions to the places where people need them the most.

Recommended projects are prioritized based on a series of criteria such as safety, proximity to destinations, and community input to help direct funds and guide implementation. Additionally, the TMP provides recommendations on how to successfully design, implement, and maintain the proposed projects. The TMP can be used by the City as a guide for future grant applications, public/private partnerships, and construction projects. As the City implements the TMP, safe and viable transportation and recreation options will increase to enhance the quality of life for all who live, work, and play in Salinas.

Plan Goals

The TMP will guide the City in developing trails and shared-use paths that will support safe and efficient walking and bicycling in Salinas.

The TMP addresses the following goals:

1. Identify new trails and Class I shared-use paths to close gaps and improve connections to key destinations such as parks, schools, and commercial centers.
2. Engage with the community to gather local knowledge on existing challenges and opportunities.
3. Develop a methodology for prioritizing projects.
4. Propose recommendations for increasing and expanding shared-use paths and trails throughout Salinas.
5. Encourage walking and bicycling as viable transportation modes.

Study Area

Salinas is a 23.52-square mile city located in northern Monterey County, roughly ten miles east of Monterey Bay between the Gabilan Range to the northeast and the Santa Lucia Range to the southwest. Salinas is bisected by Highway 101, which connects the city to the San Francisco Bay Area to the north and small agricultural communities to the south, such as Gonzales, Soledad, Greenfield, and King City. Salinas is the most populous city in Monterey County and is one of the few urban areas in the Salinas Valley. While Salinas itself is an urban area, it is surrounded by agricultural land uses.

Excitingly, Salinas contains the right ingredients for a robust and well-used trail and active transportation network. It has a mild climate most of the year, is relatively flat, has a well-connected public transit system, a large network of existing sidewalks, and a fast-growing network of on-street bikeways and off-street shared-use paths. These assets, combined with City investments, lay the foundation for a high-quality network of safe and comfortable trail facilities for all ages and abilities. This TMP examines the City's existing conditions, needs, and opportunities, and leverages them to continue expanding trails and paths throughout Salinas.

PLAN SCOPE

The TMP is focused on improving and expanding ***natural surface trails*** and ***Class I shared-use paths*** in Salinas.

For information on other active transportation facilities and programs, refer to the Salinas Active Transportation Plan (ATP).

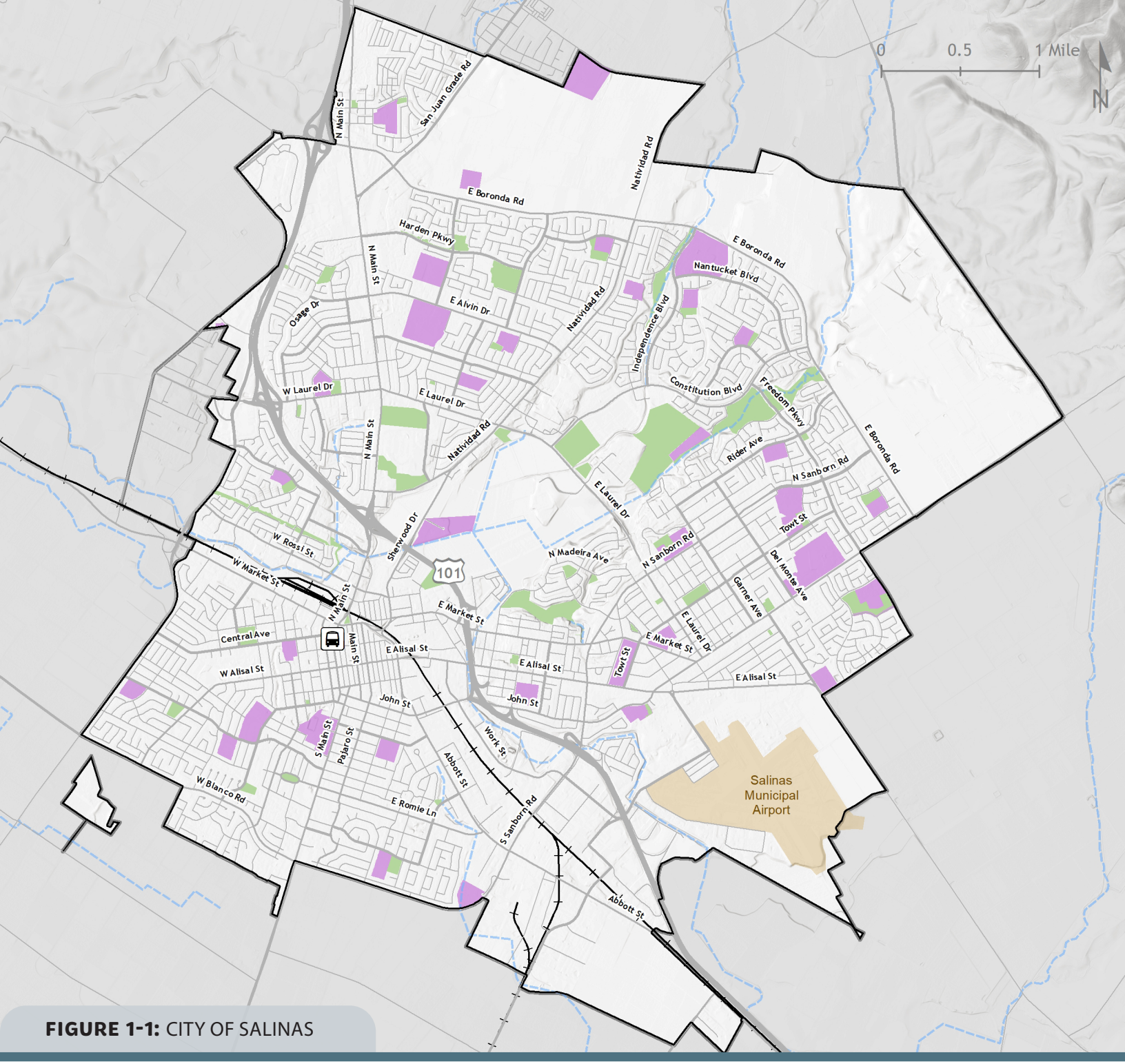


FIGURE 1-1: CITY OF SALINAS

- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

1.2 MULTIMODAL FACILITIES AND TRAILS TRENDS

Trends in multimodal planning and design have evolved significantly over the last decade. Communities across the country and throughout California have seen the growth of both conventional and progressive multimodal transportation infrastructure. Local leaders, community members, and advocates are showing ongoing interest in ensuring that walking, biking, and new mobility facilities are not only included, but prioritized in their built environment. The State of California continues to show its commitment to this movement through programs such as The Recreational Trails Program (RTP) which draws from federal and state funds for the development and maintenance of recreational trails and trail related facilities.[1] Since the program was launched in 2013, over 800 active transportation projects across California have been funded.[2] Along the same lines, the United States Congress authorized the Active Transportation Infrastructure Investment Program as part of the Infrastructure Investment and Jobs Act and appropriated $45 million in funding to kick-start the program in 2023, with more funding to come in 2024.[3]

Interest in Multimodal Facilities Soars

The benefits of multimodal transportation are far-reaching and multi-faceted. Access to trails and shared-use paths has long been proven to improve mental and physical health, as well as serve as a focal point of community pride and social programming. Widespread multimodal transportation benefits are reflected in nationwide activity numbers. For example, the Rails to Trails Conservancy reported in 2020 that "more Americans are walking, biking and using trails in 2020 than ever before—bicycle sales have boomed and trail use is up 60% over the same period in 2019." In 2022, the Rails to Trails Conservancy reported that these trends are holding steady as data shows "trail use in 2022 is 45% higher than in 2019, demonstrating enduring demand for trails across the country.[4]" Similarly, StreetLight Data reported that bicycle activity in the United States has increased substantially in 2020 and 2021, and held steady in 2022 with overall growth since 2019 at 37%.[5]" In contrast, StreetLight Data reported that walking activity in the United States has declined by 36% between 2019-2022, likely due to remote work and empty downtowns drawing fewer pedestrians.[6] It is critical to continue investing in active transportation safety, infrastructure, and programming to bring walking activity up and continue to accelerate interest in hiking and bicycling.



Trail users stopping at trail head



Trail users walking their dog and pushing a stroller

Investment in Multimodal Facilities

Encouraging more walking and bicycling requires the provision of safe, protected, and connected facilities. In 2023, the Rails to Trails Conservancy released poll results that revealed that improved connectivity and increased multimodal infrastructure would help people walk and bike more.[7] The poll found that the top five factors to increase behavior are: (1) more destinations within a 10-to-20-minute walking distance; (2) friends and family to join them; (3) trails and greenways separated and protected from traffic; (4) more sidewalks; and (5) more protected bicycle lanes.[8] The Rails to Trails Conservancy also found that nearly one-third of people say that interconnected trail networks would make it easier to walk or bike to their destination instead of driving.[9]

Trends related to the type of infrastructure being built and advocated for have also shown a growing preference for facility types that enhance pedestrian and bicyclist safety, particularly bicycle lanes that are physically separated from motor vehicle traffic. Class I shared-use paths and Class IV separated bikeways are being highlighted as the types of facilities that most encourage people to bicycle more to reach their local destinations. Pedestrian infrastructure such as enhanced crossings with rectangular rapid flashing beacons (RRFB) or pedestrian hybrid beacons (PHB) are being installed at higher rates since studies have shown increased safety for pedestrians.

Electric Bicycles Have Changed the Game

In the last several years, electric bicycles (e-bicycles) - both personal and shared - have swept the nation. The increasing prevalence of e-bicycles and e-scooters has welcomed an influx of new active transportation users by providing people with disabilities, seniors, and others with viable mobility options for reaching destinations near and far. People across the country now use personal and shared e-bicycles and e-scooters to get to work and school, run errands, and access community services, leisure activities, and recreational opportunities. The National Association of City Transportation Officials (NACTO) reported that shared e-bicycle and e-scooter trips in the United States and Canada have grown by 40 percent since 2018 and have increased 35-fold from 2010.[10] In 2021 and 2022, there were 112 and 113 million shared e-bicycle and e-scooter trips in the United States, respectively. Along the same lines, e-bicycle sales in the United States increased over 145 percent between 2019 and 2020.[11] NACTO also underscored the reality that more people ride when cities build high-quality, protected bicycle lanes. As e-bicycles become commonplace on our streets, and trails, it is important to design active transportation infrastructure, amenities, policies, and enforcement to facilitate the safe use of shared-use facilities for both motorized and non-motorized users.



Wayfinding signage along trail



People riding bicycles along paved trail

1.3 BENEFITS OF PATHS AND TRAILS

As evidenced by the trends in active transportation, investing in a network of shared-use paths and trails will bring a variety of environmental, health, and social benefits to Salinas community members.

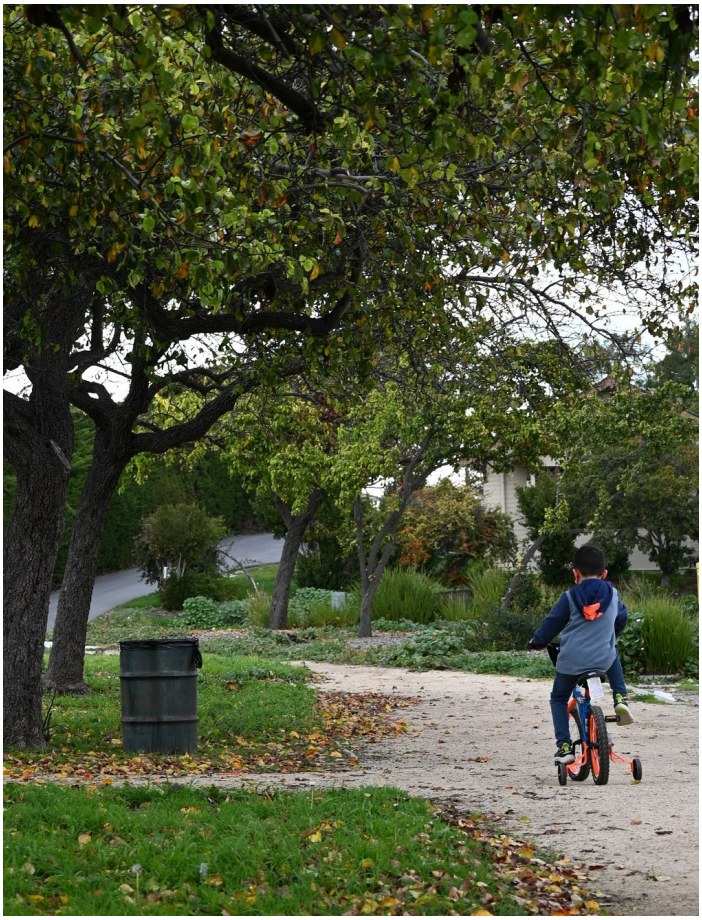
Environmental Benefits

According to the United States Environmental Protection Agency (EPA), the transportation sector accounted for the largest portion of greenhouse gas (GHG) emissions (29 percent) in the United States in 2021.[12] Light-duty vehicles (i.e., sports utility vehicles, passenger cars, minivans, and light-duty trucks) account for 58 percent of transportation-related GHG emissions and medium-and-heavy-duty trucks account for 23 percent.[13] With roughly 81 percent of transportation-related GHG emissions in the U.S. attributed to personal and single-occupancy vehicles, reducing the number of vehicle miles traveled in cars is imperative to mitigating climate change and can be accomplished, in part, by making active transportation a viable travel option. Additionally, the construction of new bikeways or pedestrian infrastructure will also provide opportunities to design and introduce green infrastructure into the public realm. The EPA acknowledges the many benefits of green infrastructure, including treating stormwater at its source, reducing flooding, adding street trees, improving air quality, creating new habitats, and improving community pride.

Health Benefits

Vehicle-generated air pollution contains harmful emissions such as carbon dioxide, carbon monoxide, methane, nitrous oxide, and volatile organic compounds. These pollutants and irritants can cause asthma, bronchitis, pneumonia, and decreased resistance to respiratory infections. Increasing access to active transportation and other related clean mobility choices will decrease dependency on car-generated trips, contribute to the reduction of vehicle emissions, and, ultimately, improve air quality.

Other positive health benefits of active transportation include the facilitation of walking, bicycling, and spending time outdoors. Providing more non-motorized travel options will provide additional mode choices for residents and visitors while encouraging an active lifestyle. Regular exercise also reduces the risk of high blood pressure, heart attacks, and strokes. Exercise has also been shown to improve mental health by relieving depression, anxiety, and stress. Trails, in particular, have been shown to improve quality of life, promote health and well-being, and foster a sense of community and belonging.[14]



Child bicycling on a trail with a vast tree canopy



Salinas resident bicycling on Rossi-Rico Parkway

Safety Benefits

The development of pedestrian and bicycle facilities that are physically separated from vehicular traffic will not only encourage more people to walk or bicycle to their destinations, but will also significantly reduce the potential for collisions with vehicles. Data from the U.S. Department of Transportation's National Highway Traffic Safety Administration shows that fatalities and injuries to pedestrians and bicyclists in traffic collisions are on the rise. In 2021, 7,388 pedestrians and 966 bicyclists were killed in traffic crashes (a 12.5 and 1.9 percent increase from 2020, respectively).[15] Pedestrian and bicycle fatalities are unacceptable and demand aggressive improvements to active transportation facilities and programming to eliminate these unnecessary tragedies. Off-street and protected shared-use paths and trails are among the current best practices for providing safe active transportation infrastructure and are overwhelmingly preferred by active transportation users.[16]

Equity & Accessibility Benefits

Developing an equitable and accessible transportation system starts with recognizing the reality that generations of injustices have left many communities, especially low-income and communities of color, with inequitable access to open space, employment opportunities, healthy food options, and other critical needs. Prioritizing active transportation projects in disadvantaged and underserved communities helps to provide people with additional transportation options and to increase access to important services, resources, and opportunities. The Project for Public Spaces reported in 2021 that health equity and access are major themes across mobility planning. This is evident in the State of California's Active Transportation Program, which has allocated over 85 percent of funds in every funding cycle towards projects that will benefit disadvantaged communities.[17]

In addition to locating active transportation projects in communities with the greatest need for them, it is also important to design new paths and trails to be inclusive and accessible for everyone. Increasingly, trails and paths across the United States are incorporating inclusive design features, such as ADA-accessible trails, sensory trails, shared-use trails, trails for children, and trails designed for those with autism.[18] This is especially important because people with disabilities rely on active transportation and public transit to a greater degree than those without disabilities.[19] Other features, such as educational and wayfinding signage, welcoming public art, and inclusive marketing materials can help trail users feel safe, prepared, and welcome. Providing a variety of safe, affordable, accessible, and equitable transportation options is essential to community health, well-being, and vitality.



Physical trail separation created by landscape



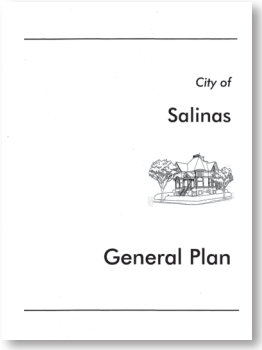
ADA Accessible curb ramp

1.4 PREVIOUS PLANNING EFFORTS

The City has completed several ambitious planning efforts in recent years to transform and strengthen the quality of life in Salinas for current and future residents. For example, in the last five years alone, the City has adopted over ten long-term planning documents to guide future development, revitalization, management, and maintenance across different areas and sectors in Salinas. The City is also in the process of developing a General Plan update, Climate Action Plan, and East Area Specific Plan. Together, these efforts demonstrate a comprehensive and collaborative effort to invest in the long-term health, well-being, and vitality of Salinas.

Several existing City-adopted and regional planning documents and programs govern the present and future of multimodal transportation in Salinas. An extensive review of these documents was conducted to ensure this TMP is both consistent with and helps to advance standing City policies and programs. An overview of the most pertinent plans and programs is provided below for reference.

Salinas General Plan (2002)



The Salinas General Plan was adopted in 2002 as a long-range policy guide for determining the appropriate physical development and character of Salinas as it grows over time. The General Plan is comprised of seven State-mandated elements: Land Use, Community Design, Housing, Conservation/Open Space, Circulation, Safety, and Noise. The Circulation Element, in particular, is most relevant to this TMP.

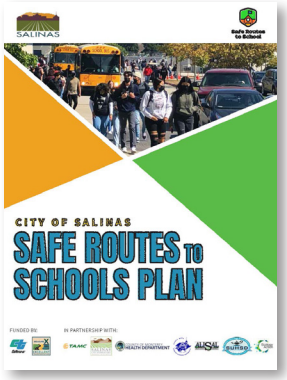
The Circulation Element guides the continued development and improvement of the circulation system to support existing and planned development in Salinas. The Circulation Element includes goals and policies to address five major issues: (1) providing a suitable system of city roadways; (2) supporting regional transportation facilities; (3) providing an advanced public transportation network; (4) ensuring an extensive public bicycle network; and (5) ensuring an extensive and safe pedestrian system.

The Circulation Element established two overarching goals to address bicycle and pedestrian facilities in Salinas:

- Goal C-4: Provide an extensive, safe public bicycle network that provides on-street as well as off-street Facilities.
- Goal C-5: Provide safe routes to school, work, shopping, and recreation for pedestrians.

**Note: The City is currently undergoing a comprehensive General Plan update process. The recommendations in this TMP support the guiding principles for the updated general plan as described in Visión Salinas, including the goal for "an active City with a well-connected, eco-friendly network of multimodal streets, bikeways, greenways and trails, and effective public transportation options."*

Salinas Safe Routes to School Plan (2022)



The Salinas Safe Routes to School (SRTS) Plan (2022) is comprised of community-identified needs and recommendations for infrastructure projects and programs to support safe walking, bicycling, and carpooling to 45 schools in Salinas. The SRTS plan was developed to support community health, improve affordable transportation options for low-income and vulnerable residents, and help the City achieve its Vision Zero goals, as well as statewide goals to mitigate climate change.

The SRTS plan is guided by five powerful goals:

1. The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool.
2. Zero collisions involving bicyclists or pedestrians that result in injury or death.
3. All children in Salinas will receive traffic safety education.
4. Engage the greater community to create safe environments around schools.
5. Ensure all community members have equitable access to schools and Safe Routes to Schools programming.

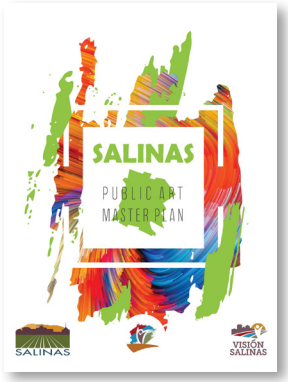
These goals are supported by actionable objectives, infrastructure projects, and supportive programs. Overall, the SRTS plan recommends 10 miles of Class IV separated bikeways, 15.8 miles of bicycle boulevards, 17 roundabouts, 13 rectangular rapid flashing beacons, and 180 intersections upgraded to high-visibility crosswalks. The SRTS corridors identified in the SRTS plan were used to guide the development of this TMP.

Salinas Vision Zero Action Plan (2021)



Tragically, between 2009 and 2018, 62 community members were killed while traveling on Salinas streets, with pedestrians and bicyclists representing 51% and 7% of deaths, respectively. The Salinas Vision Zero Action Plan (2021) was developed to eliminate all traffic-related fatalities and serious injuries in Salinas. The plan uses historic crash data to pinpoint the factors contributing to traffic-related deaths and serious injuries and identifies countermeasures to address those factors. Proposed countermeasures include the installation of high visibility crosswalks, pedestrian hybrid beacons, reduced parking at intersections, intersection controls, accessible pedestrian signals, raised medians, street trees, lane reduction, protected bicycle lanes, vehicle speed feedback signs, traffic education and outreach, enforcement, and more. This TMP advances the Vision Zero Action Plan by proposing off-street paths and trails for safe walking and bicycling in Salinas.

Salinas Public Art Master Plan (2020)



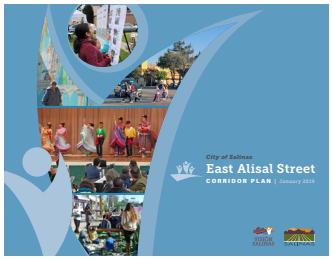
The Salinas Public Art Master Plan (2020) provides the framework for future public art installations and performances in Salinas. The plan recognized the importance of public art in supporting alternative forms of transportation and established two policies relevant to this TMP: (1) Ensure Visibility: Support art installations in strong pedestrian and vehicular traffic areas and (2) Promote Walkability: Commission smaller scale public art that will encourage pedestrian activity. The plan identified several potential projects to advance these policies, such as installing art along the trail at Natividad Creek Park, using extra space in empty bulb-outs along Alisal Street for public art, installing painted planters and artistic benches along Alisal Street, constructing an artistic bridge to connect Natividad Creek Park to Carr Lake, and more. The policies and projects from this plan were considered in the development of this TMP.

Alisal Vibrancy Plan (2019)



The Alisal Vibrancy Plan (2019) is a community-driven planning document for the Alisal neighborhood, also known as East Salinas. The plan aims to alleviate and reverse the neglect and underinvestment that the community has faced for decades by improving the quality of life for East Salinas residents. The plan includes recommendations for creating safe and sustainable transportation systems in East Salinas, such as installing new bicycle and pedestrian facilities, encouraging public transit use, providing an enjoyable pedestrian experience, improving parking management, and more. The plan stresses the importance of providing safe and convenient multimodal connections from East Salinas to key destinations in other parts of the city.

East Alisal Street Corridor Plan (2019)



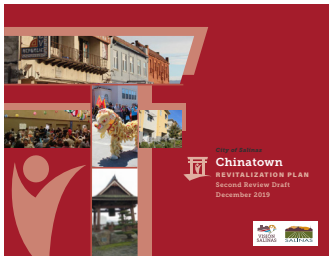
The East Alisal Street Corridor Plan (2019) was developed to guide future investment into East Alisal Street and to provide complete streets recommendations for the Alisal Corridor east of Front Street. A "complete street" is a street that is safe, comfortable, and convenient for all users, young and old, able or disabled, who walk, bicycle, take transit, or drive along the corridor. Proposed corridor improvements include buffered bicycle lanes, two-way separated cycle tracks, parklets, widened sidewalks, pedestrian crossing improvements, curb extensions, medians, parklets, and more. This TMP deferred to the proposed corridor improvements in the East Alisal Street Corridor Plan and, as a result, did not propose Class I shared paths or trails within the corridor.

Future Growth Area (FGA)

As a part of the 2002 General Plan Update, the City identified a Future Growth Area (FGA) located north of Boronda Road and south of Rogge Road. In 2008, the City annexed the North of Boronda FGA, requiring a specific plan to be prepared before development. The FGA was divided into three Specific Plan Areas: West, Central, and East. Subsequently, a fourth Specific Plan, the Gateway Center Specific Plan, carved 20 acres out of the West Specific Plan Area to facilitate the development of a large commercial center and was adopted in 2011. The West Area Specific Plan and the Central Area Specific Plan were adopted in 2019 and 2020, respectively. The City is in the process of developing the final specific plan, the East Area Specific Plan. Together, these four specific plans will guide the development of brand-new neighborhoods in northeast Salinas. The specific plans include measures to facilitate safe and efficient circulation of pedestrians, bicyclists, and vehicles through a network of paths, trails, and bicycle lanes and routes that link neighborhoods to schools, parks, shopping centers, and more. More information can be found in the link below:

https://www.cityofsalinas.org/Your-Government/Departments/Community-Development/Current-Planning-Division/Approved-Plans

Chinatown Revitalization Plan (2019)



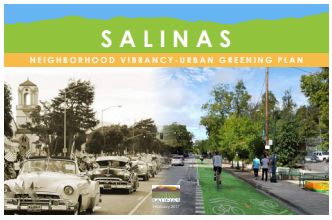
The Chinatown Revitalization Plan (2019) contains community-driven policies and implementation actions to alleviate and reverse the neglect and underinvestment that the Chinatown community has faced by creating a more vibrant, equitable, and healthy community. Within the plan are recommendations for improving access, connectivity, and circulation in Chinatown, including a policy to "Establish a complete multimodal transportation network throughout Chinatown to improve public safety, circulation, and traffic congestion." Achieving this policy looks like creating a continuous, protected, and low-speed network of bicycle lanes and making bicycling and walking more practical transportation options for all community members.

Monterey County Active Transportation Plan (2018)

The Monterey County Active Transportation Plan (MCATP) was developed in 2018 by the Transportation Agency for Monterey County (TAMC) as an update to the 2011 Bicycle and Pedestrian Master Plan. The MCATP identified gaps in the bicycle and pedestrian network, collision rates, and opportunity areas for facility improvements for municipalities and unincorporated areas throughout Monterey County. Across the county, the MCATP proposed over 590 miles of additional bikeways, including 26.3 miles of Class I shared-use paths. For Salinas, the MCATP proposed 38 miles of bikeways, including 4.8 miles of Class I shared-use paths.

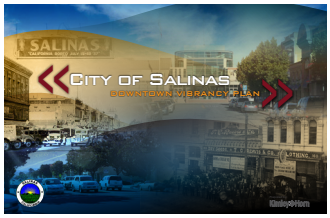


Salinas Urban Greening-Neighborhood Vibrancy Plan (2017)



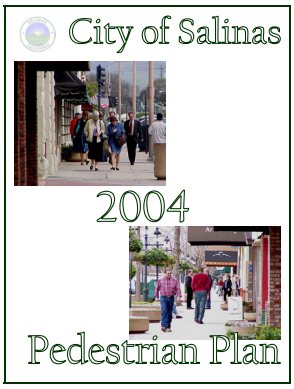
The goal of the Salinas Urban Greening-Neighborhood Vibrancy Plan (2017) is to create vibrant, resilient, and healthy communities at the neighborhood level. One of the plan's five key objectives is to facilitate alternative mobility. To facilitate alternative mobility, the plan provides recommendations to support the safe and easy use of walking, bicycling, and public transit to reach the city's key destinations through wayfinding signage, streetscape design, and a complete bicycle and pedestrian network. In particular, the plan envisions a citywide network of trails and Class I paths that increases connectivity between neighborhoods and key destinations, such as parks, schools, hospitals, libraries, downtown, and commercial corridors. The plan identified Gabilan Creek, Natividad Creek, Reclamation Ditch 1665, and Carr Lake as significant community assets that can support shared-use trails and nature-based recreation in Salinas.

Downtown Vibrancy Plan (2015)



The Salinas Downtown Vibrancy Plan (2015) was created to restore activity, commerce, and vitality to downtown Salinas. One of the primary goals of the plan is to improve mobility for pedestrians, bicyclists, transit riders, and vehicles traveling to and from downtown Salinas. The plan includes recommendations for creating streets that lead to downtown rather than bypassing the area; slowing down traffic; improving circulation patterns; and increasing pedestrian and bicycle facilities. Proposed improvements include bicycle lanes and routes, midblock pedestrian crossings, curbside bus stops, intersection controls, on-street parking, and more.

Salinas Pedestrian Plan (2004)



The Salinas Pedestrian Plan (2004) outlines goals and strategies to "make walking a preferred choice of travel by creating a safe, convenient, and pedestrian-friendly environment." The plan includes recommendations that support developing new sidewalks and shared-use paths; reducing the number of pedestrian-related accidents; incorporating traffic calming measures in residential and commercial areas; promoting walking as a viable form of transportation; identifying the unique needs of nine proposed "walking districts" in Salinas; and more.

Salinas Bikeways Plan (2002)



The Salinas Bikeways Plan (2002) describes existing and proposed bicycle facilities within Salinas, many of which have been installed in the 20+ years since the plan was published. The plan includes recommendations to improve and expand bikeways, bicycle parking facilities, bicycle support facilities, and routes for buses with bicycle racks. The plan also includes design requirements for proposed facilities. Additionally, the City adopted a framework that includes education, engineering, and enforcement to make bicycling a safe and viable mode of transportation in Salinas.

The plan identified 25.95 miles of bikeway projects to be implemented in Salinas. Although the Monterey County Active Transportation Plan (2018) has since updated the proposed bicycle network, the Salinas Bikeways Plan (2002) was also reviewed and used for context during the development of this TMP.

Carr Lake Park and Restoration Project (In Progress)

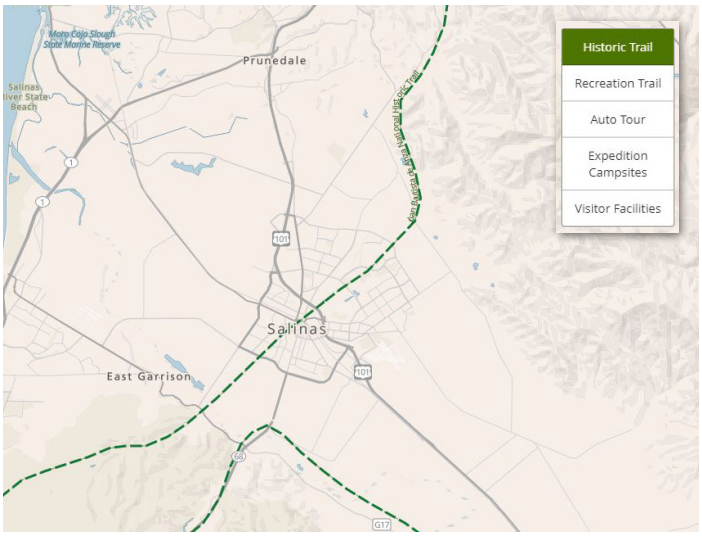
The Big Sur Land Trust acquired a 73-acre property within the area known as Carr Lake. The Carr Lake Basin is an approximately 480-acre seasonally dry lakebed in the heart of Salinas. The 480-acre lakebed is currently used for agriculture. However, the Big Sur Land Trust plans to convert its acquired 73-acre property into a multi-benefit green space with a 6-acre neighborhood park and a 67-acre restoration area with seasonal wetlands, wildlife habitat, and trails. Construction of the neighborhood park is anticipated to begin in Spring 2024, with the creation of the restoration area to follow in a later phase. Once complete, a new network of trails will be available within the Carr Lake area.



Source: BFS Landscape Architect

Juan Bautista de Anza National Historic Trail

The Juan Bautista de Anza National Historic Trail is a 1,210-mile trail that extends from the U.S.-Mexico border near Arizona north to the San Francisco Bay of California. The trail follows the land route that the Spanish commander Juan Bautista de Anza took in 1775 to establish a mission and presidio on the San Francisco Bay. The Juan Bautista de Anza National Historic Trail is supported by The Anza Trail Foundation and they partner with other agencies, such as the National Park Service, to establish trails, signage, and educational programs at existing parks and open spaces. Since the Historic Trail passes through the City of Salinas, the City is encouraged to explore all opportunities to integrate elements of the Historic Trail through signage or interpretive opportunities that can be implemented through proposed trails in the Carr Lake Basin.



Source: NPS

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2

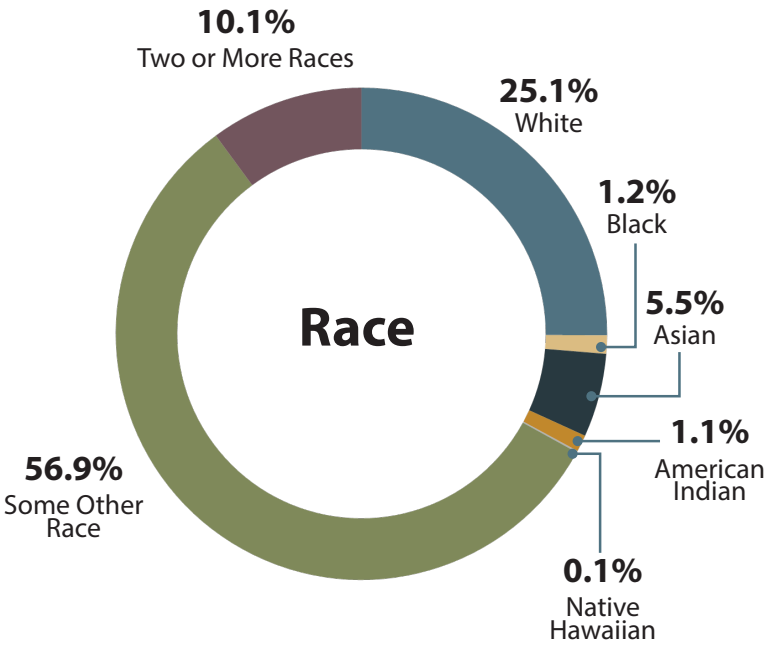


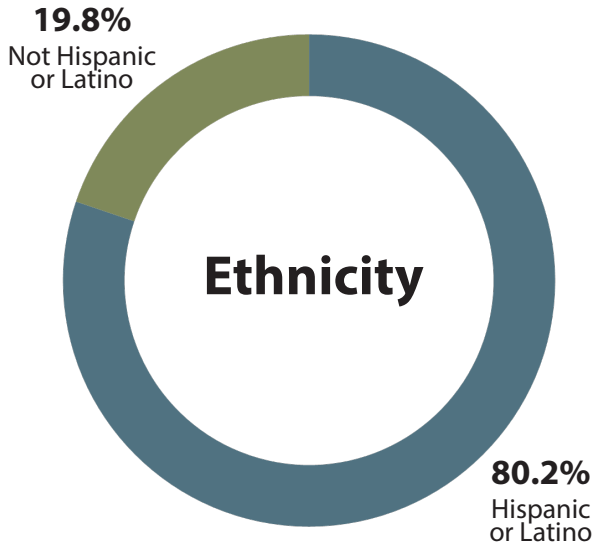
Existing Conditions

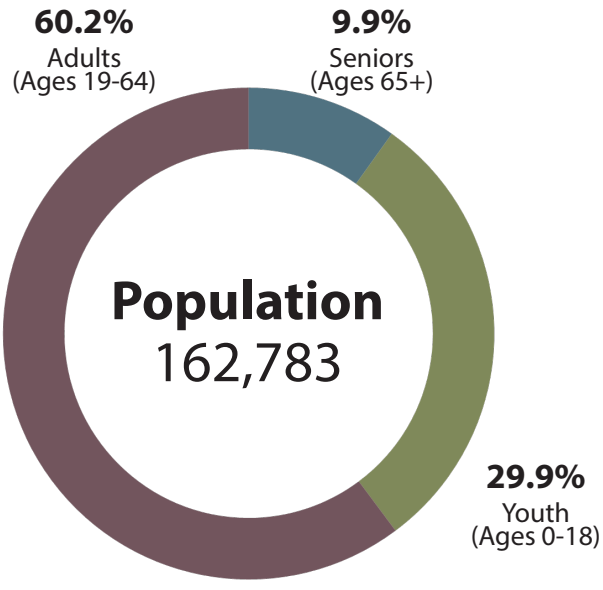
Understanding the existing demographics, land use, roadway conditions, previously planned projects, and other foundational information in Salinas and the adjacent region is essential to planning for the future. Each dataset in this chapter provides valuable information that contributes to the comprehensive understanding of the city's existing infrastructure and how to improve it through the addition of new and improved trails and paths. The findings of this analysis, combined with the input from the comprehensive community engagement process, were used to develop a set of projects and programs to facilitate new and improved trails and paths throughout Salinas. Additional maps and series of analyses can be found in the 2024 Active Transportation Plan (ATP). The information presented in that plan has valuable overlap with the development of trails and paths in this TMP. Recommended projects are presented in Chapter 3.

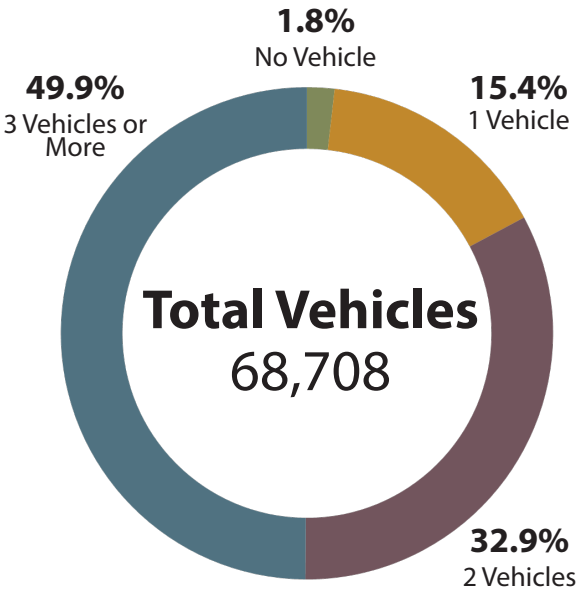
2.1 COMMUNITY PROFILE

This demographic profile was completed using the most current data available from the 2022 U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates. Salinas has a total population of 162,783 within its 23.52-square-mile city boundary, resulting in a population density of 6,921 people per square mile in 44,503 housing units.











Source: City of Salinas

Key Demographics

- ***Race & Ethnicity***: Salinas is racially and ethnically diverse with a racial composition of 25.1 percent white, 5.5 percent Asian, 1.2 percent Black, 1.1 percent American Indian, 10.1 percent two or more races, and 56.9 percent some other race. Approximately 80.2 percent of the population is Hispanic or Latino, which is substantially higher than Monterey County (59.9 percent) and California (39.7 percent).
- ***Age***: The median age of Salinas is 31.7, which is lower than the median age in Monterey County (35.1) and California (37.3).
  - Approximately 29.9 percent of the population is under the age of 18, which is higher than Monterey County (25.8 percent) and California (22.3 percent).
  - Roughly 9.9 percent of the population is over the age of 65, which is lower than Monterey County (14.3 percent) and California (14.9 percent).
- ***Income & Poverty***: The median household income of $84,250 is slightly lower than the average of $91,043 for Monterey County and $91,905 for California. Additionally, the reported percentage of people in poverty in Salinas (14.2 percent) is slightly higher than in Monterey County (12.3 percent) and California (12.1 percent).
- ***Vehicle Availability***: Most households in Salinas have access to one or more vehicles, but 1.8 percent of households reported lacking access to a vehicle.

2.2 TRANSPORTATION MODE SHARE

According to the U.S. Census 2022 American Community Survey estimates, the majority of Salinas resident commuters (71.9 percent) rely on personal vehicles to travel to and from work. This mode is followed in prevalence by carpooling (11.4 percent), taxicab/motorcycle/other (10.9 percent), working from home (3.7 percent), walking (1.0 percent), public transit (1.0 percent), and bicycling (0.1 percent).

Walking Mode Share

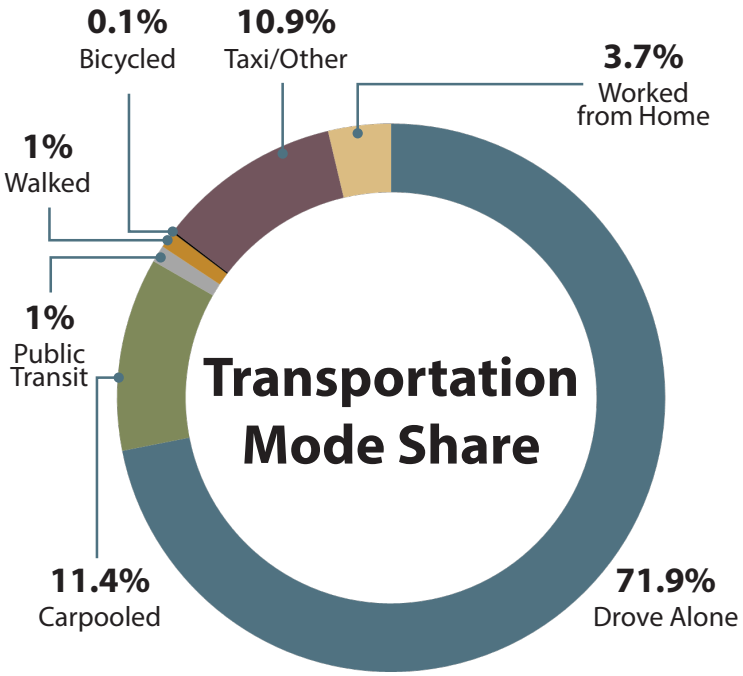
The walking mode share measures the percentage of workers aged 16 years and over who commute to work by foot. Mode share reflects how well infrastructure and land-use patterns support travel to work by foot. Walking mode share patterns are connected to the relative proximity of housing to employment centers.

Bicycling Mode Share

Similar to the walking mode share, bicycling mode share measures the percentage of resident workers aged 16 years and over who commute to work by bicycle.

Public Transit Mode Share

Public transit mode share measures the percentage of workers aged 16 years and over who commute to work by transit. This mode share reflects how well first-mile-last-mile infrastructure, transit routes, and land-use patterns support travel to work by transit.



2.3 HEALTH AND EQUITY

Socio-economic, demographic, health, and environmental data were analyzed to identify disadvantaged and underserved communities in Salinas by census tract. The data for this analysis is derived from the California Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 mapping tool and the Public Health Alliance of Southern California's California Healthy Places Index.

Both tools help the TMP identify opportunities to increase non-motorized transportation options for traveling to important destinations like schools, parks, employment, food, and medical services for low-income residents, children, seniors, and people with disabilities. When the planning team was prioritizing the proposed projects, one of the prioritization criteria evaluated projects based on whether they were located in underserved areas or not.

CalEnviroScreen

CalEnviroScreen is a mapping tool from CalEPA and California OEHHA that identifies areas most affected by an accumulation of environmental pollution, health burdens, and social stressors.[1] CalEnviroScreen provides a score based on the cumulative impacts experienced by a particular community, with higher scores experiencing greater burdens and lower scores experiencing lower burdens. These scores are used to identify and prioritize communities that are most burdened by environmental injustices. **Figure 2-1** displays the range of CalEnviroscreen scores throughout census tracts in Salinas. Overall, Salinas received low to high CalEnviroScreen scores, indicating that different portions of the city experience varying levels of exposure to pollution or other environmental hazards. In particular, a portion of East Salinas (also known as "the Alisal") received the highest CalEnviroScreen scores, indicating that this area experiences the worst environmental and health burdens in Salinas.



Source: City of Salinas

Healthy Places Index

The California Healthy Places Index (HPI) is a peer-reviewed data mapping platform created by the Public Health Alliance of Southern California. The HPI maps data for social indicators that impact health, such as education, job opportunities, access to clean air and water, and more. Similar to CalEnvioScreen, HPI is a useful tool to help identify health inequities affecting neighborhoods across California.[2] **Figure 2-2** displays the percentile ranking for different areas in Salinas, with lower percentile areas experiencing less healthy conditions than higher percentile areas.

Figure 2-2 shows that the majority of neighborhoods in Salinas have very low to moderate percentile rankings, indicating less healthy conditions than other communities in California, especially in the areas colored in dark and light blue. This score reflects a variety of factors, including, but not limited to poor air quality, crowded living conditions, housing cost burden, access to healthcare, and poverty, employment, and income levels.



Source: City of Salinas

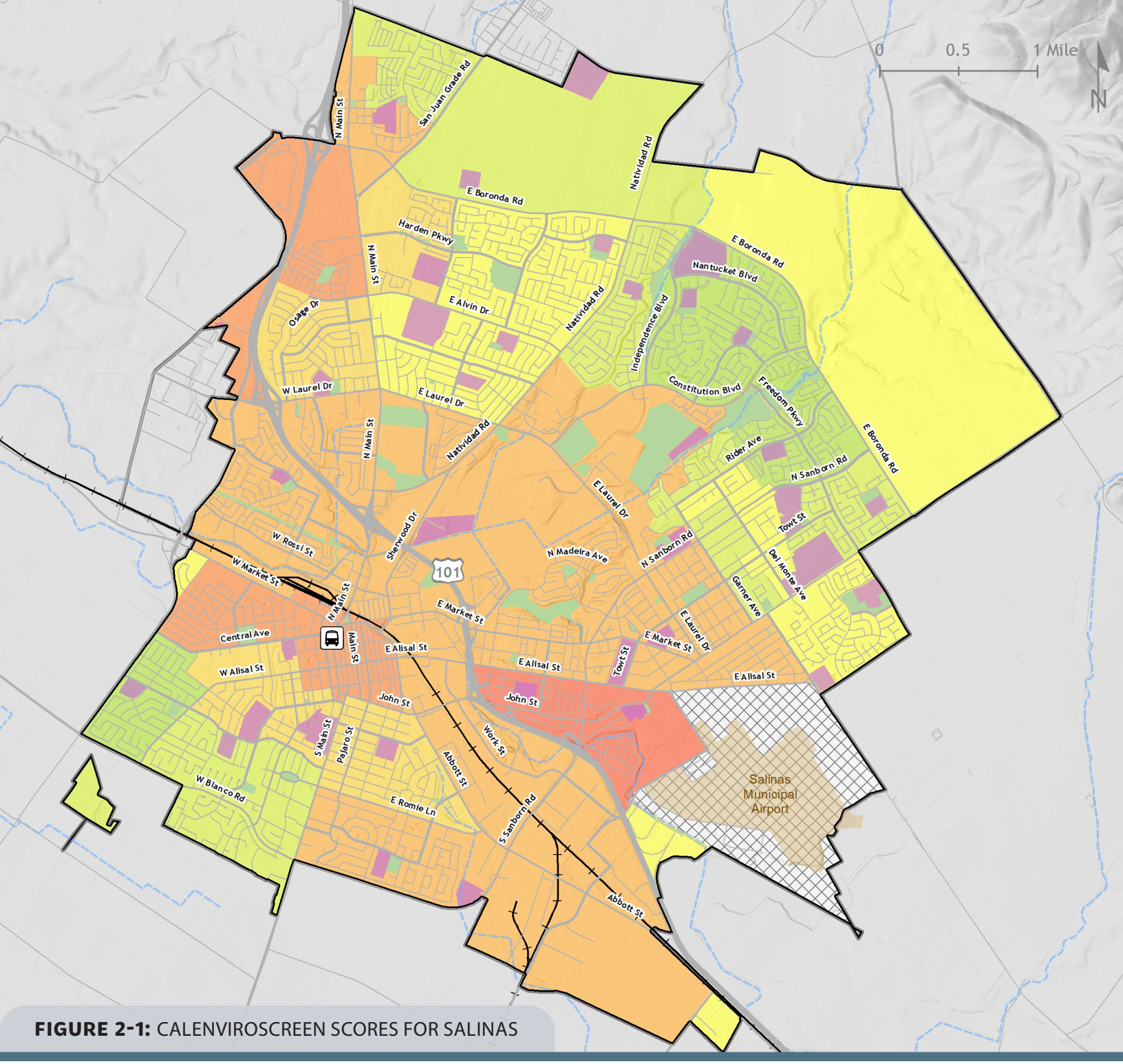


FIGURE 2-1: CALENVIROSCREEN SCORES FOR SALINAS

Transit Center
Railroad
Streams & Creek
Park
School
City Boundary

CalEnviroscreen

Higher percentile indicates greater pollution b

90 - 100
80 - 90
70 - 80
60 - 70
50 - 60
50 - 60
40 - 50
30 - 40
20 - 30
10 - 20
0 - 10
No data

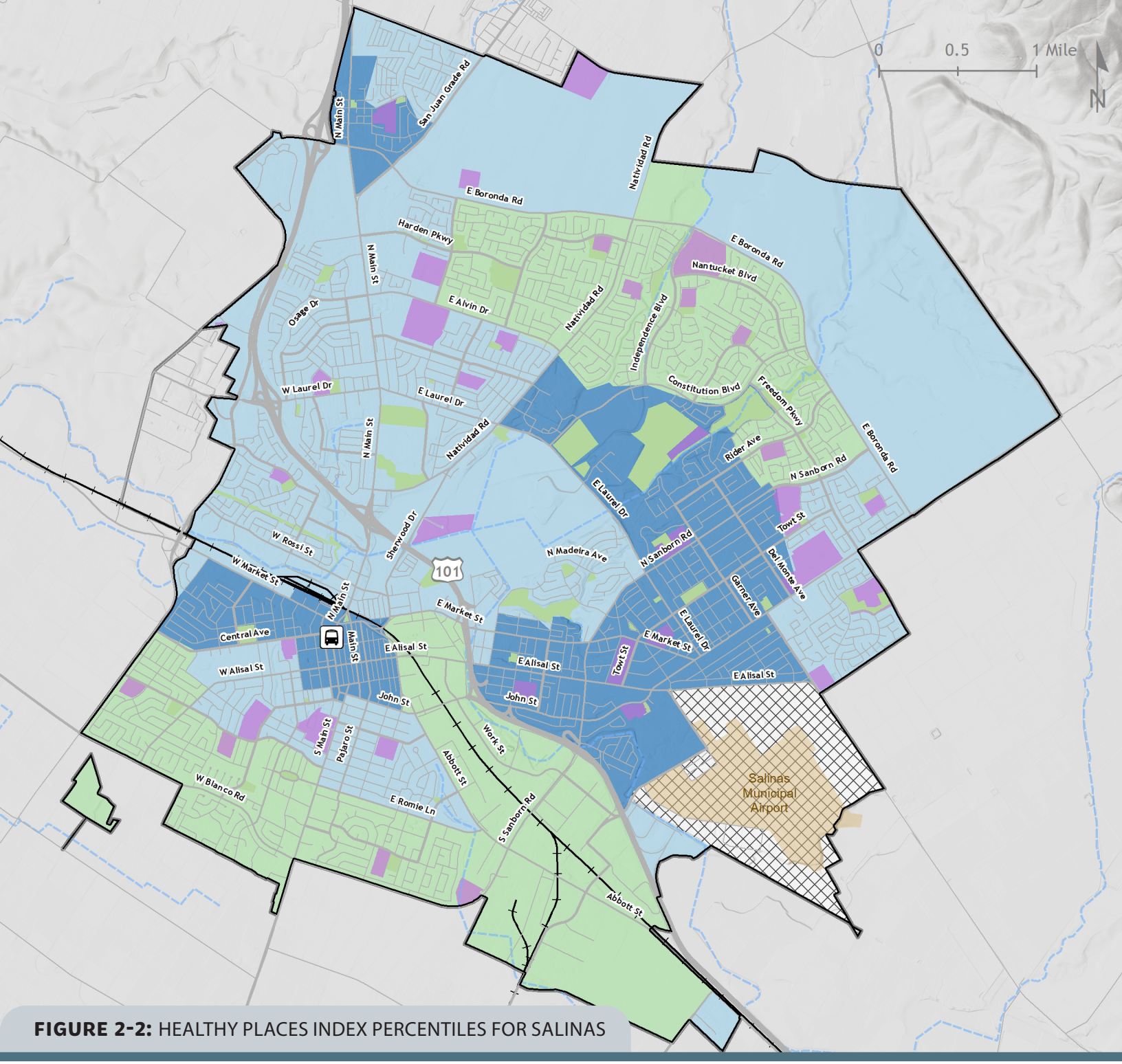


FIGURE 2-2: HEALTHY PLACES INDEX PERCENTILES FOR SALINAS

Transit Center
Railroad
Streams & Creek
Park
School
City Boundary

Healthy Places Index

Lower percentile indicates less healthy conditions

76 - 100
51 - 75
26 - 50
0 - 25
No data

2.4 LAND USE

Existing Land Use

Analyzing the existing land use is critical to understanding where trails and paths would best serve the community. Salinas is dominated by residential land uses with public facilities, such as schools, parks, and open spaces interspersed with housing. Commercial corridors are primarily concentrated along Davis Road, Main Street, E Romie Lane, and both sides of the train tracks. Industrial land uses are concentrated in the southeastern portion of the city. Agricultural land uses within city limits are mainly limited to some parcels in the Carr Lake area, as well as a large swath along the northern boundary of Salinas.

Adopted Land Use

Figure 2-3 shows land use adopted in 2024 with notable changes made to land uses north of Boronda Road as agricultural land is expected to change into new residential communities. In addition to new housing, the neighborhoods north of Boronda Road will also include new schools, parks, open spaces, and other mixed uses. Ensuring multimodal connectivity in these new communities to other areas south of Boronda Road is important. Additionally, the agricultural land uses in the Carr Lake area will transition to parkland, providing new opportunities for trails and paths.







