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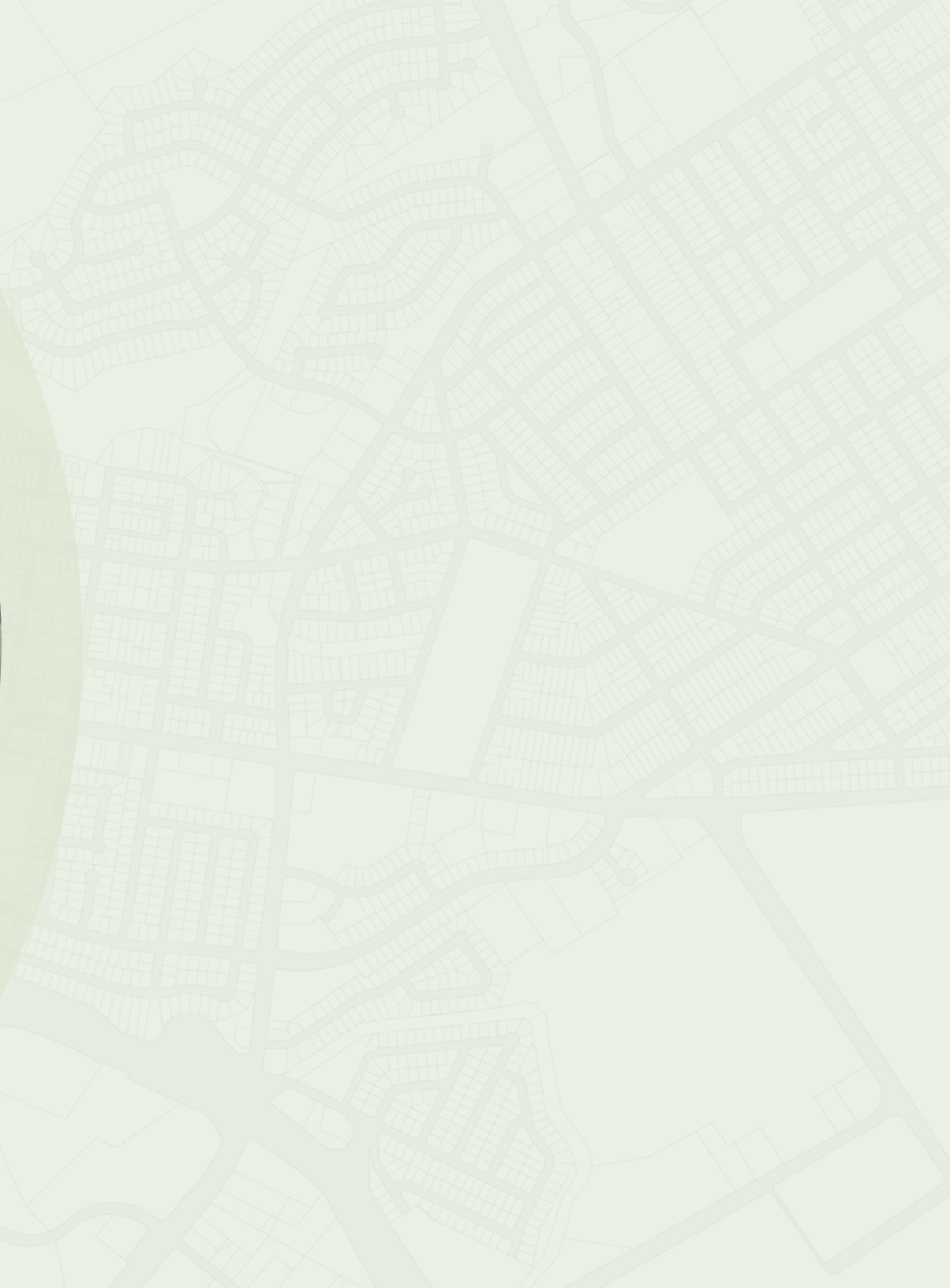