Source: City of Salinas

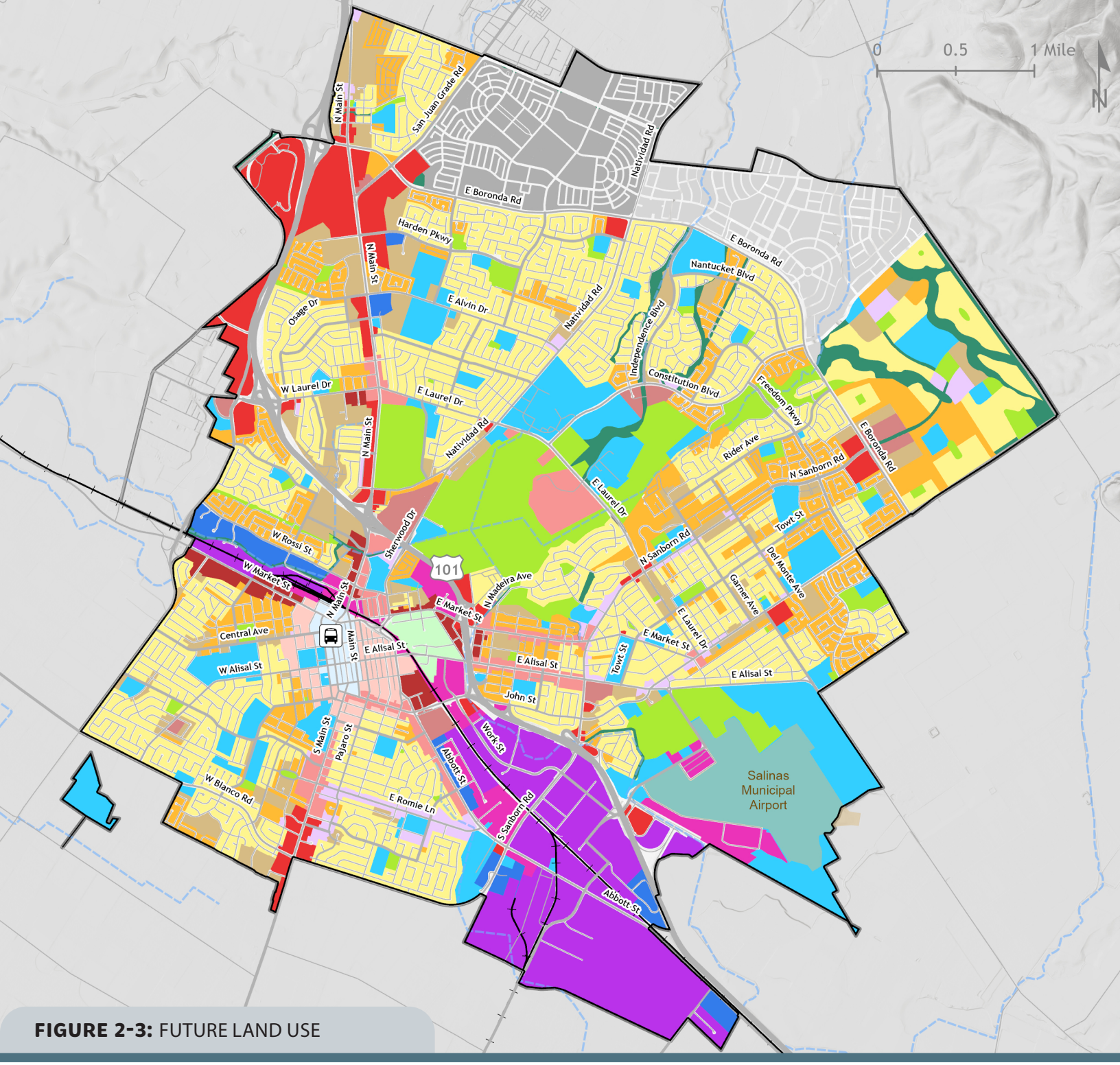


FIGURE 2-3: FUTURE LAND USE

- Transit Center
- Railroad
- Streams & Creek
- City Boundary

Place type

- Alisal Marketplace
- Blended Residential Neighborhood
- Central Area Specific Plan
- City Center - Core
- City Center - Edge
- Civic and Institutional
- Commercial Retail
- Employment Center
- Flex Corridor
- Heavy Industry and Production
- Medium Industrial
- Mixed Use Corridor
- Mixed Use Village
- Multifamily Neighborhood
- Natural Preservation and Open Space
- Neighborhood Center
- Parks and Recreation
- Traditional Neighborhood
- West Area Specific Plan

2.5 EXISTING AND PREVIOUSLY PROPOSED TRAILS

The existing trail network, displayed in **Figure 2-4**, consists of roughly 9.55 miles of Class I shared-use paths. Shared use paths exist in Rossi Rico Parkway, Cesar Chavez Community Park, along and adjacent to Gabilan Creek, and along Natividad Creek. Small segments of Class I shared-use paths also exist along portions of E. Laurel Drive and E. Alisal Street. Additional unpaved trails (soft-surface) used by residents and visitors include trails and walking loops inside City parks.

Previous planning efforts have proposed the installation of several new Class I shared-use paths in different locations throughout Salinas. This TMP has reviewed proposed projects and incorporated them into the recommendations, where applicable.

2.6 EXISTING AND PROPOSED BICYCLE FACILITIES

The existing bicycle facility network in Salinas, displayed in **Figure 2-5**, consists of roughly 90 miles of multiuse paths, bicycle lanes, and shared bicycle routes within city limits. The proposed bikeways, depicted in **Figure 2-5,** are from the 2024 ATP and they include shared-use paths (Class I), bicycle lanes (Class II), buffered bicycle lanes (Class IIB), shared bicycle boulevards and routes (Class III), and bikeways (Class IV). Opportunities to close gaps and upgrade existing facilities with shared-use paths and trails were a major component of the development of the ATP and TMP. More information on proposed trails and shared use paths can be found in Chapter 3 of the TMP.



Class I shared-use path alongside a Class II bicycle lane in Salinas



Natural surface trail in Salinas



Class II bicycle lane in Salinas



Paved trail in Salinas

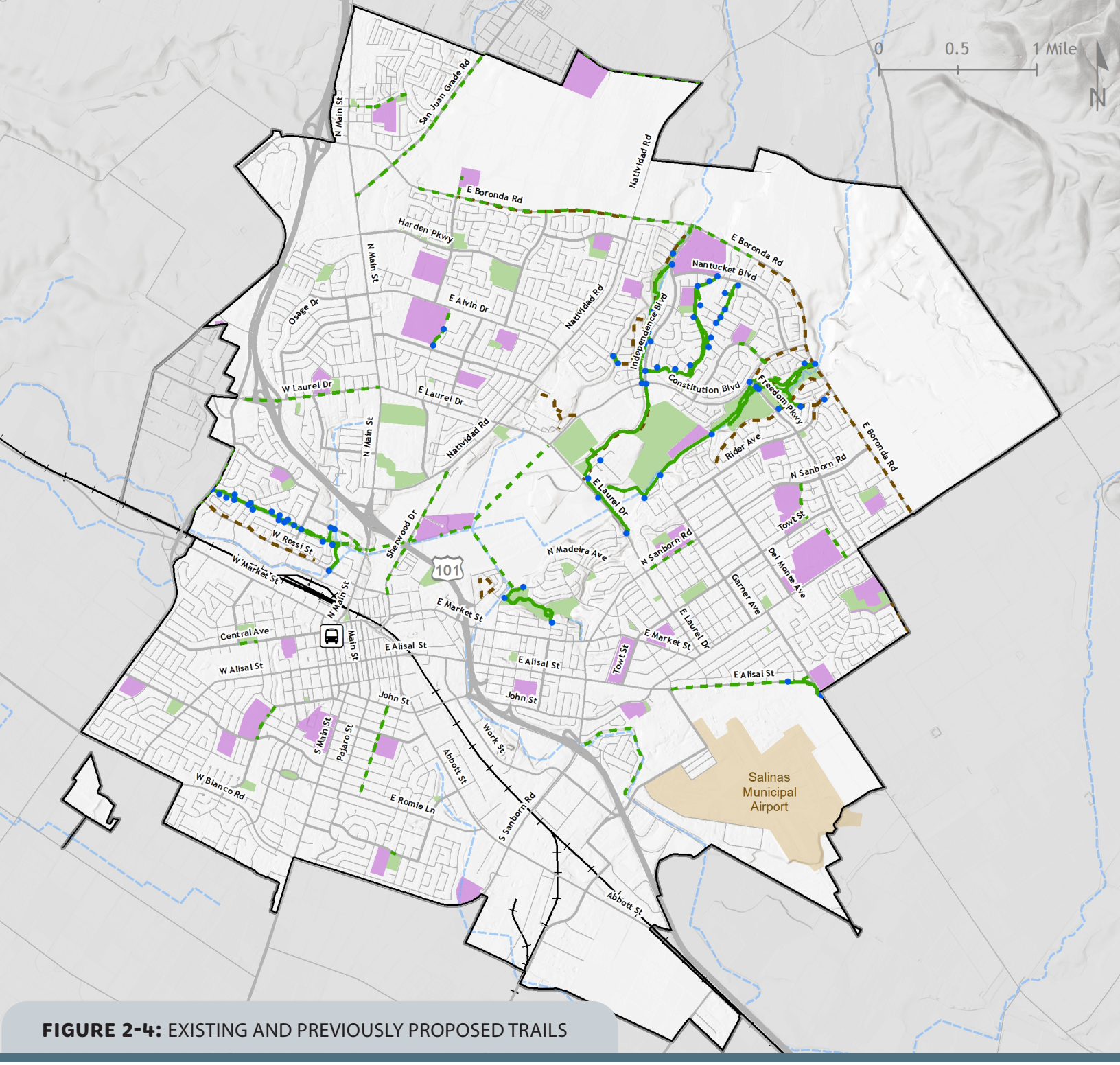


FIGURE 2-4: EXISTING AND PREVIOUSLY PROPOSED TRAILS

Transit Center

Railroad

Streams & Creek

Park

School

City Boundary

Access_Points

Previously-proposed

Class 1 Shared Use Path

Existing

Class 1 Shared Use Path

Self-reported Strava activity

June-July 2023

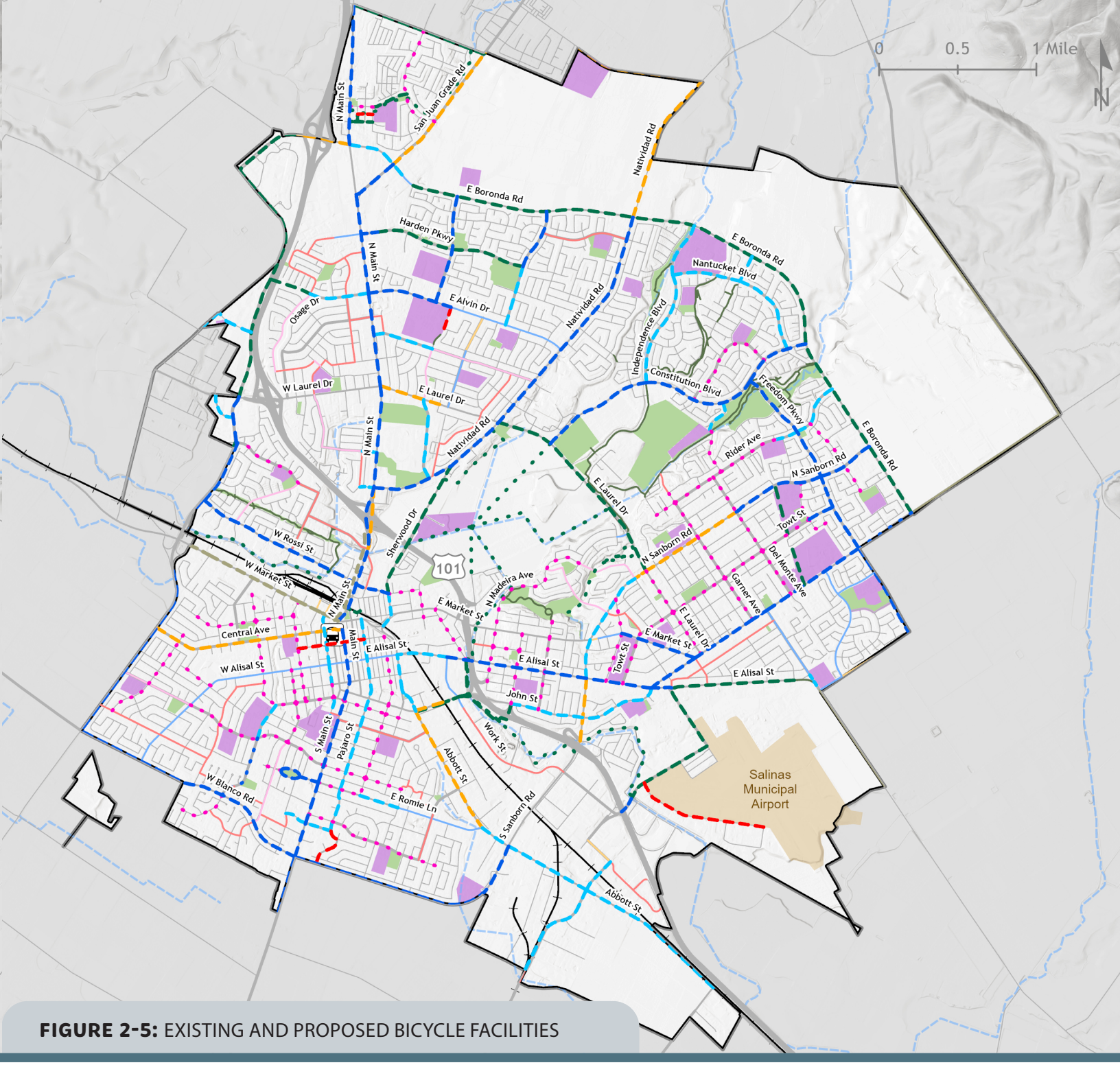


FIGURE 2-5: EXISTING AND PROPOSED BICYCLE FACILITIES

- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary

Existing Bike Network

- Class I Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class III Bike Boulevard
- Regional Bike Route

Proposed Bike Network

- Class I Path
- Class I Off-Street Trail
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class III Bike Boulevard
- Class IV Bikeway (One-Way)
- Class IV Bikeway (Two-Way)
- Regional Bike Route*

*Potential Caltrans project. Since this is not a City recommendation, it is not included in the prioritization of mileage summaries.

ENDNOTES

[1] California Office of Environmental Health Hazard Assessment (2023). CalEnviroScreen 4.0. https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

[2] Public Health Alliance of Southern California (2022). California Healthy Places Index. https://www.healthyplacesindex.org/

3



Recommendations

3.1 RECOMMENDATIONS OVERVIEW

Chapter 3 provides recommendations for proposed shared-use paths and trail projects, as well as programs, that will provide new and improved multimodal access throughout Salinas. The chapter includes an overview of how projects were developed, assessed for feasibility, and prioritized. This chapter contains maps and tables that provide key project information, such as location, extent, and type. The project list is meant to serve as a guide to help the City allocate funds as they become available.

Trail and Path Types

Depending on location and site context, the identified trails in this TMP may be implemented as any of the following trail or path types, as appropriate. For transportation purposes, a Class I shared-use path is recommended.

Nature Trail

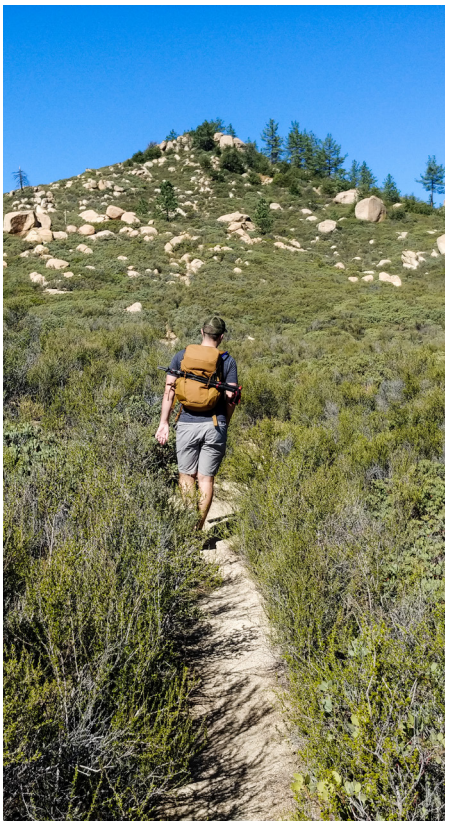
Nature Trails are typically located in natural open space and surfaced with local naturally occurring materials. Nature Trails are often designed to decrease disturbance to the surrounding environment. As a result, these trails may contain abrupt changes to trail width, slope, and surface and may present barriers to comfortable use by those with mobility limitations or physical disabilities.

Multi-Use Recreation Trail

Multi-use Recreation Trails (can also be called Class I shared-use path) are similar to Nature Trails in that they are typically located in open spaces or natural settings and can accommodate a broad range of trail users. They are intended to be a firm surface trail that to the greatest extent possible, meets ADA standards, and is constructed so a wheelchair, wide tired stroller, or medium-tired bicycle can travel comfortably.

Class I Shared-Use Path

Class I shared-use paths are paved facilities adjacent to the roadway with exclusive right-of-way for non-motorized users. Class I shared-use paths are physically separated from vehicular traffic and designed to accommodate multiple user types to help reduce user conflicts. They are considered the safest and most comfortable for users of all ages and abilities for travel purposes.



Nature Trail



Shared-use Recreation Trail



Class I Shared-Use Path

Wide Dirt Trail / Utility Roadbed

Wide Dirt Trails / Utility Roadbeds are typically unpaved roads with a surface of imported or locally sourced crushed rock. While these corridors often serve maintenance and emergency access purposes, they can also provide important recreation and active transportation corridors for the public.

Roadside/Connector Trail

Roadside / Connector Trails provide a trail-like experience along a roadway by locating a buffer zone with landscaping and design features alongside a path for pedestrians and bicyclists. These trails incorporate visual separation features and physical barriers from vehicular traffic to improve feelings of safety and comfort for trail users.

Connector Sidewalks/ Special Street Crossing

Connector Sidewalks and Special Street Crossings are short segments or intersection features along roadways that provide connections to trails and paths. This trail type often includes modified sidewalks, mid-block crossings (signalized or non-signalized), high-visibility crosswalks, and wayfinding signage.



Wide Dirt Trail/Utility Roadbed



Roadside/Connector Trail



Connector Sidewalks/Special Street Crossing

3.2 PROPOSED PROJECTS

This section discusses the proposed trail recommendations for Salinas. Subsequent sections discuss the associated programs that help support the TMP's long-term goals. **Figure 3-1** displays the proposed trails and shared-use paths labeled according to facility type. **Table 3-1** lists the projects with information such as location, facility type, route extent, and notes. The notes provide additional information such as right-of-way constraints and additional coordination needed with specific agencies. These notes serve as a reminder that additional design, engineering, and collaboration will be needed to fully assess and implement projects.

Project Identification Process

A series of criteria was used to identify potential shared-use paths and trail projects throughout Salinas. The criteria used to identify potential projects include:

- ***Community Demand*** - Has the community expressed a need for a trail or path along this corridor?
- ***Connectivity*** - Will a project along this corridor provide connections to key destinations, such as schools, parks, commercial centers, and community services?
- ***Feasibility*** - Is a trail or shared-use path feasible and appropriate for this corridor based on street capacity, public right-of-way, design, and travel patterns?
- ***Gap Closure*** - Will a project along this corridor close an existing network gap for pedestrians or bicyclists?
- ***Road Safety*** - Is it currently unsafe to walk or ride a bicycle along this corridor based on historical collision data?

The list of recommended projects went through multiple iterations after discussions with City staff. Input from City staff led to the elimination of projects that were not feasible or appropriate; the modification of projects from a trail or shared-use path to another bicycle or pedestrian facility type addressed in the ATP; and ultimately, the selection of the projects presented in this TMP. Proposed projects were also prioritized through a combination of data-driven analysis, community feedback, and input from City staff. These trail and path projects were prioritized alongside the bikeway projects in the ATP.

The recommended projects represent those best suited for implementation and those that will have the greatest impact on the community.



Trail under construction

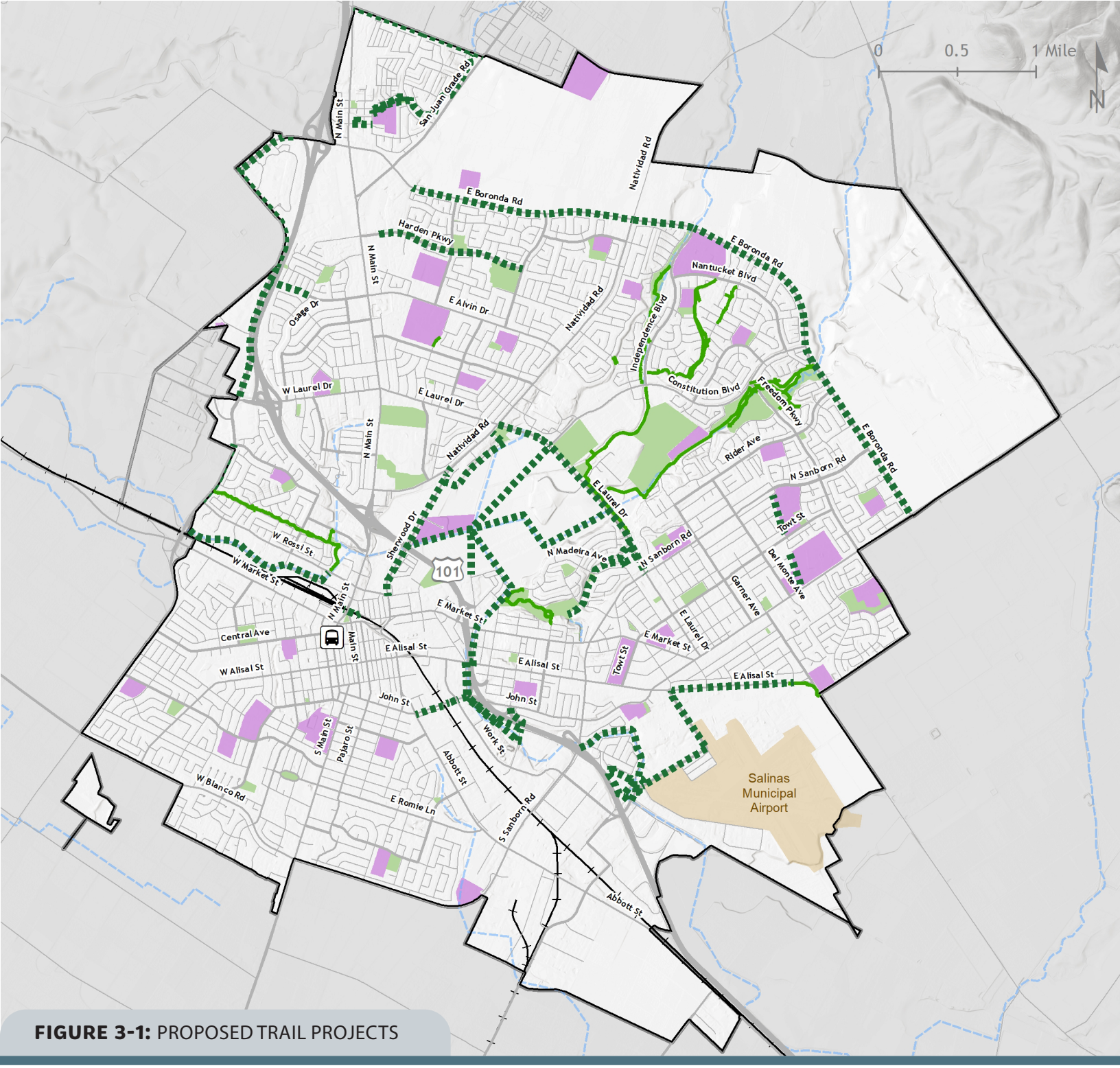


FIGURE 3-1: PROPOSED TRAIL PROJECTS

Transit Center
Railroad
Streams & Creek
Park
School
City Boundary

Proposed

Class 1

Existing

Class 1

Prioritized Projects

The following section includes information for the top trail and shared-use path projects identified in the prioritization process. The projects presented in **Table 3-1** are ranked and ordered based on the entire list of proposed projects resulting from the ATP that was completed in conjunction with this TMP. Please note that projects below may also include other proposed bikeway improvements on the same corridor such as Class II buffered bicycle lanes or Class IV separated bikeways. The projects depicted in **Figure 3-2** represent all prioritized projects developed in the 2024 ATP.

This section also includes cut sheets for the four (4) selected trail projects. Each cutsheet includes a short description of the proposed project, a 3D cross section depicting a typical section of that project, and corridor-long aerial diagram depicting the project with key notes. Conceptual drawings that contain more design detail can be found in the Appendix.

TABLE 3-1: Proposed Class i Shared-Use Path and Trail Projects in Order of Prioritization

Rank	Project Name	Between		Length
1	E Alisal Street	Skyway Boulevard	Bardin Road	2.54
3	E Laurel Drive	Natividad Road	Williams Road	2.01
6	W Alvin Drive	N Davis Road	Natividad Road	1.94
9	E Boronda Road	Dartmouth Way	Williams Road	4.61
11	Santa Rita Shared-use Path	N Main Street	Russell Road	1.08
12	John Street	S Main Street	E Alisal Street	1.75
13	Harden Parkway	N Main Street	El Dorado Drive	1.07
16	Natividad Creek Trail	Sherwood Drive	E Laurel Drive	1.45
18	Sherwood Drive	Front Street	La Posada Drive	1.15
21	Main Canal Path	Natividad Creek	Elvee Drive	1.71
23	N Davis Road	W Blanco Road	Boronda Road	4.47
24	Skyway Boulevard	Airport Boulevard	E Alisal Street	0.44
29	Airport Boulevard	Terven Avenue	Skyway Boulevard	0.70
30	Tembladero Slough Trail	N Davis Road	W Rossi Street	1.03
35	Alisal Creek Trail	Fairview Avenue	Airport Boulevard	0.74
40	Carr Lake West Trail	Sherwood Drive	Natividad Road	0.59
41	Griffin Street	E Market Street	John Street	0.60
43	Lamar Street Path	N Main Street	Santa Rita Street	0.15
48	E Bolivar Street	N Main Street	Van Buren Avenue	0.38
52	China Town Crossing Path	N Main Street	E Market Street	0.11
54	School Cluster Path	Kilbreth Avenue	Williams Road	0.45
57	Russell Road Path	Harrison Road	San Juan Grade Road	0.89
65	Constitution Blvd Path	E Laurel Drive	Kern Street	1.02
71	Airport Loop Trail	Airport Boulevard	Airport Boulevard	0.54
80	Sucre Court Path	E Lamar Street	Santa Rita Street	0.14
85	Cesar Chavez East Trail	Elton Place	E Laurel Drive	0.97

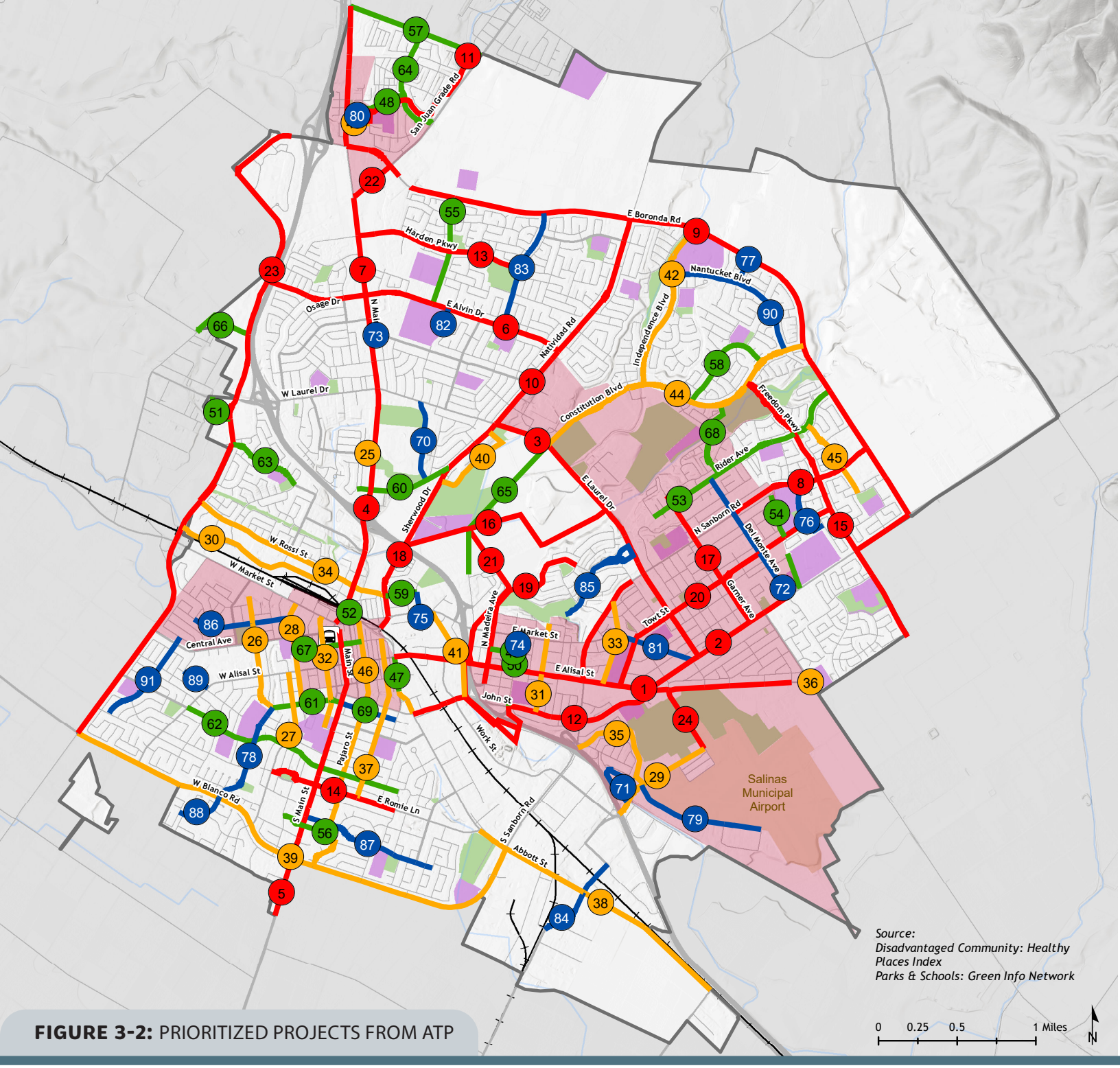


FIGURE 3-2: PRIORITIZED PROJECTS FROM ATP

- Transit Center
- Railroad
- Streams & Creek
- Park
- School
- City Boundary
- Disadvantaged Community

Project Rankings

- 1 - 24
- 25 - 46
- 47 - 69
- 70 - 91

Natividad Creek Trail

Existing Conditions

Located in the heart of Salinas is the Carr Lake Basin, a seasonally-dry lakebed of approximately 480-acres. The primary corridors that provide access to local destinations such as Mount Toro High School, Salinas Adult School, Natividad Medical Hospital, Veterans Memorial Park, and the Salinas Regional Soccer Complex around Carr Lake include Natividad Road, Sherwood Drive, and E. Laurel Drive. Additionally, the area is surrounded by single-family and multi-family housing. Future development plans around the Carr Lake area include a new park project led by the City and Big Sur Land Trust as well as new housing.

Recommendations

The proposed Natividad Creek Trail is a 1.45-mile Class I shared-use path located on the north side of the existing Natividad Creek. This trail would create a much-desired east to west connection from E Laurel Drive to Sherwood Drive. This trail would provide pedestrians and bicyclists a safe and comfortable off-street facility that is separated from the heavily trafficked corridors. The main access points from existing streets are located on E. Laurel Drive and Sherwood Drive at the entrance of Mount Toro High School. The Natividad Creek Trail will also provide access to multiple proposed trails such as the Constitution Trail and the Main Canal Path (Alisal Creek). Amenities and design features along the trail include wayfinding signage, lighting, fencing, and beautification. Special coordination and design will be needed to address potential issues with agricultural uses adjacent to the proposed trail as well as any bridges needed for creek crossings along the trail.

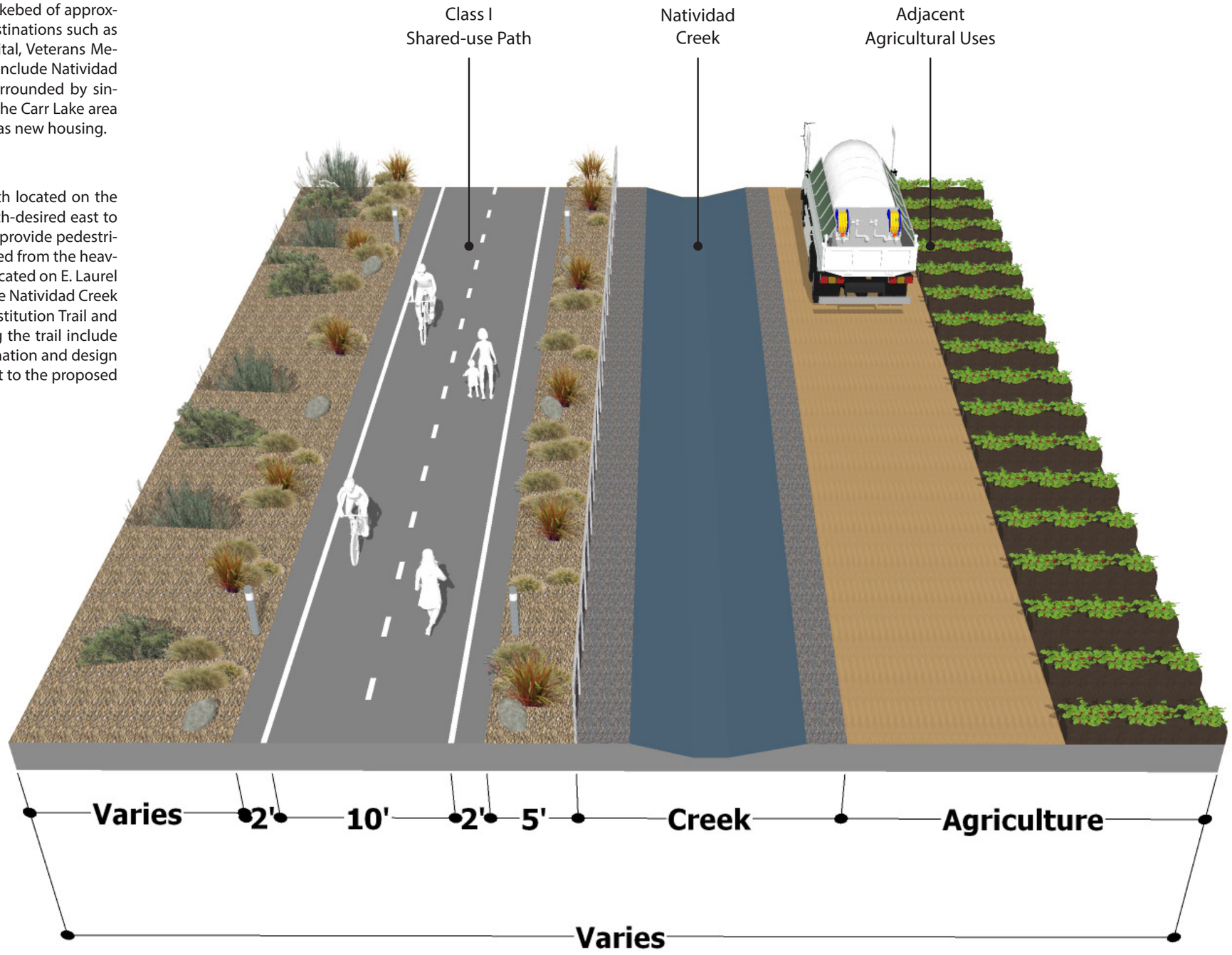
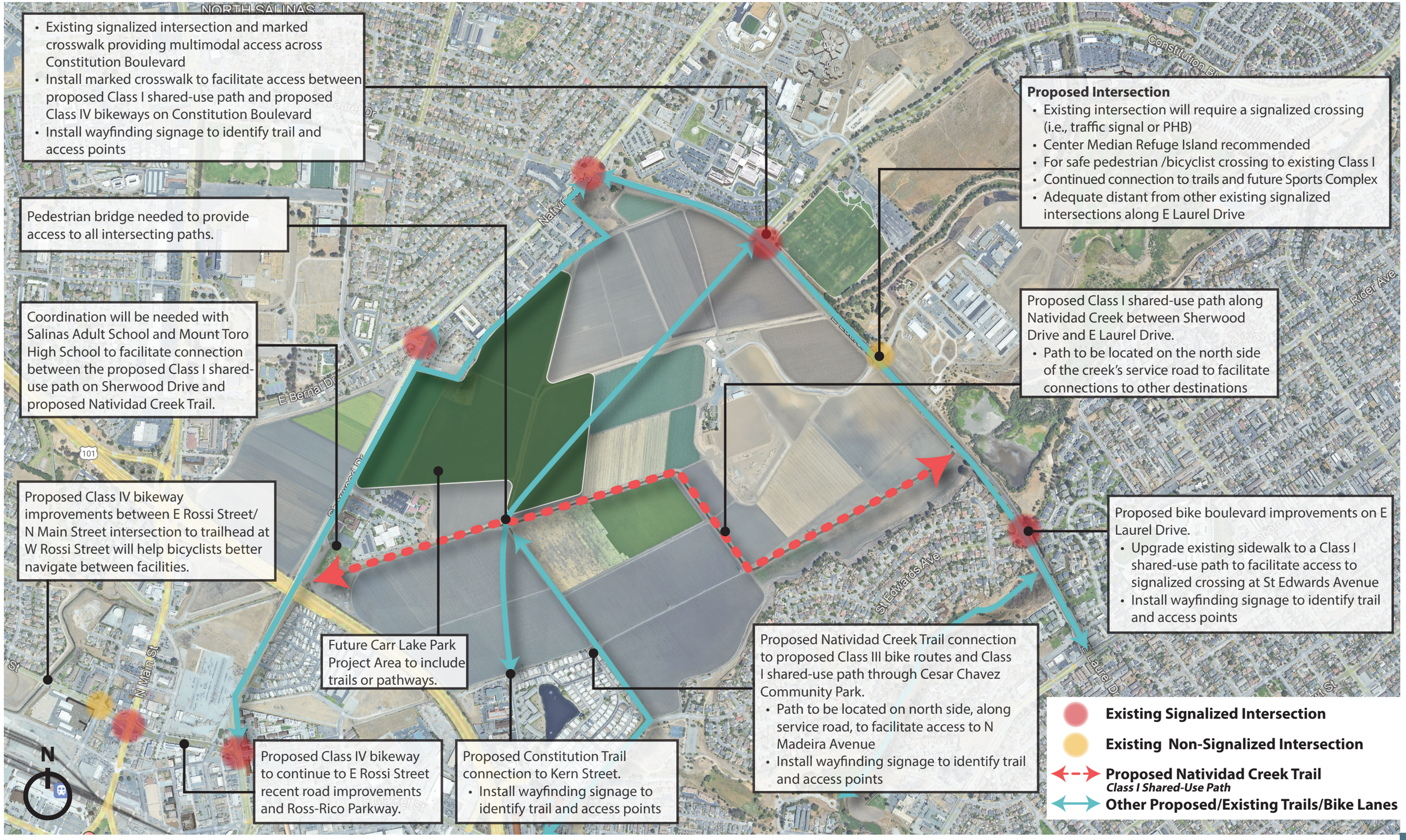


FIGURE 3-3: NATIVIDAD CREEK TRAIL CONCEPT



Santa Rita Trail

Existing Conditions

The proposed Santa Rita Trail is located in the northernmost edge of Salinas in an area that is predominantly residential. The main corridors surrounding the Santa Rita area are Russell Road, N Main Street, San Juan Grade Road, and Boronda Road. These corridors provide access to commercial, park, and public uses such as the Northridge Mall, Harden Ranch Plaza, the Salvation Army, Santa Rita Park, and Santa Rita Elementary School.

Recommendations

The proposed Santa Rita Trail is a 1.08-mile Class I shared-use path located along the north/west side of Santa Rita Creek. This trail would provide valuable connections from the residential area it's located within to other proposed bicycle facilities such as Russell Road and N Main Street. The northern portion of the trail would be designed along the existing service road of Santa Rita Creek, adjacent to the backs of homes. The portion of the trail between Van Buren Avenue and Santa Rita Street would use the space made available by the existing sidewalk and parkway along the southern side of E Bolivar Street. A rectangular rapid flashing beacon (RRFB) with high visibility crosswalks would provide a safe crossing point where the trail crosses Van Buren Avenue. Due to right-of-way constraints, the trail would start/end at the intersection of E Bolivar Street and Santa Rita Street. To improve the walking and biking experience for residents, bike boulevard treatments are recommended along E Bolivar Street, Santa Rita Street, and E Lamar Street. Traffic calming elements such as curb extensions, speed feedback signals, and speed humps are recommended.

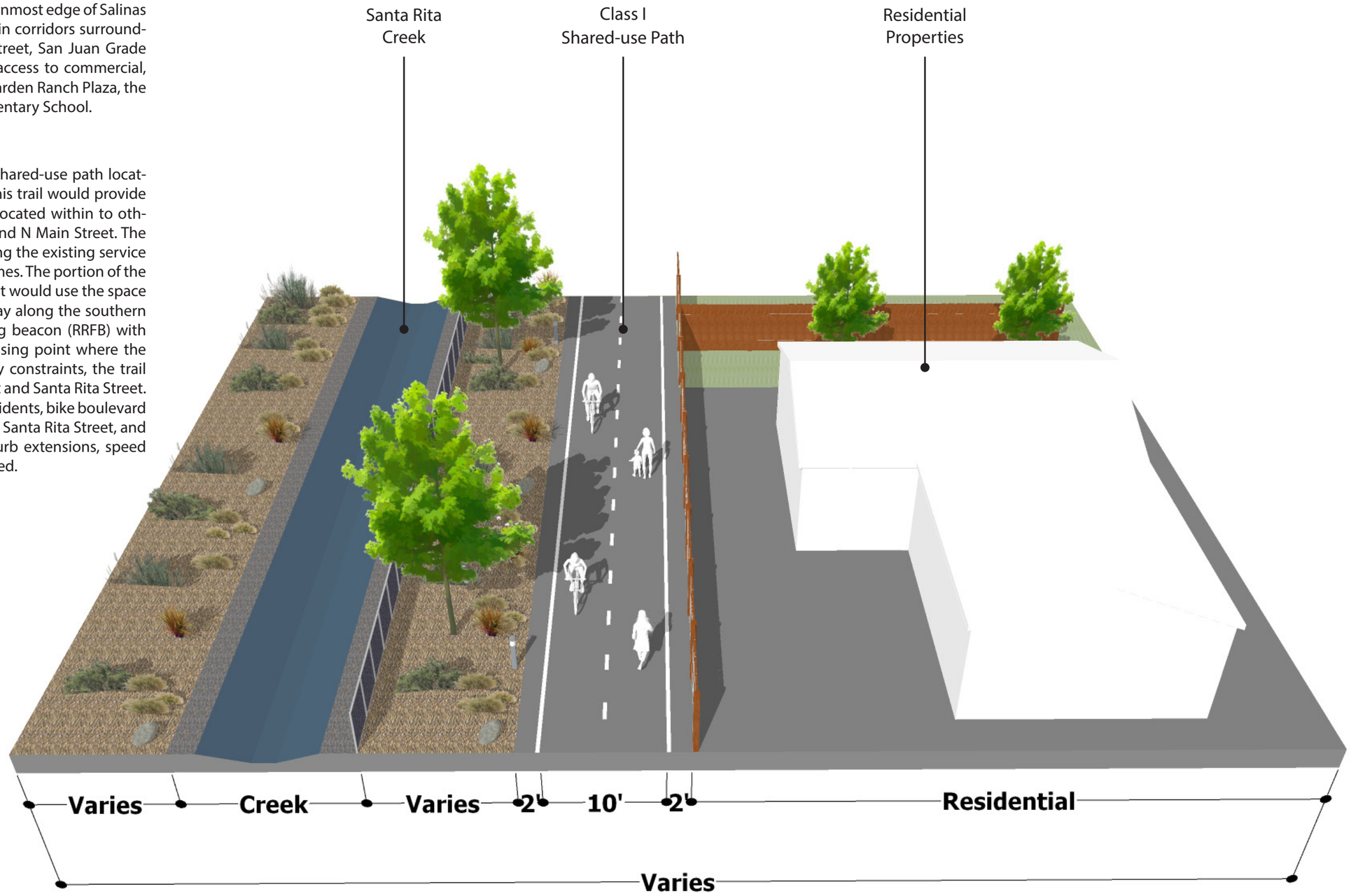
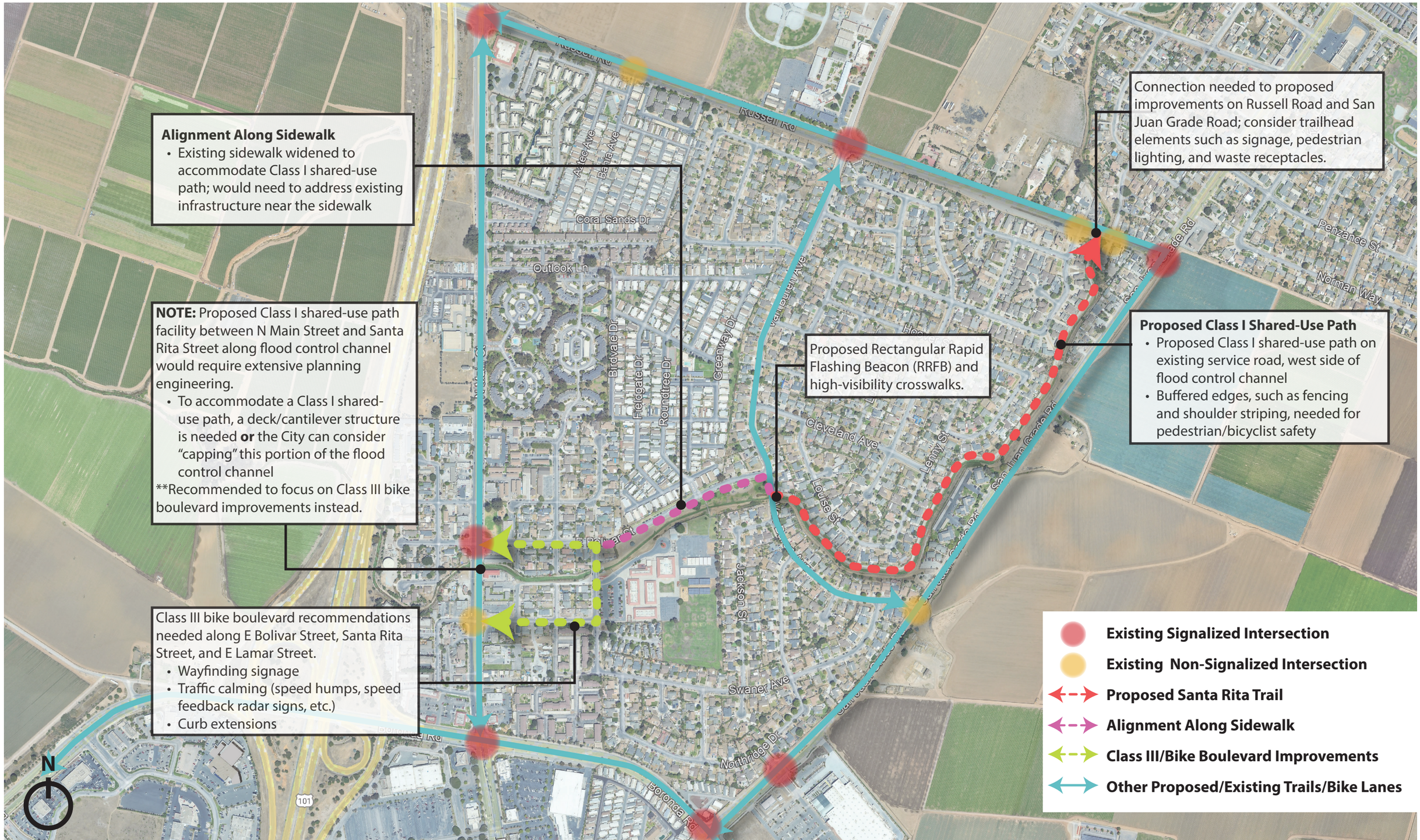


FIGURE 3-4: SANTA RITA TRAIL CONCEPT



W Alvin Trail with Linear Park

Existing Conditions

The location of the proposed W Alvin Drive Trail is currently an empty lot nestled between single-family homes and Highway 101. The corridors serving the residential neighborhood include W Alvin Drive, Cherokee Drive, N First Street, and N Main Street. Highway 101 is located immediately to the west, running parallel to N Davis Road, another primary corridor that provides access to commercial and retail uses. Other community destinations nearby include Northgate Park, the Alvin Square Center, El Gabilan Library, and other eateries.

Recommendations

The proposed W Alvin Drive Trail is a 0.22-mile Class I shared-use path located within a new linear park. The main access point is located at the intersection of W Alvin Drive and Cherokee Drive where high-visibility crosswalks are also proposed for safer crossing by pedestrians. A gateway monument, an entry plaza, interpretive wayfinding signage, and public art are also proposed to encourage community gathering. New trees to help expand the city's tree canopy are proposed throughout the linear park and along the trail. The linear park also accommodates a new playground and fitness equipment. Other support features of the trail and linear park include benches, picnic areas, and pedestrian lighting. Due to Highway 101 impeding access to the westernmost uses along N Davis Road, an ADA accessible multimodal bridge is recommended to connect residential and commercial destinations. The trail would also strengthen connections between other proposed pedestrian and bikeway enhancements in the neighborhood.

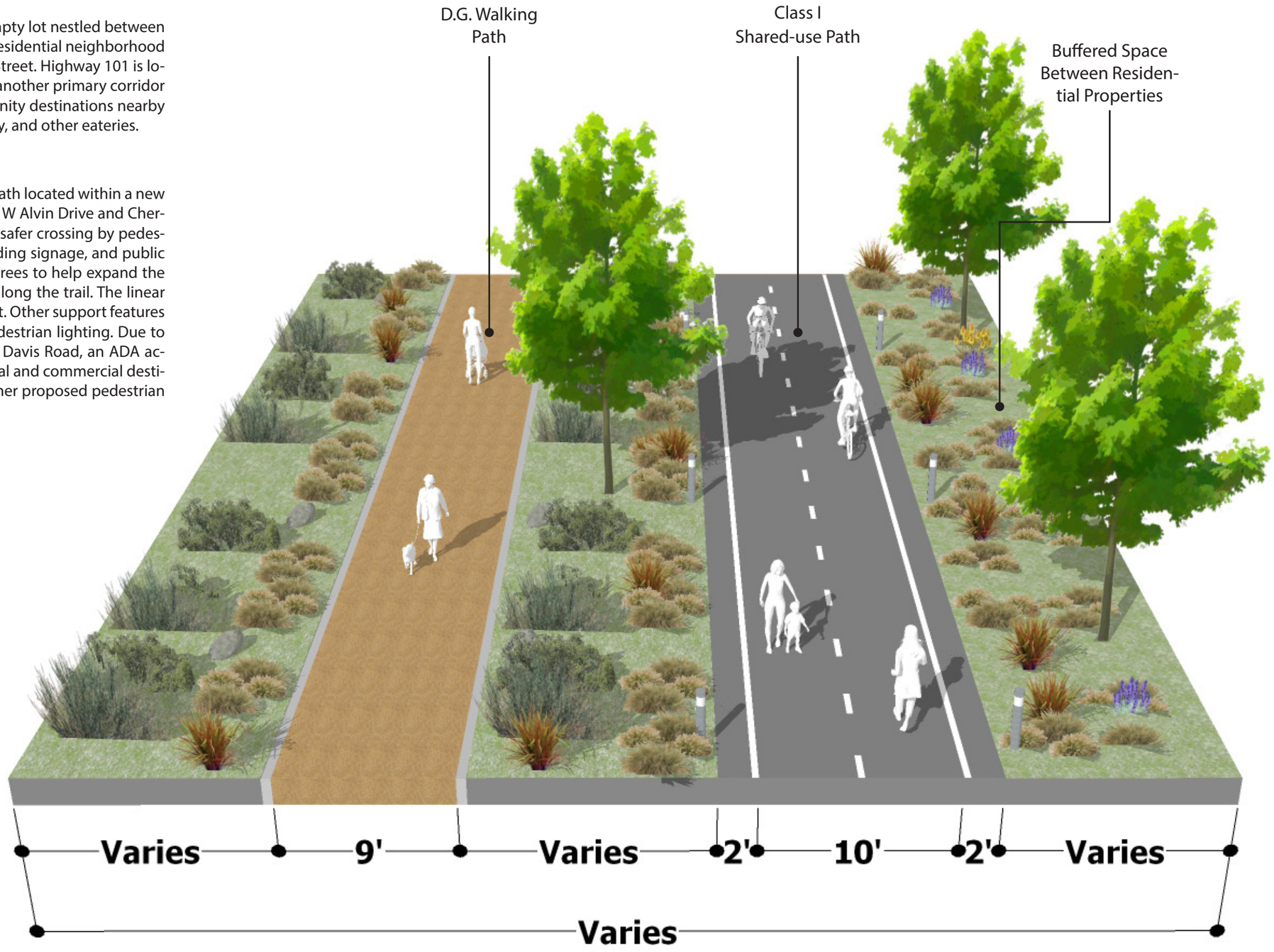
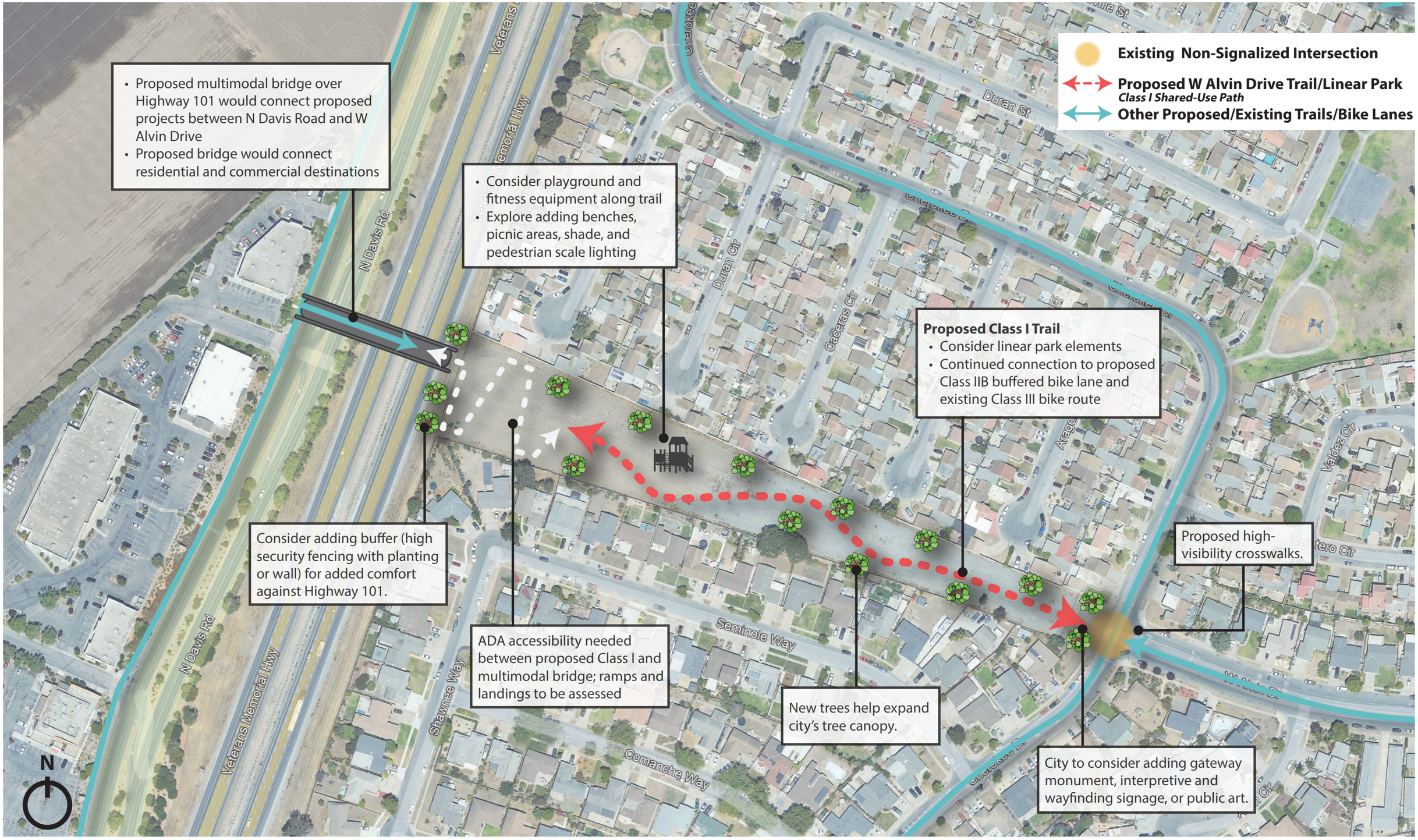


FIGURE 3-5: W ALVIN TRAIL WITH LINEAR PARK CONCEPT



Main Canal Path (Alisal Creek)

Existing Conditions

The location of the proposed Main Canal Path (Alisal Creek) is in an area with diverse uses such as Carr Lake, the Sherwood Lake Mobile Home Park, Cesar Chavez Community Park, single-family and multi-family residences, and a variety of commercial and industrial uses. Primary corridors in the area include E Market Street, E Alisal Street, and John Street. Additionally, Highway 101 crosses the area in several locations, creating highway underpasses that have received public art installations that depict the rich history and culture of the Salinas community.

Recommendations

The proposed Main Canal Path (Alisal Creek) is a 1.70-mile Class I shared-use path that would create a central connection through the center of the city as it intersects with other proposed paths and bicycle facilities. The northern portion of the path would run along the west side of Alisal Creek, connecting to and from the proposed Natividad Creek Trail. The northern portion would also run adjacent to Sherwood Lake Mobile Home Park until reaching the intersection of Kern Street and E Market Street. Wayfinding signage would guide users through the rest of the proposed path along streets such as Kern Street, E Alisal Street, Griffin Street, and John Street. The proposed path would pass through several signalized intersections and a highway underpass at E Alisal Street, so special design considerations such as signal timing modifications, signage, and jersey barriers in constrained areas should be considered. The southernmost portion of the proposed path would connect to Elvee Drive and a proposed multi-modal bridge that would provide needed access to John Street over Highway 101. Further design and engineering coordination is required to determine the final alignment in constrained areas.

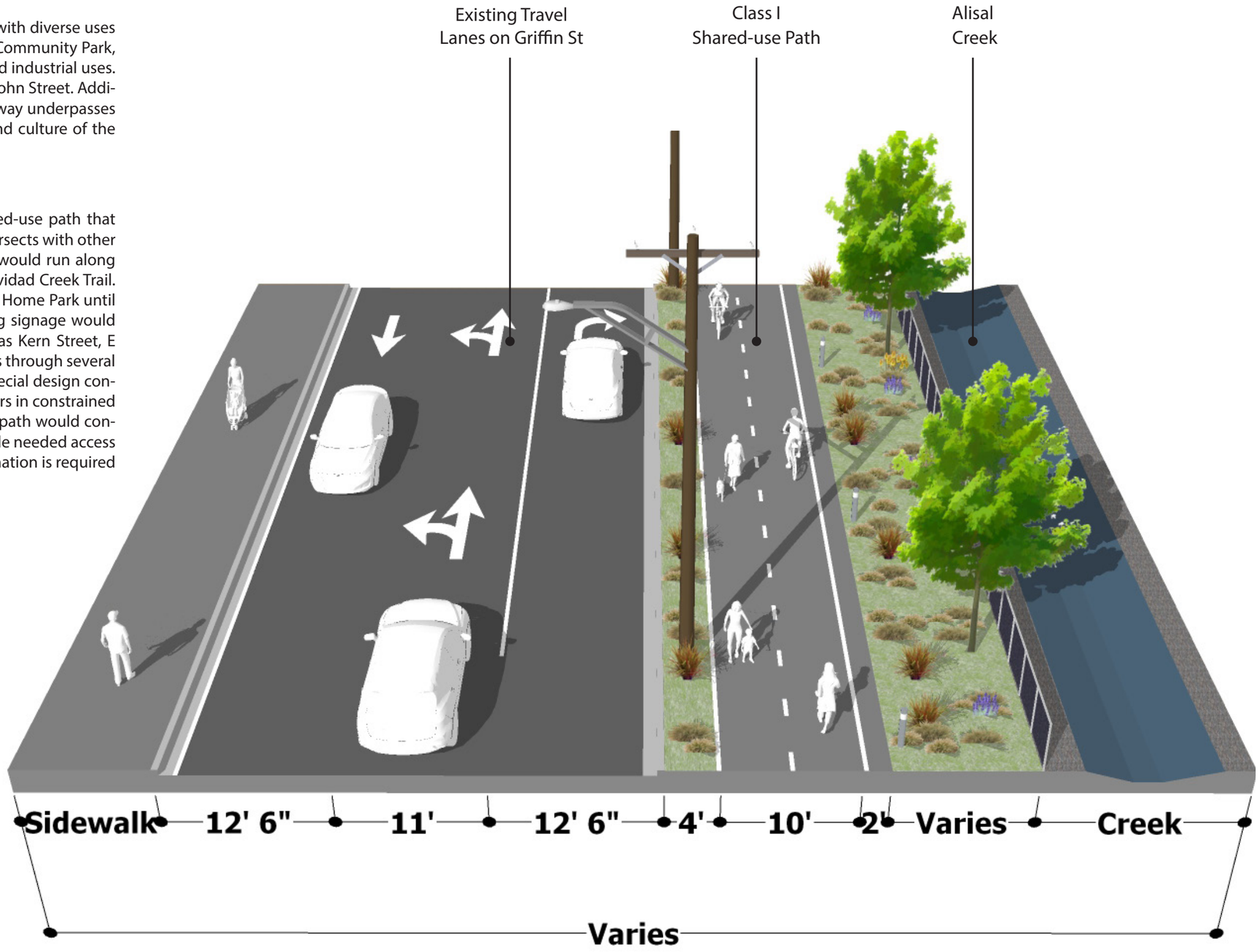
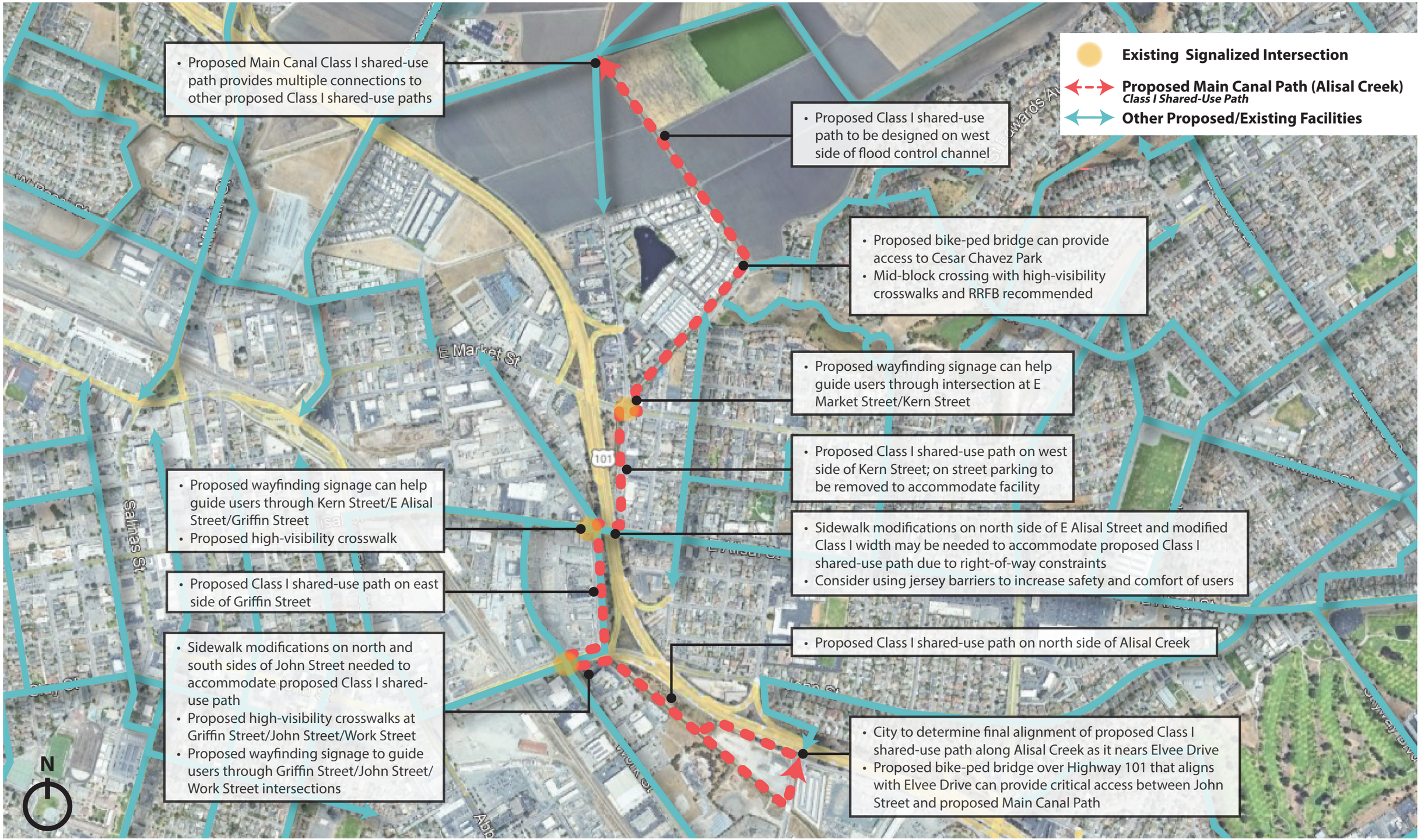


FIGURE 3-6: MAIN CANAL PATH (ALISAL CREEK) CONCEPT



3.3 PROGRAM RECOMMENDATIONS

This section includes a diverse list of programs intended to support the trail projects recommended in this plan and cultivate a beloved and well-used system of trails and shared-use paths throughout Salinas.

Encouragement Programs

Vehicle usage can be decreased in part by actively encouraging residents and visitors to bike, walk, and ride transit for a variety of trips and purposes. Encouragement is all about making bicycling and walking more fun, healthy, and convenient To achieve this, the City, along with local organizations, can organize a series of activities and events that promote alternate modes of transportation and healthier lifestyles.

Participate in National Trails Day

Host an event to celebrate the American Hiking Society's National Trails Day®, which takes place on the first Saturday in June. National Trails Day® is a national day of service and celebration for hometown trails and the people who use them. Events such as a guided hike or walk, hiking basics workshop, Leave No Trace workshop, trail service or stewardship activity, or other recreational opportunities can be hosted and registered as an official National Trails Day® event.

Participate in National Bike Month

During May, cities across the country organize events and campaigns to educate people about bicycling and to encourage them to ride a bicycle more to their destinations. Activities such as Bike Week, Bike to Work, and Bike Fridays can be organized and promoted.

Host Guided Walks, Hikes, & Bike Rides

Host guided walks, hikes, and bicycle rides to encourage trail usage in a safe and welcoming setting. Events should include helpful tips about road safety and trail use and can be geared towards certain age groups (e.g., family-friendly, seniors, etc.) or skill levels.

Host Open Streets Events

Consider expanding the open streets event, Ciclovía Salinas, to more locations and/or more events throughout the year. Ciclovía Salinas is a youth-driven open streets event that is supported by the California Endowment's Building Healthy Communities project and the City of Salinas. Each year, Ciclovía Salinas closes a 1.6-mile stretch of Alisal Street to vehicular traffic and transforms it into a people-centered corridor for non-motorized travel, fun activities, and community gathering. Ciclovía Salinas includes creative, musical, and performance art along a blocked-off thoroughfare, as well as local, health-conscious food vendors, dieticians from hospitals and Universities, and a wide array of sports teams and exercise classes that not only promote health and wellness on the day of the event, but educate and encourage residents to commit to leading a healthier life.



Walk with a Doc Program. Source: Salinas Valley Health



Salinas community at Ciclovías open street event. Source: Ciclovía Salinas

Run Creative Campaigns and Challenges

Continue to run interactive campaigns and challenges like Family Walk Bingo, Keep it Moving Salinas, and Move it Monterey County to encourage walking, hiking, and bicycling in Salinas.

Create a Trail System Map

Create a user-friendly map of the Salinas Trail System and share it widely. A digital version can be provided on the City's website and a printed version can be available at City facilities and distributed at special events. The map should include information about each trail, including the trailhead address and trail name, length, difficulty, ADA accessibility, and description.

Install Interpretive and Wayfinding Signage Along Trails

Install educational interpretive signage and directional wayfinding signage along trails to support comfortable trail use. Interpretive signage can help educate trail users about local ecology, history, and geology; promote environmental stewardship; and facilitate proper trail use and etiquette. Wayfinding signage can help trail users plan their route, find their way, and feel more confident on the trail. Both forms of signage can enhance the trail experience and foster deeper connections to the trail corridor.

Install Public Art Along Trails

Integrate public art from local artists along trails and paths to enhance the pedestrian and bicycling experience. Opportunities for public art integration were identified in the Salinas Public Art Master Plan and include an art trail along the creek at Natividad Creek Park, a new outdoor stage at the Carr Lake restoration site, an artistic bridge to connect Natividad Creek Park to the future park at Carr Lake, and the installation of artistic benches, murals, pavers, and wayfinding along corridors, more.

Encourage Bike-friendly Businesses

Encourage key businesses, such as local restaurants, retail, and hotels, to become bike-friendly businesses to encourage people to ride and support the local economy. Bike-friendly elements include but are not limited to bicycle parking or storage, bicycle maps or information, bicycle repair or fix-it stations, and air pumps. Incentivize local businesses to provide discounts to patrons who arrive at their business by walking or bicycling. This could also be a space to include a transportation-related bulletin board space to leave information for residents looking to carpool or vanpool, who are offering bicycle maintenance, skills training classes, and community rides.



Salinas Mural



Wayfinding signage and mile markers along trail



Bicyclists repairing bicycle in Oldtown Salinas

Education Programs

The City should explore opportunities to host public education campaigns and workshops to improve pedestrian and bicyclist safety. These education campaigns can help teach motorists, pedestrians, and bicyclists how to share the road safely. Educational programs can be incorporated into regularly scheduled programs, such as the City's Recreation After School Programs, hosted as stand-alone events, or held as a multi-part series.

Host Hiking Basics Workshops

Host hiking basics workshops to teach hikers how to prepare for a hike, hike responsibly, avoid hazards, and practice proper trail etiquette. These workshops can be paired with a guided hike and can offer giveaway items, such as a trail map, first-aid kit, water bottle, pet waste bags, etc.

Host Bicycle and Pedestrian Safety Workshops

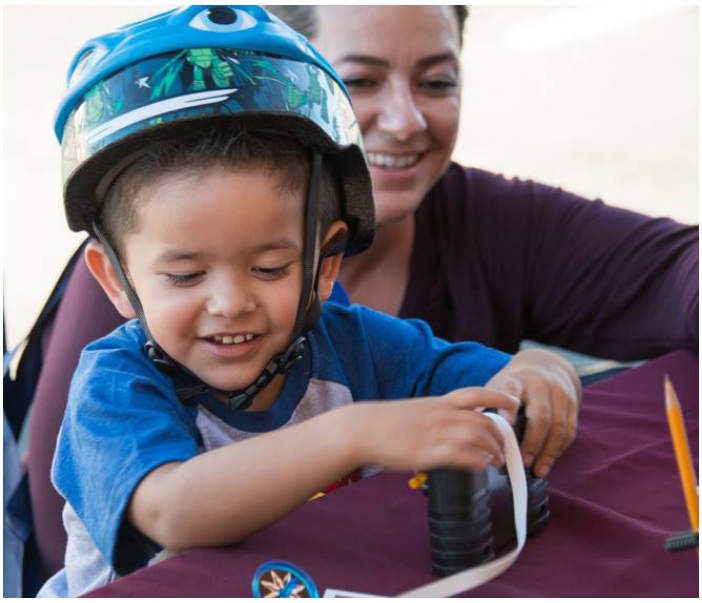
Coordinate with Bicycling Monterey to host workshops that teach habits, skills, and tips for walking, hiking, and bicycling safely and comfortably. Workshops can cover lessons on street signs and infrastructure; rules and responsibilities of the road; trail etiquette; and more. Giveaways, such as free helmets and bicycle lights, should be provided to support safe trail use.

Host Bicycle Maintenance Workshops

Host bicycle maintenance and ride workshops to teach riders how to fix and ride a bicycle as well as how to navigate the rules of the road. Workshops can be geared toward youth and/or adults. These workshops can offer giveaway items, such as a bicycle, helmet, lights, or tools.

Promote Motorist-targeted Messaging

Explore areas to install educational signage (temporary or permanent) to inform motorists of pedestrian and bicycling safety. Such messaging should encourage drivers to be more cognizant when sharing the road with bicyclists.



Source: City of Salinas



Bicycling on E Alisal Street during Ciclovía Event



Source: City of Salinas

Equity Programs

The TMP seeks to address and remove barriers to the safe and easy use of paths and trails for recreation and transportation. Projects should be prioritized in the areas with the greatest need for multi-modal transportation solutions or recreational resources. In addition to constructing projects in underserved areas, it is important to integrate universal and accessible design features into new projects, to the greatest extent possible. Efforts to advance equitable access to high-quality, well-maintained, and enjoyable paths and trails are essential to a successful multi-modal transportation system.

Encourage Public Involvement

Continuing collaboration with the community is an integral part of the planning process for trail projects.

Support Comfortable Trail Use for People of Color

Host safe, welcoming, and educational spaces for people of color to engage in outdoor recreation along Salinas' trails. Systemic racism, exclusive hiking culture, and historical barriers have resulted in many people of color feeling uncomfortable, unwelcome, or unsafe exploring nature.[1] Intentional events, workshops, social groups, and marketing campaigns can be used as tools to help community members of color feel safe and welcome along trails in Salinas. Events can include guided nature walks, hiking 101 classes, social picnics, and more geared towards creating safe and inclusive spaces for people of color in the outdoors. Events can be open to all, but promoted to encourage participation from community members of color.

Prioritize the Transportation Needs of Traditionally Underserved Populations

Recognize the importance of addressing the barriers that prevent trips from being safe, especially for the younger and lower-income populations who cannot afford, operate, or choose to forgo vehicle ownership. Implement improvements in areas that are disproportionately affected by health and safety burdens, acknowledging that policies and designs that improve conditions for vulnerable groups can benefit everyone in the community.

Distribute Hiking and Bicycling Equipment

Secure funding to distribute free equipment to support safe and easy walking, hiking, and bicycling in Salinas. Equipment can include but is not limited to free bicycles, helmets, lights, first aid kits, etc.

Shared Stewardship Programs

Engaging community members in the stewardship of trails and paths in Salinas can help increase awareness of active transportation facilities and cultivate a sense of collective responsibility. The City should encourage and host volunteer and stewardship opportunities for community members to contribute to the trail system in Salinas.

Launch a Volunteer Program

Encourage resident activists to form a Salinas Active Transportation, Trails, or Bicycle Coalition to lead bicycle and pedestrian facilities maintenance. Through these programs, activities can be developed such as trail maintenance, clean up, repair, and beautification.

Host Regular Volunteer Events

Through the AMOR Salinas Program, a community movement for citywide beautification, host volunteer events to engage community members in trail stewardship. Volunteer events may include trash clean-ups, graffiti removal, weeding, tree planting, trail building, etc.

Engage the Community in Streetscape Improvements

Continue to provide opportunities for community members, organizations, and businesses to enhance the streetscape of Salinas through programs like Adopt-a-Tree and Arbor Day.



Source: City of Salinas

Safety and Maintenance Programs

Regularly maintaining trails and paths is essential to creating a widely used and liked trail system. The City should ensure trails and paths are free of litter, debris, graffiti, and hazards to facilitate a safe and comfortable trail experience for the community.

Regularly Monitor Trail Conditions

Conduct regular monitoring of trail conditions to identify areas in need of maintenance, litter removal, beautification, or improvement.

Maintain Safe Trail Conditions

Address safety concerns and issues along trails promptly to maintain a safe and enjoyable trail experience for community members.



Children participating in walking school bus activity as a part of SRTS

ENDNOTES

[1] American Hiking Society (2023). Racism in the Outdoors Resources. https://americanhiking.org/hiking-resources/racism-in-the-outdoors/



4

Implementation

4.1 PHASING AND IMPLEMENTATION

Salinas is similar to other cities with strong agricultural backgrounds where the physical development of neighborhoods and activity centers has occurred in phases as the City grows. Oftentimes, this type of growth leads to areas within a city that experience disconnected roads, trails, and other amenities. As Salinas continues to grow and change over time, this TMP will serve as a critical tool for the successful implementation of an interconnected system of shared-use paths and trails that meets the needs of current and future community members.

The City may need to employ phasing strategies to successfully implement proposed projects. Phasing and implementation will rely on available City funding, grants awarded, projects identified in the City's CIP list, and public-private partnerships such as new developments.



Trail leading to Independence Boulvard and Everett Alvarez High School

Available Funding

The City may use the prioritized project list from the TMP to identify the projects that can be incorporated into a CIP list. The adoption of the TMP and the CIP list will allow the City to competitively pursue available federal, state, or regional grants. Available funding sources can be found in Table 4-1.

Public-Private Partnerships

The City's rapid growth provides many opportunities for the implementation of the proposed projects. Based on current City policies and strategies, the City can coordinate with new developments to construct projects such as sidewalks, shared-use paths, bicycle lanes, and other multimodal projects identified in the TMP.

Future Corridor Studies and Preliminary Engineering

The TMP serves as a guiding document for the City to make informed decisions for future projects. Its purposeful flexibility allows the City to use the list of prioritized projects and the cut sheets to identify capital improvement projects internally or engage with future developers to progress the design and engineering of projects that are within their purview.

Once those conversations take place and projects are selected to move forward, the responsible party may use the TMP and the information provided for each top project to complete a more comprehensive trails study. These subsequent studies will include detailed design and preliminary engineering including but not limited to traffic engineering studies, right-of-way confirmation, additional community engagement, facility design, detailed cost estimates, and specific implementation strategies.

Project Phasing Strategies

Future corridor studies and preliminary engineering can also provide the City with a list of strategies on how to phase a project that is composed of several amenities and features. Detailed information, such as updated costs, can help the City determine how best to phase and construct a project that may require complex coordination like right-of-way/road re-allocation, or a project that spans long distances. The following are suggestions the City can consider for project phasing and implementation:

- Trail projects within City-owned properties are often easier to design and implement. Consider trail projects within city parks or rights-of-way that do not require extensive coordination with other parties.
- Apply for grants to receive funds for design and engineering. City should consider partnering and becom-

ing co-applicants with local non-profit organizations or agencies to increase the probability of scoring additional points and receiving grant awards.

- Use the list of prioritized projects in Chapter 3 to help decide which trail projects to take into further design and engineering phases; City can select projects from the list that complete existing gaps, along corridors with high collision rates, or within underserved neighborhoods.
- Use the project cutsheets and conceptual drawings from the four (4) selected trail projects in the TMP to make significant progress on implementation. The drawings will assist the City in applying for grants for design, engineering, and environmental review.
- Coordinate with developers to ensure new housing projects include trails and paths identified in this TMP, such as those planned north of Boronda Road.
- Maintain strong communication and engagement with City Council to ensure trail projects are "in the conversation" more frequently.
- Engage with local politicians such as CA State Assemblymember Robert Rivas or US Congresswoman Zoe Lofgren to assist in securing funding and advance implementation. Their involvement can have profound impacts on community key trail projects such as those proposed on Alisal Street, John Street, Sherwood Drive, and Natividad Creek.
- Explore private-public partnerships as they can expedite the identification of funding that can assist with design, engineering, and environmental process for implementation.
- Larger, more complicated projects, such as the proposed Main Canal Path (Alisal Creek), may need to be designed and constructed in segments. The City should prioritize areas where there are existing bicycle facilities to make progress on closing gaps, or consider installing segments of the project that would have the highest impact near community destinations such as schools, parks, commercial, or medical facility areas.

Maintenance Costs

Trail, pedestrian, and bikeway maintenance costs are critical to ensuring safety, comfort, and ongoing enthusiasm for multimodal transportation. Maintenance costs vary widely and may be based on many factors such as:

- Maintaining pavement quality through spot repairs, regular overlays, and longer-term repaving
- Maintaining trails and sidewalks to ADA standards
- Regular sweeping and litter removal
- Vegetation trimming and landscaping maintenance
- Re-striping paths as needed
- Lighting feature maintenance, including electricity costs
- Repair of damage due to storms, floods, collisions, and other unforeseen events
- Repair and replacement of wayfinding or other signage

Specific maintenance costs can be determined on a case-by-case basis and may include public-private partnerships, HOAs/developer agreements, establishment of improvement districts, or future bond measures.

4.2 TRAIL/MOBILITY RESOURCES

Transportation and recreation throughout towns and larger cities is always evolving. Fortunately, there are several resources available from notable groups that help simplify and streamline the complexity of embracing new mobility options.

Groups such as American Trails, Rails to Trails Conservancy, The National Association of City Transportation Officials (NACTO), and PeopleForBikes, are just a few examples of resources that Salinas can refer to if they wish to explore and learn more about improving mobility and recreation options for their community. These resources provide valuable information on the successes and failures of mobility endeavors, and how it has affected different communities.

Understanding the overall balance of a city's infrastructure, mobility devices, and the programs available to their community, will be key to establishing a successful environment where people have the option to walk, hike, or ride to their destinations.

4.3 FUNDING

Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used to develop policies, plans, and projects to improve conditions directly for bicyclists and pedestrians. Even though appropriate funds are available, they are limited and often hard to find. Desirable projects sometimes go unfunded because communities may be unaware of a fund's existence or may apply for the wrong type of grant. In addition, there is competition between cities and municipalities for the limited available funds.

Funding sources for trail projects have historically not matched those available for bicycle and pedestrian projects. Oftentimes, cities and municipalities have to get "creative" when applying to federal, state, and local grants, partnerships, and other related funding sources. To improve the chances of successfully securing funding for trail projects, the City can define that trails are an integral part of the multimodal transportation network. Fortunately, in Salinas, there is a direct connection between the proposed shared-use paths and the transportation network. Most of the proposed shared-use paths will provide safe and convenient access to the City's parks, schools, retail, and other community destinations. They will serve both the recreational and utilitarian uses of multimodal transportation.

Matching Funds

Whenever federal funds are used for bicycle and pedestrian projects, a certain level of state and/or local matching funding is generally required. State funds are often available to local governments on similar terms. Almost every implemented active transportation or complete street program and facility in the United States has had more than one funding source and it often takes a good deal of coordination to pull the various sources together.

Private Funding Sources

Private funding sources are also commonly used to fund trail projects, such as foundation grants, campaign donations, trust funds, and endowments. The key is to get "creative" and generate the public support needed to move the proposed projects forward. The Rails to Trails Conservancy is an excellent funding and program resource. Many of the funding sources cited in the following table are derived from the Rails to Trails Conservancy.

Dedicated City Staff

Cities with a staff member dedicated to active transportation implementation, such as an Active Transportation Coordinator or Manager, tend to have more successful active transportation facilities. Cities such as Seattle, Portland, Tucson, and San Luis Obispo are prime examples. City staff with an extensive understanding of active transportation funding sources and projects are often in a position to develop a competitive project and detailed proposal that can be used to improve conditions for bicyclists and walkers within their jurisdictions.



Source: City of Salinas

Potential Funding Sources

Identified in **Table 4-1** are potential federal, state, regional, and local funding sources that can be pursued to advance the recommendations in the TMP. Funding for trail and active transportation projects vary in purpose and scope, but are intended to help the City in the planning, designing, maintenance, and implementation of trail projects and programming. Funding sources provided in **Table 4-1** are a starting point with information on the funding sources, a general description of the program, funding cycle, and project examples. However, it is important to note that all funding sources are subject to change without notice and further research should be done prior to applying as not all funding sources are applicable to the recommended projects.

TABLE 4-1: Trail Funding Sources

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
FEDERAL GOVERNMENT PROGRAMS							
Highway Safety Improvement Program	Federal Highway Administration /Caltrans	The Highway Safety Improvement Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users.	Two year cycle	X			• Install hybrid pedestrian signals at trail crossings • Install RRFBs at locations adjacent to parks, trails, and schools • Improve pedestrian and bicycle safety at locations with uncontrolled crossings
Congestion Mitigation and Air Quality Improvement Program	Federal Highway Administration	The Congestion Mitigation and Air Quality Improvement Program provides funding to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and congestion relief.	Annual		X	X	• Travel Demand Management to promote clean commutes • Public Education and Outreach • Bicycle amenities; Class I, II, III, & IV bike lanes
Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program	U.S. Department of Transportation	The Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program funds projects for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.	Annual	X	X		• Trail and active transportation construction projects • Planning and engineering work for bicycle, pedestrian, and trail planning
Reconnecting Communities and Neighborhoods Grant Program	U.S. Department of Transportation	The Reconnecting Communities and Neighborhoods Program provides grant opportunities to redress the legacy of harm from transportation infrastructure including: construction-related displacement, environmental degradation, limited access to goods and services, degraded public health due to air and noise pollution, limited opportunities for physical activity, and hampered economic vitality of the surrounding community.	Annual (through 2026)	X	X		• Study for the removal, retrofit or mitigation of a highway or transportation facility that acts as a barrier to community connectivity • Replacement or mitigation of a transportation barrier with a linear park and trail

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
Safe Streets and Road for All https://www.transportation.gov/grants/SS4A	U.S. Department of Transportation	The Safe Streets and Road for All program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The program offers two grant types: Implementation Grants and Planning and Demonstration Grants.	Annual	X	X	X	• Eligible Implementation Grant projects include developing bikeway networks, safety treatments, creating safe routes to school and public transit services, installing pedestrian safety enhancements, closing network gaps, running an education campaign, and more. • Eligible Planning and Demonstration Grants fund the development or supplementation of an Action Plan which is a comprehensive safety action plan.
Transportation Alternatives	Federal Highway Administration	The Transportation Alternatives Set-Aside from the Surface Transportation Block Grant Program provides funding for a variety of generally smaller-scale transportation projects.	Annual	X	X		• Pedestrian and bicycle facilities • Construction of turnouts, overlooks, and viewing areas • Community improvements such as historic preservation and vegetation management • Environmental mitigation related to stormwater and habitat connectivity • Recreational trails • Safe Routes to School projects • Vulnerable road user safety assessments
Urban and Community Forestry Program	U.S. Forest Service	The Urban and Community Forestry Program delivers nature-based solutions to ensure a resilient and equitable tree canopy in cities, towns, and suburbs where more than 84 percent of Americans live. 40 percent of the program's investments are delivered through established and new partnerships working to support disadvantaged communities experiencing low tree canopy and environmental justice issues.	Varies	X	X		• Urban tree planting projects • Urban forest planning and management and related activities (particularly in disadvantaged communities)

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
STATE GOVERNMENT PROGRAMS							
Active Transportation Program	Caltrans	The Active Transportation Program provides funding to increase use of active modes of transportation by achieving the following goals: increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, advance active transportation efforts to achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in the benefits of the program, and provide projects that benefit various types of active transportation users.	Annual	X	X	X	• Safe Routes to School Plan • Active Transportation Plan development • Trail construction • Bicycle and pedestrian facilities
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Department of Housing and Community Development	The Affordable Housing and Sustainable Communities Program funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduce greenhouse gas emissions.	Annual	X	X		• Class I, II, III, & IV bike lanes • Active transportation projects to encourage connectivity to transit networks • Bikeways and sidewalks to affordable housing and transit center • Install dedicated bicycle facilities • Pedestrian facilities such as bulb-outs
Clean Mobility Options Pilot Program	California Air Resources Board	The Clean Mobility Options Pilot Program provides funding for zero emissions shared mobility projects (i.e., car sharing, bike sharing, and on-demand sharing) in disadvantaged and low-income communities, including some tribal and affordable housing communities.	Unknown	X		X	• Bikeshare programs • "Quick build" right-of-way safety improvements for bicycles and scooters
Coastal Conservancy Grants	State of California Coastal Conservancy	The Coastal Conservancy funds a wide variety of projects along the California coast, San Francisco Bay, and in coastal watersheds to increase availability of beaches, parks and trails for the public, protect and restore natural lands and wildlife habitat, preserve working lands, and increase community resilience to the impacts of climate change.	Ongoing	X	X	X	• Provide coastal experiences for communities who face barriers to coastal access • Accessibility projects that reduce barriers to coastal access for people with disabilities • Build regional trails • Enhance coastal recreational amenities, such as restrooms, parking, picnic areas, interpretive centers, shade structures, etc.

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
Habitat Conservation Fund Program	California Department of Parks and Recreation	The Habitat Conservation Fund provides funding to cities, counties, and districts to protect fish, wildlife, and native plant resources; to acquire or develop wildlife corridors and trails; and to provide for nature interpretation programs and other programs which bring urban residents into park and wildlife areas.	Annual	X		X	• Build new trails • Rehabilitate existing trails • Install interpretive trail elements • Install seating or lighting along trails • Develop educational or interpretive activities or trips
Land and Water Conservation Fund	California Department of Parks and Recreation/ National Park Service	The Land and Water Conservation Fund provides funding for the acquisition OR development of land to conserve irreplaceable lands and to create new outdoor recreation opportunities for the health and wellness of Californians.	Annual	X			• Land acquisition for a new park, an existing park expansion, a wildlife corridor with public viewing and outdoor recreational use, and/ or a recreational/ active transportation corridor • Development of recreation features and amenities for outdoor recreation
Local Partnership Program	California Transportation Commission	The Local Partnership Program provides funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding is intended to improve aging Infrastructure, road conditions, active transportation, transit and rail, health and safety benefits.	Annual	X	X		• Close sidewalk gap, install Class II bike lanes and cycle track, curb extensions, pedestrian enhancements, improvements to lighting and signage • Construct 4 single-lane and 1 multi-lane roundabouts, and improvements to street, pedestrian and bicycle facilities • Expressway pedestrian overcrossing
Local Streets and Roads Program	California Transportation Commission	The Local Streets and Roads Program provides funds to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Annual	X	X		• Implement enhanced crosswalk signing and striping • Create safety separation between motorists, bicyclists and pedestrians • Design and construction of school access and safety improvements to six schools
Office of Traffic Safety Grant Program	CA Office of Traffic Safety	The Office of Traffic Safety Grant Program provides annual funds to prevent serious injury and death resulting from motor vehicle crashes so that all roadway users arrive at their destination safely. Funds can be used for bicycle and pedestrian safety.	Annual		X	X	• Safety education and encouragement • Campaigns to promote safety • SRTS safety programs

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
Outdoor Equity Grants Programs	California Department of Parks and Recreation	The Outdoor Equity Grants Program (OEP) provides funding to improve the health and wellness of Californians through new educational and recreational activities, service learning, career pathways, and leadership opportunities that strengthen a connection to the natural world. The OEP funds the creation, operation, and transportation costs of outdoor programs in underserved communities. Outdoor programs should include activities in the community AND natural area trips. OEP will not fund capital projects.	Annual			X	Activities in the community can include: • Environmental education activities • Educational nature discovery walks • Preparation for natural area trips Natural area trips can include traveling to a regional, state, national park, tribal land, river or lake, beach, forest, mountain, or desert area for day or overnight trips within California.
Outdoor Recreation Legacy Partnership Program	National Park Service (NPS)/ California Department of Parks and Recreation	The Outdoor Recreation Legacy Partnership Program is a federal National Park Service grant program administered by the California Department of Parks and Recreation. ORLP focuses on communities with little to no access to publicly available, close-by, outdoor recreation opportunities in urban areas. ORLP funds the acquisition or development of new parks/outdoor spaces, or substantial renovations to parks/outdoor spaces in economically disadvantaged cities or towns of at least 30,000 people.	Annual	X		X	• Land acquisition for outdoor recreation • Development of recreation features and amenities for outdoor recreation
Recreational Trails Program	U.S. Department of Transportation Federal Highway Administration /California Department of Parks and Recreation	The Recreational Trails Program (RTP) is a federal U.S. Department of Transportation grant program administered by the California Department of Parks and Recreation. The RTP provides funding to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.	Annual	X			• Land acquisition • Development/ rehabilitation of trails, trailheads, and trail amenities • Construction of new trails • Maintenance of existing trails (motorized projects only)
State Highway Operations and Protection Program	California Transportation Commission	The State Highway Operations and Protection Program funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Annual	X			• Upgrade sidewalks to ADA compliance • Reconstruct damaged pavement • Add bike lanes to updated corridors • Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
State Transportation Improvement Program	California Transportation Commission	The State Transportation Improvement Program provides funding for state highway improvements, intercity rail, and regional highway and transit improvements.	Two year cycle	X	X		• Bike/ped Overcrossing and Access Improvements and bicycle and pedestrian bridge • Class I, II, III, & IV bike lanes • Shared-use paths • Complete Streets improvements
Statewide Park Development and Community Revitalization Program	California Department of Parks and Recreation	The Statewide Park Program provides funding to create new parks and recreation opportunities in critically underserved communities across California. Project selection is based on several criteria, including need-based criteria, such as critical lack of park space, significant poverty, community challenges, and more. A project must involve either development or a combination of acquisition AND development to create a new park, expand an existing park, or renovate an existing park.	Annual	X			• Land acquisition • Rehabilitation of existing or development of new recreation features, such as, an aquatic center, athletic fields, amphitheater, community gardens, dog parks, open space, trails, skate parks, public art, picnic areas, etc.
Sustainable Communities Planning Grants	Caltrans	Sustainable Communities Planning Grants encourages local and regional planning that advances state goals and practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Annual		X		• Safe Routes to School Plan • Active Transportation Plan • Bike/ped Trail/Path Feasibility Study • Complete Streets Plan • Sustainable Communities Plan • Transit-Oriented Development Plan • First/Last Mile Connectivity Plan
Sustainable Transportation Equity Project	California Air Resources Board	The Sustainable Transportation Equity Project funds a variety of clean transportation and supporting projects, such as public transit and shared mobility services, active transportation infrastructure, land use planning and housing policy, workforce development, and clean transportation planning and education. Funded projects work together within low-income and disadvantaged communities to increase transportation equity.	Annual	X	X		• New bike routes (Class I, Class II, or Class IV) and supporting infrastructure • Publicly-accessible bike parking, storage, and repair infrastructure (e.g., bike racks, bike lockers, bike repair kiosks) • New walkways that improve mobility/access/ safety of pedestrians (nonmotorized users) • Street crossing enhancements, including accessible pedestrian signals • Plan development

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
Sustainable Transportation Planning Grant Program	Caltrans	The Sustainable Transportation Planning Grant Program was created to support the Caltrans Mission: Provide a safe and reliable transportation network that serves all people and respects the environment. Grant programs include Sustainable Communities Grants, Climate Adaptation Planning Grants, and Strategic Partnership Grants.	Annual		X		• Safe Routes to School Plan • Active Transportation Plan • Bike/ped Trail/Path Feasibility Study • Complete Streets Plan • Sustainable Communities Plan • Transit-Oriented Development Plan • First/Last Mile Connectivity Plan
Transformative Climate Communities Program	Strategic Growth Council and Department of Conservation	The Transformative Climate Communities Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	Annual	X	X	X	• Bike share program • Creating and considering active transportation corridors for better non-motorized connections • Shared-use paths • Urban greening for pedestrian facilities
Transit and Intercity Rail Capital Program	Caltrans	The Transit and Intercity Rail Capital Program provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	Annual		X		• Pedestrian and bike trail • First/last mile connections via bike lanes and separated paths • Bike share programs • Bike parking facilities • Plan development
Urban Greening Program	California Natural Resources Agency	The Urban Greening Program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Must include at least one of the following: sequester and store carbon by planting trees; reduce building energy use by strategically planting trees to shade buildings; or reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools.	Annual	X	X		• Non-motorized urban trails that provide safe routes for both recreation and travel between residences, workplaces, commercial centers, and schools • Projects that expand or improve the usability of existing active transportation routes (e.g., walking or bicycle paths) or create new active transportation routes that are publicly accessible by walking • Complete Green Streets

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
Wildlife Conservation Board Grants	Wildlife Conservation Board	The Wildlife Conservation Board provides funding for fish and wildlife habitat acquisition, conservation, and restoration, as well as development of compatible public access facilities. Projects should focus on creating meaningful outdoor experiences for all Californians. Project benefits should include one or more of the following: protected biodiversity, increased climate resilience, enhanced public access, conserved/enhanced working landscapes, conserved/enhanced water-related projects, and/or support of the State Wildlife Action Plan.	Ongoing	X	X		• Open-space corridors or trail linkages • Publicly accessible hunting, fishing, wildlife viewing, and other wildlife-dependent recreational opportunities • Climate adaptation and resilience projects • Habitat restoration
LOCAL GOVERNMENT PROGRAMS							
Measure G: Local Sales Tax	City of Salinas	Measure G had a fifteen year term and it imposes a one-cent general transactions and use tax, which generates funds to invest in public facilities and infrastructure.	Annual	X	X	X	• Public infrastructure projects, including crime and gang prevention; neighborhood policing and school safety; safety inspections; police, fire and paramedic response; fixing potholes, streets, and sidewalks; recreation and programs for youth and seniors; and other city services.
Measure X: Regional Sales Tax	Transportation Agency for Monterey County (TAMC)	Measure X is funded by a 3/8-percent sales tax over 30-years and is estimated to raise $600 million for road and mobility projects.	Annual	X	X	X	• Local road maintenance, pothole repairs, and safety projects. • Regional road safety and congestion improvements. • Pedestrian and bike safety and mobility projects.
Transportation Development Act	Caltrans/ Transportation Agency for Monterey County	The purpose of the Transportation Development Act is to provide funding for public transit in California and are considered local. Funds are collected by the state and made up from a 1/4 cent general sales tax. All Local Transportation Funds are allocated to Monterey-Salinas Transit.	Annual	X	X	X	• Planning, pedestrian and bicycle facilities, rail passenger service, public transit, special group transportation service, local streets and roads, and administration.

* INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING PROGRAM	FUNDING SOURCE	PROGRAM DESCRIPTION	FUNDING CYCLE	PROJECT TYPE			PROJECT EXAMPLES
				INF	PLN	PGM	
PHILANTHROPIC PROGRAMS							
Community Change Grants	America Walks	The Community Change Grants program supports the growing network of advocates, organizations, and agencies working to advance walkability. Grants are awarded to innovative, engaging, and inclusive programs and projects that create change and opportunity for walking and movement at the community level.	Annual	X		X	• Trail or walking path development • Guided or self-guided walking, hiking, or cycling tours • Design and installation of public art
Energize the Environment Grant Program	Quadratec	Quadratec offers small one-time grants for projects that promote environmental connection, responsibility, and/or stewardship.	Annual			X	• Trail building or restoration projects • Park beautification events • Environmental education projects • Youth educational engagement events
Fruit Trees For Your Community	The Fruit Tree Planting Foundation	The Fruit Tree Planting Foundation donates fruit orchards where the harvest will best serve communities for generations, at places such as community gardens, public schools, city/state parks, low-income neighborhoods, Native American reservations, international hunger relief sites, and animal sanctuaries.	Ongoing	X			• Plant high-quality fruit-trees and shrubs at a local park
Hometown Grants	T-Mobile	Hometown Grants fund shovel-ready projects in rural towns that foster local connections, including technology upgrades, outdoor spaces, the arts, and community centers.	Quarterly	X			• Improvements to outdoor parks or trails • Adaptive uses of older buildings into community centers
PeopleForBikes Community Grant Program	PeopleForBikes	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to ride.	Annual	X			• Bike paths, lanes, trails and bridges • Mountain bike facilities • Bike parks and pump tracks • BMX facilities • End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage
Outdoor Access Initiative	Yamaha	Yamaha provides funding to non-profit or tax exempt groups (clubs & associations), public riding areas (local, state and federal), outdoor enthusiast associations and land conservation organizations, and communities with an interest in protecting, improving, expanding and/or maintaining access for safe, responsible and sustainable use by motorized off-road vehicles.	Quarterly	X			• Trail development • Trail signage • Trail mapping/map production • wildlife and habitat management • Establishing public access to land for outdoor recreation (including motorized recreation)
Rails to Trails Grant Program	Rails to Trails	Rails to Trails provides funding to organizations and local agencies that are working to develop and connect equitable trail network.	Annual	X	X		• Rail-trail • Greenway • Multi-use trail • Shared-use path

* INF - Infrastructure PLN - Planning and Design PGM - Programming

Funding Tools for Local Governments

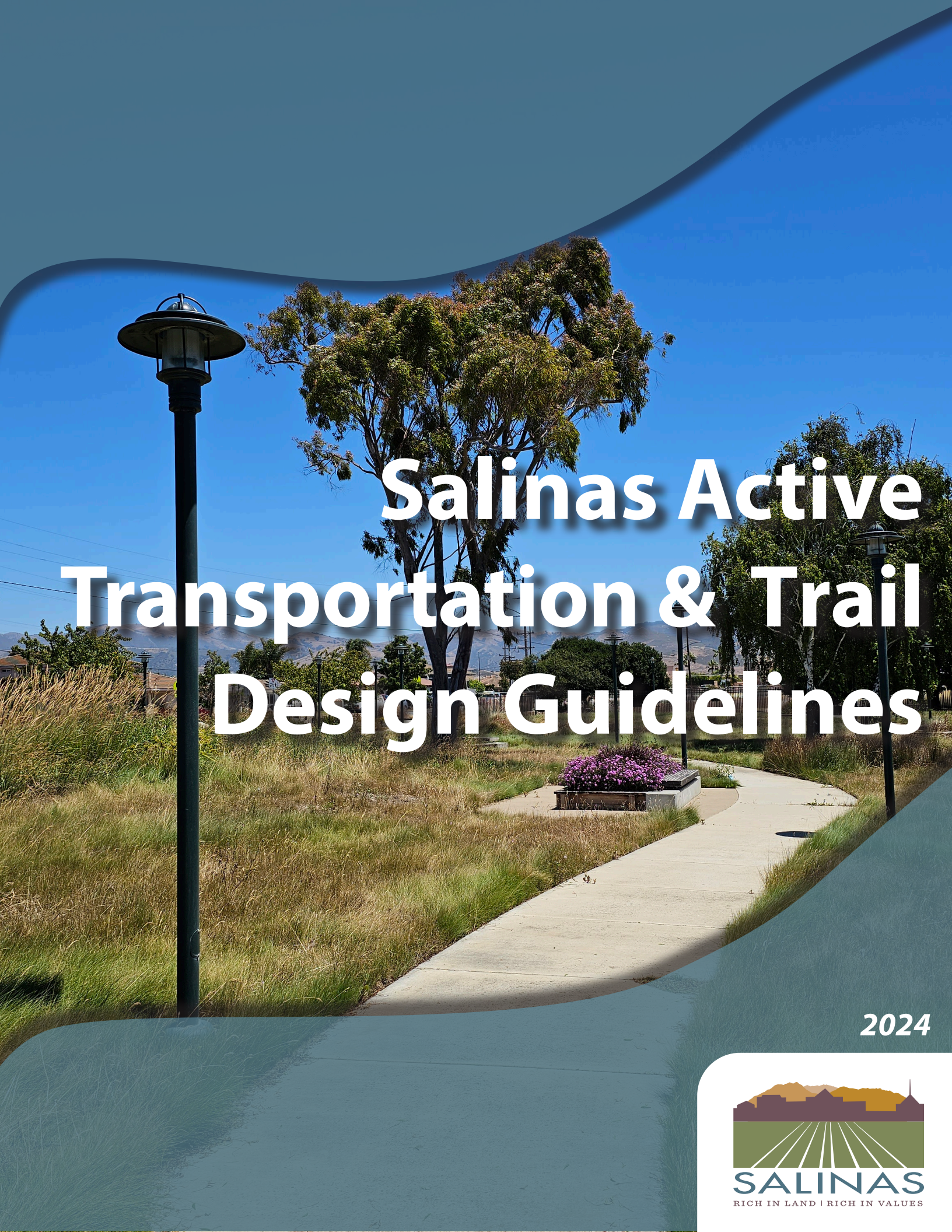
In addition to the funding programs provided in **Table 4-1**, there are also a number of traditional funding and financing tools available to local governments that may be used to advance active transportation and trails projects.

These funding and financing tools include, but are not limited to:

- Community Facilities District
- Equipment Rental Fees
- Facilities Benefit Assessment District
- Facility Use Permit Fees
- Recreation Service Fees
- Food and Beverage Tax
- General Fund
- General Obligation Bonds
- Infrastructure Financing District
- In-Lieu Fees
- Intergovernmental Agreements
- Lease Revenues
- Mello Roos District
- Park Impact Fees
- Residential Park Improvement Fees
- Revenue Bond Revenues
- Sales Tax Revenues
- Surplus Real Estate Sale Revenues
- Traffic Impact Fees
- Transient Occupancy Tax Revenues
- Utility Taxes
- Vehicle Miles Traveled Banking Program
- Wastewater Fund Reserves
- Maintenance Assessment District
- Targeted Fundraising Activities



Appendix E: Design Guidelines



Salinas Active Transportation & Trail Design Guidelines

2024

SALINAS

RICH IN LAND | RICH IN VALUES

1.1 INTRODUCTION

Overview

The Salinas Active Transportation Plan (ATP) and the Salinas Trails Master Plan (TMP) aim to establish a sustainable and accessible network of multi-modal infrastructure. The plans identify pedestrian, bicycle, and trail infrastructure for transportation and recreation purposes. The City can use the Salinas Active Transportation and Trail Design Guidelines (Design Guidelines) to help facilitate the design and implementation of proposed projects.

The first five sections of the Design Guidelines include guidance for natural surface trails and paved paths. Such a system will require decisions regarding trail and path design features and amenities, such as trailheads, vista points, surface treatments, plant material, bridges, fencing, signage, and more. The last three sections include design guidelines for bicycle, pedestrian, and emerging technologies infrastructure.

Purpose

The Design Guidelines is a support document that complements the information presented in the ATP and the TMP. The purpose of the Design Guidelines is to support the City in the design and construction of new trails and active transportation infrastructure. The guidelines are based on a review of relevant City policies and plans, industry standards, and best practices.

Design Objectives

The City's objective is to design, construct, and maintain infrastructure that:

- Provide safe and accessible non-motorized transportation and recreational opportunities
- Provide access to nature, schools, parks, retail, and other community destinations throughout Salinas
- Integrates into the surrounding landscape and minimize impacts on the natural environment
- Requires minimal levels of maintenance

Resources

Compared to the relatively stringent requirements underpinning paved pathway design, open space trail design is relatively unrestricted. This is due primarily to the strongly site-specific nature of local topography, soils, weather, hydrology, user types, and other variables. Natural surface trail design therefore tends to be steered by guidelines that apply to a particular region. While some universal siting criteria apply, local conditions generally drive design at the site-specific level. Trails within open space are generally indemnified from damages sustained by users, which allows for more flexibility.

The recommendations in this document are based on applicable existing local and national design guidelines for trails and active transportation (see below).

Local

- Salinas General Plan (2002)
- Municipal Code
- Salinas Public Art Master Plan (2020)
- Salinas Neighborhood Vibrancy-Urban Greening Plan (2017)

National

- 2010 ADA Accessibility Guidelines (ADAAG)
- Americans with Disabilities Design Standards (ADA)
- Architectural Barriers Act (ABA)
- American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide
- National Association of City Transportation Officials (NACTO)
- California Highway Design Manual (HDM)
- The Federal Highway Administration (FHWA)
- The California Manual on Uniform Traffic Control Devices (CA MUTCD)

Non-Profit Organizations

- American Trails
- Rails to Trails Conservancy

CONTENTS

This document is organized into eight sections. Each section provides descriptions, design guidelines, and other considerations the City can address to successfully establish and maintain a comprehensive trail and active transportation system.