*City of Salinas*

# Alisal Streetscape Master Plan

ALISAL VIBRANCY PLAN

November 8, 2024



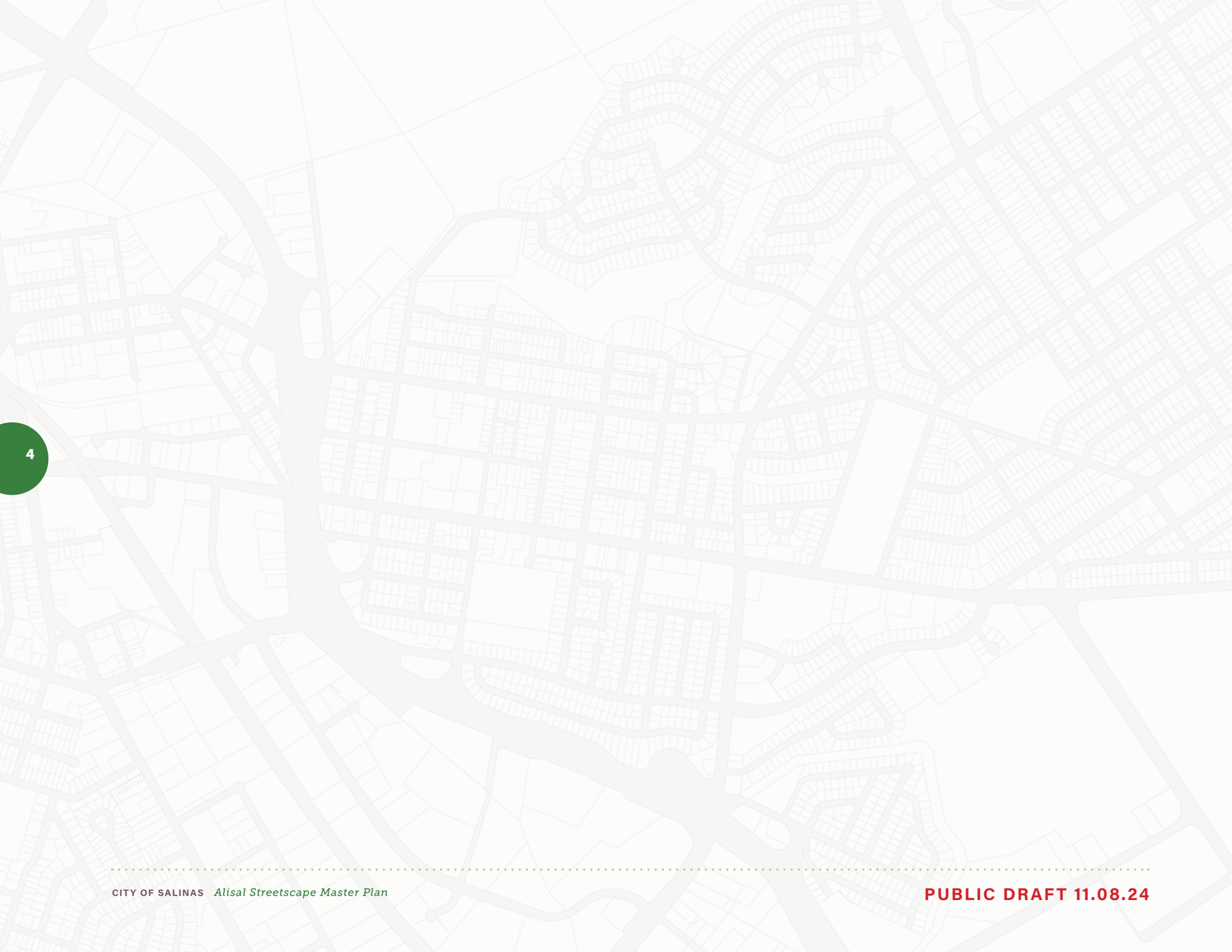
*City of Salinas*

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November 8, 2024



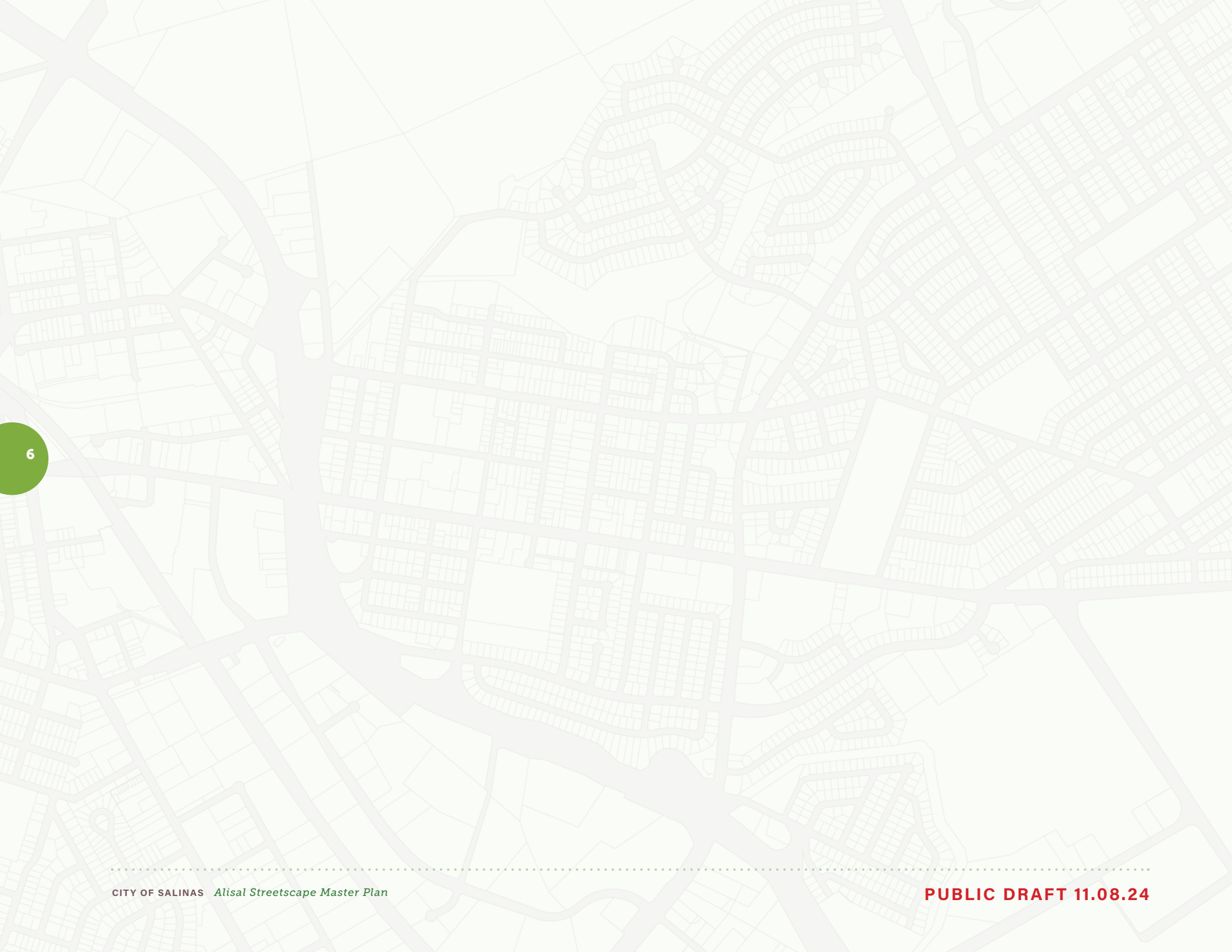
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# 1. Introduction

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*The Alisal Streetscape Master Plan describes improvements for the four primary commercial corridors within the Alisal District: East Alisal Street, East Market Street, Sanborn Road, and Williams Road.*

*The improvements outlined in the plan are based on an analysis of existing site conditions and context, understanding of community goals, and a transparent design process.*

## 1.1 THE ALISAL

The Alisal is a distinctive neighborhood that began as a home for immigrants from Mexico, Latin America, the Philippines, and Okies from the Dust Bowl. Located within the greater Salinas Valley, the area's primary industry has historically been agriculture, earning the region the nickname "Salad Bowl of the World" due to its major role in the production of lettuce and other crops.