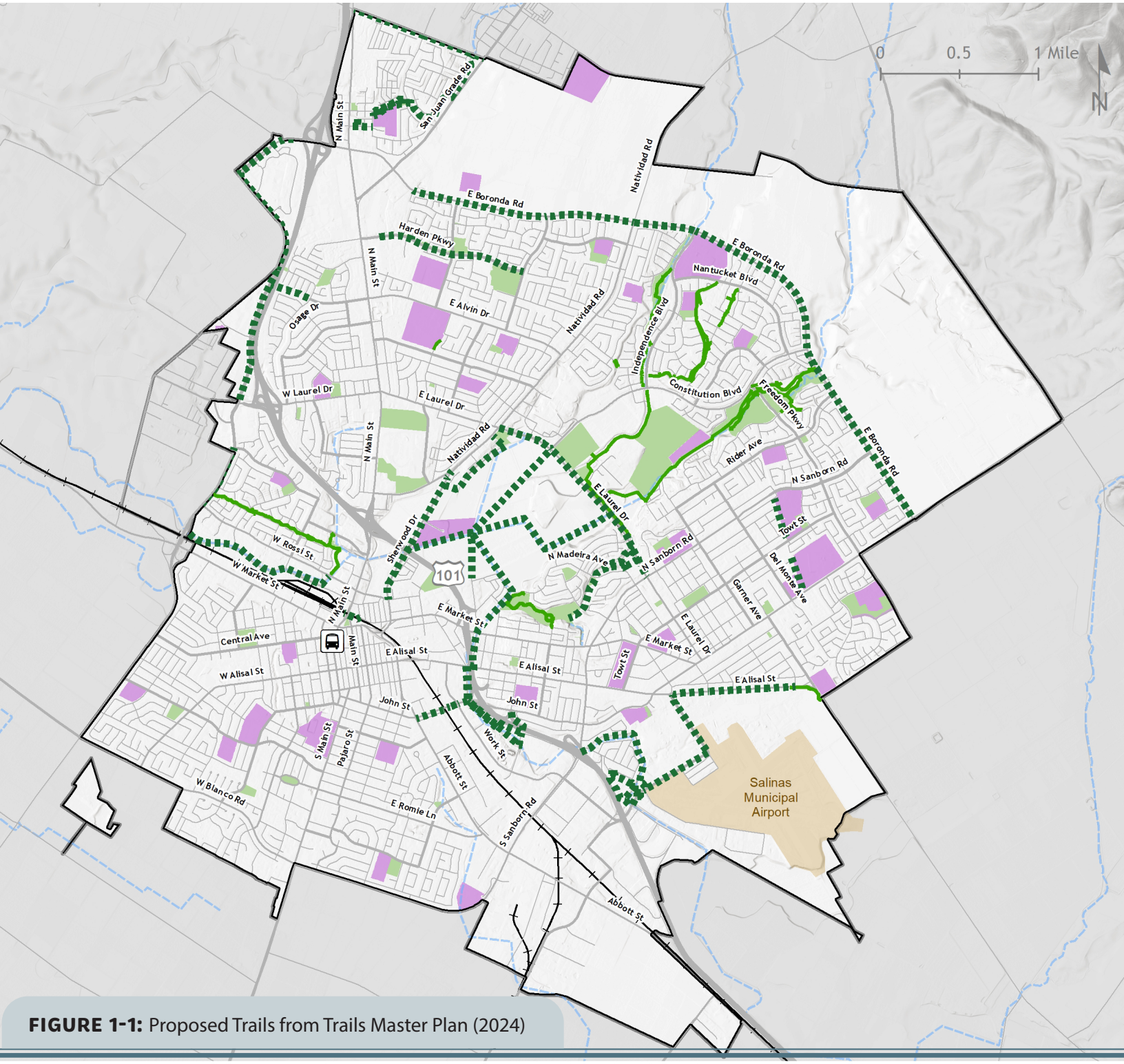


FIGURE 1-1: Proposed Trails from Trails Master Plan (2024)

Transit Center
Railroad
Streams & Creek
Park
School
City Boundary

Proposed
Class 1

Existing
Class 1

Trail Types

Trail types were developed to characterize six potential trail scenarios for Salinas' trail system. The trail types include guidelines for width, surface, ADA accessibility, amenities, and other considerations for open space trails (Types 1, 2, and 3) and for transportation-based trails (Types 4, 5, and 6). The guidelines were developed to enhance public welfare, improve safety, reduce maintenance needs, and avoid environmental impacts.

This section provides design guidelines and considerations for the following trail types:

- **Trail Type 1:** Nature Trail
- **Trail Type 2:** Multi-use Recreational Trail
- **Trail Type 3:** Wide Dirt Trail / Utility Roadbed
- **Trail Type 4:** Roadside / Connector Trails
- **Trail Type 5:** Connector Sidewalks / Special Street Crossing
- **Trail Type 6:** Paved Class I Shared Use Path

TRAIL TYPE 1: NATURE TRAIL

Nature Trails are typically located in natural open space and surfaced with local naturally occurring materials. Nature Trails are often designed to decrease disturbance to the surrounding environment. As a result, these trails may contain abrupt changes to trail width, slope, and surface and may present barriers too uncomfortable to use by those with mobility limitations or physical disabilities.





Source: KTUA

DESIGN GUIDELINES

- **Width:** Nature Trails should generally be 2 to 4 feet wide. The need to accommodate side-by-side walking is not a priority. The width for two hikers passing can be as little as 2 feet in a natural setting.
- **Surface:** Trails are typically soft surfaces and should be surfaced with local naturally occurring materials, usually a mix of soil and fine to coarsely broken rock.
- **Nature Integration:** To limit the impacts of nature trails on sensitive or protected habitats, width, horizontal, and vertical changes along a trail can be more abrupt than other trail types. By providing flexibility in layout, natural habitats can be avoided or impacted to the least degree possible.
- **ADA Accessibility:** Designing trails to blend with natural features can result in less access to those with limited physical endurance or disabilities because limiting impact on adjacent areas would not require grading. In many cases, nature trails are not considered Americans with Disabilities Act (ADA) accessible due to vertical slope and trail surfaces.
- **Amenities:** Amenities vary and may include trailhead kiosks, trash and recycling receptacles, directional signage, interpretive panels, public art, pet waste stations, and more.
- **Fencing:** Trails should be kept to a minimum width and without railings or fences (unless next to sensitive habitats) to maximize the trail user experience and limit disturbance in natural areas. Fencing, where necessary to protect habitat areas, should be consistent with applicable preserve management plans, visually unobtrusive, and allow for wildlife movement.

OTHER CONSIDERATIONS

- Abrupt elevation changes, path obstructions, and trip hazards should be expected by trail users.
- Regular road bicycles or commute/hybrid bicycles are not likely to be able to pass through these soft surface and highly changing trails.
- Lighting is not typically desired along nature trails to minimize impacts to nocturnal wildlife.
- Off-street parking is generally not needed unless the trail connects to several other trail types that may generate larger trail user levels.

TRAIL TYPE 2: MULTI-USE RECREATION TRAIL

Multi-use recreation trails are similar to nature trails in that they are also typically located in open spaces or natural settings and can accommodate a broad range of trail users. A multi-use recreation trail is intended to be a firm surface trail that to the greatest extent possible, meets the requirements for ADA compliance, and is constructed of a compacted chipped stone or decomposed granite so a wheelchair, wide tired stroller, or medium-tired bicycle can maneuver.



Source: KTUA

DESIGN GUIDELINES

- **Width:** Multi-use recreation trails should be a minimum of 6 feet wide for existing trails and eight feet wide for all new construction. The trail needs to be wide enough to accommodate multiple users walking together, passing bicyclists, and trail users traveling in opposing directions to pass each other safely. Trail easement widths are typically 6 to 12 feet wide.
- **Surface:** Trail surfaces should be permeable, yet firm and constructed of either heavily compacted native soil (with only a small percentage of sand or clay), compacted decomposed granite, crushed compacted stone or chipped stone, stabilized decomposed granite (stabilizers or emulsifiers are additives that bind the soil particles of decomposed granite), or a cement added to the soil mix. The surface should accommodate a wheelchair, wide tired jogger, or medium-tired bicycle user to maneuver the trail.
- **ADA Accessibility:** New trails should be constructed to meet the width, vertical slope, and surface treatment standards for ADA accessibility, where possible.
- **Amenities:** Amenities will vary and may include trailhead kiosks, trash and recycling receptacles at trailhead, signage, interpretive panels, landscaping, public art, pet waste stations, viewpoints, or other amenities.
- **Additional Features:** Defined edges such as split rail, peeler log with notched vertical posts, or redwood header may be incorporated.



Source: KTUA

TRAIL TYPE 3: WIDE DIRT TRAIL / UTILITY ROADBED

Wide dirt trails/utility roadbeds are typically unpaved roads with a surface of crushed rock. While these trails often serve another purpose, such as a utility easement, maintenance access road, or firebreak, they can also provide important recreation and active transportation corridors for the public.



Source: KTUA

DESIGN GUIDELINES

- **Width:** Wide dirt trails/utility roadbeds may vary in width, ranging from 8 feet to 14 feet.
- **Surface:** Trail surfaces may be soft or firm. Locally sourced crushed rock should be used for wide dirt trails/utility roadbeds to decrease environmental impact.
- **ADA Accessibility:** Typically, these trails do not meet ADA accessibility standards due to road steepness or surface treatments associated with the corridor's primary purpose.
- **Amenities:** Trails are not likely to include certain amenities, such as restrooms or formal parking areas, since they are joint-use access roads and are subservient to the primary utility access function and requirements. However, they may include minimal amenities such as signage and trash receptacles.

OTHER CONSIDERATIONS

- The loose nature of the gravel or dirt surfaces makes this trail type less desirable for wheelchairs, strollers, or medium to thin tired bicycles.
- These trails/roads also serve as a firebreak when located in native canopy hillsides, valleys, or canyons.
- Trails are often steep with wide radius turns to accommodate terrain features and maintenance vehicles.



Source: KTUA - Trail next to John E. Steinbeck Elementary

TRAIL TYPE 4: ROADSIDE / CONNECTOR TRAILS

Roadside/connector trails provide a trail-like experience along a roadway by locating a buffer zone with landscaping and design features alongside a path for pedestrians and bicyclists. These trails incorporate visual separation features and physical barriers from vehicular traffic to improve feelings of safety and comfort for trail users.



Source: KTUA

DESIGN GUIDELINES

- **Width:** Roadside/connector trails are typically between 8 to 12 feet wide and separated from the vehicular traffic by at least a buffer of five feet or more. Trail easements should be 10 to 14 feet wide.
- **Surface**: Trail surfaces should be firm or hard. Stabilized decomposed granite is typically used for trails to create the appearance of a soft surface natural trail while offering the performance of a firm surface.
- **ADA Accessibility:** New trails should be constructed to meet the width, vertical slope, and surface treatment standards for ADA accessibility.
- **Amenities:** Amenities vary and may include benches, trash and recycling receptacles, pet waste stations, lighting, landscaping, and more.
- **Additional Features:** The use of trees and landscaping in the buffer area is recommended to provide shade for comfort and a sense of protection from vehicular traffic.

OTHER CONSIDERATIONS

- Roadside/connector trails are intended to provide a pedestrian and bicycle corridor along a highly traveled road in a manner that is buffered from the roadway.
- These trails require visual separation, as well as physical barriers, that make the trail user feel safe from potential vehicular collisions.



Source: KTUA

TRAIL TYPE 5: CONNECTOR SIDEWALKS / SPECIAL STREET CROSSING

Connector sidewalks or special street crossings are paved trails or intersection features along roadways that provide connections for walking or bicycling to open space trails and trailheads. This trail type includes trails, sidewalks, mid-block crossings (signalized or non-signalized), and regular intersection crosswalks that provide connections to existing open space trails (Type 1, 2, or 3) or transportation-based trails (Type 4 or 6).



Source: KTUA

DESIGN GUIDELINES

- **Width:** Connector sidewalks or special street crossings should be a minimum of 5 feet wide.
- **Surface:** Trail surfaces should be hard. Surfaces are typically comprised of asphalt, concrete, or permeable concrete or asphalt.
- **ADA Accessibility:** New trails should be constructed to meet the width, vertical slope, and surface treatment standards for ADA accessibility.
- **Amenities:** Amenities are typically minimal and may include trash and recycling receptacles, pet waste stations, lighting, and landscaping.

OTHER CONSIDERATIONS

- Connector sidewalks or special street crossings may include in-road trail crossings, mid-block crossings (signalized or non-signalized), and regular intersection crosswalks if they are used to access trails.
- Trail connections provided by this trail type can facilitate opportunities to create walking and bicycling loops.



Source: KTUA - Trail connects to sidewalk along E Laurel Drive

TRAIL TYPE 6: PAVED CLASS I SHARED USE PATH

Paved Class I shared use paths are paved facilities that offer the highest comfort for pedestrians, bicyclists, hikers, and other non-motorized users. Paved Class I shared use paths are physically separated from vehicular traffic and designed to accommodate multiple user types. This trail type offers the safest option for transportation and recreation since its design minimizes interactions with vehicular traffic. These design guidelines follow Class I Caltrans bikeway standards for design and construction purposes.



Source: KTUA

DESIGN GUIDELINES

- **Width:** Paved Class I shared use paths can range from 12 to 14 feet wide. Trail easements should be at least 20 feet wide.
- **Surface:** Trail surfaces should be hard. Surfaces are typically comprised of highly compacted and emulsified decomposed granite, asphalt, concrete, or permeable concrete or asphalt.
- **ADA Accessibility:** New trails should be constructed to meet the width, vertical slope, and surface treatment standards for ADA accessibility.
- **Amenities:** Amenities tend to be more abundant and may include parking, restrooms, interpretive kiosks, directional signage, public art, landscaping, trash and recycling receptacles, drinking fountains, pet waste stations, lighting, and more.
- **Additional Features:** A centerline and directional arrows should be used to facilitate safe use between different users traveling at different speeds.

REFERENCES

California Highway Design Manual (HDM), Chapter 1000

OTHER CONSIDERATIONS

- The American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide's "shared-use path" is synonymous with this trail type.
- This trail type follow Class I Caltrans bikeway standards.
- Where possible, it is suggested to include a soft surface side trail for runners and hikers who would prefer a slightly softer surface.



Source: KTUA - Trail along E. Alisal Street



Trail Surfaces

Trail surfaces can range from soft, firm, and hard and can be comprised of a wide variety of materials. Selecting and maintaining trail surfaces will dictate who can use a trail. For example, trails with paved surfaces can generally accommodate pedestrians, bicyclists, skateboarders, and users of mobility aid devices. However, a trail comprised of loose rock or soil may only accommodate pedestrians without physical disabilities or limitations.

This section provides design guidelines and considerations for the selection and design of trail surfaces, including:

- Trail Surface Classifications
- Surface Firmness, Stability, and Slip Resistance
- Abrupt Level Changes
- Grade
- Cross Slope and Drainage

TRAIL SURFACE CLASSIFICATIONS

Advancements in new paving types are ongoing. Performance is the most important criterion for selecting pavement types. The critical performance criteria are based on the movement of wheeled bicycles, strollers, and wheelchairs, as well as price, longevity, and aesthetics. For transportation-funded projects or those taking credit for bicycle-related active transportation, a trail surface should, at a minimum, accommodate a hybrid commuter bicycle. These bicycles have slightly wider tires and lower pressure (60-100 pounds per square inch) than comparable high-performance road bicycles (100-160 psi) used by more competitive cyclists.

General Trail Surface Classifications

- **Soft Surface Trails** consist of local native soils with some additional material often added to improve compaction, traction, and erosion resistance. Trail surfaces can be loosely packed sand, gravel or uncompacted decomposed granite, or native soil.
- **Firm Surface Trails** include all firm surfaces such as compacted crushed stone and compacted, emulsified, or cemented particles of decomposed granite.
- **Hard Surface Trails** include asphalt or colored asphalt, concrete or colored concrete, and permeable concrete or permeable asphalt.

Samples of trail surface options are shown in **Figure 1-2**. Surface types recommended for different trail types are shown in **Table 1-1**.

FIGURE 1-2: Trail Surface Samples by Classification



TRAIL SURFACE CLASSIFICATIONS

TABLE 1-1: Recommended Surfaces and Edge Treatments by Trail Type

Trail Type	Soft Surface			Firm Surface		Hard Surface		
	 Uncompacted Native Soil	 Crushed rock, sand, or gravel	 Uncompacted decomposed granite (DG)	 Highly compacted chipped stone	 Heavily compacted or emulsified DG	 Standard or colored asphalt	 Standard or colored concrete	 Permeable concrete or asphalt
Natural Trail Types (Soft or Firm Surface)								
Nature Trail (Type 1)	X	X	X					
Multi-Use Recreation Trail (Type 2)				X	X			
Wide Dirt Trail or Utility Roadbed (Type 3)	X	X	X	X	X			
Recreation Trails / Active Transportation (Firm or Hard Surface)								
Roadside or Connector Trail (Type 4)				X	X	X	X	X
Connector Sidewalks or Special Street Crossings (Type 5)						X	X	X
Paved Shared Use Path (Type 6)						X	X	X

SURFACE FIRMNESS, STABILITY, AND SLIP RESISTANCE

Surface condition is a significant factor in how easily a person with a disability can travel along a trail. Trail surface firmness, stability, and slip-resistance affect all users, but are particularly important for people using mobility aid devices such as canes, crutches, wheelchairs, or walkers.

The accessibility of the trail surface is determined by a variety of factors including:

- Surface material
- Surface firmness and stability
- Slip Resistance
- Changes in level
- Size and design of surface openings

Surfacing material affects which user groups will be capable of using certain trail types. Trails surfaced with loose aggregates, such as those described in Type 1 to Type 3, are unusable by skaters. Loose aggregates also affect certain types of bicycles and users with strollers, scooters, and wheelchairs. Paved surfaces, such as those described in Types 4 to Type 6, accommodate all user types and meet ADA requirements.

Firmness is how a surface resists deformation by indentation when a person walks or wheels across it. A firm surface does not compress significantly under the forces of trail use.

Slip Resistance is based on the frictional force necessary to permit a person to move across a surface without slipping. A slip-resistant surface does not allow a shoe, wheelchair tires, or a crutch tip to slip when crossing the surface. Types 4, 5, and 6 trails should have a firm and stable surface, such as asphalt or concrete, and be designed to be slip-resistant during both dry and wet weather conditions. Other trail materials, such as compacted crushed stone or decomposed granite, are also firm and stable under most conditions, but are sometimes too loose to be ADA-compliant. The addition of bonding agents or emulsifiers can address this issue and improve longevity.

ABRUPT LEVEL CHANGES

Changes in level are defined as the maximum vertical change between two adjacent surfaces. Problematic examples that may occur along Types 4 and 6 trails include uneven transitions between trail bridge surfaces or walkways, cracks, or changes in natural ground level (often caused by seismic activity or tree roots). Although abrupt level changes are not desirable for people with mobility impairments, they are potentially even more of an issue for bicyclists and skaters traveling at higher speeds and can also cause pedestrian trip hazards. The risk is particularly acute for those who have difficulty lifting their feet off the ground or who have limited vision and may be unable to detect the level change. Catching a wheel on an obstacle or level change can easily tip wheeled devices as the individual's momentum continues forward despite the wheels having suddenly stopped. Minimizing or eliminating abrupt level changes, where possible, will greatly improve trail safety for all users.

DESIGN GUIDELINES

For Type 4, 5, and 6 trails, the following recommendations should be followed:

- Vertical level changes should not be incorporated in new construction.
- If unavoidable, small level changes up to a quarter inch may remain vertical without edge treatment.
- A beveled surface with a maximum slope of 50 percent should be added to small level changes.
- Level changes, such as curbs exceeding one-half inch, should be ramped or removed.

GRADE

People with mobility impairments find climbing steep grades difficult because of the additional effort required to travel over sloped surfaces. Both powered and manual wheelchairs are less stable on sloped surfaces, particularly if wet. Steep running grades are particularly difficult for users with mobility impairments when resting opportunities are not provided, but even less severe grades that extend over longer distances may tire users as much as shorter, steeper grades.



Source: Chattahoochee Nature Center

DESIGN GUIDELINES

- **Resting opportunities** should be provided along steep running grades to comply with ADA requirements. Climbing a steep grade requires considerable effort as is. Users should not be required to exert additional energy to simultaneously deal with other factors, such as steep cross slopes and vertical level changes.[1]
- Where possible, steeper segments of the total running grade exceeding 8.33 percent should be less than 30 percent of the total trail length. In general, the lengths of the steep sections should be minimized and kept free of other access barriers. [2]
- When designing trails where maximum grades must be met, the following recommendations on are generally to be used:
  - » Ideal: 0% - 5% for any distance
  - » Acceptable: For distances over 200 feet an average running grade of 10% or less is acceptable
  - » Acceptable: For distances under 200 feet an average running grade of 15% or less is acceptable
  - » Acceptable: For distances under 100 feet an average running grade of 20% or lessis acceptable
  - » Sufficient switchbacks should be provided to avoid excessive grades
  - » Type 1 trails may exceed 20% grade due to existing conditions or environmental constraints but for running grades of only brief distances
  - » Near the top and bottom of the maximum grade segments, the grade should gradually transition to less than five percent



Source: Cariboo Chilcotin Coast / CCTMA Emory Transportation

1 Refer to ABA Accessibility Standards 1017.8 Resting Intervals for standards

2 Refer to ABA Accessibility Standards 1017.7 Slopes

CROSS SLOPE AND DRAINAGE

Severe cross slope can make it difficult for wheelchair users and others to maintain lateral balance because they must constantly work against the force of gravity pulling them sideways, causing them to veer downhill. The impacts of cross slopes are compounded when combined with steep grades or unstable surfaces. Cross slope can be a barrier to people with mobility impairments, but some cross slope is necessary to drain water quickly off of trails.

Trail drainage openings are spaces or holes in the paved trail surface. On recreation trails, openings may occur naturally, such as a crack in a rock surface. However, on Type 4 and 6 trails, openings are usually constructed, such as spaces between boardwalk planks to allow water to drain from the surface. A catch basin or trench drain grate is an example of a drainage structure with openings that allow water to drain into a conveyance system, typically a framework of latticed or parallel bars that prevents large obstacles from falling through a drainage inlet but permits water and some sediment to pass through. Wheelchair casters or walkers, crutch and cane tips, in-line skate wheels, and narrow bicycle tires can get caught in poorly placed grates or gaps, creating a serious safety hazard.

DESIGN GUIDELINES

Cross Slope:

- The minimum cross slope necessary should be used for Types 4, 5 and 6 trails.
- A cross slope of two percent should be adequate for asphalt and concrete paved trails.
- A maximum cross slope of five percent is recommended for non-paved trails (Types 1, 2, and 3) with surfaces such as crushed aggregate or native soil.

Drainage:

Openings, such as drainage grates, should be located outside the trail tread. If placing openings in the trail cannot be avoided, employ the following specifications:

- Width: The size of the open space should not permit a 1 1/2 inch diameter sphere to pass through the opening. If a wider gap is unavoidable because of existing design constraints, it may be acceptable to extend the width to a maximum of three-quarters inch.
- Orientation: Grates must be oriented so that the long opening dimension is perpendicular to the trail.

ADDITIONAL TRAIL SURFACE CONSIDERATIONS

- **Bicycle Safety Precautions**: Since bicycles are easily deflected by surface irregularities, care must be taken to maintain a smooth surface and to avoid longitudinal gaps. Striping or other surface markings must be non-skid paint, emulsified plastic, or tape designed for that purpose.
- **Maintenance:** A regular sweeping plan may be helpful, especially wherever a paved trail must be installed low in the topography where debris from storm flows may accumulate, such as dipping down to pass under a bridge. Since the trail will be inundated more often than other segments, these specific locations may be more durably constructed with concrete.
- **Enhanced Materials:** For paved trails, new surfaces of highly compacted and emulsified decomposed granite can be used, or varieties of colored asphalt, colored concrete, or permeable asphalt or concrete can be considered. Although much more expensive than standard asphalt or concrete, these enhanced pavement types are useful for their aesthetic appeal, long wear patterns, and ability to infiltrate runoff (permeable surface types only).
- **Supporting Documents:** For this document, the majority of the accessibility recommendations for trail Type 6 Paved Class I Shared Use Trails are based on the American Association of State Highway and Transportation Officials (AASHTO) "shared-use path" guidelines. However, additional issues not addressed in the AASHTO bicycle facility guide are also included in this section. Additionally, grade recommendations are based on those developed in the Architectural Barriers Act Accessibility Standards because the maximum grades identified for cyclists in the AASHTO bicycle facility guide do not satisfactorily address the needs of some people with mobility impairments.

Trail Access

Trail access points can occur at various points along a trail and can include trailheads, staging areas, rest areas, turnouts, and vista points. Trail access points may be provided with various levels of amenities, depending on location, trail types, and need.

This section provides design guidelines and considerations for the development of trail access points, including:

- Trailheads
- Staging Areas
- Rest Areas or Combined Bus Stops
- Turnouts and Vista Points

TRAILHEADS

Trailheads are access points via which pedestrians, bicyclists, and other non-motorized users can access the trail system. Trailheads may also function as rest and orientation points, especially where two or more trails meet. Trailheads should be designed to include essential facilities, orientation, and informational signage to guide trail use. Trailheads may provide various levels of amenities, depending on location, trail types, and need. Trailhead amenities typically include informational and directional signage, trash and recycling receptacles, pet waste stations, and bicycle parking.



Source: Portland Running Company

DESIGN GUIDELINES

- **Amenities:** Trailheads may include the following amenities:
  - » Identifying entry feature sign
  - » Informational kiosk (trail system map, notice board, etc.)
  - » Directional signage
  - » Bicycle racks
  - » Trash and recycling receptacles
  - » Shade trees or structures
  - » Seating (benches or picnic tables)
  - » Fencing and gates (as needed)
- **Siting:** Trailheads should be provided at easy-to-find locations that offer safe and convenient access, especially near major roadways and transit stops.
- **Branding:** When trails intersect at trailheads, they are an opportunity to further 'brand' the trail system using consistent wayfinding, signage, and public art. See Trail Signage and Public Art sections for guidelines.

OTHER CONSIDERATIONS

- **Parking:** Trailheads that provide visitor parking may employ treatments to keep motor vehicles from entering the trail, such as regulatory signage and appropriate barriers, including landscaping or bollards.



Source: Ouray Trail Group

TRAIL STAGING AREAS

Trail staging areas are similar to trailheads but are more substantial and located at major trail system access points. Staging areas typically provide more amenities than trailheads, such as restrooms, parking, and water fountains. Staging areas are located at popular trails that attract trail users from across a region and are designed to welcome and accommodate a greater number of trail users than a standard trailhead.



Source: KTUA

DESIGN GUIDELINES

- **Amenities:** Major staging areas may include the following amenities:
  - Identifying entry feature
  - Informational kiosk (trail system map, notice board, etc.)
  - Directional signage
  - Bicycle racks
  - Trash and recycling receptacles
  - Shade trees or structures
  - Seating areas (benches)
  - Picnic tables
  - Water fountains for hikers, cyclists, riders, dogs, and horses
  - Off–street parking
  - Fencing and gates (as needed)
  - Restrooms or portable toilets
  - Minimal security lighting
  - Landscaping
  - Pull-through spaces for horse trailers (at specific staging areas)
  - Corral or horse tie-ups (at specific staging areas)

OTHER CONSIDERATIONS

- **Shade:** A shade structure is an open frame design that may be provided as an option at trail staging areas. They provide trail users the opportunity to rest and protect themselves from environmental factors such as rain, wind, and extreme heat. However, wherever possible, shade should be provided by trees, especially native species which can contribute to the City's tree canopy and reduce the urban heat island effect and greenhouse gas (GHG) emissions.

- **Restrooms:** Portable toilets are an interim facility that may be provided in the early years of a staging area's development. Portable toilets may also be brought in temporarily for special events. A restroom or comfort station building is an optional facility that may be provided at a later date if demand warrants it.

- **Parking:** Where on-street parking is readily available near a staging area, an accessible ramp should be provided where there is a curb, as well as an accessible route connecting the parking with the trail. Parking may be provided at other nearby locations, such as at civic facilities and commercial centers through joint-use agreements with property owners. Parking should be provided in accordance with City standards and ADA requirements.

REST AREAS OR COMBINED BUS STOPS

Rest areas provide an opportunity for users to move off the trail to stop and rest. Periodic rest areas are beneficial, particularly for people with mobility impairments who typically expend more effort to walk than other users. Rest areas are especially crucial when grade or cross slope demands increase. Rest area frequency should vary depending on the terrain and intended use. Popular and more difficult trails should therefore have more frequent opportunities for rest. Because most trails in the City's system will be along major roadways, many will be abutted by bus stops. These stops may be able to accommodate additional rest areas along the trail systems.



Source: Vert Design Studio

DESIGN GUIDELINES

- **Amenities:** Rest areas may include the following amenities:
  - » Seating (benches or picnic tables)
  - » Shade trees or structures
  - » Interpretive signage
  - » Water fountain (where feasible)
- **Design Characteristics:** In general, rest areas should have the following design characteristics:
  - » Cross slopes on paved surfaces not exceeding two percent and cross slopes on non-paved surfaces not exceeding five percent
  - » Firm and stable surface
  - » Minimum length of 10 feet and width of 4 feet for a standard 6 foot bench or seat
  - » Minimal change of grade and cross slope on the segment connecting the rest area with the pathway
  - » ADA-accessible seating whenever any seating is provided

OTHER CONSIDERATIONS

- **Combined Bus Stops:** Rest areas provide shade and seating, but care should be taken to provide separate seating for trail users and waiting bus passengers, so bus drivers do not continuously make stops — assuming the trail users are waiting for the bus. Instead, trail user seating could be installed on the trail side of the combined stop shelters, and screened from the view of approaching drivers, but be otherwise open for security.
- **Seating**: Seating should be included when possible to accommodate people with disabilities and those needing to rest while they wait for a bus or shuttle to arrive. Seating should have backrests and at least one armrest to provide support when standing or sitting.

TURNOUTS AND VISTA POINTS

A turnout is defined as either a widened section of trail that allows faster traffic to pass or a side path that allows users to pull over and rest off of the main trail. Vista points are a type of turnout specifically focused on scenic and culturally significant views and overlooks.



Source: KTUA - Vista point towards Carr Lake

DESIGN GUIDELINES

- **Amenities (Turnouts):** Turnouts may include the following amenities:
  - Widened pathway
  - Directional and/or mileage signs
  - Seating (bench or picnic table)
  - Shade trees and native vegetation
  - Trash and recycling receptacle
  - Fencing as needed
- **Amenities (Vista Points):** Vista points may include the following amenities:
  - Interpretive signage
  - Directional and/or mileage signs
  - Seating (bench or picnic table)
  - Shade trees and native vegetation
  - Trash and recycling receptacle
  - Fencing as needed

OTHER CONSIDERATIONS

- If space permits, vista points should incorporate interpretive signage to provide an educational opportunity in an area where trail users are more likely to pause and take an interest in the history or phenomenon of what they are viewing.
- If a vista point is located on a bridge deck, space may be limited and may only accommodate a widened pullout and, if room is available, a bench and signage.



Source: KTUA - Vista point towards Carr Lake

Trail Signage

Signage and wayfinding are a fundamental part of a functional and comprehensive urban trail network. Effective wayfinding systems create well-structured pathways that help travelers identify their location, ensure they are traveling in the desired direction, reach and recognize their intended destination, and navigate junctions and other decision-making points.

This section provides design guidelines and considerations for the development of trail signage and wayfinding, including:

- Guiding Principles
- Trail Naming and Branding
- Sign Mounting and Placement
- Signage Types (i.e., Directional, informational, educational, regulatory, etc.)

GUIDING PRINCIPLES

Signage type will vary depending on location, context, and purpose. However, regardless of sign type, all signage should be accessible, legible, and easy to understand by all trail users. Signs should be designed for immediate legibility from the perspective of a person walking or riding a bicycle. Factors like a bicyclist's intended lane position or height can inform sign design. However, the main design consideration is speed. Based on guidance from Portland, Oregon, people riding bicycles should be able to see an upcoming sign from about 100 feet away. Bicyclists should not have to stop to read a sign, so signs must clearly convey their message, ideally within a seven-second envelope. The following guiding principles should be applied when designing any trail signage to facilitate legibility and accessibility.







Source: KTUA

DESIGN GUIDELINES

- **Text:**
  - » Signs should be visible from roughly 100 feet away, so capital letters should be 2 to 2 1/2 inches tall.
  - » Signs should be mixed-case rather than all upper case.
  - » Minimize the number of lines of text (five maximum recommended).
  - » Because the City has a large Spanish speaking population, signage should be provided in Spanish and English to help increase the use of trails and other amenities along and near trails.
- **Contrast and Proximity:**
  - » There should be high contrast between text and background colors.
  - » Related pieces of information should be grouped and assigned similar sizes and shapes.
- **Consistency and Repetition:**
  - » Maintain a consistent color, font, and iconographic scheme.
  - » Strive to position signs at consistent heights and locations on standard mounting devices.
- **Simplicity and Legibility:**
  - » Use the shortest, most concise phrasing whenever possible.
  - » Consider using icons to supplement text for people not fluent in English.
- **Distance Measurements:**
  - » Confirmation, decision, and off-bicycle route signs should convey distances measured spatially (miles) or temporally (minutes), or both.

BRANDING

A strong trail branding program will convey a uniform quality, credibility, and experience to the users and communities it connects. The integration of consistent graphics, signage, trail elements, and amenities can visually enhance the trail experience, encourage trail usage, and make trails more comfortable for the user. The City should develop a set of branding guidelines and materials (i.e., fonts, colors, logos, etc.) to use across all signage in the trail system.





Source KTUA - Signage at the Salinas Trail and Dog Park as part of the AMOR Salinas Movement - a community commitment to citywide beautification through partnerships, volunteerism, education, and outreach.

DESIGN GUIDELINES

- **Naming**: Naming trails simplifies navigation and enhances the sense of place. Naming trails should be intentional and celebrate the local history, culture, community, or environment.

- **Consistency**: Trail naming and branding should be applied consistently across all signs in the trail system. Consistently repeating sign position, shape, color, and font helps trail users become familiar with these features, which helps them anticipate where signs will be placed and what information will be provided.

OTHER CONSIDERATIONS

- **Adopt-a-Trail Program:** An Adopt-a-Trail program can also be considered, allowing businesses or organizations to adopt a trail segment in exchange for their logo on segment signs. This type of program can also facilitate trail familiarity, stewardship, and ownership within the community.

WAYFINDING SIGNAGE

Wayfinding signage serves the broad role of providing trail users with a general understanding of the route they are currently traveling, the areas it serves, and its terminus. At its foundation, a wayfinding system should provide fundamental information related to trail **designation, destination, direction**, and **duration**.

- **Designation:** Each sign should designate itself as part of a branded wayfinding system or route, typically with a recurring and prominent icon or text, such as a City's trail system logo. This information should be displayed prominently at the top of the sign. The sign should indicate the route name, color, or logo.
- **Destination:** Destinations noted on wayfinding signage should be immediately recognizable and meaningful to most users. Every sign should present a set of destinations accessible from that point. Destination information is generally presented along the left side of the sign and is accompanied by direction and duration information.
- **Direction:** Directional arrows should be shown prominently on the same line as the destination.
- **Duration:** Duration information should include the distance to the destination (i.e., miles or feet) and may include an estimated walking travel time (i.e., 10 minutes, 2 hours, etc.). Duration information is shown on the same line as the destination.

DESIGN GUIDELINES

- **Placement:** Wayfinding signage can be installed at access points and major trail intersections such as trailheads, periodically along system trails, and anywhere users may conveniently intersect the trail system. The trail network should be signed in tandem with other alternative transportation routes, such as bicycle routes in neighboring jurisdictions, historic and/or cultural walking tours, and wherever possible, local transit systems.
- **Mounting:** Signs should be mounted in consistent, conspicuous locations. Clear sightlines, free of vegetation and other obstructions, need to be maintained between the path of travel and the signs. Along roadways, best practice is to mount wayfinding signs on their own poles. Signs should not be mounted to traffic signals, lighting, utility, or transit stop poles. The bottom of pole-mounted signs should be at least 7 feet above the ground.

OTHER CONSIDERATIONS

- Wayfinding signage functions best as a part of a system linked with area maps.



Source: KTUA

OTHER SIGNAGE TYPES



Source: KUT Radio



Source: Avid Trails



Source: KJZZ

Trail Mileage/Distance Markers

Trail mileage or distance markers appropriately installed at regular intervals along a trail communicate to users their distance traveled between access points, provide visual assurance that they are on a specific route, and help orient first responders and maintenance crews to address specific needs.

DESIGN GUIDELINES

- Mileage markers should be measured in miles and be installed at quarter-mile intervals.
- Markers should be designed to quickly and effectively communicate information.
- Short and concise text, high contrast between text and background colors, and any existing trail branding should all be considered when designing trail markers.

Directional Signage

Directional signs provide route and distance information to major destinations and amenities. Directional and other typical signage should occur primarily at staging areas, trailheads, and anywhere users may conveniently intersect the route system.

DESIGN GUIDELINES

- Directional signs should be installed at access points and major intersections.
- Roadway names should be evident wherever shared-use pathways or natural surface trails cross them.
- Supplementary information may be added to directional signs at the discretion of individual agencies.

Warning Signage

Providing trail users with a safe and comfortable trail experience is critical. Warning signs communicate important information that will help keep users safe on and off the trail. Warning signs may caution trail users about approaching intersections, off-limit private properties and trespassing areas, ecologically sensitive areas, potential dangers, or a trail's difficulty level.

DESIGN GUIDELINES

- Warning signs should display information in a manner that is concise, bold, and easily understood.

OTHER SIGNAGE TYPES



Source: Pannier Graphics



Source: Virginia Department of Conservation and Recreation



Source: Access Trails

Interpretive/Educational Signage

Interpretive signage enhances the trail user experience by providing unique information about the area's history, culture, ecology, geology, geography, and other relevant topics. Signs may feature local and regional ecology, people, environmental issues, and other educational information. Often, signs are placed at trailheads and vista points where users are more likely to spend time resting or enjoying the view.

DESIGN GUIDELINES

- Interpretive signs should be concise, easy to understand, and include the established branding for the trail system, if available.
- Interpretive signs can be designed and installed in a variety of styles, such as textual messages, plaques, markers, panels, kiosks, and art.
- Interpretive signs may be placed almost anywhere throughout the trail network. Their placement may coincide with a point of public interest, scenic view area, or near a specific element of educational value.
- Interpretive signs may also include supplementary information via trail maps, educational brochures, QR tags, or other trending digital communications platforms such as augmented reality (AR) applications.

Regulatory Signage

Regulatory signage can be used to inform trail users of proper trail use and etiquette, which promotes user safety and comfort. It is important to post trail use regulations at key access points, such as staging areas and trailheads, as well as on maps, brochures, and other informational materials.

DESIGN GUIDELINES

- Regulatory signs should identify the managing agency, organization, or group and incorporate the relevant rules and regulations from the managing party.
- Regulatory signage should be coordinated with relevant City policies and, where applicable, the policies of other jurisdictions or property owners.
- When related to on-street routes, regulatory signage should conform to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.

Trail Amenities

Trail amenities refer to a variety of features that can be installed along trails to enhance the trail user experience. Trail amenities can include, but are not limited to informational kiosks, trash and recycling receptacles, restrooms, drinking fountains, seating, shade trees or structures, bicycle or vehicle parking, fencing, public art, and more.

The trail amenities outlined in this section are intended to provide the City with a toolkit to use to guide the enhancement of existing trails and the development of new ones. This toolkit includes a menu of trail basic amenity options for the City to consider. The City is encouraged to explore and install additional trail amenities beyond those included in this document to meet the unique needs of the community.

This section provides design guidelines and considerations for the development of trail amenities, including:

- Furnishing
  - » Seating
  - » Drinking fountains
  - » Trash and recycling receptacles
  - » Bicycle parking
  - » Emergency stations
  - » Pet waste stations
  - » Fitness stations
- Public Art
- Bridges
- Lighting
- Landscaping
- Fencing

FURNISHING

Trail furnishings provide a range of services to trail users related to safety, comfort, and enjoyment. Trail furnishings may include seating, drinking fountains, trash and recycling receptacles, bicycle parking, and emergency, pet waste, and fitness stations. The furnishings provided at each trail will vary by trail type, location, funding, and other contextual factors. The furnishings described in this section (as well as others not listed in this document) may be provided at trailheads, staging areas, rest areas, and vista points along trails.

While the type of furnishings will vary across trails, a cohesive family of furnishings creates continuity and reinforces the feel and look of the trail system. Furnishings can vary in style, materials, and costs. To the extent possible, the style, materials, and model of each furnishing type should be consistent throughout the trail system.

Seating

Seating (benches or picnic tables) at trailheads, staging areas, rest areas, and viewpoints should support trail use by people of all ages and abilities, as well as provide opportunities for memorial donations, service projects, visual continuity, and "branding" of the trail systems.



Source: KTUA - Seating with shade along trails near E Boronda Road and Natividad Park

DESIGN GUIDELINES

- **Placement:**
  - » Benches and picnic tables may be interspersed or grouped, depending on the available space and terrain of the site.
  - » Where possible, seating should be located adjacent to and on the north side of shade trees or structures to facilitate shaded seating during the summer.
  - » Seating may be situated away from the trail if part of an interpretive station, special activity area, or to take advantage of views, but all seating should be accessible via a designated connecting path.
- **Accessibility:**
  - » To increase accessibility, seating should consist of benches with backs and at least one armrest to allow all users to easily support themselves as they sit or stand.
  - » For paved trails, all seating needs to be on an accessible paved surface offset a minimum of 3 feet from the trail, but contiguous with the trail or trailhead's paving. Seating area paving needs to include adequate space adjacent to the seating for people who use wheelchairs to be able to rest next to their companions.
- **Alternative Materials:** Other alternatives to fabricated benches or picnic tables could include the use of large boulders or logs for seating in more rural or natural settings. However, accessible seating should be provided wherever seating is provided.

FURNISHING



Source: Shawnee Water Fountain



Source: KTUA - Trash receptacles with art from local artists.



Source: Rave Mobility Safety

Drinking Fountains

Drinking fountains should be a standard component of trailheads and staging areas, as well as rest areas where water supply is available.

DESIGN GUIDELINES

- Accessible designs should be selected that include high and low spigots and basins, a ground-level bowl for pets, and the ability to fill bottles.
- Design, color, and style should be consistent throughout the trail system and can serve as an opportunity for public art or City branding.
- Trailheads, staging areas, or rest areas immediately adjacent to parks that provide drinking fountains may not require fountains. In these cases, signage should direct trail users to nearby drinking fountains.

Trash and Recycling Receptacles

Trash and recycling receptacles should be provided at all trailheads, staging areas, rest areas, and anywhere seating is provided. Design, color, and style should be consistent throughout the trail system and can serve as an opportunity for public art or City branding.

DESIGN GUIDELINES

- Receptacles should be durable and secured to their locations to help prevent theft and vandalism.
- Receptacles should be placed near seating areas, but not directly adjacent to minimize odor impacts to those seated.
- Receptacles should be emptied regularly to prevent overflow and littering.
- When possible, receptacles should be accompanied by informational signage to educate the public about proper waste reduction and disposal practices.

Emergency Stations

Emergency phone stations may be provided for trail locations that are considered remote or have a documented high crime or safety risk. They typically employ vandal-resistant emergency phone faceplates and always-lit blue beacons mounted on the top. The blue light remains on at night to assist with locating the user and flashes when the emergency phone is activated to attract attention to the location. Models are available with wireless, solar, and surveillance options. Installation requirements will be determined by the City on a case-by-case basis.

FURNISHING



Source: CycleSafe



Source: Ground Control Systems

Bicycle Parking

The potential for bicycle theft and lack of secure parking are often cited as reasons people hesitate to ride a bicycle to reach their destination. The same consideration should be given to bicyclists as to vehicle drivers, who expect convenient and secure parking to and from their destinations. Secure bicycle parking is an integral part of an interconnected urban trail system because it allows bicyclists to leave their bicycles unattended at their destination with ease and comfort.

DESIGN GUIDELINES

- Bicycle racks should be located in visible and well-lit locations.
- Bicycle racks should be no further from the trail entrance than the closest vehicle parking space and should not interfere with pedestrian movement.
- Bicycle racks should support the bicycle at two points and enable proper locking, allowing users to secure a typical U-lock around the frame and one wheel to the locking area of the rack. See the Association of Pedestrian and Bicycle Professionals (APBP) Bike Parking Guidelines for information on bicycle parking design and placement.

Triathlon Style Racks:

- A new type of rack, based on the temporary racks provided at bicycle races and triathlons, is becoming more prevalent, especially at trailheads served by restrooms.
- These "triathlon style racks" allow groups of riders to temporarily store their bicycles in a convenient, space-efficient manner.
- This rack type provides a means to hang the bicycle by the saddle from a support beam without locking it in place. It is intended to serve users passing through an area who are not likely to carry a U-lock and do not intend to leave their bicycles unattended. These users tend to ride with friends or in groups, allowing them to take turns watching each other's bicycles while gearing up, using the restroom, or refilling their water bottles.

FURNISHING



Source: Adventure Play Systems

Fitness Stations

Fitness stations provide trail users with opportunities to incorporate exercises into their walk, hike, or bicycle ride.

DESIGN GUIDELINES

- Fitness stations should be equipped with exercise equipment specifically designed for outdoor use.
- Fitness stations may be located at parks or trailheads, distributed along the length of a trail or path, or clustered in specific exercise areas as outdoor gyms.
- Clustering fitness equipment at trailheads improves trail system visibility, encourages socialization, and allows several people to use the station at one time.
- Fitness stations may include QR codes that provide guidance on how to use the equipment and exercise details.



Source: Shell Rock River Watershed District

Pet Waste Stations

The popularity of people walking, jogging, and bicycling alongside their dogs on trails continues to grow. Trails provide an opportunity for dogs and their owners to maintain a healthy lifestyle. Providing pet waste stations along trails is critical to reducing the amount of pet waste left along a trail to pollute the environment and create unpleasant odors.

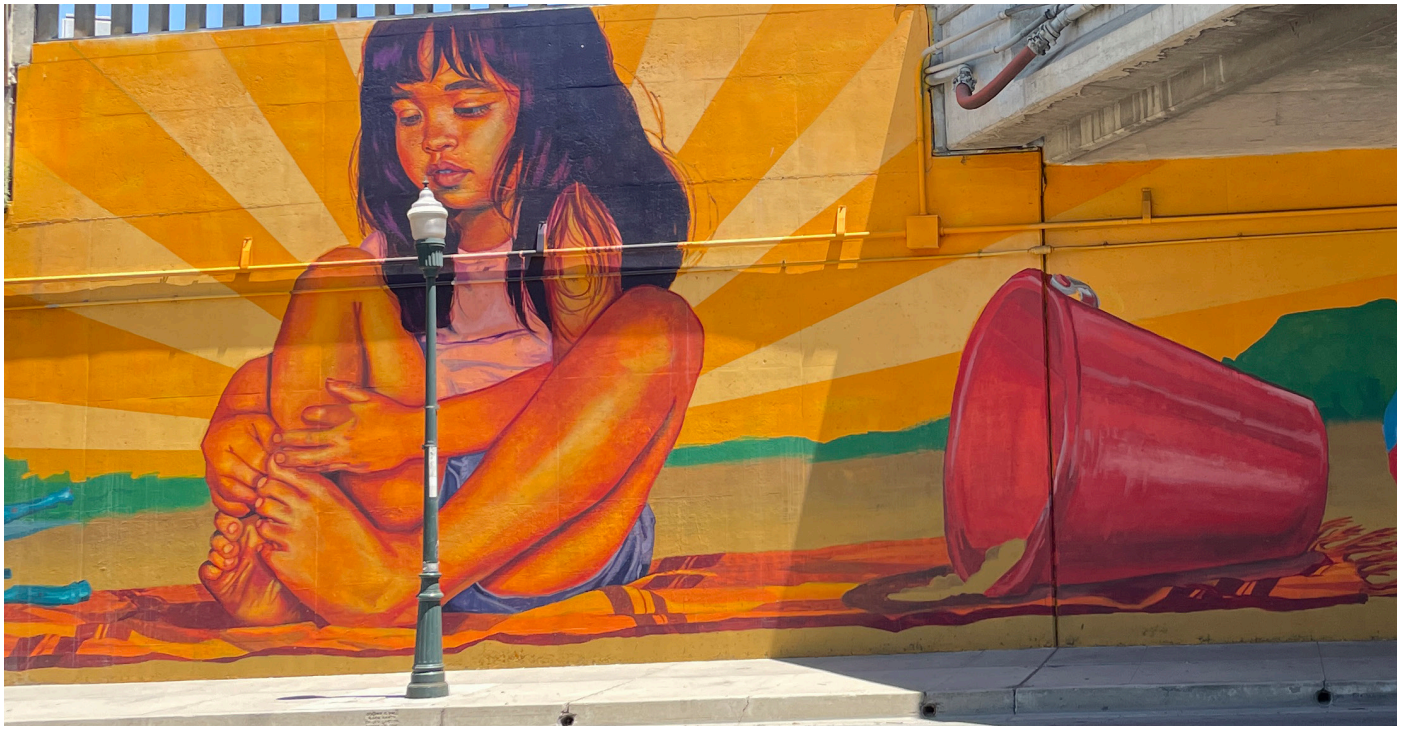
DESIGN GUIDELINES

- Pet waste bag dispensers should be provided in conjunction with trash receptacles or on stand-alone mounting posts in areas without trash receptacles.
- Pet waste stations should be equipped with signs stating the following:
  - » All dogs in the City must be on a leash or under the immediate control of a responsible person.
  - » Owners are responsible for cleaning up after their pet.

PUBLIC ART

Art can make trails more interesting, enjoyable, and meaningful to trail users, which can help elevate a trail system from practical infrastructure to a valued community asset. Art can encourage public engagement and stewardship, as well as create a sense of identity for different trail systems that is either distinct or cohesive between trails.

The City has established a framework for expanding the integration of public art throughout the city, including along trails and transportation corridors, through the Salinas Public Art Master Plan (2020). Refer to the ***Salinas Public Art Master Plan (2020)*** for policies, guidelines, and programs related to public art.



Source: KTUA

DESIGN GUIDELINES

- Public art themes should celebrate the local culture, history, community, and environment.
- Public art can include, but is not limited to murals, sculptures, landscaping, lighting, and decorative walkways, benches, tables, or shade structures.
- Public art along trails can incorporate sensory features like aromatic or seasonal plants, wildlife attractors such as water features, or outdoor musical instruments.
- Public art should be created by local artists to support community members.
- Public art should be visible from the trail, but should not obstruct trail or path use. However, tactical or sensory art should be placed within reach of trail users.

OTHER CONSIDERATIONS

- **Trailheads:** Trailheads can be especially important functional and symbolic places because they serve as portals to a trail system and are where trail users are likely to gather, meet, and rest. For many trail users, trailheads also represent a trail's visual identity. Site-specific artworks that explore narratives through interesting materials, color, and form can be used to mark each trailhead to help create a sense of welcome and discovery.
- **Adjacent Infrastructure:** Infrastructure adjacent to trails can also become a part of the overall trail system experience through the use of public art. For example, artistic markings can be incorporated into intersections and where trails cross roadways to draw attention to the trail system. Transitions like roadway crossings, turns, or landscape changes can also be decorated with artistic trail markers.

LANDSCAPING

Landscaping for trails creates a welcoming environment for trail uses, contributes to the sense of security for public safety, creates habitat for local wildlife, and provides environmental and public health benefits. A robust strategy for urban greening and landscaping is provided in the ***Salinas Neighborhood Vibrancy-Urban Greening Plan (2017)*** and should be referred to, along with other City standards, when designing landscaping for trails.



Source: KTUA

DESIGN GUIDELINES

- **Plant Selection:** Landscaping along trails should prioritize native and/or drought tolerant species and follow City plant palettes and preferred species lists (See Preferred Tree List in the Salinas Neighborhood Vibrancy-Urban Greening Plan). Like other trail system attributes, maintaining consistency in plant types, density, and maintenance will help solidify the trail system "branding" throughout the city.
- **Visibility & Safety:**
  - » Landscaping for trail types 3-6 should maintain open views between 2 and 6 feet above ground for added safety, visibility, and comfort.
  - » The perimeter of parking lots should be landscaped and screened for appearance and safety purposes and to maintain open views.

OTHER CONSIDERATIONS

- **Benefits:** Trailhead landscaping has the potential to transform an area into something community members notice, take pride in, and care for. In addition to enhancing the appearance of different areas of the City native plant landscaping also contributes to the:
  - » Reduction of the heat island effect generated by urban development
  - » Reduction of water use by the planting of native vegetation
  - » Protection of public health by enhancing pedestrian safety



Source: KTUA

BICYCLE AND PEDESTRIAN BRIDGE TYPES

Bridges create opportunities for overlooks, habitat protection, loop trails, and trail connections, as well as provide maintenance, operational, and emergency service access. The need for bridges is dependent on cost-effectiveness and the physical constraints of the selected location.



Source: MAADI Group

Wood Trail Bridges

Wood trail bridges can provide cost-effective minor drainage crossings while supporting route character. Since the life span of wood is limited, composite lumber may be considered as an alternative deck material, especially if equestrian use is anticipated.

DESIGN GUIDELINES

- If bridge height is greater than 30 inches, guardrails should be at least 42 inches higher than the deck surface.
- Spans greater than 10 feet should generally be engineered and may require site-specific geotechnical work.
- It should be noted that long-span wood construction requires similar requirements for abutments and foundation supports as steel truss bridges.



Source: True North Steel

Prefabricated Steel Truss Trail Bridge

Prefabricated steel truss bridges can clear spans of over 100 feet and are commonly used in parks and trail environments for long-span crossings. Prefabricated steel truss bridges are available in a variety of design styles and truss types to accommodate site aesthetics and clearance requirements. Single-span prefabricated steel truss bridges are most economical where construction access to planned abutments is readily available, including clearance for crane operations. Constructing longer, multiple spans may require intermediate, in-stream bends, or shoring.

DESIGN GUIDELINES

- Designing spans greater than 60 feet usually requires abutment design with special consideration to address superstructure movement due to temperature fluctuations.
- A concrete-grade beam foundation should be a minimum abutment requirement for steel truss bridges. Timber sills or gabions are not allowed.
- Additional design considerations for prefabricated steel truss bridges include finishes such as:
  - » Weathered (Cor-Ten) steel
  - » Paint or galvanizing and deck options such as cast-in-place reinforced concrete
  - » Precast planks
  - » Open grating, composite, or wood decking

BICYCLE AND PEDESTRIAN BRIDGE TYPES



Source: Archiproducts



Source: KTUA

Fiberglass Reinforced Polymer

Fiberglass-reinforced polymer (FRP) bridges are superior in strength and corrosion resistance to concrete and are much lighter. These attributes make it popular for bridge deck retrofit projects since replacement with FRP does not require structural modifications. Smaller bridges are available fully prefabricated from FRP and FRP is widely used for decking for larger bridges. FRP bridges have a typical expected working life of 75 years.

Deck Surface

Unlike most vehicular bridges, the wearing surface for smaller bicycle and pedestrian bridges may be a structural element intended to last for a considerable length of time.

DESIGN GUIDELINES

- Modular decking, such as wood or composite planking, should extend across the full width of the bridge surface to avoid butt joints that could adversely affect bicyclists and wheelchair users.

General Bridge Considerations

The bridge types previously outlined are all commonly used for trails and are typically 12 feet wide.

DESIGN GUIDELINES

- Should a wider multi-purpose bridge be desired to accommodate high use levels, or to support maintenance or patrol vehicles, it should be at least 20 feet wide and constructed to an appropriate load rating.
- All bridges should be level and avoid a step-up if the trail is intended to be ADA-compliant.

LIGHTING

Appropriate signage and after-dark policies can support or prevent nighttime trail use. Trails themselves do not require lighting, but where there is a demonstrated need, such as in the urban setting of paved Class I shared use paths, lighting can be used to provide a measure of trail safety and security and to support bicycle commuting at night.

Properly installed, well-placed, and regularly maintained lighting will improve visibility, and increase overall trail access and convenience – giving trail users a sense of security. Lighting allows users to see changes in path direction and any surface deformities and unevenness, reduces the possibility of user collisions with an object or each other, and allows trail users to recognize potential threats to their safety. The need for lighting should be carefully determined on a case-by-case basis.



Example of pedestrian scale lighting along trail

DESIGN GUIDELINES

Placement:

- Lighting should be considered at trailheads, entrances and exits of bridges, roadway crossings, and along street-based trails.
- Lighting should not be considered where nighttime use is not expected, next to sensitive wildlife habitat areas, or adjacent to residential areas in darker rural areas of the trail system.
- Lighting should be provided in areas where nighttime use is not prohibited, such as:
  - » Roadway crossings
  - » Trail intersections with another trail or sidewalk
  - » Trailheads and other access points
  - » Bridge entrances and exits
  - » Through tunnels and underpasses
  - » Where nighttime security may be an issue
  - » At unauthorized vehicle entry barriers
  - » Along popular bicycle commute routes

Selection:

- As appropriate, dark sky-compliant lighting should be selected to minimize light pollution cast into the sky while maximizing light cast onto the trail.
- There are a wide variety of lighting options to choose from in terms of style and material selection, as well as energy efficiency. Matching or complementing light fixture styles and types with other site furnishings will strengthen the overall trail system "brand." Lighting fixtures should be consistent along facilities or by brand.
- Lighting should meet recommended horizontal and vertical clearances. Luminaires and standards should be at a trail-appropriate scale. Trail lighting fixtures will therefore be shorter and closer together than typical streetlamps to provide the same light intensity.
- Light output color should also be considered since consistent color illumination will visually enhance and link the trail system at night. All light sources should provide a warm white colored light.

LIGHTING



Source: First Light Technologies

- Average maintained horizontal illumination levels of 1-half to 2-foot candles should be provided. Where special security problems may exist, higher illumination levels should be considered.
- Lighted bollards minimize spillover onto adjacent sensitive land uses but, in general, bollards are less efficient than overhead fixtures because more bollard fixtures are needed to light the same linear distance or to provide the same light level. Bollards are therefore only to be used as location markers or to warn of surface changes.

Energy Conservation:

- Light Emitting Diode (LED), solar-powered, and adaptive control lighting fixtures should be used where appropriate to facilitate energy efficiency and savings.
  - » Energy-efficient LED lighting fixtures should be used to save energy and associated costs.
  - » Self-contained solar, battery-equipped fixtures should be considered as a self-sustaining lighting option that would not require power cable installation.
  - » Adaptive control lighting technology that activates only when users come within the range of integrated motion sensors should be considered in special circumstances. This could be applied to trail system lighting to reduce electricity use, maintenance, and light spillover into adjacent sensitive land uses.

Guidance:

The American Association of State Highway and Transportation Officials' (AASHTO) Guide for the Development of Bicycle Facilities includes shared-use path lighting guidance, but a qualified lighting expert should be consulted before making any lighting design decisions. Doing so can reduce up-front fixed costs and long-term energy costs.



Source: Lumega

FENCING

Fencing can serve multiple purposes along trail facilities, including access control, visual screening, channeling of trail users, and reducing liability concerns. Where fencing and gates are needed, they can help reinforce the desired trail theme and brand. This section describes six fencing options to consider for different trail needs and settings.



Source: KTUA



Source: KTUA



Source: KTUA

Low Security Fencing

Low security fencing provides a minimal level of access control and is intended to blend into its surroundings aesthetically. It should be used in areas where trespass is not likely, but where adjacent uses, sensitive species, or habitats would benefit from somewhat limited disturbance. This fencing type has a more rustic character than the other types, and relatively open visibility, but it provides enough visibility for effective boundary delineation.

DESIGN GUIDELINES

- This fencing type may be wood with wood cross members or galvanized cable between posts and it should be at least 42 inches high when adjacent to shared use paths.

OTHER CONSIDERATIONS

- Railing is a fencing type that may also be an appropriate physical barrier along trails as an alternative to other methods, such as dense landscaping, especially where space is limited and safety is a concern. Typical railing locations are:
  - » Adjacent to parallel roadways less than 5 feet from the edge of the trail's shoulder and between the edge of the trail pavement and top of an adjacent slope.
  - » Protective railings should be provided to barricade trail use adjacent to slopes steeper than 2:1 within 5 feet of the pavement (or natural surface side paths, if provided), as well as along drop-offs or canals.

Medium Security Fencing

Medium security fencing is typically used for more stringent access control, such as immediately adjacent to sensitive private properties or other land uses where more access control is desired.

DESIGN GUIDELINES

- This fencing should be 6 feet tall and be designed to exclude humans and dogs.
- It may be a standard galvanized chain link or it could be coated if a less conspicuous appearance is desired. In general, matte black is the least visually prominent compared to bare galvanizing.

FENCING



Source: KTUA

High Security Fencing

High security fencing is relatively costly and should be used only where a high level of security is necessary, such as adjacent to sensitive land uses or hazards from which trail users must be restricted.

DESIGN GUIDELINES

- Powder-coated or welded wire fencing with integrated metal posts is recommended. Conventional picket fencing may also be appropriate in certain situations.
- High trespass prevention and security can be accomplished through closely spaced heavy gauge wire that eliminates the need for horizontal members and potential hand or toe holds. Doing so makes it difficult to insert cutting tools like bolt cutters into this fencing type.
- Some visual screening can be provided with evergreen vine plantings if desired.



Source: KTUA

Privacy Fencing

Privacy fencing provides trespass prevention, security, and privacy for adjacent landowners.

DESIGN GUIDELINES

- A 6-foot concrete or concrete masonry privacy fence should be provided where visual screening is necessary.
- While relatively costly, concrete construction increases fence lifespan, reduces long-term maintenance costs, and blocks noise well.
- If the potential exists for the vandalism of privacy fencing, the fence should be treated with a graffiti-resistant coating.



Source: Yard Fencing Genius

Decorative Fencing

Decorative fencing can add visual interest to a trail and could be used at gateways, trailheads, or adjacent to neighborhoods. This type of fencing could serve as either a unifying design element throughout the trail system or a component of a public art program.

DESIGN GUIDELINES

- Fencing should be designed as needed to address specific needs by fine-tuning height, opacity, and artistic features.
- For large-scale installations, laser and water jet cutting and fabricating can enliven virtually any two-dimensional surface. Due to cost, such embellishments should be confined to major gateways or trailheads where they can help draw attention to the trail system.

FENCING



Source: KTUA - Example of non-recommended folding/collapsible bollards



Source: Outdoor Design Source

Removable/Moveable Fencing

Removable or moveable fencing, such as gates or bollards, can be used to stop unauthorized motor vehicles from entering, while still allowing emergency and maintenance access. However, this type of fencing can create barriers or hazards for trail users. Caltrans does not allow this fencing within the traveled way of paved trails. For these reasons, this form of fencing is not recommended and should only be used if unauthorized vehicle encroachment is a documented issue or threat.

DESIGN GUIDELINES

- Removable or movable fencing may be installed where necessary, but must leave a flush surface when the barrier is removed.
- Bollards, plantings, or similar obstacles should, at a minimum, be:
  - » Yielding to minimize injury to bicyclists and pedestrians who may strike them.
  - » Illuminated or reflectorized for night-time visibility and painted, coated, or manufactured of material in a bright color to enhance daytime visibility.
  - » Spaced to leave a minimum of 5 feet of clearance of paved area between obstacles (measured from bollard to face of adjacent obstacle).
  - » Positioned symmetrically about the center line of the path to help mark and separate the travel directions.
  - » Positioned so an even number of travel lanes are created, with a minimum of two paths of travel. An odd number of openings increases the risk of head-on collisions if traffic in both directions tries to use the same opening.
  - » Placed with advance warning signs or painted pavement markings where sight distance is limited.
  - » Placed 10 to 30 feet back from an intersection, and 5 to 10 feet from a bridge, so bicyclists approach obstacles straight-on and maintenance vehicles can be pulled off-road.
  - » Not be used to force bicyclists to slow down, stop, or dismount.

TABLE 1-2: Recommended Amenities by Trail Type

TRAIL TYPE NAME	OFF-STREET PARKING	ON-STREET PARKING	RESTROOMS	MAJOR KIOSK WITH INFO & MAPS	MINOR KIOSK WITH MAPS	TRAIL NAME & REGULATORY SIGNS	TRAIL USERS POST WITH ICONS	GATEWAY MONUMENT OR OVERHEAD	OVERHEAD SHADE STRUCTURES	INTERPRETIVE FACILITIES	PUBLIC ART	VISTA PULLOUTS OR VIEWPOINTS	PICNIC TABLES	BENCHES	TRASH RECEPTACLE	DOG WASTE DISPENSER	BICYCLE RACKS	DRINKING FOUNTAIN	SECURITY LEVEL LIGHTING	PEDESTRIAN LEVEL TRAIL LIGHTING	NON-NATIVE SHADE TREES & SHRUBS	NATIVE TREES & SHRUBS
Natural Trail Types (Soft or Firm Surface)																						
Nature Trail (Type 1)	✓	✓	✓	✓	✓	✓	✓			✓		✓		✓	✓	✓	✓				✓	✓
Multi-Use Recreation Trail (Type 2)	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
Wide Dirt Trail or Utility Roadbed (Type 3)		✓			✓	✓	✓					✓			✓	✓						
Recreation Trails / Active Transportation (Firm or Hard Surface)																						
Roadside or Connector Trail (Type 4)					✓	✓	✓		✓		✓	✓		✓	✓	✓				✓	✓	✓
Connector Sidewalks or Special Street Crossings (Type 5)						✓								✓	✓	✓			✓	✓	✓	
Paved Shared Use Path (Type 6)	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓



Bicycle

Active transportation is encouraged through the increase use of bicycling and this section provides design guidelines and considerations for:

- **Class I:** Shared Use Path
- **Class II:** Bicycle Lanes
- **Class III:** Bicycle Routes
- **Class IV:** Separated Bikeway
- Edge Lane Road
- Bike Box
- Two-Stage Bicycle Turnbox
- Diverters
- Bicycle Signals
- Transit
- Bicycle Treatments - Transit
- Bicycle Treatments - Roundabout
- Mixing Zones
- Bicycle Parking
- Road Diets
- Protected/Dedicated Intersections

CLASS I: SHARED USE PATH

Class I shared use paths, also known as multi-use paths, are two-way facilities dedicated to non-motorized users with an alignment independent of the roadway system. Class I shared use paths are typically installed along bodies of water, utility rights-of-way, abandoned railroad rights-of-way, or within schools, parks, or planned developments.



Source: KTUA

DESIGN GUIDELINES

- The paved width of a Class I shared use path should be 8 feet minimum (acceptable only at constrained locations), 10 feet preferred for two-way travel. If the path is anticipated to accommodate high volumes of non-motorized users, the preferred width is 14 feet. The minimum paved width for a one-way bicycle path should be 5 feet.
- A minimum 2 foot shoulder should be provided on either side of the bicycle path.
- A minimum 2 foot clearance from the edge of pavement to any obstructions should be provided, 3 feet is preferred.
  - » Pavement markings and signing can be used to designate direction of travel or speed of travel.
  - » Class I shared use paths must be designed to be accessible per ADA requirements.

OTHER CONSIDERATIONS

- Path entrances should be designed to prevent entry from vehicles.
- A Class I shared use path differs from a trail in that it is required to be paved.
- A sidepath differs from a Class I shared use path in that the sidepath runs parallel to a roadway.
- If an adjacent sidewalk is provided, pedestrians are required to use the sidewalk, and the Class I path would be dedicated to bicycles only.
- Lighting for bicycle paths is important and should be considered where nighttime use is not prohibited.



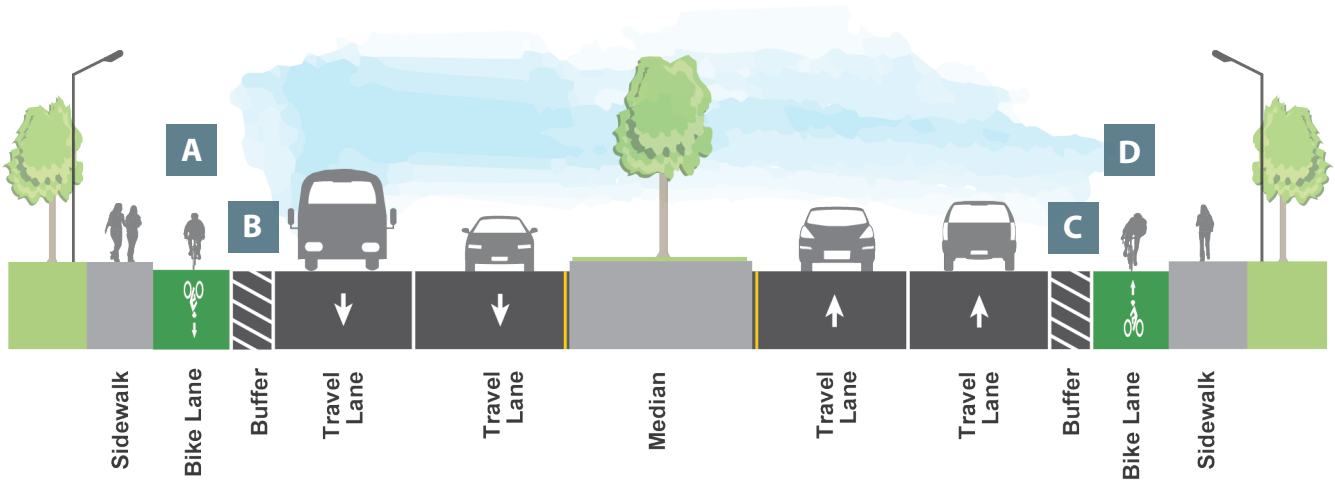
Source: KTUA

REFERENCES

California Highway Design Manual (HDM), Chapter 1000

CLASS II: BICYCLE LANES

Class II bicycle lanes are one-way facilities that dedicate right-of-way to bicyclists within the roadway using a combination of pavement markings and signs. Bicycle lanes should include buffer space whenever feasible to separate bicyclists and vehicles.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Width of a Class II bicycle lane should be 5 feet minimum, 6 feet preferred. The width should not exceed 8 feet to avoid confusion for a vehicle travel lane. The width of the bicycle lane should not include the gutter pan.

B Horizontal buffers should be provided and should be a minimum of 2 feet, 3 feet preferred.

C Diagonal cross hatching at 45 degree angles should be provided within the buffer spaced 10 feet to 40 feet apart.

D Bicycle lane markings should be installed at the beginning of every block, and at regular intervals along lane.

- » Bicycle lanes should be provided on streets with moderate traffic volumes and relatively low travel speeds. Class IV separated bikeways should be considered on roadways with volumes over 10,000 ADT and speeds over 30 MPH.
- » Bicycle lanes should be designed and installed according to the latest version of the CA MUTCD.

REFERENCES

California Highway Design Manual (HDM), Chapter 1000

California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014, Revision 8

OTHER CONSIDERATIONS

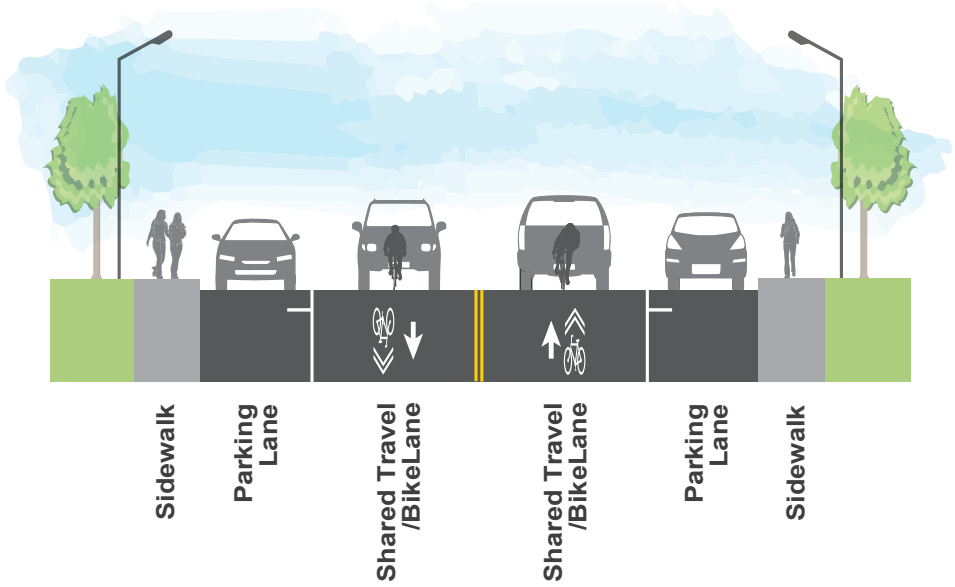
- Buffers can be installed between the bicycle lane and vehicle travel lane, or between the bicycle lane and parking lane.
- Bicycle lanes are typically found on the right side of the roadway, but can be installed on the left side.
- Bicycle lanes are typically installed in the same direction of vehicle travel, but can be contraflow.



Source: KTUA

CLASS III: BICYCLE ROUTES

Class III bicycle routes are designated routes on low speed, low volume roadways that do not necessitate dedicated space for bicyclists where bicyclists and motorists are expected to share the road. These roadways can be designated as bicycle boulevards with enhancements including signing and pavement markings, volume management strategies such as diverters, and speed management strategies such as neighborhood traffic circles.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

- At a minimum, signing should indicate the roadway is a bicycle route, and sharrows should be provided immediately after an intersection and at regular intervals (250 feet minimum) along the route.
- Sharrows should be placed where bicyclists should travel within the shared lane.
- Bicycle routes should be continuous (at least 2 miles long) and have minimal turns
- Bicycle routes should be implemented on streets with very low traffic volumes and travel speeds. Bicycle routes should not be considered on roadways with volumes over 3,000 ADT and speeds over 25 MPH, unless traffic volume and speed management strategies are proposed and anticipated to achieve these thresholds.
- Bicycle boulevards should be designed to prioritize bicycles at intersections.

REFERENCES

California Highway Design Manual (HDM), Chapter 1000

California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014, Revision 8

OTHER CONSIDERATIONS

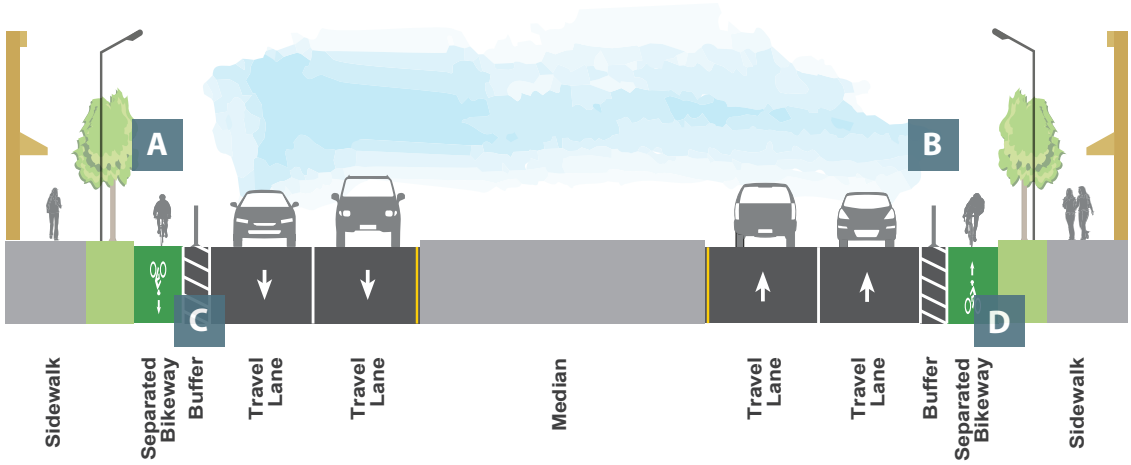
- Sharrows not only indicate to a bicyclists where to ride in the lane, but also remind motorists that bicyclists can be expected to be traveling in the roadway.
- Sharrow chevrons can be angled to provide route guidance if the route makes a turn on a new roadway.



Source: KTUA

CLASS IV: SEPARATED BIKEWAY

Class IV separated bikeways, commonly referred to as cycle tracks, are on-street bicycle facilities similar to Class II bicycle lanes as they include horizontal buffer separation from vehicles. However, Class IV separated bikeways also include vertical separation with elements such as flexible posts to improve the comfort and safety of bicyclists. Class IV bikeways can be one-way or two-way facilities.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Width of a one-way Class IV separated bikeway should be 5 feet minimum, 7 feet preferred. Width of a two-way separated bikeway is 10 feet minimum, 12 feet preferred. The width of the bikeway should not include the gutter pan.

B The separated bikeway includes a vertical element to separate bicyclists and vehicles. Vertical elements may include, but are not limited to flexible posts or similar, an inflexible barrier, on-street parking, or a raised island. When parking vehicles are used as vertical separation, the facility is commonly referred to as a parking-protected bicycle lane.

C Horizontal buffers should be provided and should be a minimum of 2 feet, 3 feet preferred, except where the on-street parking is provided, in which case the minimum horizontal separation is 3'.

D Separated bikeway markings should be installed at the beginning of every block, and at regular intervals along lane.

- » Bicycle signals are required for Class IV separated bikeways at most signalized intersections.
- » Shifts in the bikeway alignment should use a minimum 5:1 approach taper transition, 10:1 taper is preferred.
- » For two-way Class IV separated bikeway, a solid yellow line should be installed to separate the two directions of travel.

OTHER CONSIDERATIONS

- Raised separated bikeways should be designed to accommodate drainage.
- Raised separated bikeways are required to transition to the roadway at intersections and driveways.
- Maintenance of Class IV separated bikeways is extremely important since entering and exiting the bikeway is limited for bicyclists.
- Two-way separated bikeway are typically installed on stretches of roadway with few driveways or intersections.



Source: KTUA

REFERENCES

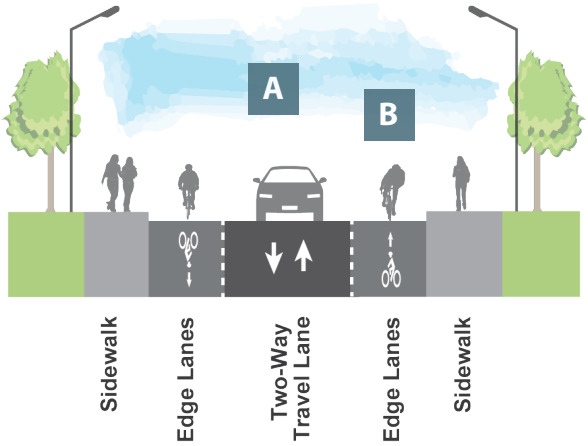
California Highway Design Manual (HDM), Chapter 1000

California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014, Revision 8

FHWA, *Separated Bikeway Design Guide*

EDGE LANE ROAD (ELR)

Edge lane roads (ELR) are a solution for two-lane roads without enough space for separate bicycle lanes. They grant the right of way to bicyclists and pedestrians in the striped edge lanes on a two-way motor vehicle road. Edge lanes may be used by motorists to pass approaching vehicles after yielding to bicyclists and pedestrians or if there are no bicycists or pedestrians present in the ELR. ELRs are sometimes referred to as 'advisory bike lanes' or 'advisory shoulders'. However, per MUTCD, 'bike lanes' and 'shoulders' do not accommodate vehicular travel, whereas 'edge lanes' are intended for vehicular travel and that is why ELR is the preferred teminology.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A A practical minimum width for center two-way lanes is 10 feet. The preferred maximum width of 16 feet allows motorists to pass within the center lane with minimal encroachment to the edge lanes.

B Edge lanes should be 6 feet wide with a minimum width of 4 feet when parking, curbs, and gutters are not present.

- An 8 inch broken lane line of 3 feet segments and 6 feet segment gaps should be used to delineate the edge lane from the center lane.
- Narrower center lanes contribute to traffic calming and allow for wider edge lanes, prioritizing bicyclists and pedestrians. Wide center lanes should be used only when deemed necessary.
- Edge lanes do not require signs. However, they can include but are not limited to the following signs:
  - » Two-way traffic warning signs
  - » No center line warning sign
  - » No parking on edge lane signs
- Typically ELRs should be dropped 50 feet before an intersection and a 50 feet double yellow centerline (DYCL) should be installed at the intersection only. Sharrows should then be added next to the DYCL.

OTHER CONSIDERATIONS

- Sharrows may be used in the transition area when ELRs need to transition to a different treatment.
- Research published in 2021 involving analysis of 11 ELRs was undertaken in a joint effort between Harvard, San Jose State, and CalPoly. Over 60 million motor vehicle trips were studied over 8 years and it was found that ELRs lead to a 44% crash rate reduction.



Source: KTUA

REFERENCES

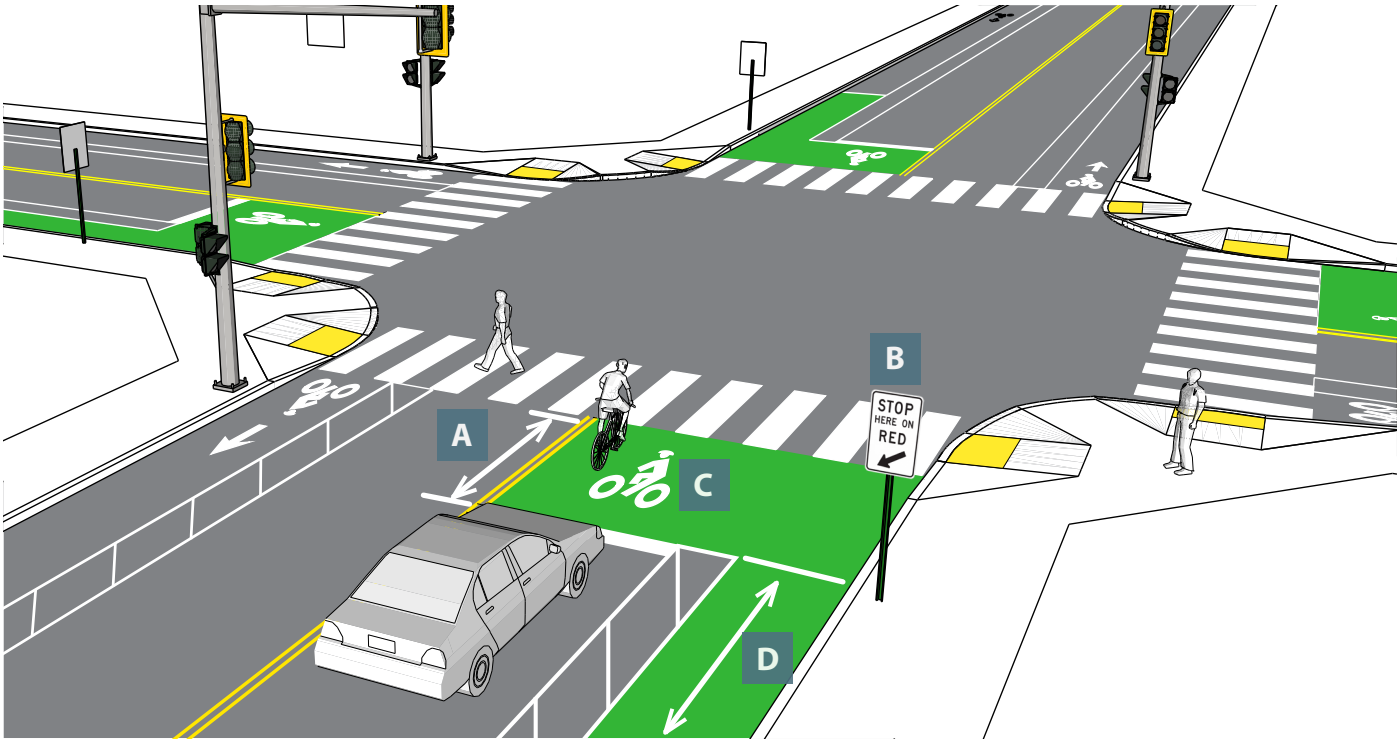
Advisory Bike Lanes, *Edge Lane Road Design Guide*

FHWA, *Small Town and Rural Multimodal Networks Guide*

Mineta Transportation Institute (MTI), *Safety Considerations for All Road Users on Edge Lane Roads*

BIKE BOX

Bike boxes may be used at signalized intersections to designate an area for bicyclists to wait ahead of traffic during red signal phases to increase visibility.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Typically 10 feet to 16 feet deep, and stop lines should be used to indicate where motor vehicles should stop during a red signal.

B A "No Turn on Red" sign should be used with bike boxes to prevent vehicles from entering the bike box area during red phase.

C A bicycle symbol should be placed within the center of the bike box where bicyclists are intended to queue.

D At least 50 feet of bicycle lane should be provided on the approach to the bike box.

OTHER CONSIDERATIONS

- Bike boxes may be appropriate at intersections of major roadways where a separate right-turn lane is not present. Positioning bicycles ahead of traffic can reduce "right-hook" conflicts of turning vehicles.
- Bike boxes provide additional separation and comfort levels for pedestrians.
- Bicyclists should only use the bike box to get ahead of vehicles during a red phase.



Source: Courtesy of Greg Ralsman

REFERENCES

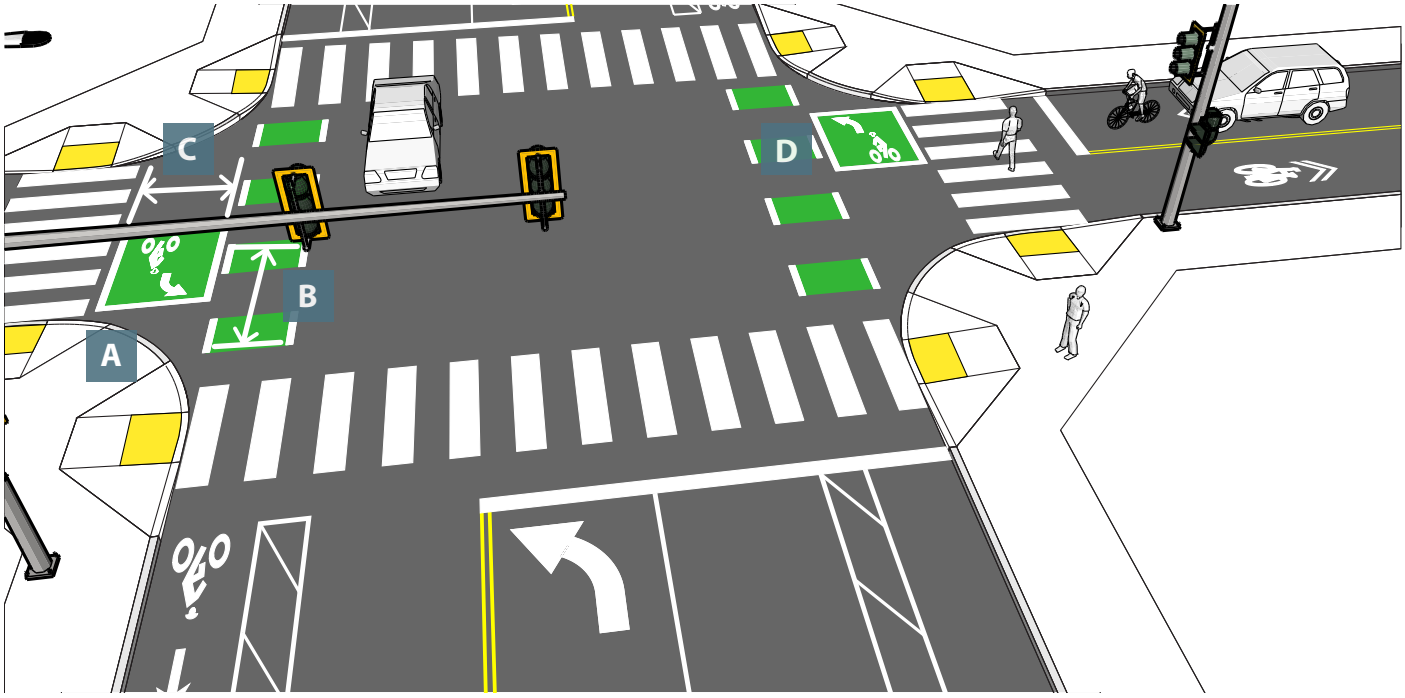
NACTO, *Urban Street Design Guide*

NACTO, *Urban Bikeway Design Guide*

FHWA, *Interim Approval for the Optional Use of Intersection Bicycle Boxes IA-18*

TWO-STAGE BICYCLE TURN BOX

A two-stage bicycle turn box should be considered where bicycle lanes or protected bikeways continue to an intersection and a protected intersection is not provided. Two-stage bicycle turn boxes provide a safe space outside the path of travel for bicyclists to make a two-stage left turn at a signalized intersection from a right-side bicycle lane or protected bikeway, or a right turn from a left-side bicycle lane or protected bikeway.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Bicycle queuing areas should be designated with a bicycle stencil and turn arrow and bounded by a solid white line on all sides.

B The queue box should be at least 10 feet long.

C The queue box should be at least 6 1/2 feet wide.

D Dashed bicycle lane extension marking or green conflict markings may be used to indicate the path of travel across the intersection.

- A "No Turn on Red" sign must be installed within jurisdictions that permit right turns on red signal indications.

OTHER CONSIDERATIONS

- Two-stage bicycle turn boxes should be placed in a protected area, within an on-street parking lane, between the bicycle lane or bikeway and the pedestrian crossing, or as a "jughandle" turn cutting in to the sidewalk space (applicable for offset of T intersections).
- This configuration results in increased delay for bicyclists, as they must now receive two separate green signal indications.
- Two-stage bicycle turn boxes are typically installed on high volume or high-speed roadways, or where a significant number of bicyclists make left turns.



Source: NACTO, Transit Street Design Guide

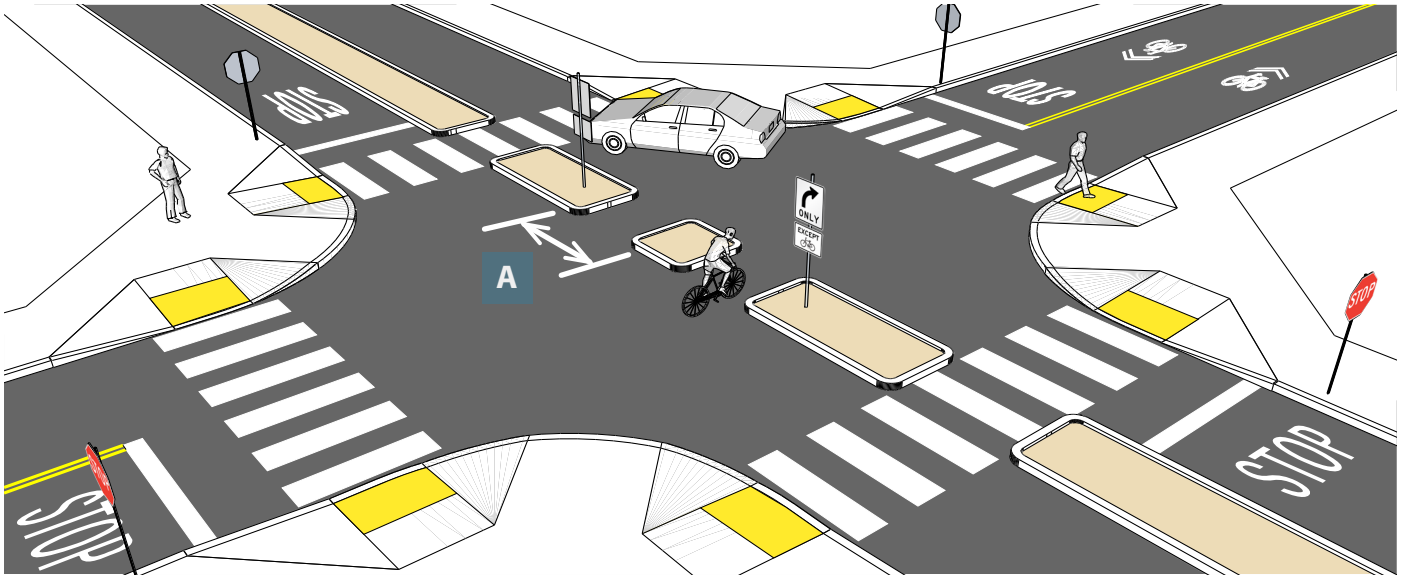
REFERENCES

NACTO, *Urban Bikeway Design Guide*

FHWA, *Interim Approval for the Optional Use of Two-Stage Boxes Bicycle Turn Boxes IA-20*

DIVERTERS

Diverters are a form of volume management used to reduce or discourage through vehicle traffic on bicycle boulevards, streets with low motorized traffic volumes and speeds designed to provide priority to bicyclists or to prevent cut-through traffic on residential/local roadways. Diverters force vehicular turning movements and close road entrances to vehicles while allowing passage for bicyclists and pedestrians. Diverters can be installed in the form of channelized islands, partial road closures, median islands, diagonal medians requiring turning movements, or full road closures.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Bicycle access should be provided via a five to six feet minimum opening between vertical curbs.

- Diverters should be signed appropriately to alert drivers of emerging pedestrians and bicyclists and modified traffic patterns.
- Diagonal, median, and forced-turn diverters should have sufficient widths to allow single-unit trucks to complete turning movements.
- The design of diverters should consider emergency vehicle and neighborhood access – if provided, 10 feet of clear space is required for emergency vehicles.

OTHER CONSIDERATIONS

- Diverter implementation should be part of a larger strategy for traffic calming.
- Diverters and other volume management strategies are commonly used to reduce vehicular volumes along potential bicycle boulevards to under 1,500 vehicles per day (VPD).
- Corridors identified for diverter implementation should have parallel alternative options for through traffic, typically in areas with a grid street system.



Source: Silicon Valley Bicycle Coalition

REFERENCES

NACTO, *Urban Street Design Guide*

BICYCLE SIGNALS

Bicycle signals are used at signalized intersections to indicate an additional phase for bicyclists to navigate through the intersection without conflicting with vehicular movements. Bicycle signal heads are typically smaller than vehicular signal heads, and contain the same red, yellow and green indicators with bicycle shaped plates in front of the lenses.



Source: NACTO, Urban Bikeway Design Guide

DESIGN GUIDELINES

- Typically the bicycle phase will not be on recall for each cycle. Therefore, bicycle detection should be installed for bicycle signals.
- Bicycle signal clearance intervals should be calculated assuming a speed of 14 feet per second.
- A bicycle signal sign should be installed to increase visibility of the bicycle signal.
- No turn on red signs should be installed if the bicycle signal phase would conflict with a right turn movement.
- Bicycle signals can be used to create a lead bicycle interval ahead of the vehicle through movement similar to a lead pedestrian interval.
- While a far-side bicycle signal is required, a near-side bicycle signal is optional for improved visibility.

REFERENCES

NACTO, *Urban Bikeway Design Guide*

AASHO, *Guide for the Development of Bicycle Facilities*

OTHER CONSIDERATIONS

- Passive detection methods such as loop or video detection is preferred over active detection such as push buttons so bicyclists don't have to dismount. Push button extenders are an option for avoiding dismounting.
- Advance bicycle detection should also be considered to allow continuous bicycle through movements along a premium bicycle corridor.



Source: NACTO, Urban Bikeway Design Guide

BICYCLE TREATMENTS - TRANSIT

Bicyclists and transit often use the same travel corridors; therefore, it is important to ensure bicyclists and transit vehicles integrate safely and efficiently by providing bicyclists safe and accessible routes. Strategies such as floating bus islands, left-side bicycle lanes, and shared bus-bicycle lanes are strategies that can be implemented to eliminate or reduce the conflict zones between buses and bicycles.





Source: NACTO, Transit Street Design Guide

DESIGN GUIDELINES

Floating Bus Islands

Where feasible, bicycle lanes should be routed behind bus stops by constructing a floating Bus Island, a dedicated waiting area that improves accessibility for transit passengers and bicyclists by creating an area separated from the sidewalk by a bicycle path or bicycle lane. This design may be used at locations where the transit vehicle may stop in a travel lane. Separating bicycles from bus flow also eliminates "leapfrogging" which improves bicyclist comfort and bus operating speeds.

- The loading area is typically 8 feet wide by 5 feet long at a minimum. The loading area must at least span the length of the front door and rear door of a typical bus, but may be longer at high capacity stations to accommodate people waiting.
- Bus islands must be designed to a height that permits accessible boarding
- The bicycle facility may be at street level or raised to sidewalk level. If raised, there should be some delineation such as pavement markings or paving materials to differentiate the two spaces.
- Pedestrian crossings should be provided in the bicycle lane with yield lines to indicate bicyclist must yield to pedestrians.
- Shelters should be located at least 10 feet from crosswalks over the bicycle lane to allow visibility between people on bicycles and people exiting the island.

Left-Side Bicycle Lanes

Left-side bicycle lanes are typically installed on one-way streets or two-way median divided streets that have frequent bus stops or truck loading zones on the right side.

- Bicycle lanes located on the left side of the street minimize bicycle-transit conflicts.
- Conventional bicycle lane design guidelines apply to this treatment.
- Signage should accompany left-side bicycle lanes to clarify proper use by bicyclists to reduce wrong-way riding.
- A "Yield to Bikes" sign should be installed in advance of and in conjunction with a left turn lane to reinforce that bicyclists have the right-of-way going through the intersection.



Source: San Francisco Bicycle Coalition

BICYCLE TREATMENTS - TRANSIT



Source: NACTO, Transit Street Design Guide

Shared Bus-Bicycle Lanes

Shared bus-bicycle lanes can accommodate both bicyclists and buses on low speed streets with moderate bus headways. On streets without dedicated bicycle infrastructure, curbside bus lanes may be appropriate for bicycle traffic.

- Pavement markings should include a solid white line and 'BIKE BUS ONLY' marking.
- Buses must operate on the right side of the lane and pull to the curb at stops when possible.
- Install signs permitting buses and bicycles and excluding other traffic
- Typical width of a shared bus-bicycle lane is 11 feet for offset lanes, and 12 feet for curbside lanes.
- Sharrow pavement markings should be placed in the center or left side of the lane.

OTHER CONSIDERATIONS

- Floating bus islands are the preferred treatment for bus and bicycle lane conflict zones, however, constrained roadway widths will not always be able to accommodate this treatment.
- Consider left-side bicycle lanes on one-way streets with high parking turnover, rush hour parking restrictions, high volume of right turn movements, or on streets where traffic enters into an add lane on the right-hand side, as from a freeway off-ramp.
- Colored pavement may be used along the facility to draw attention to the unique function of the lane, or within conflict areas for increased visibility of bicyclists.



Source: KTUA

REFERENCES

NACTO, *Urban Bikeway Design Guide*

NACTO, *Transit Street Design Guide*

FHWA, *Separated Bike Lane*

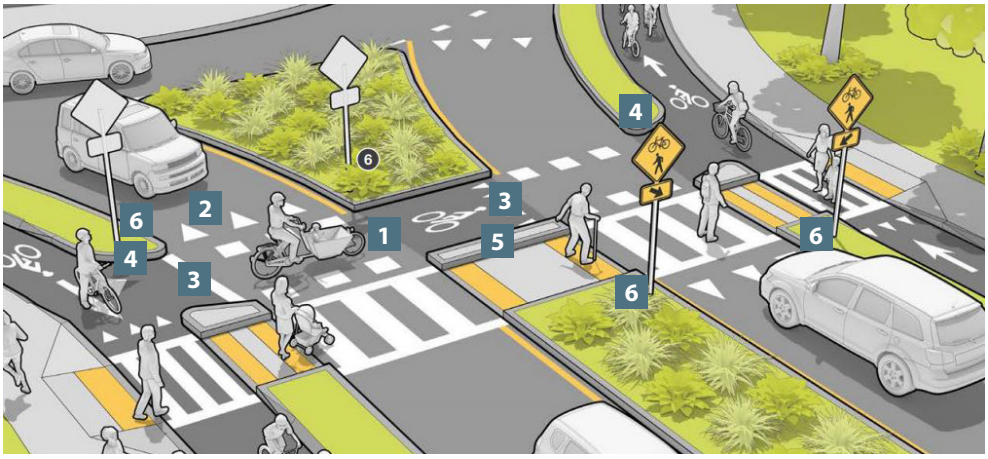
Better Market Street SF, *Best Practices – Transit and Bicycle Integration*

MassDOT, *Separated Bike Lane Planning & Design Guide*

BICYCLE TREATMENTS - ROUNDABOUT

Roundabouts need to be designed to be able to accommodate bicyclists and pedestrians. There are many ways to accommodate bicyclists at roundabouts including:

- Shared-use (in-road) - bicycle lanes will end just before the roundabout and allow bicyclists to merge with traffic,
- Shared-use (sidewalk) - bicycle ramps may be provided so that bicyclists can share the sidewalk and travel through the pedestrian crosswalks, or
- Separated facility - separated bikeways can be provided adjacent to the roundabout, allowing a continuous path along the roadway.



1 Bicycle Crossing
2 Yield Lines
3 Bicycle Stop Line or Yield Lines
4 5 ft. Curb Radius
5 Channelizing Island
6 Bicycle/Pedestrian Warning Sign

Source: Adapted from MassDOT Separated Bike Lane Planning and Design Guide

DESIGN GUIDELINES

- A well-designed roundabout should have proper operating speeds in order for bicyclists to maneuver through the roundabout comfortably in mixed traffic.
- Bicycle lanes should stop at least 100 feet before the crosswalk if provided, if there are no crosswalks provided at least 100 feet before the yield line. Bicyclists would either merge into the travel lane or use a bicycle ramp at this point.
- If bicyclists are expected to merge into the travel lane, sharrows should be provided at the merge point. Sharrows should be provided within the circulatory lane of the roundabout.
- Separated bikeways can continue along the side of the of the roundabout with crossings that are similar and sometimes adjacent to pedestrian crosswalks.
- Motorists approach the crossings at a perpendicular angle, maximizing visibility of approaching bicyclists.

OTHER CONSIDERATIONS

- Single-lane roundabouts provide safety, and operational benefits of a roundabout with a smaller footprint and lower cost and have higher yielding rates than multilane roundabouts.
- Multilane roundabouts tend to have higher vehicle speeds and create more conflicts between bicycles, pedestrians, and vehicles.



Source: KTUA

REFERENCES

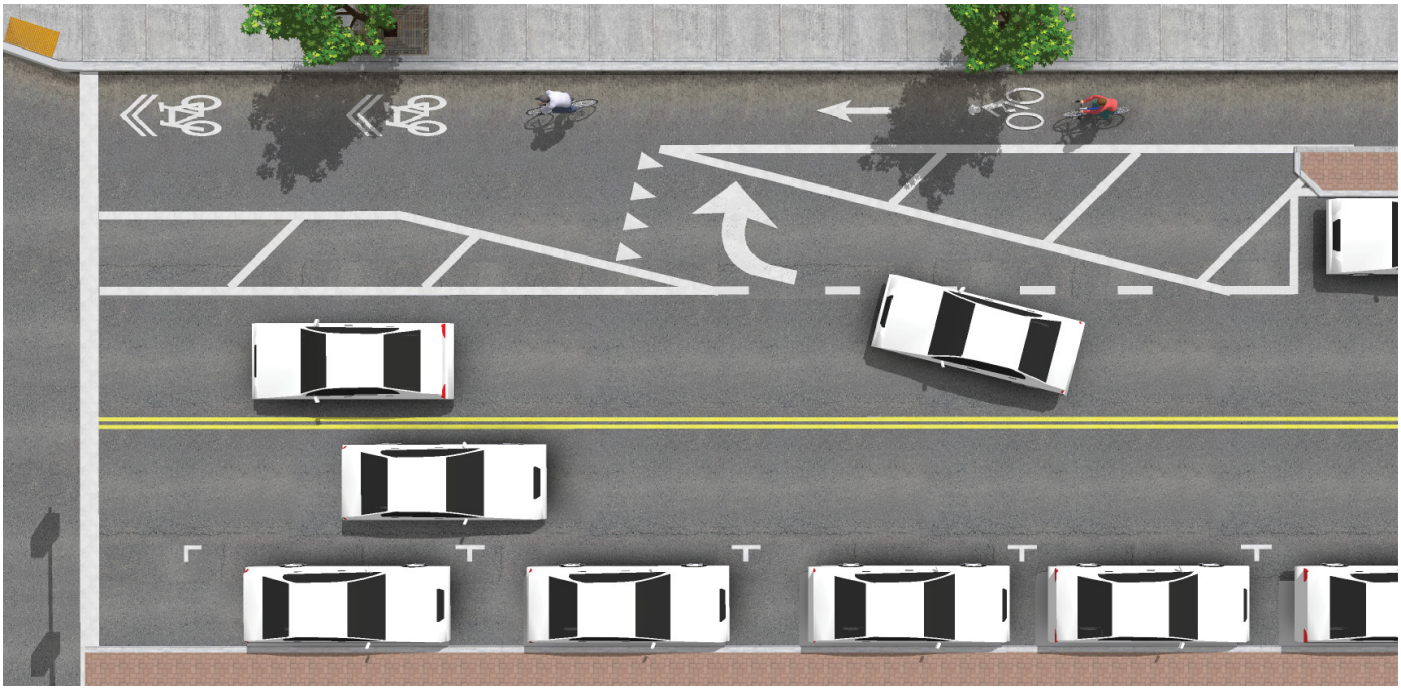
FHWA, *Bicycle Safety Guide and Countermeasure Selection System*

California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014, Revision 8, Part 9

MassDOT, *Separated Bike Lane Planning and Design Guide*

MIXING ZONES

Mixing zones, also referred to as combined bicycle lane/turn lanes are designated areas in which turning motorists are required to merge with bicyclists in advance of an intersection or driveway. Mixing zone treatments are installed to establish a defined merge space, limit bicyclists exposure to vehicles, and provide guidance for both users. Many treatments require a buffered bicycle lane or protected bikeway to transition into a shared use lane or merging zone.



Source: NACTO Urban Bikeway Design Guide

DESIGN GUIDELINES

- A Mixing zone should be clearly defined using flex posts, warning signs, pavement markings, or pavement coloring.
- A buffer space should be considered before the mixing zone area to increase reaction time before a maneuver.
- Minimizing entrance speed into the mixing zone can be accomplished by limiting the merge area and allowing a smaller turn pocket.
- On-street parking should be prohibited 30 feet to 50 feet prior to the mixing zone.
- Bicycle lane markings or sharrows should be used to indicate the ideal position of the bicyclists through the mixing zone. If a bicycle lane is provided within the shared lane, the minimum width of the bicycle lane should be 4 feet.

OTHER CONSIDERATIONS

- Mixing zones are not generally favorable over a protected intersection design but may be a design alternative if space is limited.
- A mixing zone may not be recommended for a location that experiences high vehicular right-turn volumes.
- Mixing zones may not be appropriate in locations where there are two-way bicycle lanes or contraflow bicycle lanes.



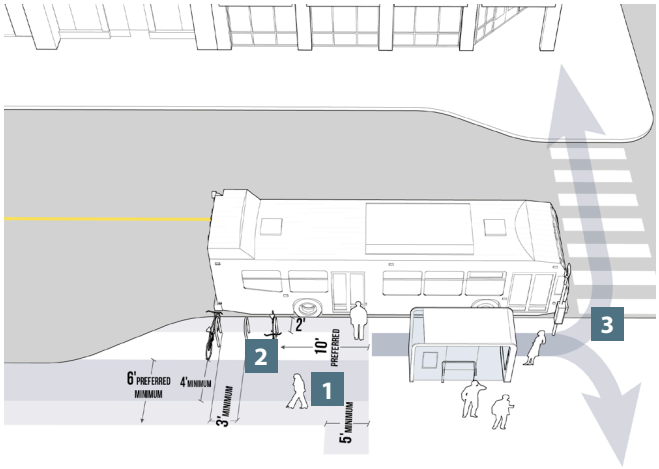
Source: SFMTA

REFERENCES

NACTO, Urban Bikeway Design Guide

BICYCLE PARKING

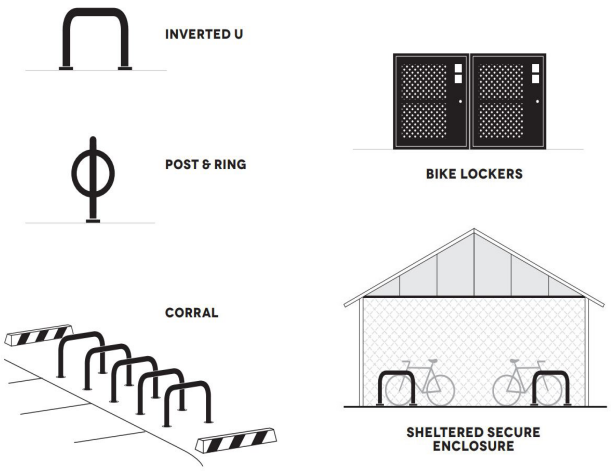
The availability, location, and design of bicycle parking is essential to a successful multi-modal transportation system. Well-designed bicycle parking has the benefit of both preventing theft and creating an orderly appearance to sidewalks and building sites. The availability of bicycle racks that are conveniently located and functional make the overall experience of bicycling more enjoyable. The most common types of bicycle parking are the inverted U-rack and the post and ring rack. Bicycle lockers and secure shelters provide long-term bicycle parking options.