In 1963, the Alisal was incorporated into the City of Salinas. Historically, it has been an under-served area of the city. Despite this, there is a strong sense of belonging and pride among its residents, who use the term "The Alisal" in various ways. Sometimes, it refers to East Salinas, other times to the East Alisal Corridor, or Alisal High School. In this plan, "The Alisal" is used interchangeably with East Salinas.

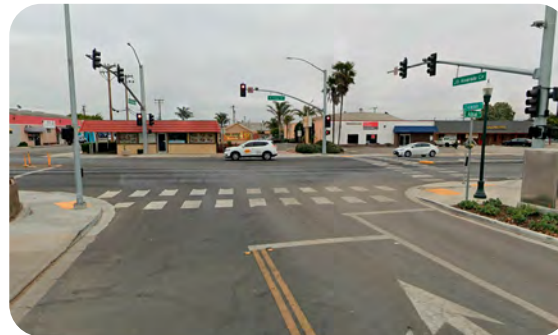
The Alisal Streetscape Master Plan aims to reduce vehicle speeds, create safer streets for everyone, enhance the public realm, foster community gathering spaces, and expand the urban tree canopy for a more resilient, beautiful, and healthy Alisal.



East Alisal St and JD Alvarado Cir Intersection



Crosswalk at Bardin Rd and East Alisal St



East Alisal St and JD Alvarado Cir Intersection



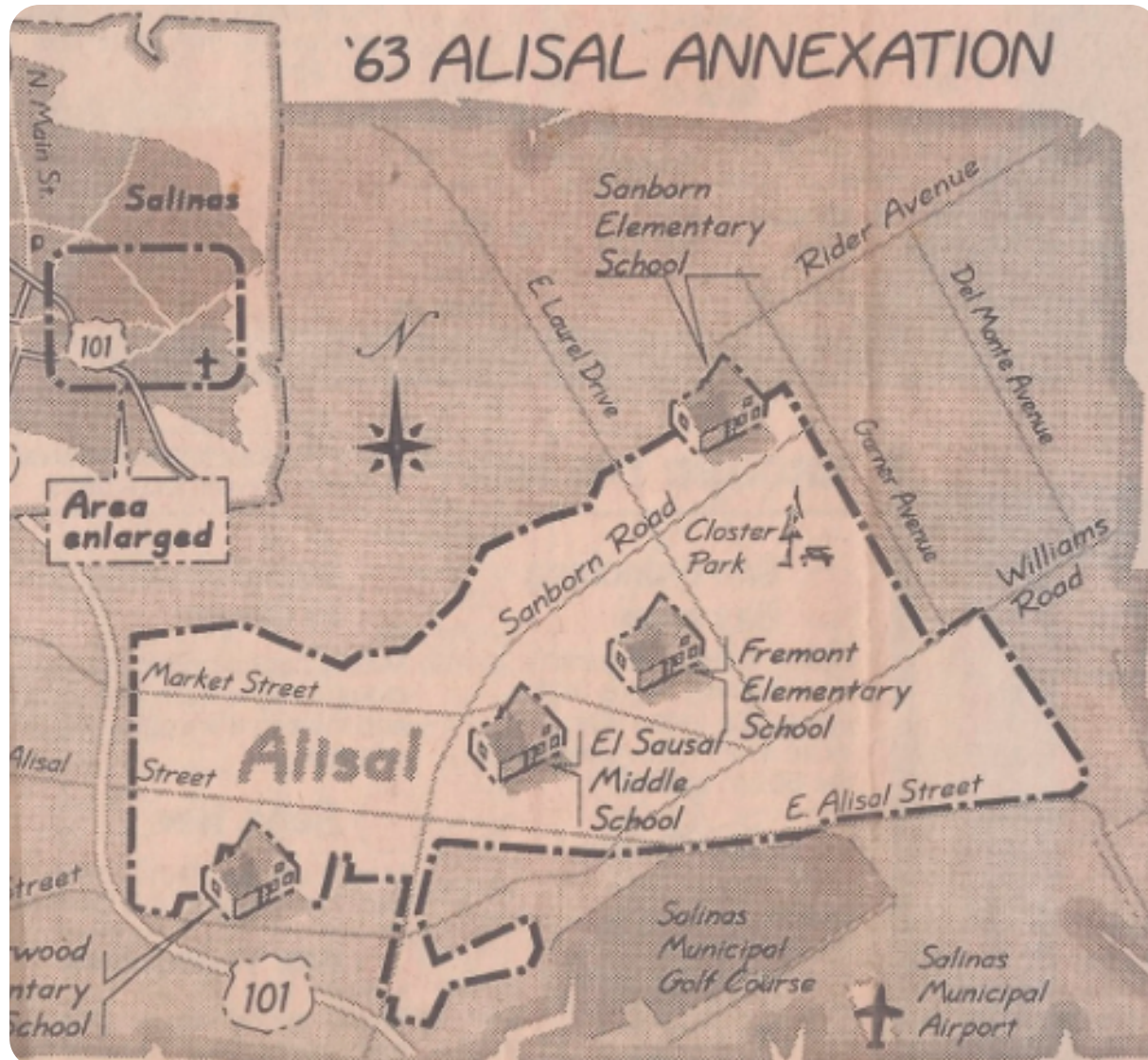
East Alisal St west of Hebron Ave



Crosswalk at Bardin Rd and East Alisal St



El Zacatecano at East Salinas St



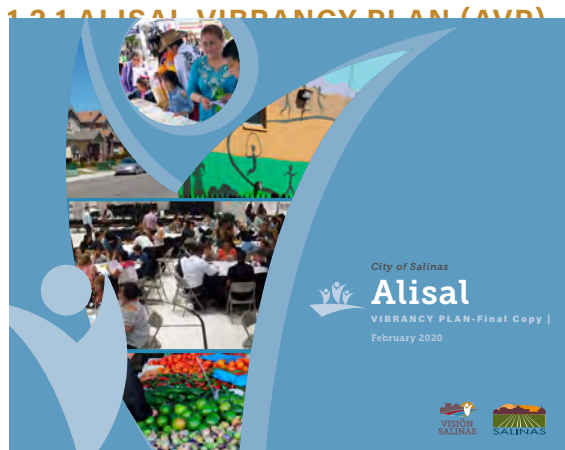
Alisal annexation map from 1963

The Alisal District was officially annexed into the city of Salinas on August 5, 1963, following a vote by Alisal residents on June 11, 1963.

This marked the successful conclusion of the annexation process after three previous attempts, the first of which began in 1949.

## 1.2 PAST AND CURRENT PLANNING EFFORTS

The Alisal Streetscape Master Plan will integrate the goals, policies and actions from the Alisal Vibrancy Plan, Alisal Complete Streets, Safe Routes to School Plan, Salinas Vision Zero Action Plan, Urban Greening Master Plan, and a wide range of other referenced City Plans.



Adopted in 2020, the primary goals from Alisal Vibrancy Plan (AVP) that are advanced in this document are:

- Goal TI 1: Design and Maintain Safe Streets.
- Goal TI 2: Establish a Connected and Equitable Multimodal Transportation Network.
- Goal TI 3: Provide High Functioning

Infrastructure and Attractive Streets with Pedestrian Amenities.

- Goal TI 4: Improve Parking Management for Both Residents and Businesses.
- Goal HS 1: Ensure that Streets, Parks, and Public Spaces in the Alisal are Safe.
- Goal YAP 5.2.a: Increase Transportation Options to Access Programs and Community Facilities. Ensure residents have safe, efficient, and affordable access to community facilities whether biking, walking, taking transit, or driving a car.