1 Pedestrian zone clear of obstructions

2 Bicycle parking

3 Additional bike parking within 50 feet of bus stop



Source: Adapted from the NACTO Urban Bikeway Design Guide

DESIGN GUIDELINES

Bicycle Racks

- Racks should allow the frame and one or both wheels to be secured.
- Racks should be spaced appropriately from curbs, building walls, and other racks to allow ease of access and use of both sides of the rack. Minimum of 3 feet spacing between racks, 2 feet from edge of sidewalk, with at least 4 feet of unobstructed sidewalk space.
- Various designs of bicycle racks may be used if they provide the same level of security, with the "inverted "U" style being one of the most simple and effective.

Bicycle Corrals

- Corrals can be used where sidewalk space is limited and bicycle activity is strong (e.g., downtown areas).
- On-street parking spaces may be used as a bicycle parking corral, which can accommodate 8 to12 bicycles.

Bicycle Lockers

- Bicycle lockers provide long-term parking with increased security, and are typically installed at park-and-ride or transit stations.
- Bicycle lockers can be metal boxes with individual keys, a room with residential or employer access, or a secure enclosure within a parking garage.

OTHER CONSIDERATIONS

- Bicycle parking should be easily accessible from the street and protected from motor vehicles.
- Racks should be installed in an area visible to passers-by to enhance security and comfort of use.
- Bicycle parking should not block access to buildings.

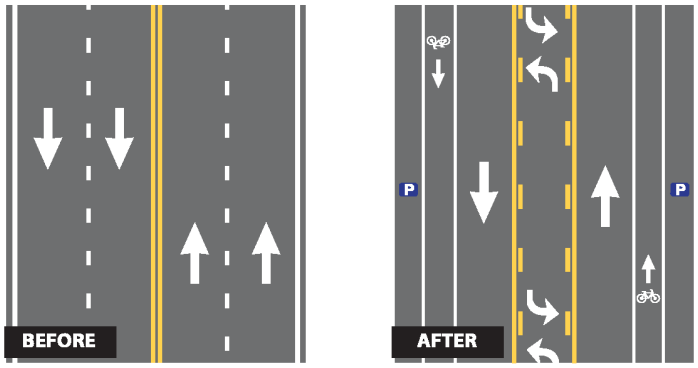
REFERENCES

NACTO, *Transit Street Design Guide*

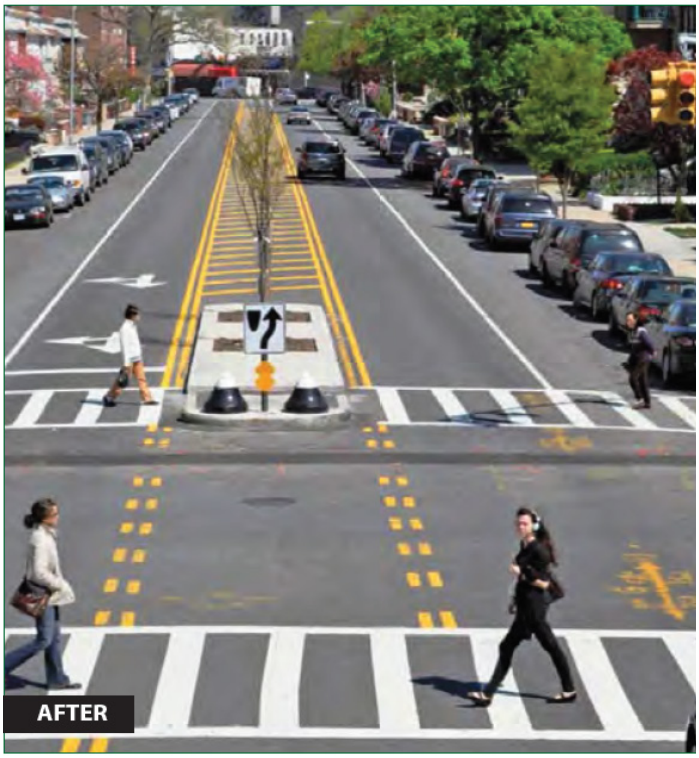
APBP, *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works*

ROAD DIETS

A road diet is a design technique that involves changing the cross-section of a roadway by reducing the number of vehicle travel lanes available and reallocating roadway space for other travel modes or uses. Improvements can include physical changes to the cross-section geometry or restriping of the roadway. Road diets are often used as a traffic calming measure that enhance the pedestrian and bicycle environment.



Source: FHWA, Road Diet Case Studies



Source: FHWA, Road Diet Case Studies

DESIGN GUIDELINES

- The most common design change involved with a road diet typically includes the implementation of a striped two-way left-turn lane. A dedicated left-turn lane can reduce operating speeds and decrease the number of travel lanes required to cross during a left-turn movement.
- Roadway space gained during a road diet can be allocated to bicycle lanes, pedestrian sidewalks, on-street parking, or shoulder space, among other uses.
- Roadways with less than 15,000 ADT are typically good candidates for a four- to three-lane road diet when adjacent to shared use paths. Roadways with ADT's between 15,000 and 20,000 are good candidates for a feasibility study to determine if a 4- to 3-lane Road Diet could be implemented. Road diets have been implemented on roadways with up to 24,000 ADT.

OTHER CONSIDERATIONS

- Road diets typically result in dedicated space for bicyclists, more separation between vehicles and pedestrians, and shorter crossing distances for pedestrians.
- The implementation of a road diet may reduce the available road capacity because of the reduced number of travel lanes; however, if an undivided roadway had no prior designated left-turn lanes the capacity reduction may not be drastic since previous left-turn movements may have caused congestion.
- Traffic volume, vehicle speed, number of collisions, transit stops, and accessibility may all be factors to consider when determining the feasibility of a road diet.
- The quality of service provided by a road should be assessed by bicyclist, pedestrian, transit user, and driver experience.

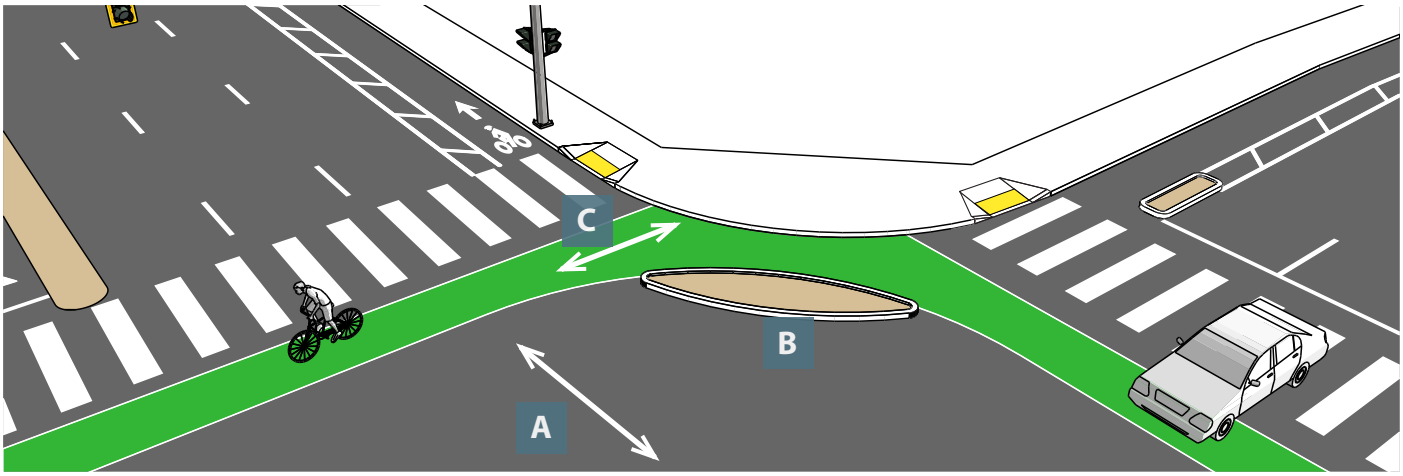
REFERENCES

FHWA, *Road Diet Informational Guide*

FHWA, *Road Diet Case Studies*

PROTECTED/DEDICATED INTERSECTIONS

A protected intersection is a specific intersection treatment that limits the conflict zone by separating motor vehicles, pedestrians, and bicyclists. Dedicated Intersections provide dedicated paths for bicyclists through the intersection when there is not sufficient space for a full setback, as created in Protected Intersections. Both protected intersections and dedicated intersections are most commonly found on streets with buffered or separated bicycle facilities.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

Protected Intersections

A The bikeway setback dimension determines most other dimensions of the protected intersection. A setback of 14 feet to 20 feet is preferred, with a minimum of 10 feet. Setbacks smaller than 12 feet may require longer clear distances and speed reduction strategies. The setback increases the visibility of pedestrians and bicyclists due to the angle at which a vehicle approaches the crossings, and allows a turning vehicle to yield to a pedestrian or bicyclists and queue without blocking through traffic.

B Corner island radii should discourage passenger vehicles from turning at faster speeds than 10 mph – this is typically accomplished with a 10 to 20 foot curb radius.

C Bicycle queue areas must be at least 6 1/2 feet deep, but 10 feet dimensions are desirable.

- No stopping zones should be long enough to provide visibility for both bicyclists and drivers – in many cities, this zone is 20 feet to 30 feet long.
- Signage and/or pavement markings to designate right-of-way and proper yielding for vehicles and bicyclists is desired.
- A protected intersection must design corner radii and vertical features considering selected design (largest typical vehicle user), control (largest infrequent vehicle user), and managed (most common vehicle user) vehicles. A mountable apron or device may be desirable.

Dedicated Intersections

- Vertical elements are recommended for use in the buffer.
- Dedicated intersections can be paired with leading bicycle and pedestrian interval traffic signal movements to increase safety and reduce bicycle – vehicle conflict.
- Buffer markings can help maintain a safe distance between vehicles and bicyclists. Buffer markings are recommended to be 2 feet to 4 feet wide.

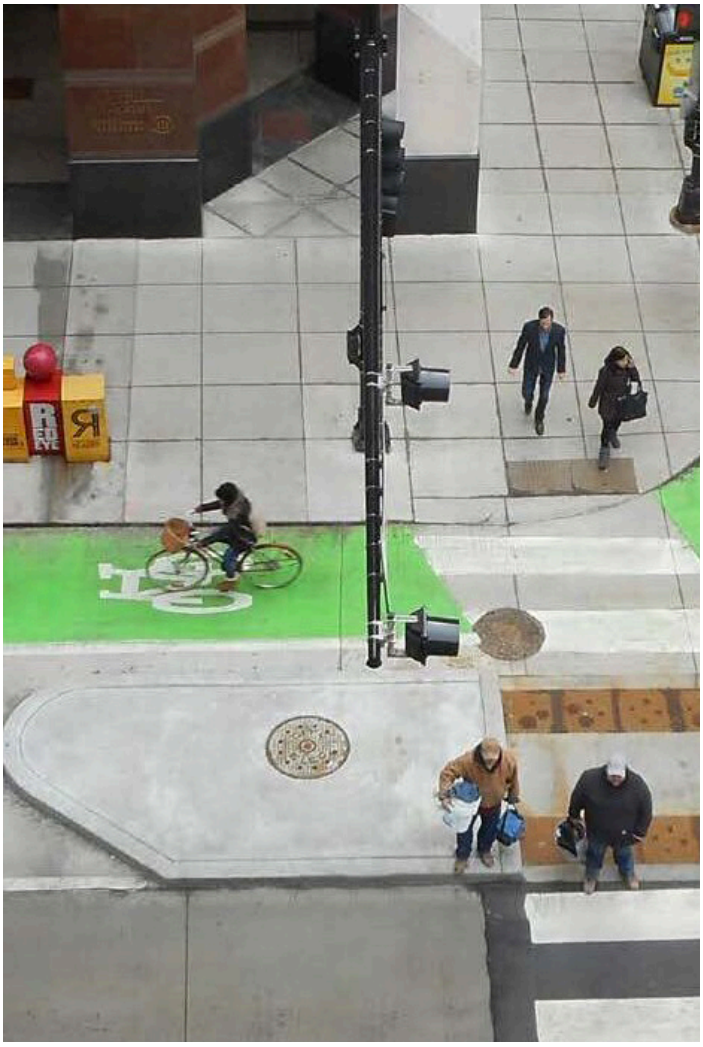
PROTECTED/DEDICATED INTERSECTIONS



Source: NACTO, Don't Give Up at the Intersection

OTHER CONSIDERATIONS

- Protected/dedicated intersections can be paired with existing bicycle/pedestrian strategies to create seamless movement through intersections for all users.
- Protected/dedicated intersection designs work best when both intersecting roadways provide bicycle lanes or separated bikeways.
- Vehicle setbacks are typically much longer at protected and dedicated intersections than conventional intersections.
- If a dedicated right turn lane is required due to high turning movement volumes, a protected turn signal phase is recommended.
- Traversable separation, meaning flush buffers, should be considered to allow riders the option to exit the bicycle lane upstream of an intersection.
- Protected intersection elements may not always be feasible at all approaches to an intersection, and can be implemented on some intersection legs and not others.



Source: NACTO

REFERENCES

NACTO, *Don't Give Up at the Intersection*

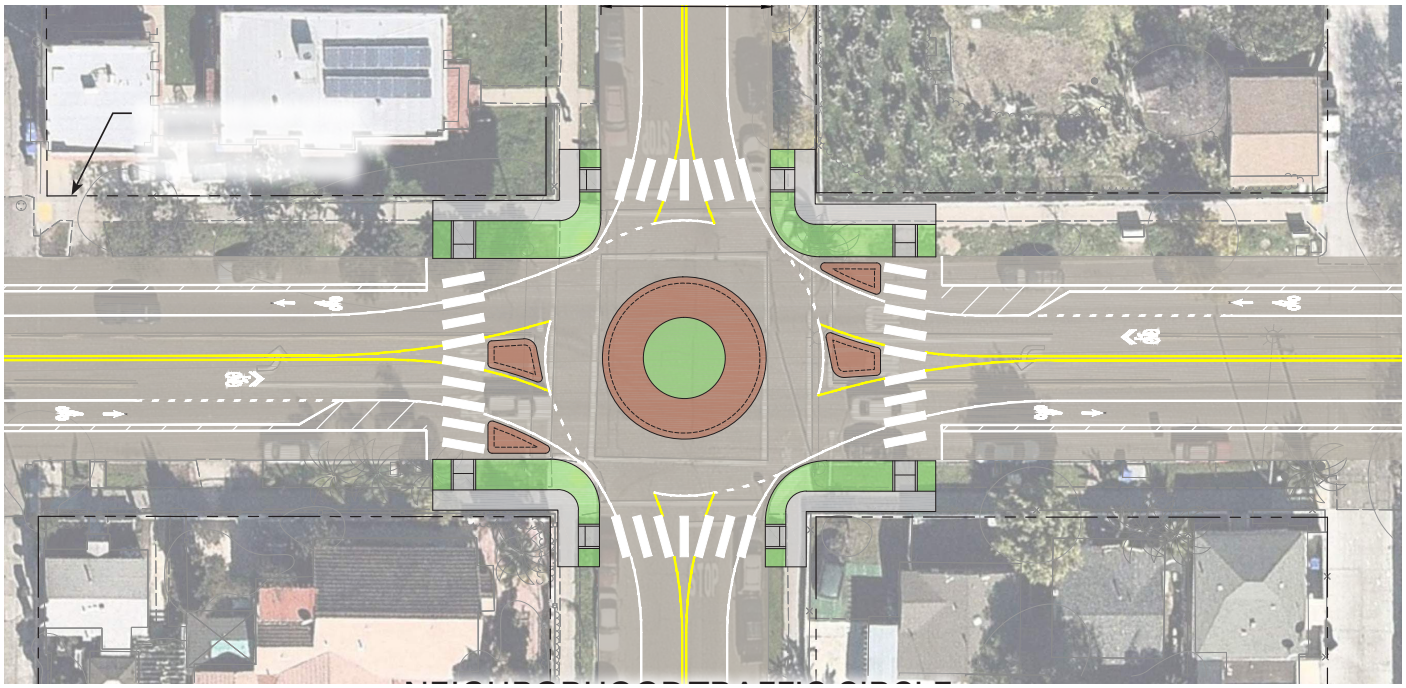
Pedestrian

For the purpose of increasing safe and comfortable active transportation for pedestrians, this section provides design guidelines and considerations for:

- Traffic Calming
- Curb Extensions/Pedestrian Bulb-outs
- Median Refuge Islands
- Rectangular Rapid Flashing Beacons (RRFB)
- Pedestrian Hybrid Beacons (PHB)
- Leading Pedestrian Interval (LPI)
- Pedestrian Scramble
- Pedestrian Realm

TRAFFIC CALMING

Traffic calming is a way to promote responsible motorist behavior and safe driving speeds through street design without relying on traffic control devices such as signals, signs or police enforcement. If implemented correctly, these design strategies can reduce the number and severity of crashes, as well as noise level for adjacent land uses. The traffic calming strategies should be predictable and easy to understand by all road users.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

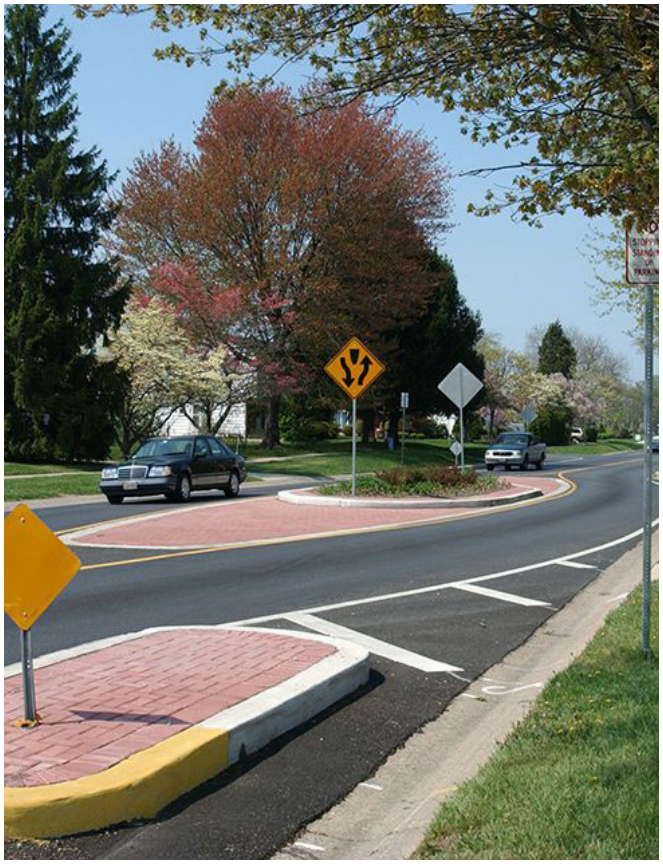
Neighborhood Traffic Circles

- Neighborhood traffic circles are raised or delineated islands placed at intersections that reduce vehicle speeds by narrowing turning radii, narrowing the travel lane, and, if planted, obscure the visual corridor along the roadway. Islands can consist of raised medians or can be a combination of striping and low-cost vertical separation devices such as flexible delineators.
- A mountable curb may be installed along the outer portion of the circle to accommodate larger vehicles going through the intersection (e.g., fire truck or moving van).
- Traffic Circles are considered a horizontal deflection measure. Without adequate deflection, motorists can pass through the traffic circle without lowering vehicle speed.

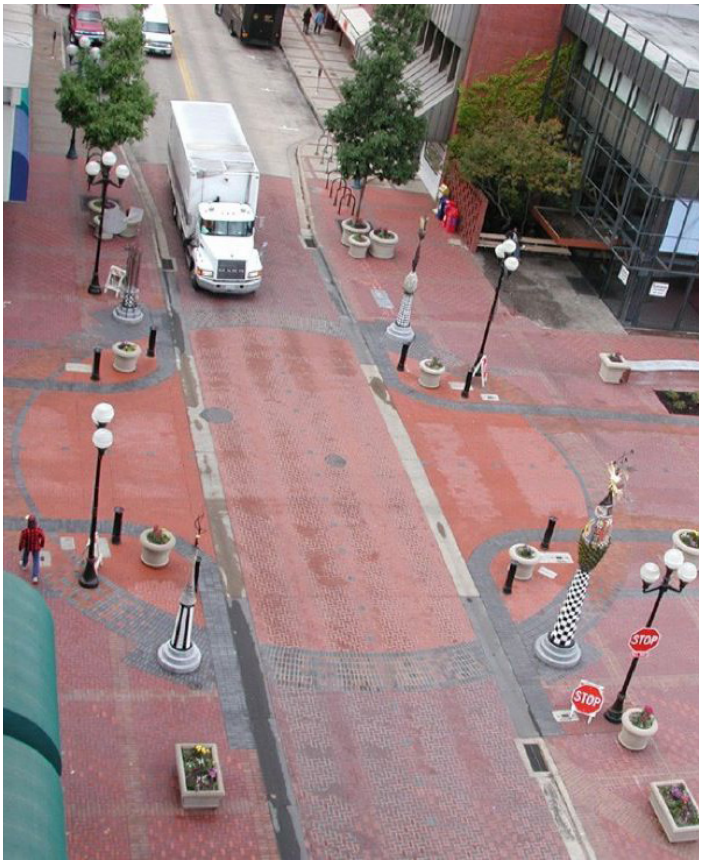
Chicanes

- Chicanes are a series of raised or delineated curb extensions or edge islands on alternating sides of a street forming an S-shaped travel way.
- Curb extensions and edge islands should be tapered at 45 degrees.
- Edge lines should be marked to designate the travel lane.
- Chicanes may require drainage design, and may have a 1 foot to 2 feet gap from the curb to resolve drainage issues.
- Signing may be used to alert drivers of a downstream shift in the roadway alignment.
- Chicanes often require parking removal, but may allow for public space and street activation.

TRAFFIC CALMING



Source: NACTO, Urban Street Design Guide



Source: NACTO, Urban Street Design Guide

Raised Intersections

- Raised intersections involve elevating an entire intersection to the level of the adjacent sidewalk and ramping each approach to the intersection. The raised portion is the width of the intersection and should extend 10 feet to 15 feet on each leg.
- Signing may be added to encourage vehicles to slow down and yield to pedestrians.
- Tactile warning strips should be added at edges to enable site impaired people to detect the crossing.
- Raised Intersections can be built with a variety of materials including asphalt, concrete or pavers.
- The crosswalks on each approach are also elevated as part of the treatment, to enable pedestrians to cross the road at the same level as the sidewalk.
- Bollards or other vertical separation device should be installed at the intersection corners to prevent vehicles from driving onto the sidewalk.

OTHER CONSIDERATIONS

- Successful implementation often involves local neighborhood participation to best identify issues and educate users on the intent of the new design.
- A variety of techniques may be used together and are typically most effective when spaced appropriately throughout an entire roadway length.

REFERENCES

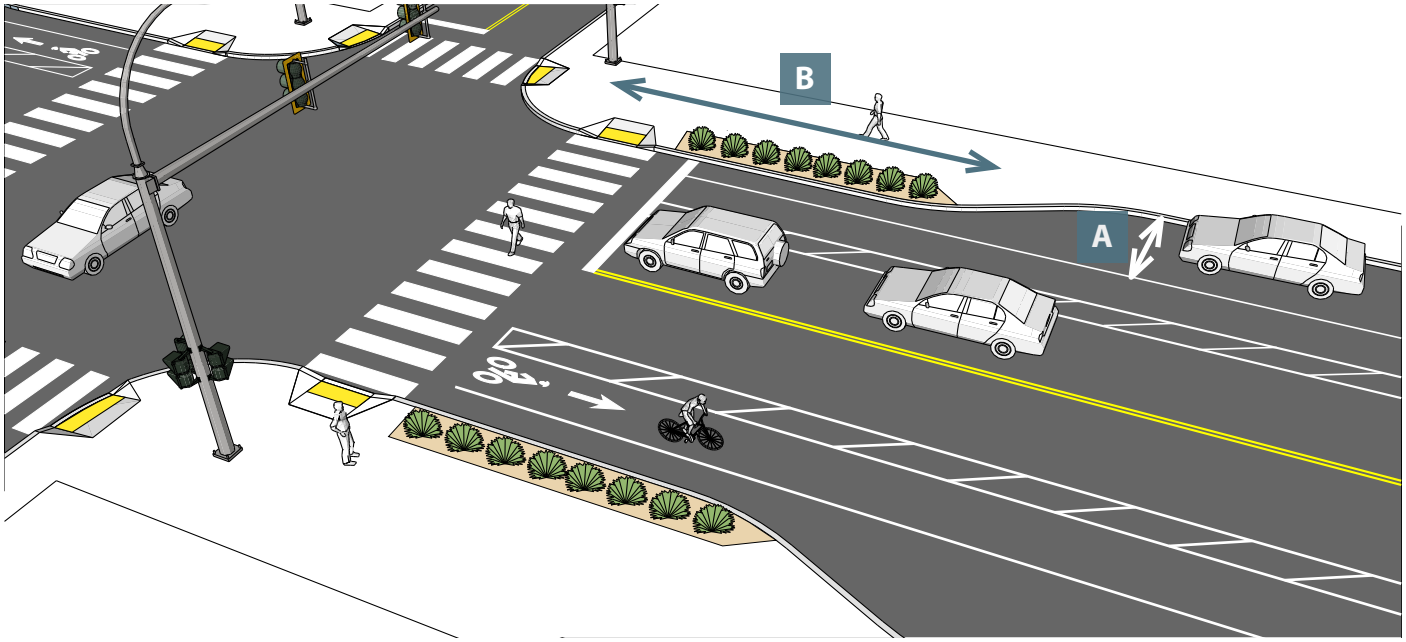
FHWA, *Traffic Calming Countermeasures*

NACTO, *Urban Street Design Guide*

APA, U.S. *Traffic Calming Manual*

CURB EXTENSIONS / PEDESTRIAN BULB-OUTS

Bulb-outs (also known as curb extensions) are extensions of the curb line at intersections and mid-block crossings that reduce pedestrian crossing distance, increase pedestrian visibility, and reduce vehicle travel speeds by narrowing the roadway width and reducing curb radii. Bulb-outs can also provide extra space along sidewalks for users and amenities, such as street furniture, benches, plantings, and trees.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Bulb-outs extend approximately the width of a parked car (minimum 6 feet from the curb).

B The minimum length of a Bulb-out is the width of the crosswalk, allowing the curvature of the Bulb-out to start after the crosswalk to deter parking. Preferably the Bulb-out would extend to the advance stop bar, or to the parking minimum setback.

» The length of a Bulb-out can vary depending on the intended use (i.e., stormwater management, transit stop waiting areas, parking restrictions).

OTHER CONSIDERATIONS

- Streets with on-street parking lanes or wide outside travel lanes are particularly appropriate for Bulb-outs.
- Design should consider the turning needs of emergency and larger vehicles.
- Design should consider grading and drainage.
- Bulb-outs can be installed at intersections or mid-block crossing locations.



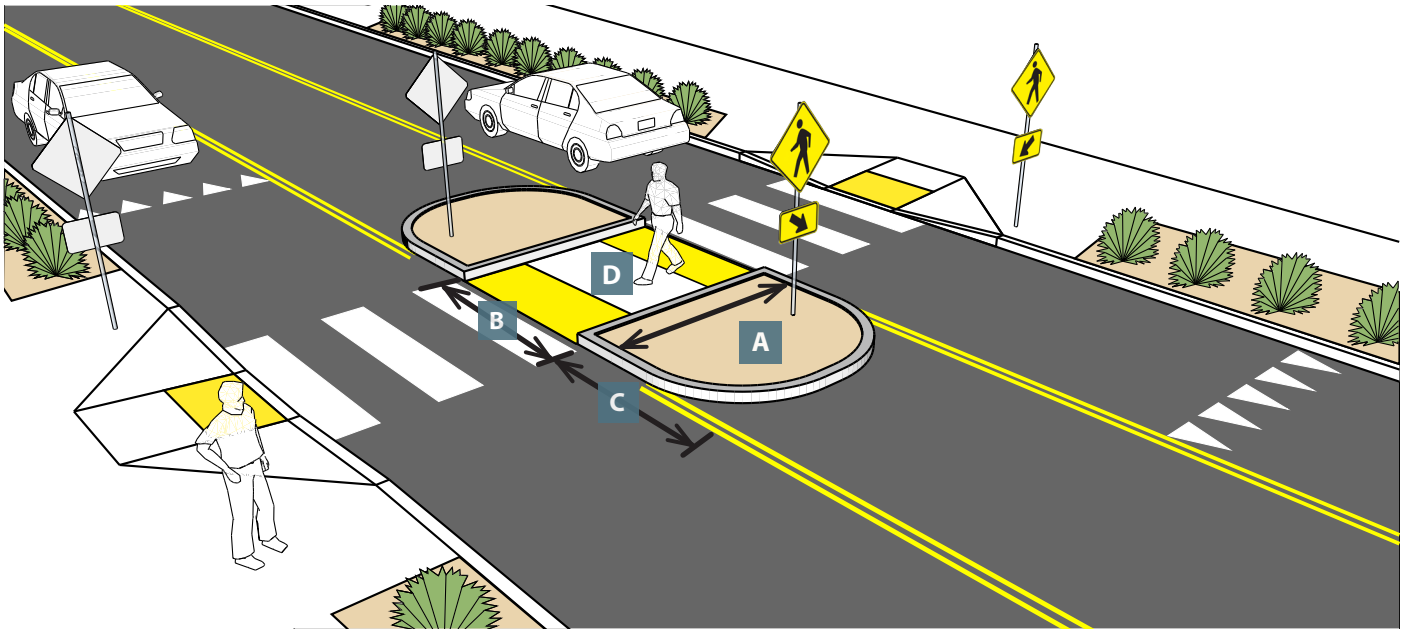
Source: Deeproot

REFERENCES

NACTO, *Urban Street Design Guide*

MEDIAN REFUGE ISLANDS

Median refuge islands provide vertical protection for pedestrians crossing two directions of travel, allowing pedestrians to cross a two-way street one direction at a time. The refuge island reduces the crossing distance for pedestrians, reduces exposure to vehicle traffic, and can also serve as a traffic calming treatment. They can be located at intersections or mid-block locations.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Minimum width is 6 feet, but 8 to 10 feet is preferred.

B Minimum clear width through the island is 6 feet but 10 to 12 feet is preferred.

C Minimum length along roadway for vertical protection is 20 feet.

D Design must meet ADA requirements.

» Pavement markings should follow CA MUTCD



Source: PedBikeSafe

OTHER CONSIDERATIONS

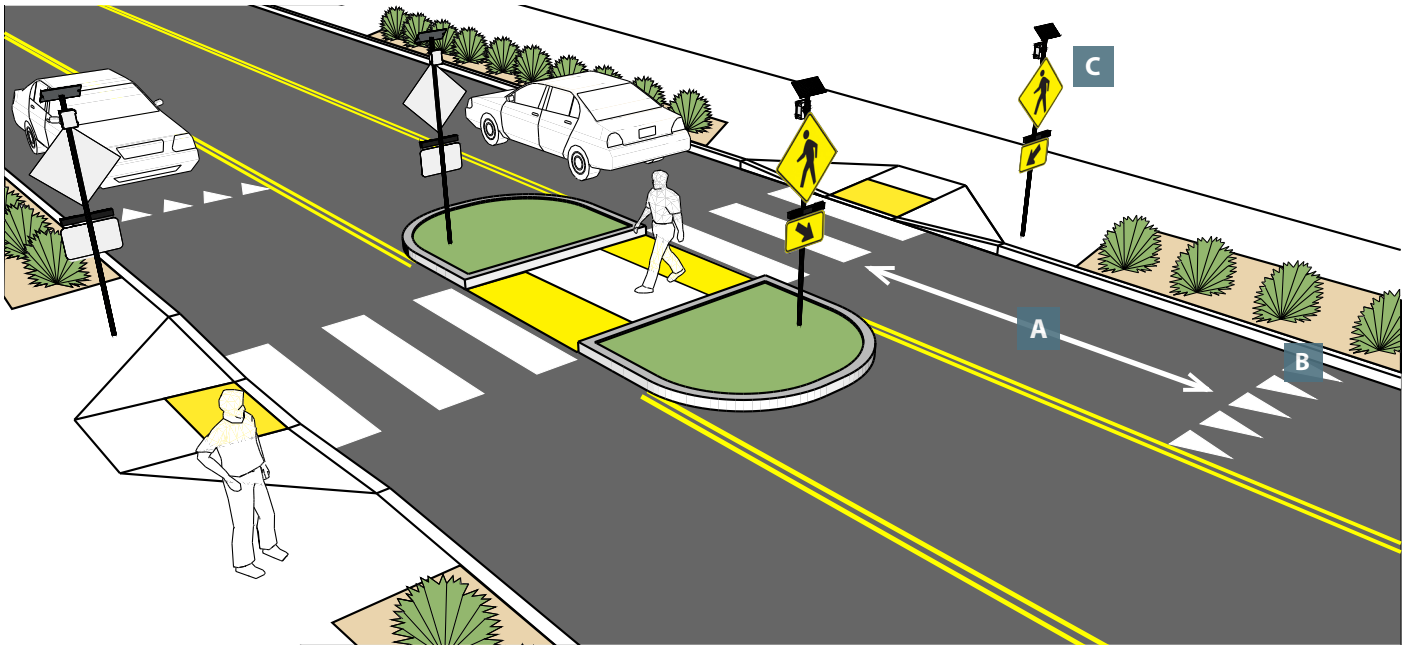
- Median refuge islands may be used to connect routes at an off-set intersection.
- Additional strategies such as curb extensions, RRFBs, and advance signing should be paired with refuge islands depending on speeds and traffic volumes.
- This treatment can be beneficial for bicycles by providing a desirable width of a median refuge of 10 feet or greater with an area large enough to accommodate two-way bicycle travel.
- This treatment is recommended where pedestrians and bicyclists cross streets with higher volumes and higher speeds, particularly at unsignalized intersections.

REFERENCES

NACTO, *Urban Bikeway Design Guide*

RECTANGULAR RAPID FLASHING BEACONS (RRFB)

Rectangular rapid flashing beacons (RRFB) are user-actuated flashing lights incorporated into pedestrian warning sign assembly that increase driver awareness of a pedestrian crossing at unsignalized intersections or mid-block locations.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Advance yield lines should be installed 20 to 50 feet in advance of the crosswalk

B Advance warning signs should be installed in conjunction with the advance yield line

C Sign and beacon should be Installed on both sides of the roadway at the edge of the crosswalk. If there is a pedestrian refuge or other type of median, an additional beacon should be installed in the median

» Design in accordance with FHWA's Interim Approval 11 (IA-21)

OTHER CONSIDERATIONS

- RRFB's are usually implemented on collectors and arterials with high volumes of pedestrians and bicycles.
- RRFBs should not be installed at stop-controlled or signalized intersections.
- Increases yielding behavior of drivers at crosswalks when supplementing standard pedestrian crossing signs.
- Walk time for RRFBs can be calculated based on 3 1/2 feet per second.
- RRFB systems are typically solar-powered.

REFERENCES

NACTO, Urban Bikeway Design Guide

FHWA, Safety Effects of Marked Vs Unmarked Crosswalks at Uncontrolled Locations

California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014, Revision 8

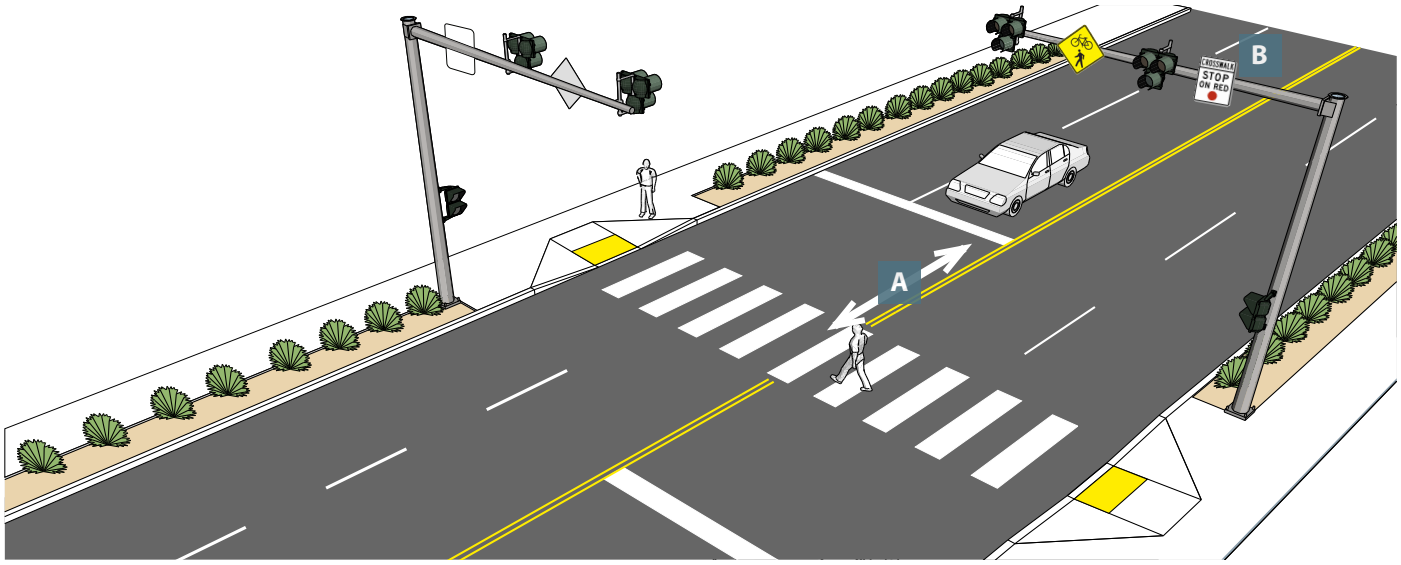
FHWA, UrInterim Approval for the Optional Use of Pedestrian-Actuated Rectangular Rapid-Flashing Beacons at Uncontrolled Marked Crosswalks IA-21



Source: Texas A&MTransportation Institute

PEDESTRIAN HYBRID BEACONS (PHB)

Pedestrian hybrid beacons (PHB), including the high-intensity activated crosswalk beacon (HAWK), are a type of user-actuated signals that allows pedestrians and bicyclists to stop traffic to cross high-volume arterial streets. This type of signal may be used in lieu of a full signal that meets any of the traffic signal control warrants in the MUTCD. It may also be used at locations which do not meet traffic signal warrants but where assistance is needed for pedestrians or bicyclists to cross a high-volume arterial street.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

A Stop bars or yield lines should be installed in both directions 20 to 50 feet in advance of the crosswalk.

- Advance warning signs should be installed in conjunction with the advance stop bar.
- Use signal activation, such as video or infrared detection. Detection can be active or passive.

B R10-23 signs should be installed only in conjunction with PHBs (see the CA MUTCD).

OTHER CONSIDERATIONS

- MUTCD recommends minimum volumes of 20 pedestrians or bicyclists an hour for major arterial crossings (volumes exceeding 2,000 vehicles/hour).
- A PHB is typically installed on roadways with higher vehicle speeds or volumes than an RRFB. See FHWA's Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations publication and the MUTCD to determine warrants for traffic control at midblock crossings.
- PHBs should be installed at least 100 feet from an existing signalized intersection. If installed within a coordinated signal corridor, the PHB should be installed in coordination.



Source: KTUA

REFERENCES

NACTO, *Urban Street Design Guide*

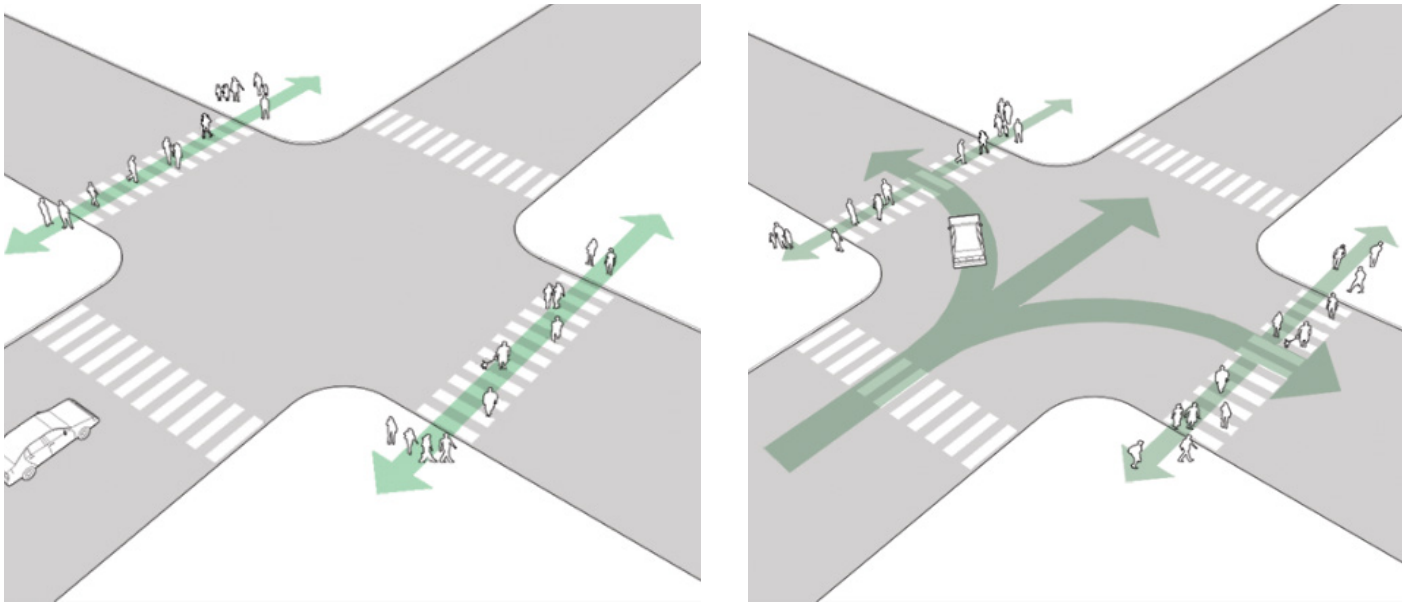
FHWA, *Pedestrian Hybrid Beacon Guide Recommendations and Case Study*

FHWA, *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations publication*

California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014, Revision 8

LEADING PEDESTRIAN INTERVAL (LPI)

A leading pedestrian interval (LPI) is a technique used to allow pedestrians to enter the intersection prior to vehicular traffic. Additional walk time is added to the start of the pedestrian phase, while the red phase for vehicular traffic remains in place. The additional time increases pedestrian visibility by allowing pedestrians to establish their position in the crosswalk ahead of the turning traffic.



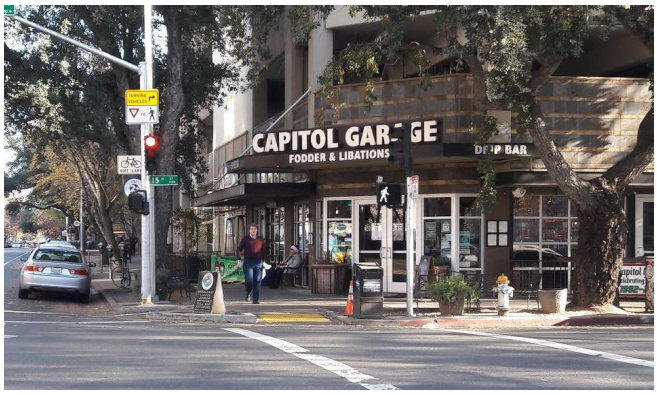
Source: NACTO Urban Street Design Guide

DESIGN GUIDELINES

- Provide enough time for pedestrians to cross at least one lane of traffic before the turning traffic is released. This typically results in a 3-7 seconds of lead time, depending on the total crossing distance.
- Pairing Leading Pedestrian Interval's with other pedestrian treatments, such as bulb-outs, increase their effectiveness and reduces vehicle delay at intersections.

OTHER CONSIDERATIONS

- Typical use at intersections with high volumes of pedestrians and conflicting turning vehicles and locations with a large number of pedestrians who walk slower.
- LPIs also improve safety at intersections where left-turning vehicles yield to on-coming traffic prior to making a left turn.
- LPIs are relatively low in cost and only require minor adjustments to signal timing.
- LPIs can be paired with leading bicycle intervals (LBI).
- LPIs are not needed where there are protected right or left turns.



Source: CalTrans Complete Streets Element

REFERENCES

NACTO, *Urban Street Design Guide*

PEDESTRIAN SCRAMBLE

The pedestrian scramble intersection temporarily stops all approaches of vehicle traffic, allowing pedestrians to simultaneously cross all legs of the intersection, including diagonally. The pedestrian scramble may be used when an intersection experiences high pedestrian volumes, when there is a high volume of turning vehicular traffic through any crosswalk, and/or when there is a history of collisions involving turning vehicles and pedestrians.



Source: NACTO Designing Cities 2017 (City of Los Angeles)

DESIGN GUIDELINES

A Pair with signage declaring that vehicles must not block intersection

- The exclusive pedestrian phase should correspond with the diagonal crossing distance.
- Pedestrian phases should not be allowed during any vehicle phases.
- Provide crosswalks and pedestrian striping to clearly designate the diagonal crossings.
- Pair with large refuge spaces and bulb-outs to provide safe staging area for high volumes of pedestrians.



Source: StreetsBlog LA

OTHER CONSIDERATIONS

- A pedestrian scramble can reduce the pedestrian crossing time and exposure.
- A pedestrian scramble traffic signal movement can cause larger vehicle and pedestrian queues and delays.
- A pedestrian scramble should be installed where intersecting roadways have similar roadway widths.

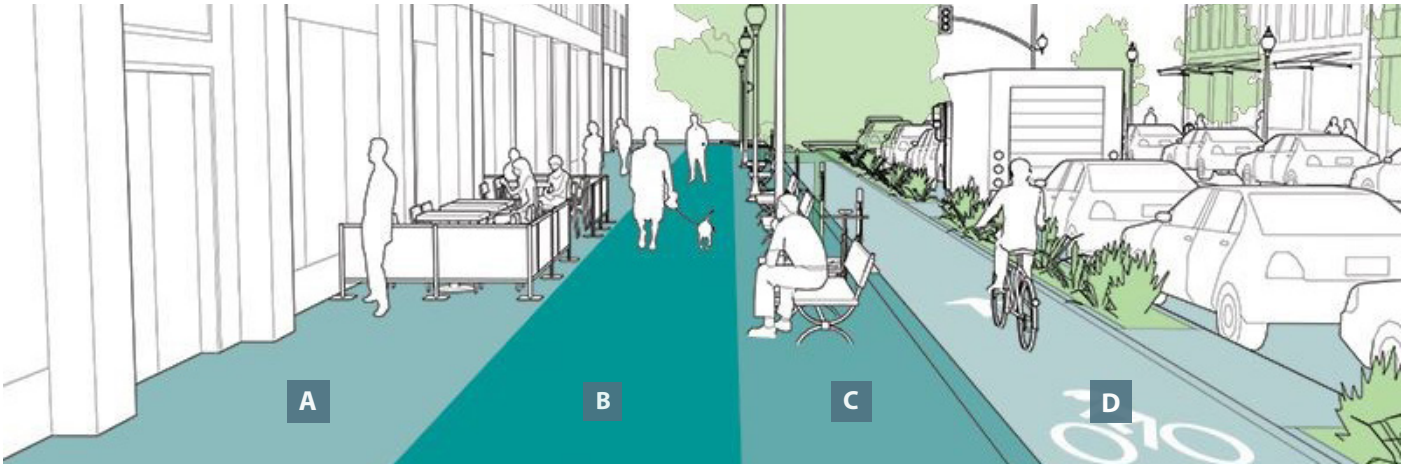
REFERENCES

NACTO, *Designing Cities 2017*

StreetsBlog LA, *Crosswalks Debut At Hollywood And Highland*

PEDESTRIAN REALM

The pedestrian realm is the area within a streetscape that is designed for pedestrian use but includes more than just the sidewalk. Pedestrian realm design is an approach to supporting multiple functions of the space between the street and property line. Sidewalks are the canvas for pedestrian realm design, which plays a critical role in the character, function, enjoyment, and accessibility of neighborhoods, main streets, and other community destinations. In addition to providing space for pedestrians separated from motor vehicles, street trees and other plantings, stormwater infrastructure, street lights, and bicycle racks offer places for people to gather, stroll, shop and eat, etc.



Source: NACTO Urban Street Design Guide

DESIGN GUIDELINES

There are four primary zones that typically make up an active pedestrian realm: Frontage Zone, Pedestrian Through Zone, Street Furniture/ Curb Zone and Enhancement Buffer.

A Frontage Zone

- The frontage zone is space adjacent to building.
- May be occupied by front porches, stoops, architectural features, displays, café seating, etc.
- Frontage zones vary in width from a few feet to several yards. Typically, in downtown and commercial areas, the frontage zone should be anywhere between 2 1/2 to 10 feet.

B Pedestrian Through Zone

- The pedestrian through zone is the obstacle-free area for pedestrian travel.
- Must be kept clear of any obstacles and be wide enough to comfortably accommodate expected pedestrian volumes including those using mobility assistance devices.
- Ideally 5 to 7 feet for a residential setting and 8 to 12 feet wide for downtown or commercial areas, or areas with high pedestrian volumes.

C Street Furniture/ Curb Zone

- The street furniture/ curb zone area is between curb and through zone.
- The area between the curb and the pedestrian zone and may include street lights, trees, bicycle racks, parking meters, signposts, signal boxes, benches, trash and recycling receptacles, and other elements.
- Typically 2 to 6 feet depending on street classification.

D Enhancement Buffer Zone

- The enhancement buffer zone is space adjacent to curb.
- Dedicated space for curb extensions, parklets, stormwater management features, parking, bicycle racks, bicycle share stations, and curbside bicycle lanes or cycle tracks.
- Refer to curb extensions, parklets, bicycle parking, and stormwater management strategies for more details.

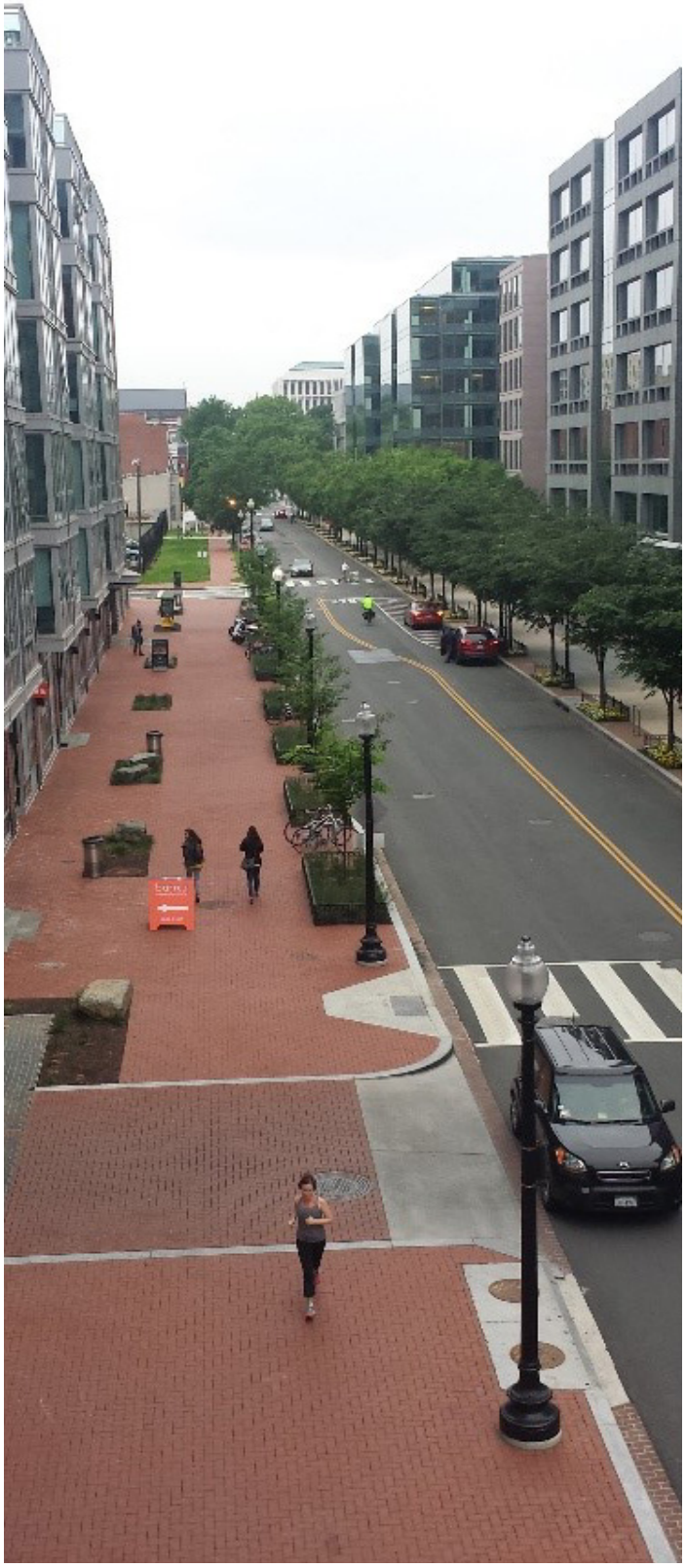
PEDESTRIAN REALM

OTHER CONSIDERATIONS

- Providing the 4 zones of the pedestrian realm:
  - » Creates a vibrant streetscape with active uses adjacent to the street.
  - » Promotes a lively street environment and adds economic value by enabling private commercial activity to spill into the public environment of the street.
  - » Provides attractive elements such as landscaping and/or rain gardens that collect storm water runoff from adjacent roads and sidewalks.
- Pedestrian realms with all four zones are typically found in commercial corridors with high pedestrian volumes, mixed use developments, and high-density residential areas.