Development of the Streetscape Master Plan also considers and support the following AVP goals which address housing and mixed-use production and redevelopment opportunities:

- Goal LU 3: Expand Mixed-Use Development to Increase Capacity for New Businesses, Services, and Housing.
- Goal LU 4: Redevelop the Alisal Marketplace as a Unique, Dynamic, Pedestrian-Oriented Urban District
- Connecting the Downtown and the Alisal.
- Goal HN 4.2: Facilitate the Production of Affordable Housing.

### 1.2.2 ALISAL COMPLETE STREETS

Adopted in 2022, the Alisal Complete Streets plan focuses on West Alisal St (From Blanco St to Front St).

The improvements included:

1. Travel lanes reduction to accommodate for bike lanes.
2. High visibility crosswalks with Americans with Disabilities Act (ADA) pedestrian ramps.
3. Curb bulb-outs to decrease the crossing distance.
4. Traffic signal improvements throughout the corridor.

The Streetscape Master Plan will continue to implement these strategies to improve safety, create a calmer traffic environment,

### CITY OF SALINAS SAFE ROUTES TO SCHOOLS PLAN



and enhance travel experience for bicyclists.

Adopted in December 2022, the plan envisions creating a safe environment for children to walk.

### 1.2.3 SAFE ROUTES TO SCHOOL

Adopted in December 2022, the plan envisions creating a safe environment for children to walk and bike to school, with the goal of eliminating collisions that result in injury or death.

It provides citywide recommendations for 45 schools in Salinas and includes specific proposals for segments of East Alisal Street, North Sanborn Road, Williams Road, and East Market Street.

The recommendations include Class IV separated bikeways, bicycle boulevards, roundabouts, rapid flashing beacons, and



upgraded crosswalks at 180 intersections, all of which are followed and incorporated in this document.

### 1.2.4 SALINAS VISION ZERO ACTION PLAN

Adopted in 2021, the plan aims to reduce collisions along key corridors and eliminate fatalities entirely. It emphasizes that safety is paramount and asserts that traffic deaths and serious injuries are preventable and unacceptable.

Vision Zero represents a cultural shift that requires education, enforcement, and engineering, all informed by data-driven analysis to guide actions. The plan also proposes an action plan with objectives to be reviewed every five years to ensure the safety of pedestrians and bicyclists.

The plan includes specific recommendations for East Market Street, Williams Road, East Alisal Street, and Sanborn Road, both along the corridors and at key intersections. All recommendations are being followed and integrated as part of The Streetscape Master Plan.

### 1.2.5 DESIGN FOR TRANSIT

Adopted in 2020, the guidelines aim to provide safe, inclusive, and high-quality

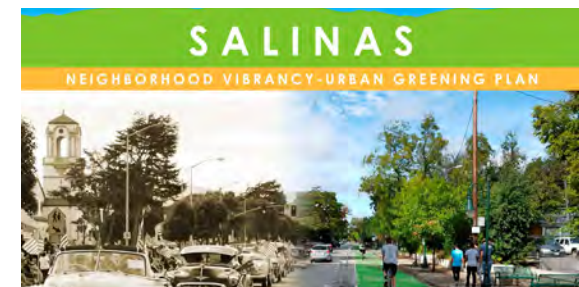
transportation systems for Monterey-Salinas. The proposed streetscapes adhere to the recommended bus stop layouts and placements outlined in these guidelines.

### 1.2.6 URBAN GREENING MASTER PLAN

Adopted in 2017, seek to create a city integrated to the natural environment and increase the urban canopy while creating places that people relate and care about and to facilitate alternative mobility.

Relevant Community Design Element Policies are:

- CD 1.3: Maintain a distinction of the city’s urban/rural interface with natural features and tree plantings.
- CD 1.4: Use landscaping to improve the image and district identity of the city, neighborhoods and major gateways.
- CD 1.5: Create a “park-like” atmosphere with green ways, landscaped streets and medians at convenient locations.



and filtration, increase the street trees to provide shade and environmental services while contributing to neighborhood character, and to carve spaces for in-set green places such as pocket parks.