Source: KTUA



Source: Kimley Horn and Associates

REFRENCES

NACTO, *Urban Street Design Guide*



Emerging Technologies

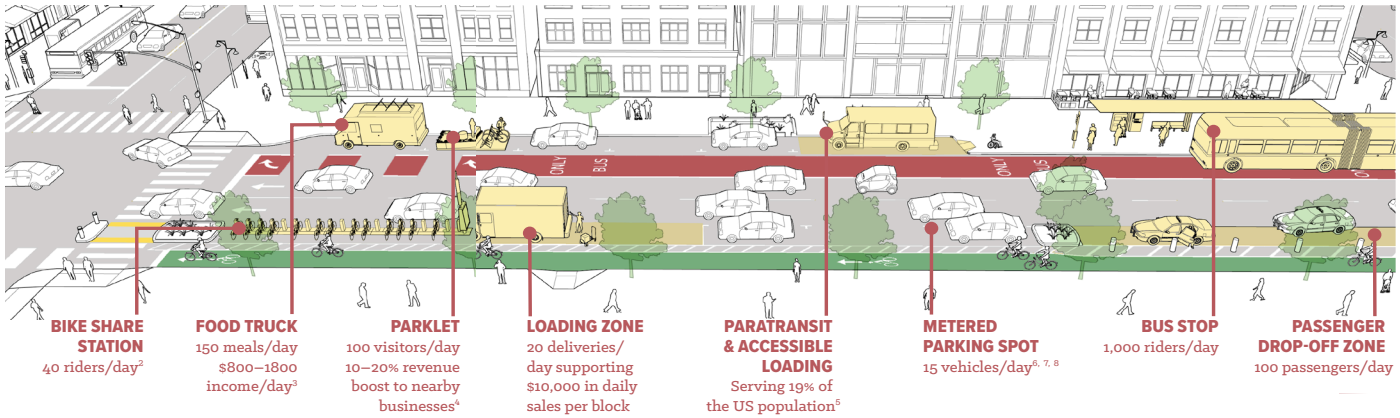
Emerging technologies in active transportation help encourage bicycling, walking, and promote the overall use of non-motorized modes of mobility. They enhance public health, strive to be accessible, and aid agencies towards achieving sustainability goals

This section provides design guidelines and considerations for some emerging technologies such as:

- Curbside Management
- Neighborhood Electric Vehicles (NEV)
- Mobility Hubs
- Green Infrastructure
- Transportation Network Companies (TNCS)
- Parklets/Pocket Parks
- Shared Micromobility

CURBSIDE MANAGEMENT

Curbside management seeks to inventory, optimize, allocate, and manage curb space to maximize mobility and access for the wide variety of curb demands and users. It is fundamentally about creating an organization scheme that improves mobility and safety for all while allowing the curb space to remain flexible. Potential users of the curbside include: drivers (both Transportation Network Companies (TNC) and non-TNC), parked vehicles, electric vehicle (EV) charging, bicycles and bicycle infrastructure, pedestrians and crossing infrastructure, couriers and delivery vehicles, local businesses, mobile vendors, transit and transit infrastructure, ADA access, emergency services, taxis, shuttles, parklets, and streetscape.



Source: NACTO Parking and Curbside Management

CURBSIDE TREATMENT STRATEGIES

Pricing Strategies

- Metered parking
- Multispace parking meters or pay-by-phone parking
- Time-of-Day Parking Pricing

Corridor Types

- Transit priority corridors
  - » Dedicated transit lanes
  - » Bus queue jumps
  - » Enhanced transit stops
- Bicycle priority corridors
  - » Protected bikeways
  - » Bicycle and shared mobility device storage

Pedestrian Priority Corridors

- » Curb extensions
- » Wider sidewalks/enhanced sidewalks
- » Parklets
- » Seating

Curbside Designated Zones

- Loading zones
- Freight loading zones
- Taxi stands
- Vending zones
- Car share zones
- Flex zones – areas that can be used to serve different purposes including:
  - » Multiple functions served simultaneously in the same space
  - » Different functions served at different times in the space through time-of-day restrictions
  - » Multiple functions served simultaneously in different spaces along the road

District-Wide Policies

- No-parking districts
- Permit parking

CURBSIDE MANAGEMENT



Source: ITE Curbside Management Practitioners Guide

IMPLEMENTATION STRATEGY

- **Inventory existing conditions.** Complete a detailed assessment of how curb space is currently utilized and managed by conducting the following:
  - » Review of existing policies or codes which may impact curb space utilization
  - » Perform field observations to identify key existing curbside users, use, and restrictions
  - » Determine any obvious needs or opportunities
- **Identify land use and activity considerations to develop modal prioritization of space.** Identify critical uses for the right-of-way on a corridor-by-corridor or even block-by-block basis such as mobility, access for people, activation, greening, and storage for vehicles or equipment. Modal prioritization may vary by time of day for certain corridors and contexts.
- **Identify appropriate treatment alternatives.** Select treatment alternatives based on which right-of-way functions and transportation modes would like to prioritize at curb space location(s).
- **Assess and present alternatives for public feedback.** Evaluate selected treatment alternatives to determine both their anticipated efficiency and impact on each right-of-way function and user relative to existing conditions. Consider looking at qualitative or quantitative metrics such as VMT, levels of street traffic, and walk/bike score. Consider creating a stakeholder advisory group comprised of both public and private representatives to provide feedback and guidance on potential treatments.
- **Refine and implement treatments.** Refine selected treatments to establish a final preferred alternative. Develop a plan for the preferred alternative that uses either an accelerated "quick build" method or standard design development process.
- **Monitor and evaluate performance of implemented treatments.** Monitor implemented treatment/strategy for effectiveness in meeting project or agency goals. Consider measures of effectiveness listed in ITE Curbside Management Practitioners Guide.

REFERENCES

ITE *Curbside Management Practitioners Guide*

NACTO *Parking and Curbside Management*

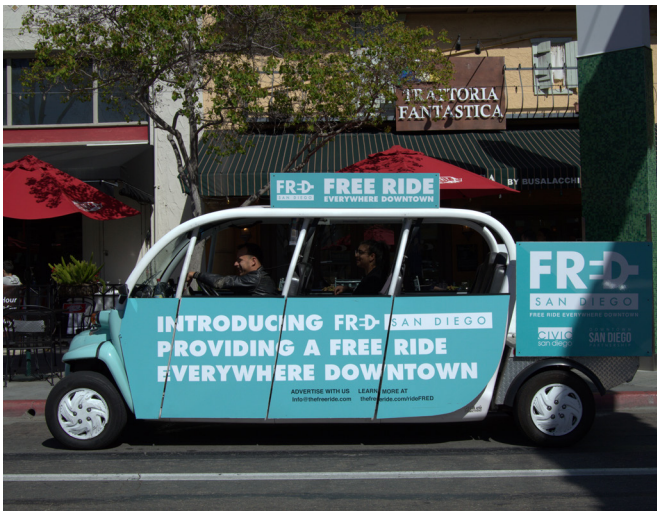
International Parking & Mobility Institute The Parking Professional's Curbside Manage (May 2019)

International Transport Forum The Shared-Use City: Managing the Curb

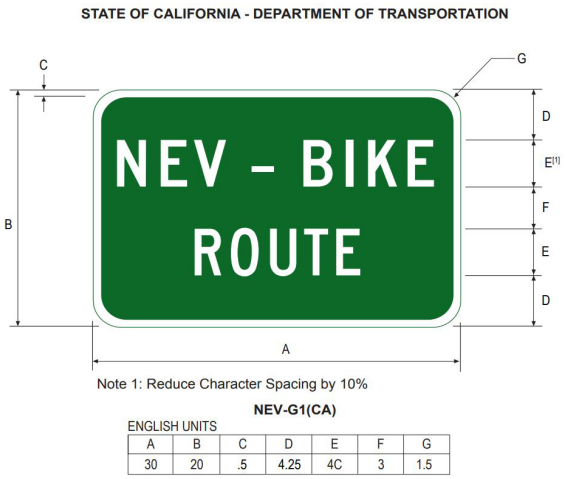
NEIGHBORHOOD ELECTRIC VEHICLES (NEV)

Neighborhood electric vehicles (NEVs) offer a low speed, zero-emission motorized travel option. A vehicle is classified as a NEV or "low-speed vehicle" if it is a four-wheeled motor vehicle with top speeds of 20 to 25 mph. NEVs can carry up to six passengers.

Note: The California's Department of Motor Vehicles (DMV) provides additional requirements for a vehicle to be classified as a NEV. These requirements include registration, conforming VIN, and gross vehicle weight rating.



Source: Kimley-Horn and Associates



Source: CA MUTCD

NETWORK DESIGN CONSIDERATION

- NEVs can only operate on any roadway with posted speed limits of 35 mph or less unless a NEV plan is adopted. Per state legislation, a NEV plan is needed to operate NEVs and other low-speed vehicles on streets that have posted speed limits above 35 mph. California AB-61 allows County of Riverside or any of its jurisdictions to develop a NEV Transportation Plan.
- An adopted NEV Transportation Plan may prohibit NEV operation on any roadway and allow operation of NEVs in separate lanes on roads with posted limits of 40 mph or greater. NEV lanes for the NEV Transportation Plan are classified as the following:
  - » Class I NEV routes provide for a completely separate right-of-way for the use of NEVs
  - » Class II NEV routes provide for a separate striped lane adjacent to roadways with speed limits of 55 miles per hour or less
  - » Class III NEV routes provide for shared use by NEVs with conventional vehicle traffic on streets with speed limits of 35 mph or less
- NEVs can cross intersections that have a speed limit above 35 mph, if the crossing begins and ends on a road of 35 mph or less and occurs at an intersection of approximately 90 degrees. Vehicles cannot travel at uncontrolled intersection with any state highway unless that intersection has been approved by the agency with primary responsibilities for that crossing (e.g., Caltrans).
- A road network for NEVs should be designed for continuous, direct, and relatively flat routes throughout a City. An efficient NEV network should be designed to provide as direct a route as possible to employment centers, retail centers, and other points of concentrated activity.
- Dedicated paths that accommodate NEVs can be considered in newer, lower-density suburban communities where road widths or adjacent greenspace permit them. They must be at least 9 ft wide to allow for unidirectional travel, and 18 ft wide for bi-directional travel.
- NEVs can operate in dedicated on-street lanes (including bicycle lanes) if these lanes are at least 7' wide and signing and/or pavement marking indicates NEVs are allowed.

NEIGHBORHOOD ELECTRIC VEHICLES



Source: Bennett Engineering

OTHER CONSIDERATIONS

- Recommended for local trips in self-contained areas such as planned communities, resorts, college campuses, and industrial parks.
- Parking, charging stations, striping, signs, and educational tools should be provided.
- On-street parking may be repurposed for NEV lanes or charging spaces.
- Transit station parking lots that have space for NEVs also should provide charging facilities. At busy transit parking lots, planners will have to consider how many NEV spaces with charging stations to install, whether to limit parking hours for charging, and how to regulate pricing.



Source: Bennett Engineering

REFERENCES

Neighborhood Electric Vehicle(NEV)/Low-Speed Vehicle (LSV) And Golf Cart Registration (FFVR 37) by California Department of Motor Vehicles (DMV)

California Streets and Highways Code, Division 11 (Rules of the Road), Chapter 1.

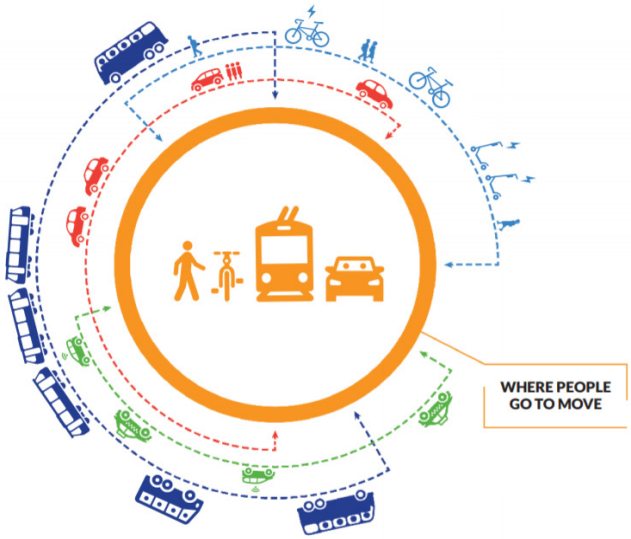
Assembly Bill No. 61, California Legislation.

National Highway Transportation Safety Administration (NHTSA)

AARP, *Public Policy Institute Policy and Design Considerations for Accommodating Low-Speed Vehicles and Golf Carts in Community Transportation Networks*

MOBILITY HUBS

Mobility hubs are places of connectivity where people can make seamless connections between various travel options such as walking, biking, micromobility, transit, and shared mobility services. Each mobility hub is custom designed for the surrounding community it services to make it easier for people to use transit to travel between destinations of interest. Mobility hubs typically consider services and destinations within a 5-min walk, bike or drive to/from high-frequency transit.



Source: Shared-Use Mobility Center

DESIGN STRATEGIES

- Lighting should be provided both within the site and approaching the site to ensure user safety for pedestrians, bicyclist, and micromobility users.
- Mobility hubs should be walkable and accessible for all ages and abilities by providing basic comfort features such as seating, protection from elements (shading), established traffic-calming elements (vertical or horizontal separation from motorized vehicles), and enhanced pedestrian environment (public art).
- A variety of travel options should be provided that fit community needs and allow users to effectively travel to and from the mobility hub to access their end destination. It is recommended to provide a minimum of three options other than existing transit.
- Mobility hubs should support seamless transfer and integration into surrounding neighborhood through well designed wayfinding and navigation tools such as physical maps, interactive kiosks, and/or signs.
- Consider amenities for the following categories:
  - » Transit amenities within the immediate transit station area to help riders plan their trips, make connections and wait for their trip comfortably include: enhanced transit waiting areas, passenger loading zones, and real-time arrival information.
  - » Pedestrian amenities within a 5-minute walk to and from transit station that promote pedestrian travel include walkways and high-visibility crosswalks.
  - » Bicycle amenities within a 5-minute bicycle ride to and from transit station that promote bicycle travel include: dedicated bikeways, bicyle parking, bicycle share stations.
  - » Motorized services & amenities within 5-minute drive to and from transit station that support efficient operation of motorized travel that may include: dedicated transit lanes, micromobility, e-bike and scootershare, carshare, on-demand rideshare (TNCs), microtransit, neighborhood electric vehicle (NEV), electric vehicle charging, smart parking, and flexible curb space.
  - » Support services & amenities within the station area and 5-minute zones for walking, biking, and driving that support travel options include: wayfinding, package delivery, mobile retail services, and universal transportation account.

MOBILITY HUBS



Source: Kimley-Horn and Associates

OTHER CONSIDERATIONS

- Build around transit stops and stations with high-capacity, high-frequency, and high-ridership transit services near large activity generators such as commercial centers, employment centers, and districts.
- Consider existing and potential availability of electricity to implement charging facilities for electric cars, e-bikes, and scooters.
- Leverage momentum of currently planned and future transit-oriented development to maximize use of mobility Hub. Typically, places where people live and work are where mobility hubs would be successful.



Source: Association of Bay Area Governments

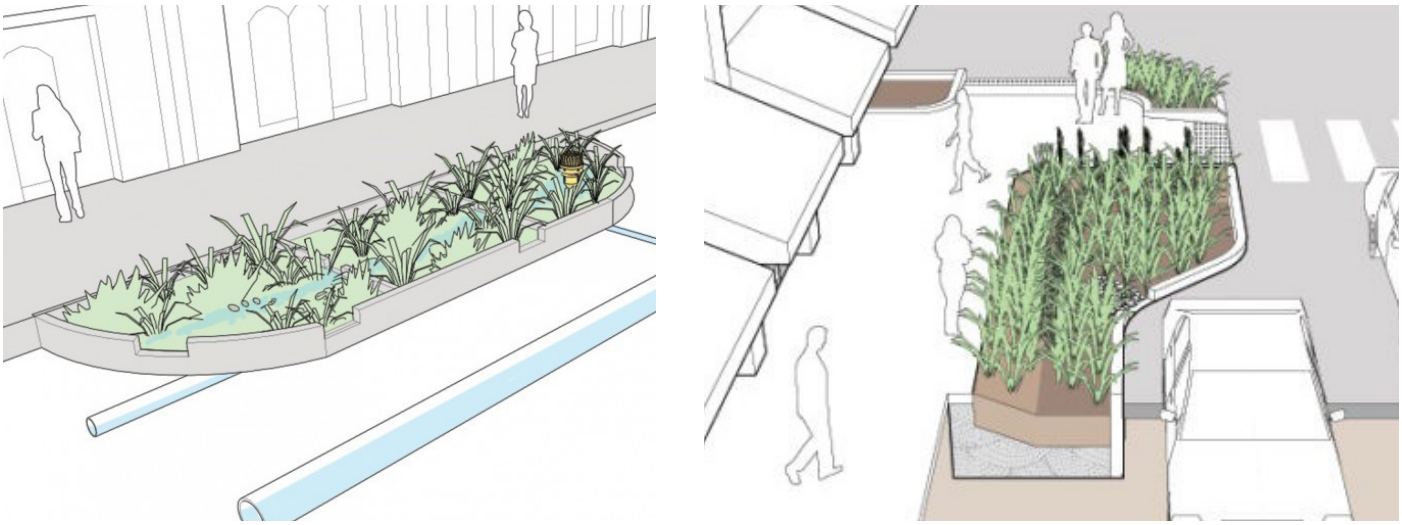
REFERENCES

Shared-Use Mobility Center Mobility Hubs (2019)

Metrolinx, ***Mobility Hub Guidelines (2011)***

GREEN INFRASTRUCTURE

Green infrastructure is a planning and design approach to managing runoff, reducing the urban heat island effect, improving health and air quality, and promoting sustainability goals through stormwater infrastructure such as bioswales, infiltration basins, and pervious pavement. Many traffic calming techniques and pedestrian and bicycle facilities provide opportunities to incorporate Green Infrastructure techniques that can create a more pleasant environment for walking and biking. For stormwater development standards refer to the City of Salinas ***Stormwater Development Standards for New and Redevelopment Projects (2021).***



Source: NACTO Urban Street Stormwater Guide

DESIGN GUIDELINES

Bioswales

Bioswales are landscaped infrastructure with dense vegetation or grass that manages stormwater runoff from paved surfaces, allowing the water to infiltrate into the ground.

- Flow-based design should follow the most recently published Riverside County BMP Handbook where the design rainfall intensity is identified as 0.2 in/hour.
- Verification that underlying native soils are not contaminated should be determined prior to installation.
- The swale should be a minimum of 2 feet in width at the bottom of the swale.
- Ideal side slope of 4:1 H:V (maximum 3:1) to allow maximum contact time with vegetation.
- Minimum slope in flow direction 0.2%, provide under drains for slopes < 0.5% and maximum slope in flow direction 2.0%, provide grade-control checks for slopes > 2.0%.
- Water level retains no more than 6 inches of runoff.
- For runoff that enter in a sheetflow fashion, edge should be flush with grade and where necessary, intermittently space curb cuts to allow runoff to enter and be treated. Curb cuts should be at least 18 inches wide and spaced from 3 to 15 feet apart.
- Be mindful if blocking sightlines, signs, and other traffic control devices.

Infiltration Basin / Rain Garden

Infiltration basins, or rain Gardens, are earthen basin designed to capture runoff and infiltrate stormwater back into pervious natural surrounding soil.

- Volume-based design should follow the most recently published Riverside County BMP Handbook where the minimum drawdown time is 48 hours.
- Avoid sediment clogging by including a settling basin near inlet and required energy dissipater.
- Water level retains between 6 inches and 12 inches of runoff.
- Aim to have a minimum infiltration rate of 0.5 in/hr.
- Vegetation should be included on sides and bottom to protect the basin from erosion.
- If standing water conditions occur, a relief underdrain should be installed.



Source: KTUA

GREEN INFRASTRUCTURE

Pervious Pavement

Pervious pavement is durable surface that allows rainfall to filter gradually into an underlying layered structure that stores the water prior to infiltration or drainage to an overflow system such as porous asphalt, pervious concrete, permeable interlocking concrete pavers, or grid pavers.

- Pervious pavement has soil infiltration rates that exceed or meet standard of 0.5 inch/hr.
- For pervious asphalt and concrete, critical that the subgrade is properly prepared and that the surface is poured correctly.
- Pervious pavement should not be used in the following conditions:
  - » Areas with known soil contamination
  - » Downstream of erodible areas and areas with a high likelihood of pollutant spills
  - » Industrial or high vehicular traffic areas
- Requires well-drained native soil.
- Limited infiltration effectiveness on street slopes over 5%.
- Pervious pavers can be installed along sidewalks, street furniture zones, parking lanes, gutter strips or entire roadways. Not recommended on bicycle boulevards as they are not likely to provide a traffic calming benefit.



Source: KTUA

REFERENCES

NACTO, *Urban Bikeway Design Guide – Green Infrastructure*

NACTO, *Urban Street Design Guide - Bioswales*

NACTO, *Urban Street Stormwater Guide*

Caltrans Erosion Control Toolbox: Biofiltration

Caltrans Biofiltration Swale Design Guidance (2012)

TRANSPORTATION NETWORK COMPANIES (TNCS)

Transportation Network Companies (TNCs) provide on-demand rideshare or ridehailing service to allow users to request a shared or personal ride in real-time using a mobile app. The app can link passengers with available drivers based on the trip's origin and destination, while also identifying the quickest route.



Source: Kimley-Horn and Associates

DESIGN GUIDELINES

- Allow shared or flexible curb space on busy, urban streets so that different functions can use curbs at different peak times or so they can share the same space during specified hours.
- Designate TNC pick-up/drop-off areas along the curb or within parking lots for passenger loading and unloading to make rideshare services more efficient, while also reducing instances of double-parking or idling.
  - » Accompany wayfinding signs with TNC pick-up/drop-off areas to clearly communicate the location to both passengers and drivers.
  - » Work with TNCs to create in-app prompts to direct people to dedicated pick-up areas.
  - » Consider converting parking spaces to TNC pick-up/drop-off areas within a parking lot or passenger loading zones along a curb.

OTHER CONSIDERATIONS

- Consider partnerships with TNCs to promote carpooling to areas that experience high demand for parking (e.g., downtown district, transit station).





Source: Significon

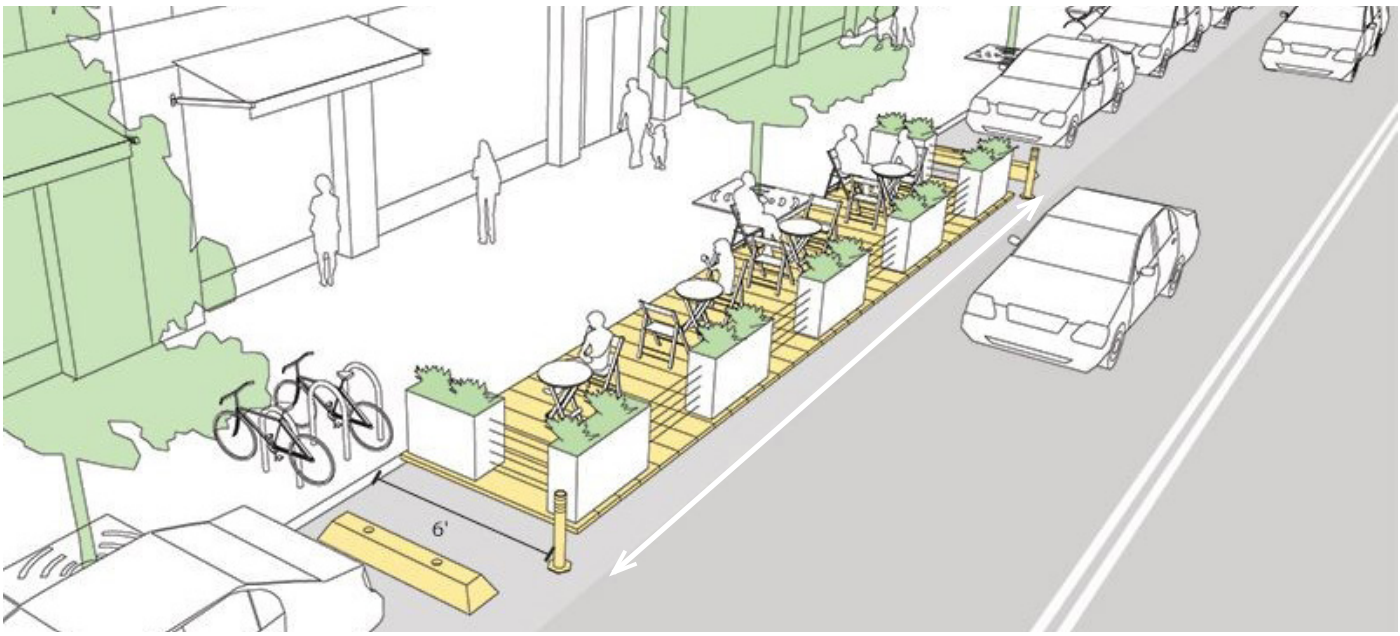
REFERENCES

ITDP, *Ride Fair: A Policy Framework for Managing Transportation Network Companies*

Significon, *Ride App Pickup: Creation of a new Standard*

PARKLETS/POCKET PARKS

Parklets are typically created by repurposing a portion of on-street parking for use as a community space. Popular usage for parklets include curbside seating for dining, bicycle parking, and art exhibits. These multi-purpose spaces can provide an aesthetic enhancement to the neighborhood, spark public interest, and encourage non-motorized transportation.



Source: NACTO Urban Street Design Guide

DESIGN GUIDELINES

- Dedicated parklet space varies based on the location but a 6-foot width is a desired minimum.
- Curb stops should be installed approximately 4 feet on each side of the parklet to ensure visibility for parking cars.
- Parklets should have vertical elements that separate them from traffic but should not prevent visual connection between the pedestrians and the street. Vertical elements between 36 inches and 48 inches are desirable.
- Parklets can be designed as raised platforms to prevent conflict with road and gutter slope for drainage. Raised platforms should have a flush transition at the curb.

OTHER CONSIDERATIONS

- Flexibility in space allocation and design allows parklets to be relatively cost efficient when compared to more permanent civil improvements.
- The decision to implement parklets should be a mutual arrangement between local business owners, community residents, and any governing associations.
- Plants and other style features help distinguish the parklet space and define it as a designated public space separate from vehicle traffic.
- High-visibility elements such as reflective bollards, a painted buffer, or signage may be incorporated into the parklet design to clearly define the space at night.



Source: Interboro Partners

REFERENCES

NACTO, *Urban Street Design Guide*

San Francisco Parklet Manual

SHARED MICROMOBILITY

Shared micromobility is a shared fleet of small, fully or partially human-powered vehicles such as bicycles, e-bikes, and scooters. While there are different business models and companies that provide shared micromobility services, these vehicles are typically rented through a mobile app or kiosk, picked up and dropped off in the public right-of-way or designated parking areas, and intended to serve short trip lengths. Users are typically charged by the hour, day, or month if they use the service on a subscription basis.

Bicycles



Source: Tony Webster

E-Bike



Source: City of Orlando

E-Scooters



Source: NACTO

IMPLEMENTATION STRATEGIES

- Services should only be allowed to operate in the public right-of-way with legal permission from the City (e.g., license, permit, contract).
- Encourage the use of designated shared micromobility parking zones (e.g., in street corral, docking points, painted sidewalk, marked location on sidewalk, painted parking zones in parking lane/red curb spaces) in high volume or crowded areas, and allow users to drop off vehicles in the furniture zone of sidewalks. Communicate appropriate parking locations to users.
  - » Prevent vehicles from parking a minimum 5 feet from a crosswalk or curb ramp.
  - » Enforce vehicles to be parked in street furniture zone of pedestrian public realm.
  - » Keep a minimum 6 feet clear path on sidewalk.
  - » Consider using flexible delineators to mark extent of parking zone. Typically, place retro-reflective delineators no more than 20 feet apart and leave room between back of bicycle and delineators to mount and dismount.
  - » Consider using thermoplastic striping and paint to mark extent of parking zone, leave room behind the back of bicycle tires for riders to mount and dismount.
- Situate parking facilities that may include charging station near transit stations and other major destinations.
- Identify restricted/limited access areas. Consider requiring operators to limit speeds to appropriate levels in the following identified areas:
  - » Unrestricted: 15 mph
  - » Slow zone: 5-12 mph
  - » Non-electric vehicle: 0-3 mph
  - » Prohibited spaces: User must walk vehicle (e.g., sidewalks)
- Encourage use of shared micromobility services in dedicated bicycle lanes and shared use paths. Manage vehicle speeds in these locations.

SHARED MICROMOBILITY



Source: Santa Monica Next

OTHER CONSIDERATIONS

- Draft metrics (e.g., safety, access, equity, economic) to review and assess impact of shared micromobility service on community.
- Update street design guidelines to include shared micromobility services to create protected and safe spaces for users. Consider creating micromobility lanes. These lanes would follow similar guidelines to bicycle facilities.



Source: Bike Portland

REFERENCES

NACTO, Guidelines for Regulating Shared Micromobility (2019)

Transformation for America Shared Micromobility Playbook

NACTO, Bike Share Station Siting Guide

California Vehicle Code Division 11, Article 4

California Vehicle Code Division 11, Article 5

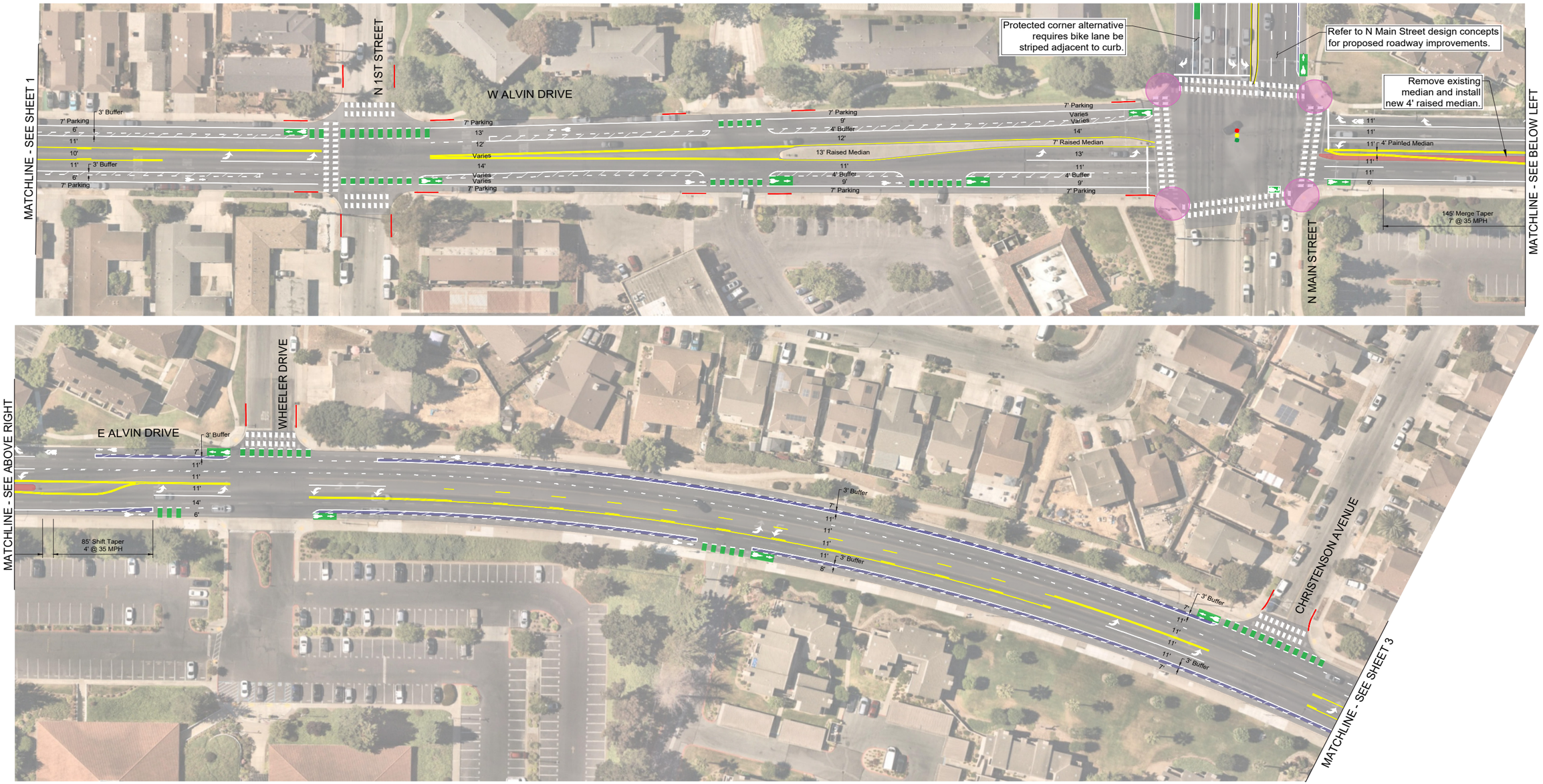
California Vehicle Code Division 11, Article 7

Appendix F: Priority Project Concept Plans

Alvin Drive (Project #6) Concept



Alvin Drive (Project #6) Concept



LEGEND

- Traffic Signal
- Proposed Red Curb
- Remove Existing Raised Median
- Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical Separation Element)
- Bus Stop Location
- Protected Corner Location Alternative - Implementation based on future feasibility study

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Alvin Drive (Project #6) Concept

LEGEND

- Traffic Signal
- Proposed Red Curb
- Remove Existing Raised Median
- Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical Separation Element)
- Bus Stop Location
- Protected Corner Location Alternative - Implementation based on future feasibility study

NORTH

GRAPHIC SCALE IN FEET
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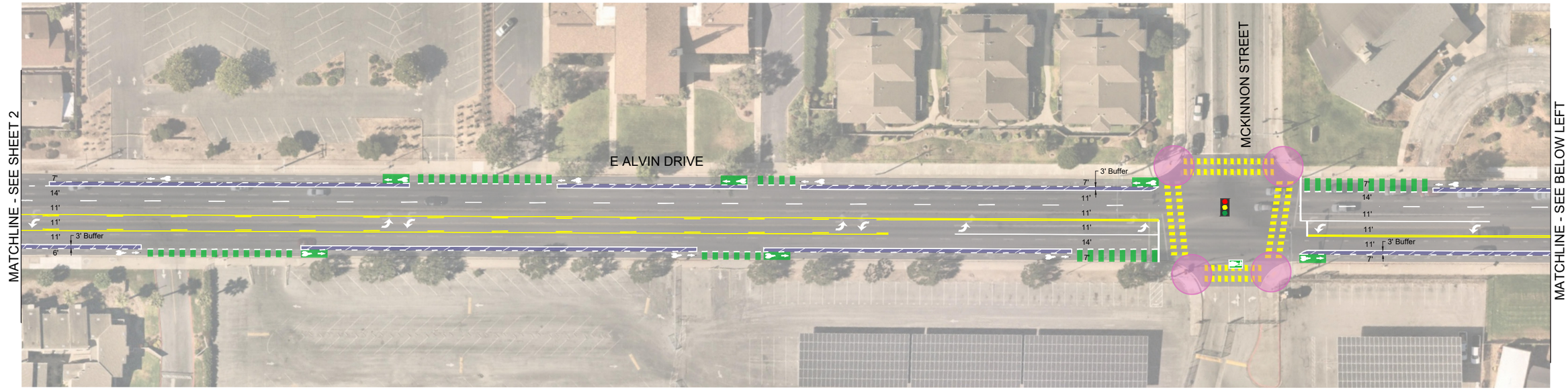
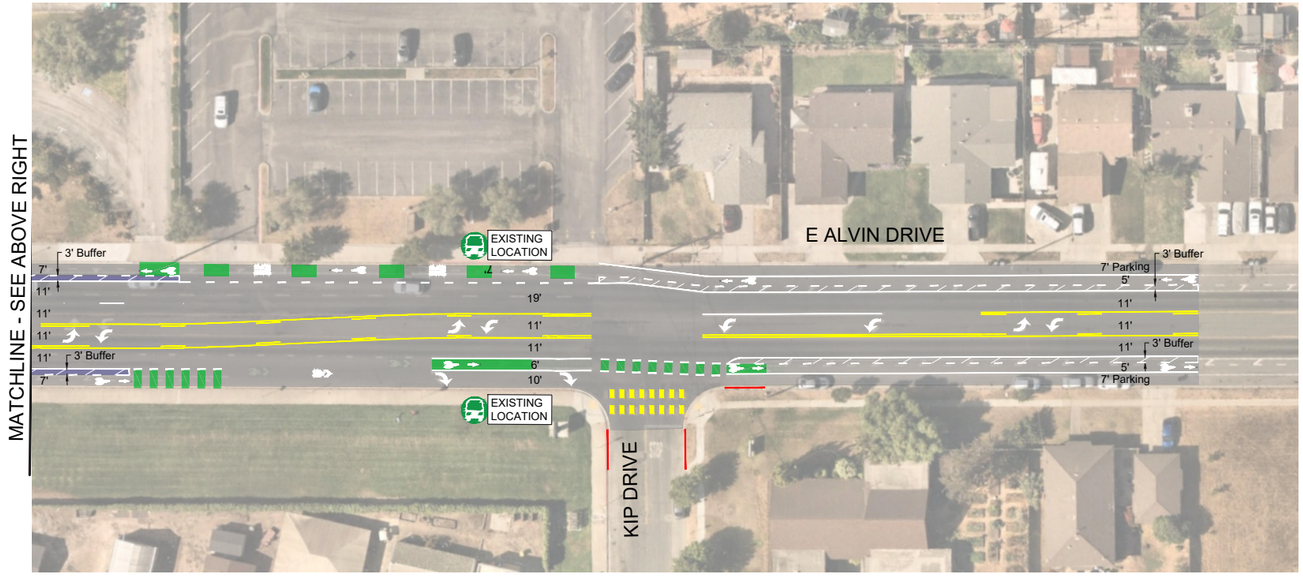
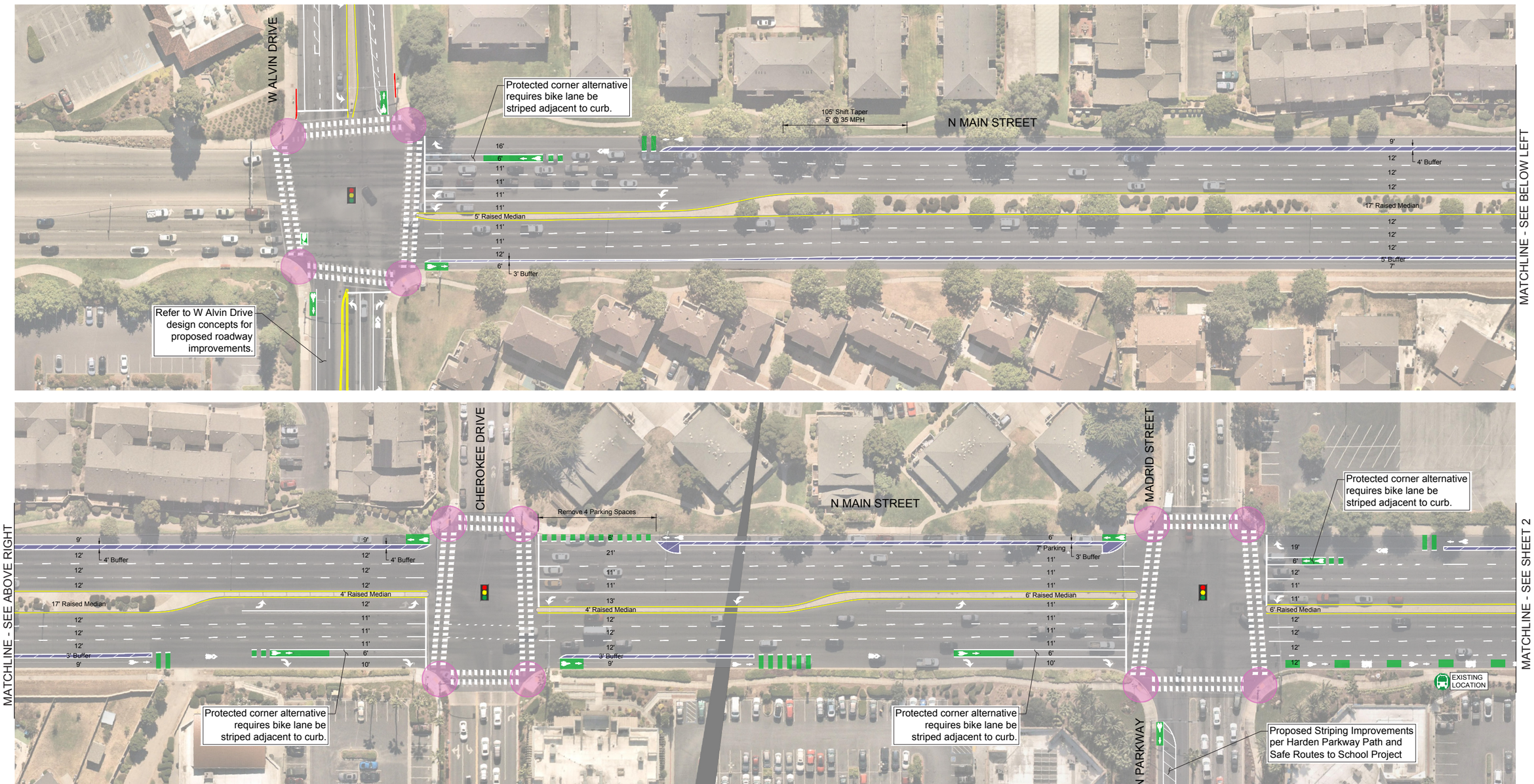

MATCHLINE - SEE SHEET 2
E ALVIN DRIVE
MCKINNON STREET
MATCHLINE - SEE BELOW LEFT
7'
14'
11'
11'
11'
3' Buffer
6'
3' Buffer
7'
11'
11'
11'
14'
7'
7'
14'
11'
11'
3' Buffer
7'


MATCHLINE - SEE ABOVE RIGHT
E ALVIN DRIVE
KIP DRIVE
EXISTING LOCATION
EXISTING LOCATION
3' Buffer
7'
11'
11'
11'
11'
3' Buffer
7'
19'
11'
11'
6'
10'
7' Parking
5'
11'
11'
11'
3' Buffer
5'
7' Parking
3' Buffer

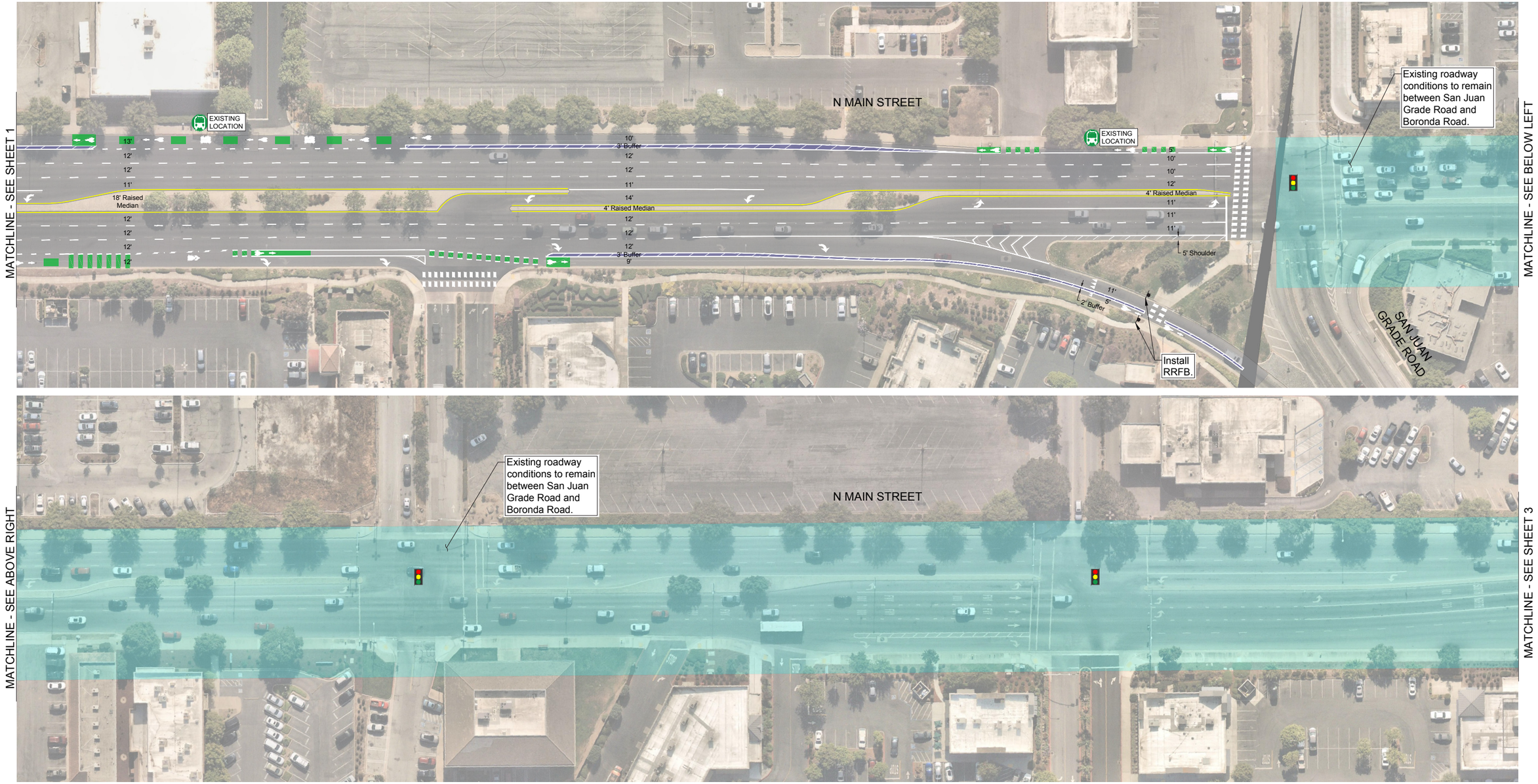
N Main Street (Project #7) Concept



LEGEND

- Traffic Signal
- Bus Stop Location
- Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical
- Remove Existing Raised Median
- Protected Corner Location Alternative - Implementation based on future feasibility study

N Main Street (Project #7) Concept



LEGEND

- Traffic Signal
- Bus Stop Location
- Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical Separation Element)
- Remove Existing Raised Median
- Protected Corner Location Alternative - Implementation based on future feasibility study

NORTH

GRAPHIC SCALE IN FEET
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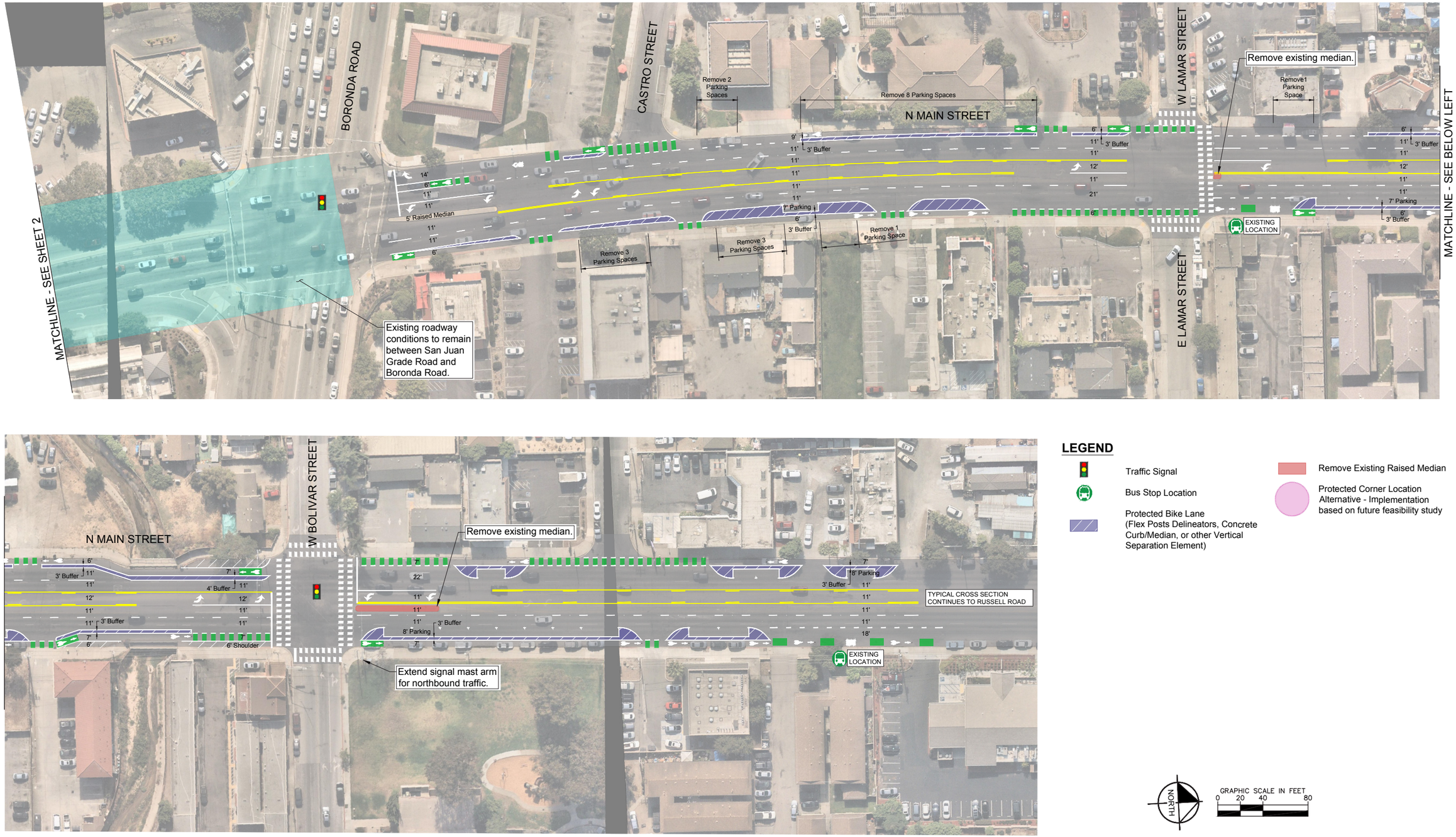
N Main Street (Project #7) Concept



LEGEND

- Traffic Signal
- Bus Stop Location
- Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical Separation Element)
- Remove Existing Raised Median
- Protected Corner Location Alternative - Implementation based on future feasibility study

NORTH

GRAPHIC SCALE IN FEET
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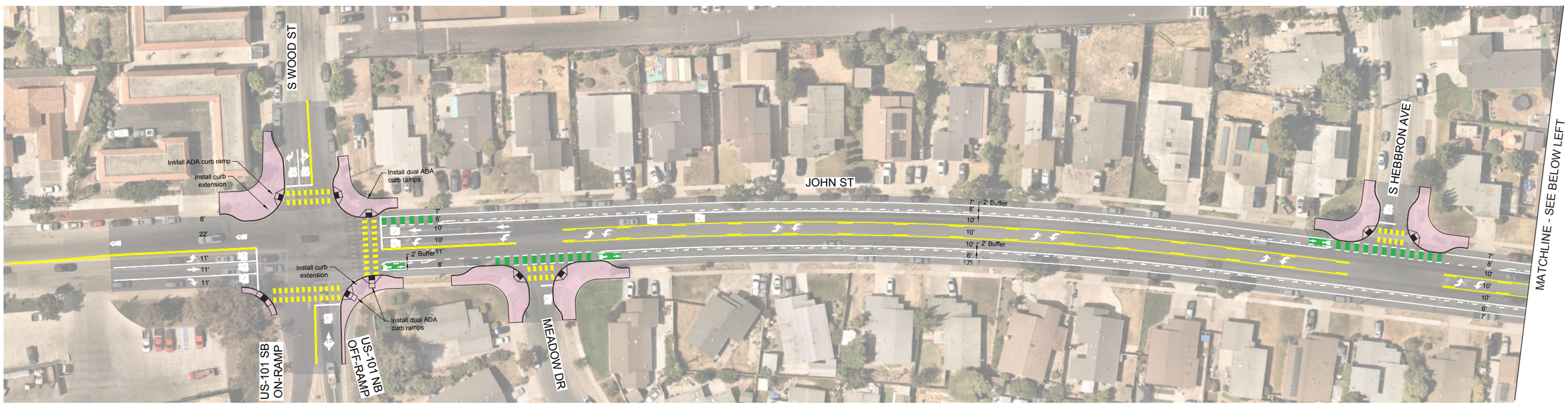
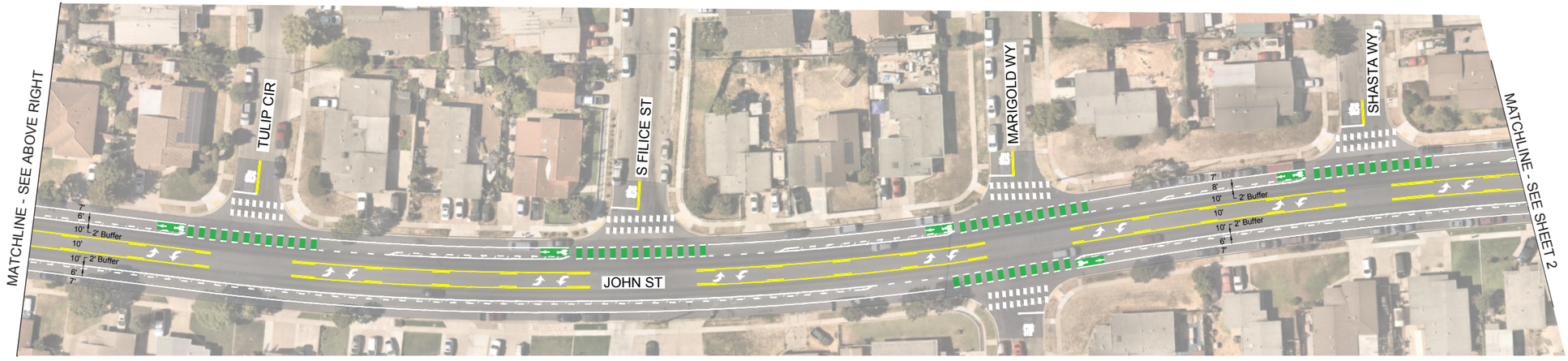
John Street (Project #12) Concept





LEGEND

- TRAFFIC SIGNAL
- RAISED MEDIAN
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)

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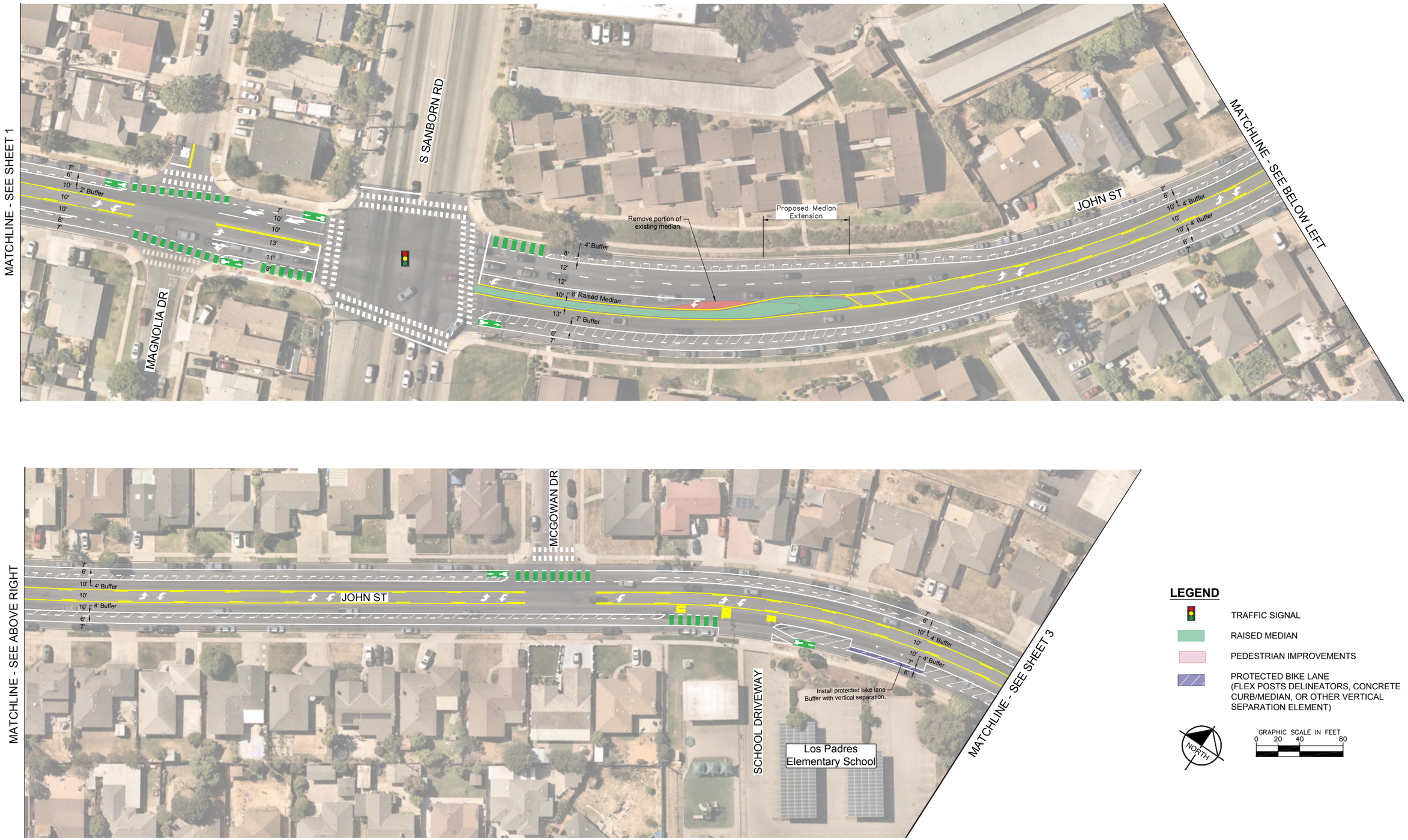
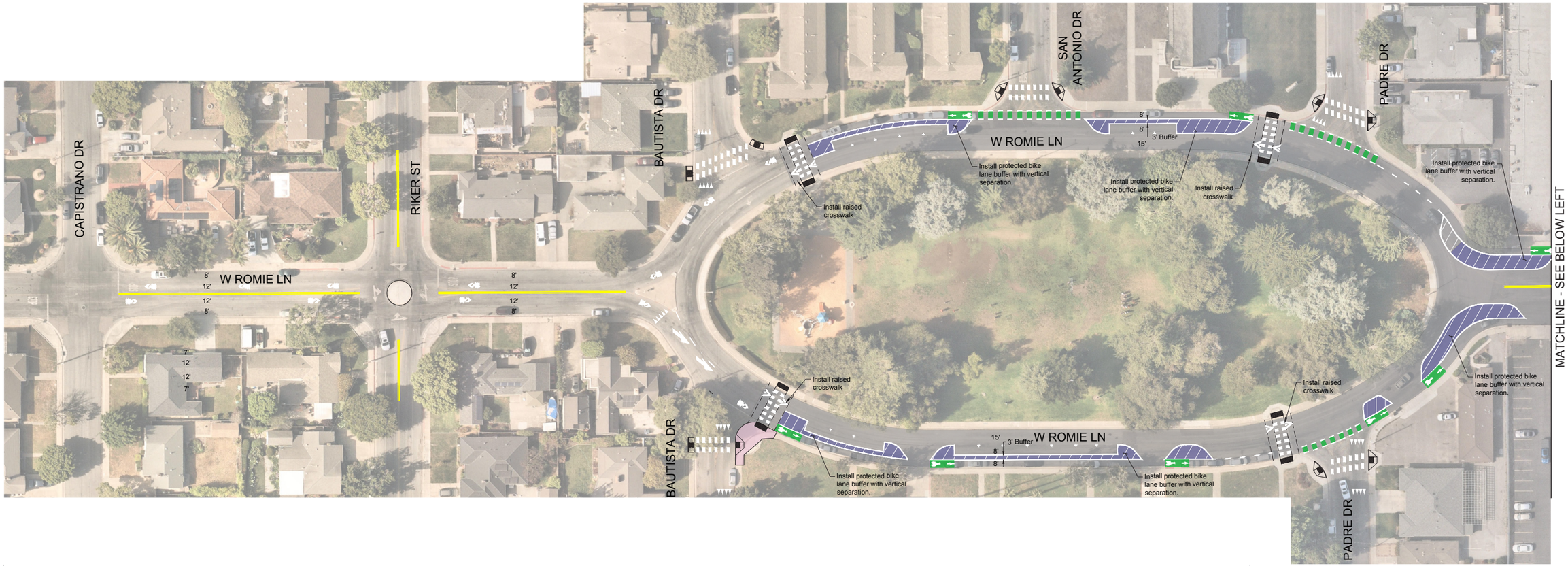
John Street (Project #12) Concept



John Street (Project #12) Concept



Romie Lane (Project #14) Concept



LEGEND

- TRAFFIC SIGNAL
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)

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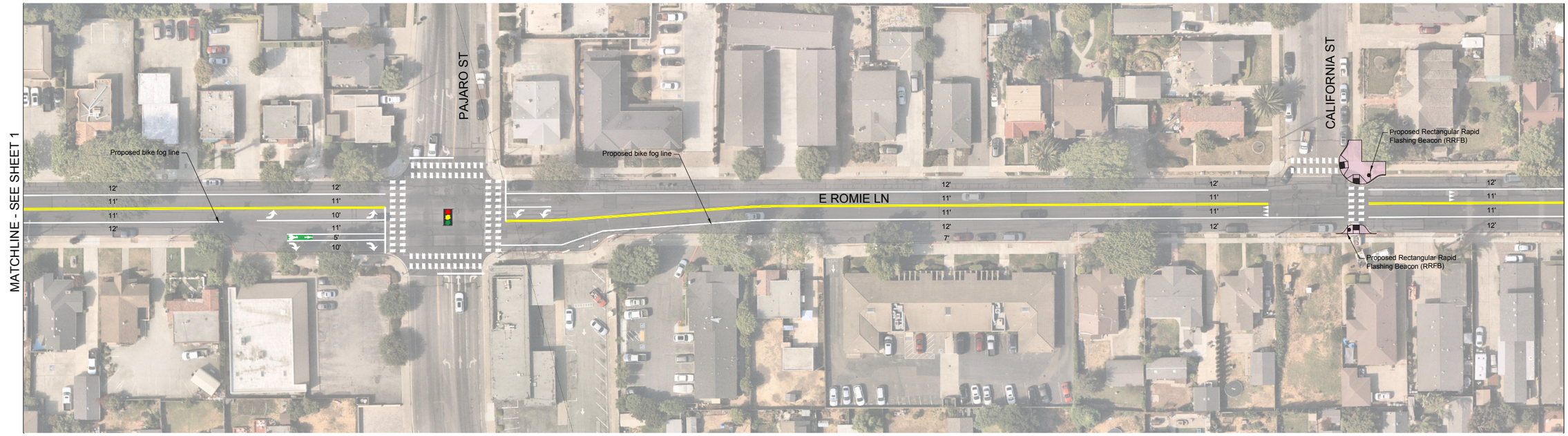
Romie Lane (Project #14) Concept





LEGEND

- TRAFFIC SIGNAL
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)

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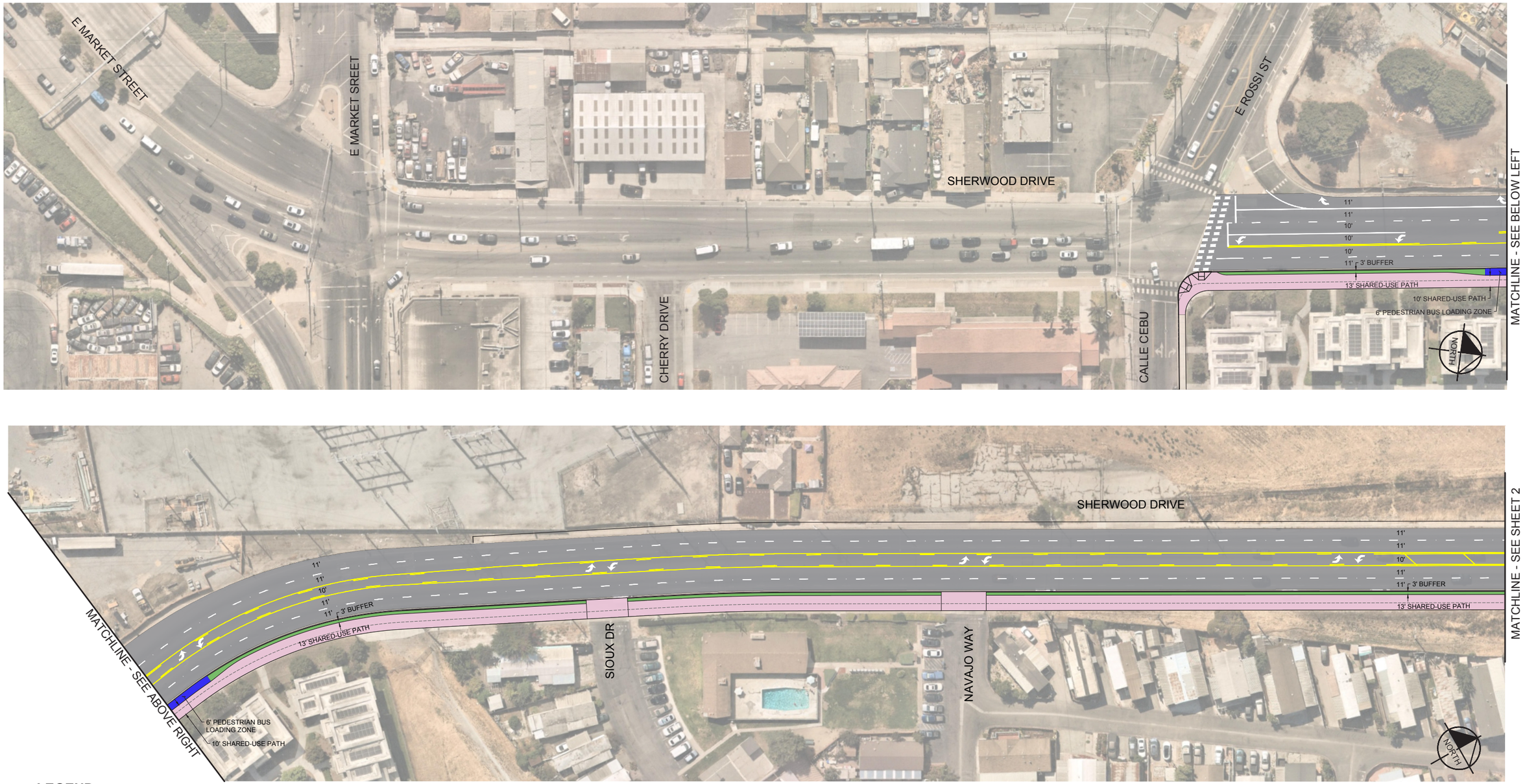
Sherwood Drive (Project #18) Concept



LEGEND

- TRAFFIC SIGNAL
- LANDSCAPED BUFFER
- SHARED-USE PATH
- EXISTING CURB

GRAPHIC SCALE IN FEET
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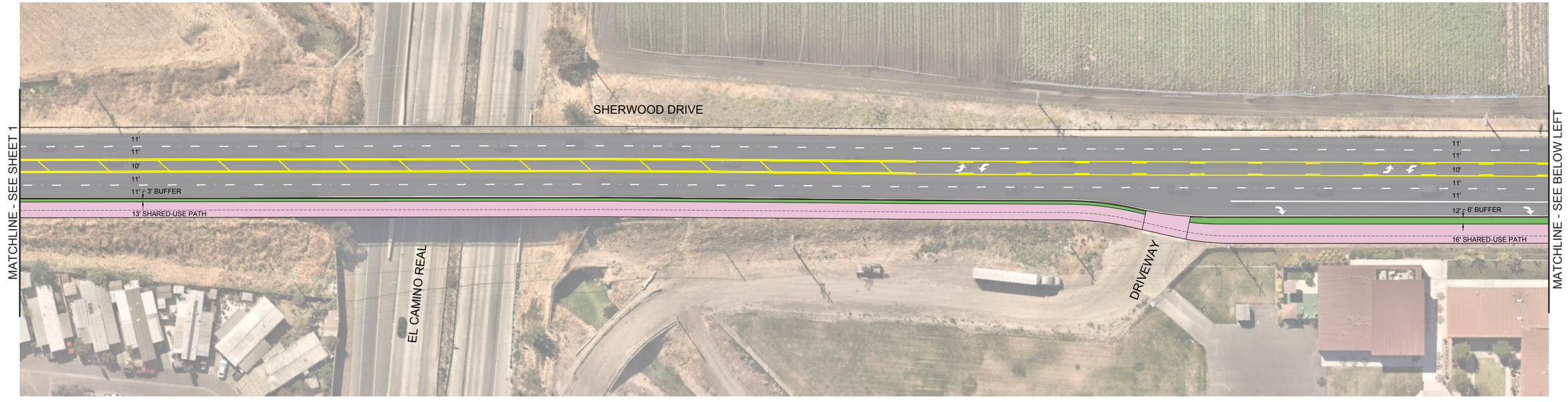
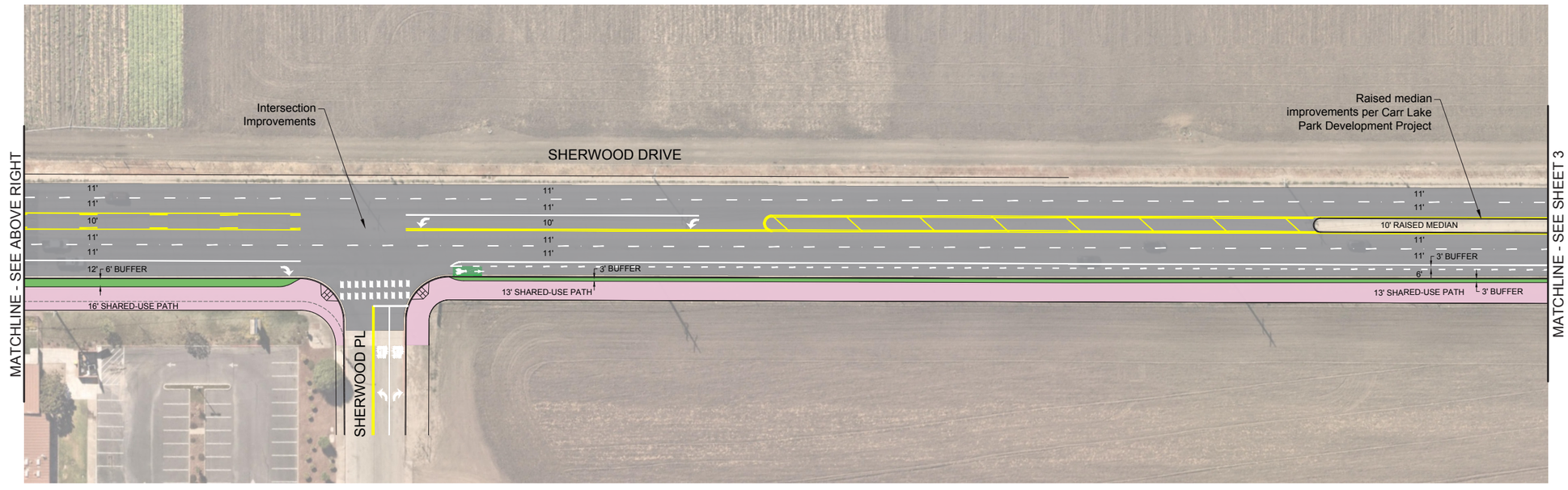
Sherwood Drive (Project #18) Concept





LEGEND

- TRAFFIC SIGNAL
- LANDSCAPED BUFFER
- SHARED-USE PATH
- EXISTING CURB

NORTH

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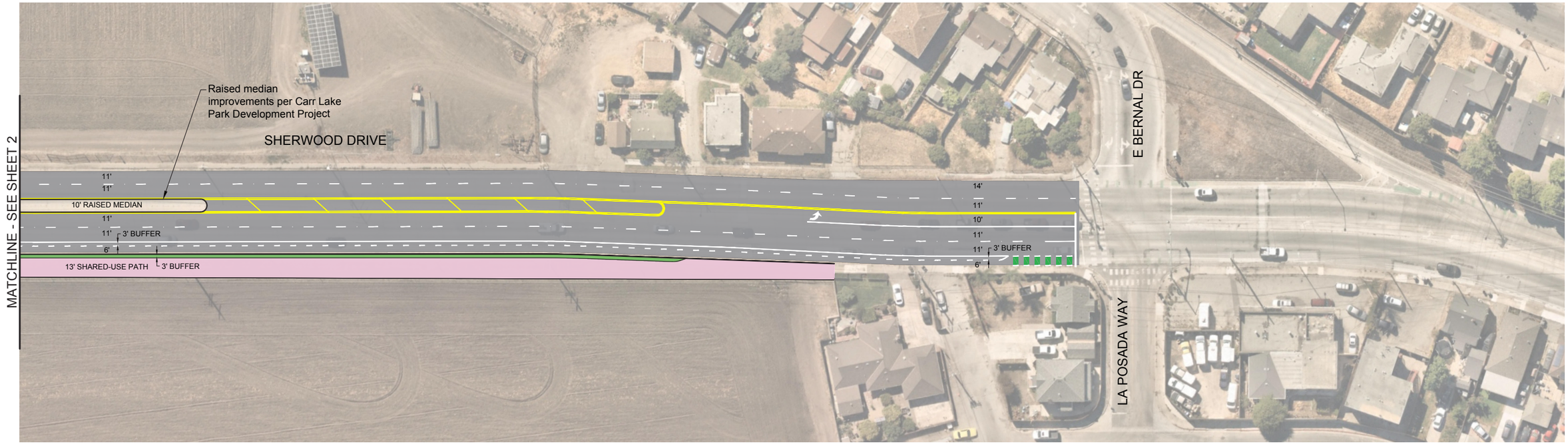
Sherwood Drive (Project #18) Concept



LEGEND

- TRAFFIC SIGNAL
- LANDSCAPED BUFFER
- SHARED-USE PATH
- EXISTING CURB

NORTH

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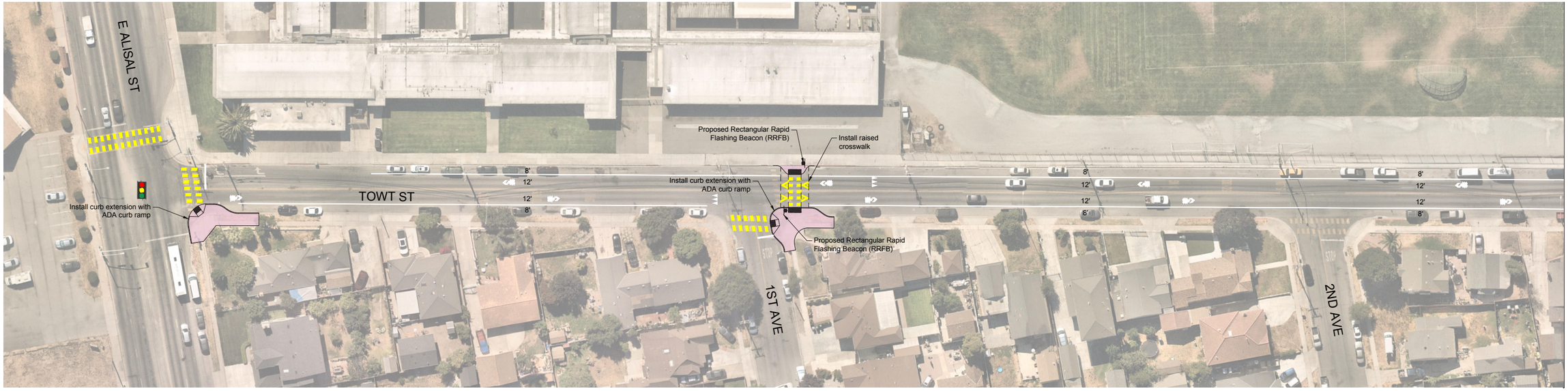
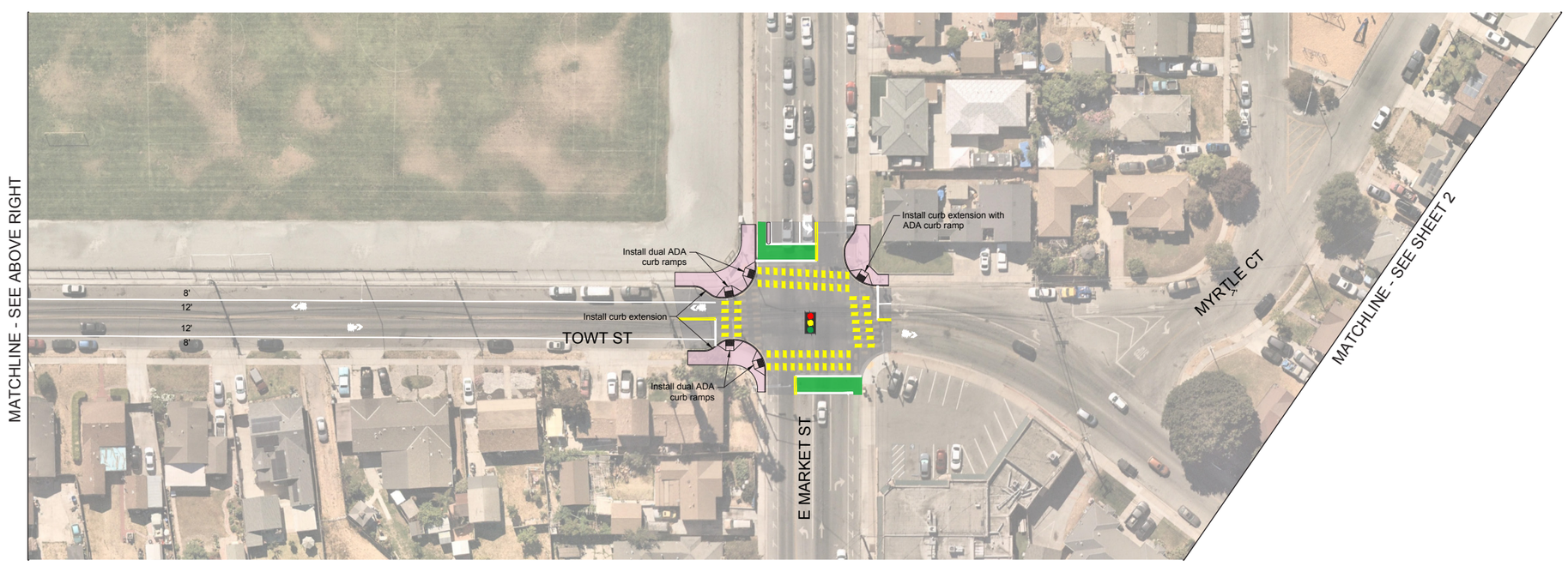
Towt Street (Project #20) Concept





LEGEND

- TRAFFIC SIGNAL
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)

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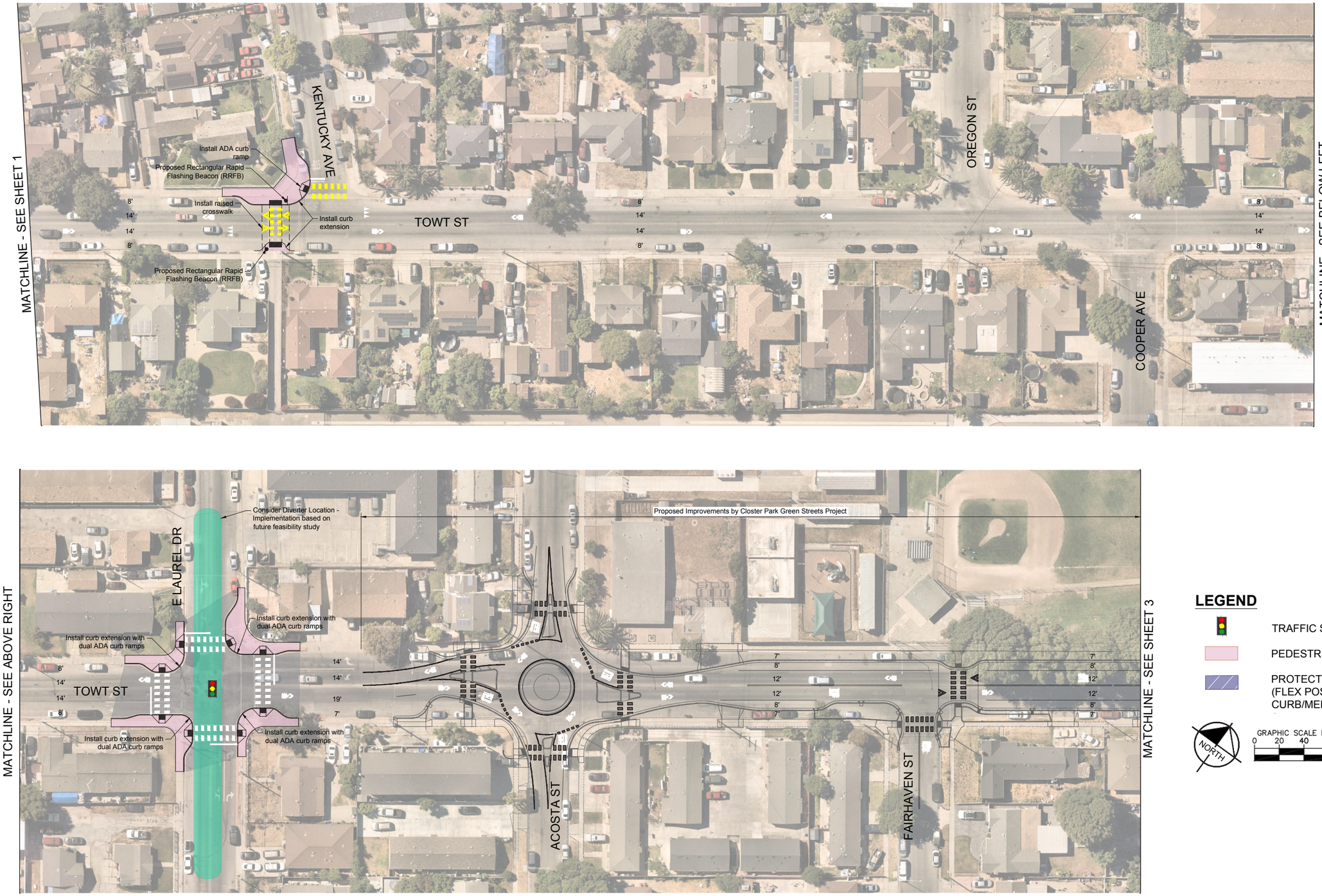
Towt Street (Project #20) Concept



LEGEND

- TRAFFIC SIGNAL
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL

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Towt Street (Project #20) Concept



LEGEND

- TRAFFIC SIGNAL
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)

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GRAPHIC SCALE IN FEET
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Towt Street (Project #20) Concept



LEGEND

- TRAFFIC SIGNAL
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)

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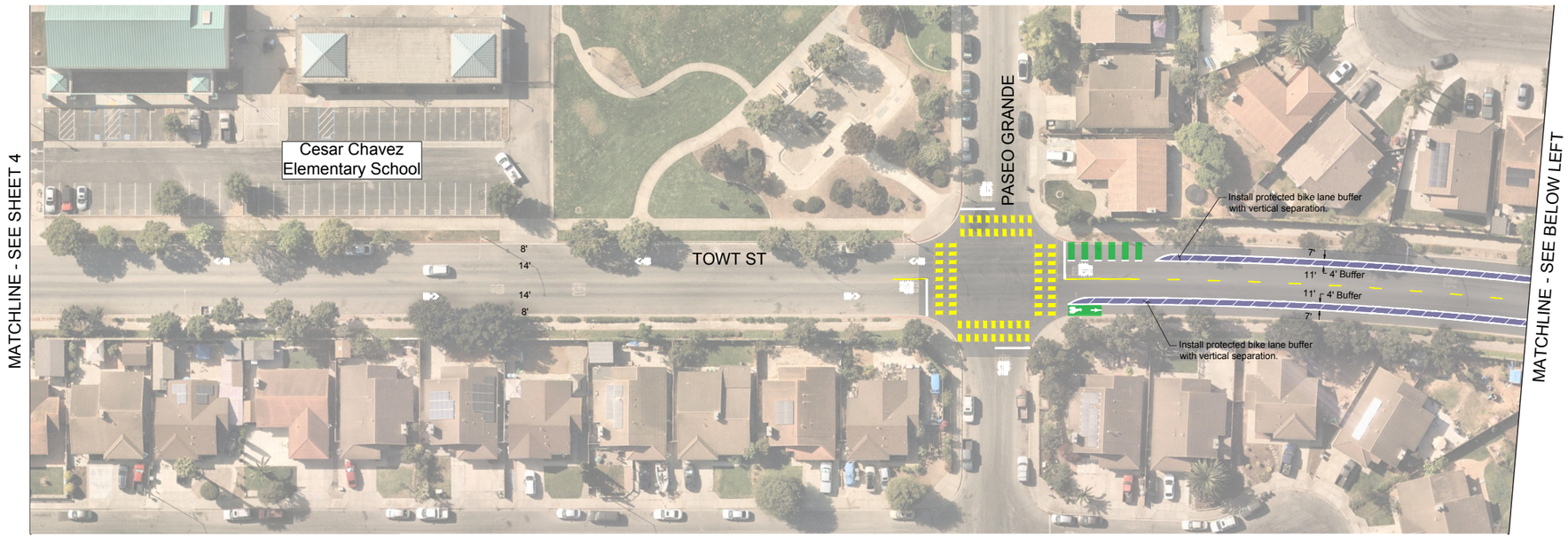
Towt Street (Project #20) Concept





LEGEND

- TRAFFIC SIGNAL
- PEDESTRIAN IMPROVEMENTS
- PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)

NORTH

GRAPHIC SCALE IN FEET
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Appendix G: Funding Matrix

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Areas of Persistent Poverty Program	Federal	FTA	Through the Areas of Persistent Poverty Program, FTA will award grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under chapter 53 of title 49, United States Code to assist Areas of Persistent Poverty or Historically Disadvantaged Communities.	Eligible activities may include, planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change	https://www.transportation.gov/rural/grant-toolkit/areas-persistent-poverty-program	
Bridge Investment Program (BIP)	Federal	FHWA	The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.	Bridge Project Grant: projects to replace, rehabilitate, preserve, or protect one or more bridges on the NBI under 23 U.S.C. 144(b) (See 23 U.S.C. 124(a)(1)(A)), or a project under the BIP Program includes bridge bundling and culverts (23 U.S.C. 124(a)(1)(B)) Planning Grant: projects for planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the BIP (See Division J, Title VIII of BIL).	https://www.fhwa.dot.gov/bridge/bip/	
Community Development Block Grants (CDBG)	Federal	HUD	CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities.	Projects address affordable housing needs and fair housing issues, assist homeless persons, provide adequate infrastructure, and support programs that enhance civic/community design. Bicycle and pedestrian facilities are eligible uses of these funds.	https://www.hudexchange.info/programs/cdbg/	Annually; CDBG funds only pay for projects in areas of economic need.
Community Project Funding/Congressionally Directed Spending (CPFCDS)	Federal	N/A	In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed into law. With the passage of IIJA, the Community Project Funding / Congressionally Directed Spending (CPFCDS) program was created, to support specific community projects as part of the annual appropriations process.	Community projects supported by the legislature.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/earmark-programs	Annual
Innovative Finance and Asset Concessions Grant Program (IFACGP)	Federal	US DOT	The grants will enable recipients to develop and evaluate public-private partnerships - including asset concessions - to explore opportunities for innovative finance and delivery.	Facilitating and evaluating public-private partnerships and exploring opportunities for innovative financing and delivery for eligible transportation infrastructure projects, including highway, transit, passenger rail, certain freight facilities, certain port projects, rural infrastructure projects, airports, and transit-oriented development projects.	https://www.transportation.gov/buildamerica/innovativefinancegrants	5 year program
Land and Water Conservation Fund (LWCP)	Federal	The Land and Water Conservation Fund Coalition	America's most important program to conserve irreplaceable lands and improve outdoor recreation opportunities throughout the nation.	Projects that preserve working forests and ranchlands; local parks and playgrounds; battlefields and other historic and cultural sites.	https://www.parks.ca.gov/?page_id=21360	Annual
National Highway Performance Program (NHPP)	Federal	Caltrans	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.	Bicycle and pedestrian projects associated with a National Highway System facility are eligible. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plans.	https://leg.wa.gov/JTC/Documents/Studies/IIJA%20Workgroup/NHPP.pdf	Annual until 2026
Pilot Transit-Oriented Development (TOD) Planning Program	Federal	FTA	Promote planning projects that aim to improve pedestrian and bicycle access to transit hubs.	Projects that foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	https://www.transit.dot.gov/TODPilot	Seems to be annual. Still labeled as a pilot.

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Federal	CTC	The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate change.	Eligible projects increase climate resiliency and protect at-risk transportation infrastructure using California's climate projections, as specified in Planning and Investing for a Resilient California: A Guidebook for State Agencies; are consistent with state, regional, or local climate adaptation reports, plans, and the Adaptation Planning Guide, including meeting the climate resiliency goals of the region where the project is located; include outreach conducted by the local agency to under-resourced and vulnerable communities related to the proposed project, consistent with the California State Adaptation Strategy; and incorporate environmental equity, protects vulnerable and under-resourced communities, and provide meaningful benefits to underserved communities, consistent with the California State Adaptation Strategy.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/protect	The PROTECT Program provides California with approximately $252.5 million dollars over five years through 2026 with funds for resilience improvements that protect surface transportation assets.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	US DOT	The Rebuilding American Infrastructure with Sustainability and Equity (or RAISE) program provides funding for capital investments in surface transportation that will have a significant local or regional impact.	Eligible projects include highway, bridge, or other road projects eligible under Title 23, United States Code; public transportation projects eligible under Chapter 53 of Title 49, United States Code; passenger and freight rail transportation projects; port infrastructure investments (including inland port infrastructure and land ports of entry); the surface transportation components of an airport project eligible for assistance under part B of subtitle VII (see FAQ # 10 for details); Intermodal projects; projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program; projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.	https://www.transportation.gov/rural/grant-toolkit/rebuilding-american-infrastructure-sustainability-and-equity-raise	
Reconnecting Communities and Neighborhoods Grant Program (RCN)	Federal	OST	The Office of the Secretary of Transportation (OST) has released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, which will combine two major discretionary grants into one NOFO. Together, this combined program will be known as the Reconnecting Communities and Neighborhoods (RCN) Program.	Capital Construction grants fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address a dividing facility, mitigating a "burdening" facility (a source of air pollution, noise, stormwater, or other burden), or improving access and building or improving Complete Streets. Community Planning grants provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address planning to restore community connectivity, community/public engagement, assessing environmental impacts from transportation in underserved communities (i.e., air quality, greenhouse gas emissions, extreme heat hotspots, gaps in tree canopy coverage, or flood prone transportation infrastructure), or developing local anti-displacement policies and community benefit agreements. Regional Partnerships Challenge incentivizes stronger partnerships between local governments, Tribal governments, MPOs/RPOs, State DOTs, and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions. Applicants must consist of a partnership between two or more eligible agencies.	https://www.transportation.gov/grants/rcnprogram	
Rivers Trails, & Conservation Assistance (RCTA) Program	Federal	National Park Service	RCTA staff members provide technical expertise and assistance to local jurisdictions to help preserve watersheds, open space, and develop bicycle and pedestrian trails.	Bicycle way plans, corridor studies, public outreach, and trail assistance.	Rivers, Trails, and Conservation Assistance Program (U.S. National Park Service) (nps.gov)	Assumed annual. Last call was 3/1/2024

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Safe Streets and Roads for All (SS4A) Grant Program	Federal	US DOT	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.	Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. The grant is limited to comprehensive planning, not construction or specific project planning.	https://www.transportation.gov/grants/ss4a/how-to-apply	$5 billion in appropriated funds over 5 years, 2022-2026
The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD)	Federal	US DOT	The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program, also known as the Advanced Transportation Technology and Innovation (ATTAIN) program, provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Grant recipients may use funds under this program to deploy the following advanced transportation and congestion management technologies: Advanced traveler information systems; Advanced transportation management technologies; Advanced transportation technologies to improve emergency evacuation and responses by federal, state, and local authorities; Infrastructure maintenance, monitoring, and condition assessment; Advanced public transportation systems; Transportation system performance data collection, analysis, and dissemination systems; Advanced safety systems, including V2V and V2I communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology; Integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems; Integrated corridor management systems; Advanced parking reservation or variable pricing systems or systems to assist trucks in locating available truck parking; Electronic pricing, toll collection, and payment systems; Technology that enhances high-occupancy-vehicle toll lanes, cordon pricing, or congestion pricing; Integration of transportation service payment systems; Advanced mobility access and on-demand transportation service technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals; Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or Advanced transportation technologies, in accordance with the research areas described in section 6503 of Title 491.	https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment	Funded through 2026.
Online Fundraising Program	Private	IOBY	IOBY gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up.	Clear air programs , clean water programs, climate change programs, compost programs, education programs, mutual aid programs open space & greening program, public health & nutrition programs, recycling programs.	https://ioby.org/matches	
PeopleForBikes	Private	PeopleFor-Bikes/Partners	Make every ride bike safer and more accessible.	Grants for planning, design, and construction of bicycle improvements, support facilities, and related programs.	Grants | PeopleForBikes	Requires 50% matching funds from recipient.
Robert Wood Johnson Foundation	Private	REI	To build a Culture of Health, the Robert Wood Johnson Foundation funds a wide array of research and initiatives focused on achieving health equity.	Active funding opportuniteis evolve. Current funding opportunities include projects with the potential to support, sustain, and evolve the field in promoting systems-level change to prevent childhood obesity, address structural racism, and advance health equity.	https://www.rwjf.org/en/grants/active-funding-opportunities.html?o=1&us=1	
Wal-Mart Foundation	Private	Walmart	Local community grants are awarded through an open application process and provide funding directly from Walmart and Sam's Club facilities to local organizations in the U.S.	Community and Economic Development, Education, Environmental Sustainability, Health and Human Service, Hunger Relief and Healthy Eating, Public Safety, Quality of Life.	https://walmart.org/how-we-give/grant-eligibility	
Regional Surface Transportation Program (RSTP)	Regional	TAMC	Established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code.	Improvements for highways, capital costs for transit projects, carpool projects and surface transportation planning or enhancement programs.	https://www.tamcmonterey.org/funding-and-planning	The next Competitive Grants call for projects is Spring 2026.

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Sustainable Communities Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.	Active Transportation; Corridor and Freight; Social Equity; Integrated Housing, Land Use, and Transportation; Multimodal; Safety; Technical; and Transit.	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants	
The Transportation Safety and Investment Plan (Measure X)	Regional	TAMC	The Transportation Safety and Investment Plan (Measure X) from the Transportation Agency for Monterey County was approved on November, 2016. The measure is anticipated to generate an estimated $20 million annually for a total of $600 million over thirty years through a retail transactions and use tax of a three-eighths of one-percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County. The revenues are split with 60% dedicated to local road maintenance, pothole repairs and safety projects, and 40% dedicated to regional safety and mobility projects. The estimated 30-year distribution for the City of Salinas is $91,383,000.	Eligible projects include transportation safety and mobility projects in Monterey County	https://www.tamcmonterey.org/measure-x	
Active Transportation Program (ATP)	State	Caltrans	Encourage increased use of active modes of transportation, increase the safety and mobility of non-motorized users, help achieve greenhouse gas reduction goals, enhance public health benefits.	Eligible infrastructure projects include capital improvements and combination projects. Eligible non-Infrastructure (NI) projects include education, encouragement, and enforcement activities. Eligible plans include the development of a community wide bicycle, pedestrian, safe routes to school, or ATP.	https://www.grants.ca.gov/grants/active-transportation-program/	
Climate Adaptation Planning Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure	Examples of eligible projects include climate vulnerability and risk assessments, planning for extreme weather events, natural and green infastructure planning, technical feasibility studies required to advance project-level adaptation planning, and more.	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants	
Affordable Housing and Sustainable Communities Program (AHSC)	State	California Strategic Growth Council	The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit.	AHSC provides funding for affordable housing developments (new construction or renovation) and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.	https://www.grants.ca.gov/grants/affordable-housing-sustainable-communities-round-8/	Approximately anually
Clean Mobility Options	State	Air Resources Board	For zero-emissions shared mobility projects in disadvantaged and low-income communities, including some tribal and affordable housing communities.	Bikeshare programs, "Quick build" right-of-way safety improvements for bicycles and scooters.	Home - Clean Mobility Options	
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	State	FHWA	The CMAQ program is implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.	While the legislation places emphasis on air quality projects or other elements of flexible federal aid highway spending such as diesel engine retrofits and alternative fuel infrastructure, funds may also be used for bicycle and pedestrian-related projects such as bikeways, bicycle parking, crosswalks, sidewalks, signs and signals.	https://www.fhwa.dot.gov/environment/air_quality/cmaq/	20% local or state match is required for these funds

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Inflation Reduction Act Environmental and Climate Justice Program	Federal	EPA	The Environmental and Climate Justice Program (ECJ Program), created by the Inflation Reduction Act (IRA) under Clean Air Act (CAA) Section 138, provides funding for financial and technical assistance to carry out environmental and climate justice activities to benefit underserved and overburdened communities.	Trhis program funds environmental and climate justice activities to benefit underserved and overburdened communities. This is very broad, with examples including developing or expanding vegetative barriers, installing working water fountains where there are none, or implementing urban designs that promote air flow and reduce the concentration of pollution along street corridors.	https://www.epa.gov/inflation-reduction-act/inflation-reduction-act-environmental-and-climate-justice-program	Many, but not all, census tracts in Salinas are considered disadvantaged according to https://screeningtool.geoplatform.gov/en/#12.76/36.67621/-121.65787. EPA must award all by 9/30/2026
Highway Safety Improvement Program (HSIP)	State	Caltrans	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Any public road or publicly owned bicycle or pedestrian pathway or trail that improves safety for its users.	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now	Available annually, call for projects open in the spring.
Local Partnership Program (LPP)	State	CTC	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements.	The Local Partnership Program provides funding to local and regional agencies to improve Aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, and Health and Safety Benefits	https://www.grants.ca.gov/grants/local-partnership-program-competitive/	Seems to be every 2 years.
Local Streets and Roads (LSRP) Program	State	CTC	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Implement enhanced crosswalk signing and striping, create safety separation between motorists, bicyclists and pedestrians, design and construction of school access and safety improvements to six schools. (SRTS)	https://catc.ca.gov/programs/sb1/local-streets-roads-program	Available annually, to be eligible cities must submit an adopted proposed project list to the California Transportation Commission.
Office of Traffic Safety (OTS) Grant Program	State	OTS	Funds education, enforcement, and engineering projects that improve safety on existing facilities.	Projects which implement the safe system approach to reduce injurues and fatalities for bicylists and pedestrians.	https://www.ots.ca.gov/grants/	Applications must be submitted January 31, annually.
Recreational Trails Program (RTP)	State	California Department of Parks and Recreation	Provides funds annually for recreational trails and trails-related projects.	Eligible applicants are Cities and Counties, Districts, State Agencies, Federal Agencies, Non-Profit Organizations.	https://www.parks.ca.gov/?page_id=24324	Annual until 2026
Clean Air Management Program	Regional	Monterey Bay Air Resources District	These projects are identified as fixed assets for which travel activity data is available to calculate the expected reductions in motor vehicle emissions.	Typical projects include roundabout construction, adaptive traffic signal control system installation, and new transit.	https://www.mbard.org/ab2766-motor-vehicle-emission-reduction-grants	
Strategic Partnerships Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans	Grants are for transportation planning activities such as planning for freight, corridors, regional, and interregional travel.	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants	Annually
Transformative Climate Communities	State	California Strategic Growth Council	The TCC Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities	Development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	https://sgc.ca.gov/grant-programs/tcc/	About annually. Checked that this could apply to areas of Salinas.
Transit and Intercity Rail Capital Program (TIRCP)	State	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems.	Pedestrian and bike trail, First/last mile connections via bike lanes and separated paths, Bike share programs, Bike parking facilities Plans.	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog	Cycle 7 will likely open soon
Urban Greening	State	California Natural Resources Agency	Funding will support projects that reduce greenhouse gas emissions, provide multiple benefits, and create more sustainable communities using natural and green infrastructure approaches.	Eligible urban greening projects will reduce GHG emissions, mitigate the effects of extreme heat, and provide multiple additional benefits, including, but not limited to, a decrease in air and water pollution or a reduction in the consumption of natural resources and energy.	https://resources.ca.gov/grants/urban-greening	Potential for annual program

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Trade Corridor Enhancement Program (TCEP)	State	CTC	The purpose of the Trade Corridor Enhancement Program is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement.	Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria: Freight System Factors – Throughput, Velocity, and Reliability; Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology; Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth; The overall need, benefits, and cost of the project Project Readiness – ability to complete the project in a timely manner; Demonstration of the required 30% matching funds; The leveraging and coordination of funds from multiple sources; and Jointly nominated and/or jointly funded.	https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program	About every two years
Local Transportation Climate Adaptation Program (LTCAP)	State	CTC	The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes.	Resilience Improvements, Community Resilience and Evacuation Route Activities, At-Risk Coastal Infrastructure, or System Resilience Elements.	https://catc.ca.gov/programs/local-transportation-climate-adaptation-program	Annual
Railroad Crossing Elimination (RCE) Grant Program	Federal	FRA	Provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	Eligible uses include grade separation or closure that may use a bridge, embankment, tunnel, or combination thereof, track relocation projects, improvement or installation of protective devices, signals, or signs, safety improvements related to separation, closure, or track relocation projects, other safety projects related to the mobility of people and goods at highway-rail grade crossings (including technological solutions), and the planning, environmental review, and design of an eligible project type.	https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/railroad-crossing-elimination-grant-program	Annual for 2022-2026
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Federal	FRA	This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	Many eligible project types, including any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.	https://railroads.dot.gov/grants-loans/competitive-discretionary-grant-programs/consolidated-rail-infrastructure-and-safety-2	
Thriving Communities Program	Federal	US DOT	The Department of Transportation created this program to provide technical assistance and capacity building.	The program supports communities with planning and project development of transformative infrastructure projects that increase affordable transportation options, enhance economic opportunity, reduce environmental burdens, improve access and quality of life, and provide other benefits to disadvantaged communities.	https://www.transportation.gov/grants/thriving-communities	
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	FHWA	to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines	Both types of grants can go towards planning, designing, and constructing active transportation networks and active transportation spines. Active transportation networks are active transportation facilities that connect between destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas (BIL $sect; 11529(l)(2)). Active transportation spines are active transportation facilities that connect between communities, metropolitan regions, or States (BIL $sect; 11529(l)(3)).	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/	Possibly annual
Land and Water Conservation Fund (LWCF)	State	Parks & Recreation	Land and Water Conservation Fund (LWCF) grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians. Since 1965, over one thousand parks throughout California have been created or improved with LWCF assistance.	Funds can be used to buy park land for public use or make existing parks more enjoyable. Examples include adding a restroom, playground, or system of wayfinding signage.	https://www.parks.ca.gov/?page_id=21360#:~:text=Land%20and%20Water%20Conservation%20Fund%20(LWCF)%20grants%20provide%20funding%20for,or%20improved%20with%20LWCF%20assistance.	Approximately annual. Next deadline June 2025.

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Environmental Education (EE) Grants	Federal	EPA	EPA seeks grant applications from eligible applicants to support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment.	This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques.	https://www.epa.gov/education/grants	Annual
State of Good Repair (SGR)	State	Caltrans	The State of Good Repair Program was created to provide a consistent and dependable revenue source to transit operators to invest in the upgrade, repair, and improvement of their respective agency's existing transportation infrastructure and services.	Examples of projects include transit capital projects, services to maintain or repair existing transit fleets and facilities, new vehicles or facilities that improve existing transit services, transit services that complement local efforts to repair and improve local transportation infrastructure	https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair	Annual
Clean Mobility in Schools	State	CARB	The Clean Mobility in Schools Project (CMIS) facilitates funds a variety of clean transportation and supporting projects in and around school communities.	Scalable clean transportation and mobility strategies, including zero-emission vehicles, equipment, and infrastructure in schools (K – 12); active and alternative modes of clean transportation; workforce training and curriculum development; and outreach to students, parents, and the community. The City can partner with the public schools to apply.	https://ww2.arb.ca.gov/our-work/programs/clean-mobility-schools/about	
Clean Mobility Options Voucher Pilot Program (CMO)	State	CARB	The Clean Mobility Options Voucher Pilot Program (Clean Mobility Voucher Pilot Program, or CMO) is intended to improve clean transportation access and to increase zero-emission mobility choices for disadvantaged and low-income communities.	CMO provides funding for community-driven mobility projects that increase residents' access to key destinations by providing various clean transportation options. The program also provides funding for community transportation needs assessments to support communities in assessing unmet transportation needs and develop community-driven solutions to fill the community's transportation gaps by centering the residents' primary needs. Using the community transportation needs assessments, eligible applicants may will be better situated to apply for and receive funding for electric carsharing, carpooling, regular bicycle and electric bicycle sharing, scooter-sharing, vanpools, innovative transit services, fixed route transit, and other clean mobility options that best suit their communities.	https://ww2.arb.ca.gov/our-work/programs/clean-mobility-options	
Planning and Capacity Building (Planning)	State	CARB	Planning and Capacity Building projects are intended to increase transportation equity in disadvantaged and low-income communities by improving the local understanding of residents' transportation needs, helping develop organizational and community capacity building so communities are ready to plan for clean transportation solutions, and preparing communities to implement community-identified projects that fill transportation gaps and improve clean transportation access.	A variety of community-led planning and capacity building projects that increase transportation equity and achieve a community's vision – including but not limited to projects focused on clean mobility transportation planning, community transportation needs assessments, community capacity building, outreach, workforce training and development, ongoing technical assistance, and other critical community-led clean mobility investment needs.	https://ww2.arb.ca.gov/resources/fact-sheets/planning-and-capacity-building	
Sustainable Transportation Equity Project (STEP)	State	CARB	Funded projects are designed and implemented with community residents to address community needs, reducing GHG emissions and vehicle miles traveled while increasing access to key destinations and services.	STEP funds a variety of clean transportation and supporting projects, such as public transit and shared mobility services, active transportation infrastructure, land use planning and housing policy, workforce development, and clean transportation planning and education.	https://ww2.arb.ca.gov/our-work/programs/sustainable-transportation-equity-project	
Transformative Climate Communities (TCC)	State	Strategic Growth Council	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	Project examples include, but are not limited to affordable and sustainable housing developments, transit stations and facilities, electric bicycle and car share programs, solar installation and energy efficiency, water-energy efficiency installations, urban greening and green infrastructure, bicycle and pedestrian facilities, recycling and waste management, health equity and well-being projects, brownfields redevelopment, community microgrids, indoor air pollution reduction.	https://www.sgc.ca.gov/grant-programs/tcc/	
Transportation Alternatives (TA) Set-Aside	Federal	FHWA	The Transportation Alternatives (TA) program is the nation's largest dedicated source of funding for trail and active transportation projects.	Variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.	https://www.fhwa.dot.gov/environment/transportation_alternatives/	

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Carbon Reduction Program (CRP)	Regional	AMBAG	The BIL authorized a new Carbon Reduction Program (CRP) federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO_2) emissions that result from on-road, highway sources.	Caltrans' Carbon Reduction Strategy directs Local and State CRP funds to be invested in projects that support bicycle and pedestrian, rail and transit, and zero-emission vehicles and infrastructure.	https://ambag.org/program/carbon-reduction-program	

Appendix H: Adoption Resolution