### 1.2.7 SALINAS ACTIVE TRANSPORTATION PLAN

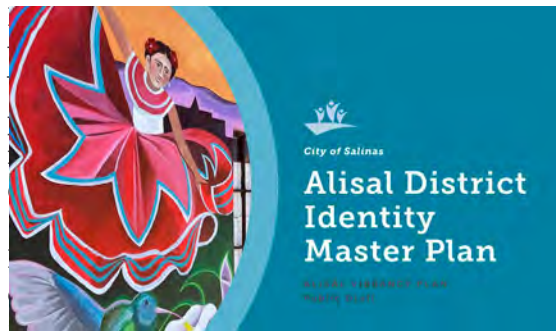
Currently underway, the ATP focuses on encouraging resident of The Alisal to walk and bike by recommending projects, programs, and policies that enhance the active transportation experience in the community.

Based on an analysis of collision data, six priority corridors have been identified to develop detailed design alternatives and pursue ATP funding sources. These include John Street and East Laurel Drive as they enter the Alisal.

### 1.2.7 ALISAL DISTRICT IDENTITY

### MASTER PLAN (ADIMP)

The Alisal District Identity Master Plan, currently pending adoption, offers guidelines to strengthen the Alisal



and aligns with goals in the Alisal Vibrancy Plan and General Plan.

The public realm design guidelines approach developed as part of the ADIMP is described further in Chapter 3 as it informs this plan.

### 1.2.8 GENERAL PLAN\_CIRCULATION PLAN UPDATE

(planning to provide update)



includes important management and policy considerations as well as a list of recommended species for the expansion of the urban forest in Salinas.

The species from this list are recommended for the streetscape design.

## 1.3 PROJECT PROCESS AND SCHEDULE

The Streetscape Master Plan builds upon previous and ongoing planning efforts focused on enhancing various aspects of the public realm, including traffic safety, bikeways, safe routes to school, urban greening, urban forestry management, and district identity.

These studies are integrated into this Plan to create a cohesive and holistic conceptual master plan for the main commercial corridors of the Alisal.

The design process included:

- **Discovery and Data Gathering:** The initial phase developed an understanding of the Alisal District and its historical and current planning efforts. This included collecting existing block maps, as-built plans, ortho-images, and traffic count data.
- **Existing Conditions and Site Analysis:** An aerial survey documented the existing conditions for each corridor. Each corridor was then analyzed to understand the different typologies they encompass.
- **Streetscape Concepts:** Three distinct concepts were developed for each corridor, focusing on multi-modal

streets (Connect the Alisal), livability (Live the Alisal), and beautification (Plant the Alisal).

- **Streetscape Master Plan Documentation:** This final plan encapsulates the preferred design concepts and the overall project process.

### 1.3.1 COMMUNITY ENGAGEMENT

Alongside the design process, a robust community engagement component was integral to the project. The engagement included three in-person community meetings, business canvassing, pop-ups, and a community-wide survey, which significantly influenced the final document and design.

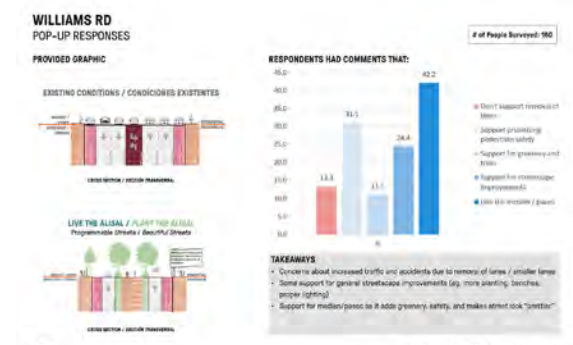
- **ADIMP Community Workshop:** The goal was to understand how residents use the corridors—whether by walking, biking, driving, or public transportation. We aimed to capture the community’s experience with the corridors and identify the challenges they face when using them.
- **Business Canvassing:** The City team visited business owners along key corridors to gather preliminary



ADIMP Community Workshop



Transportation Community Workshop



Pop-Ups responses to Williams Rd proposed design

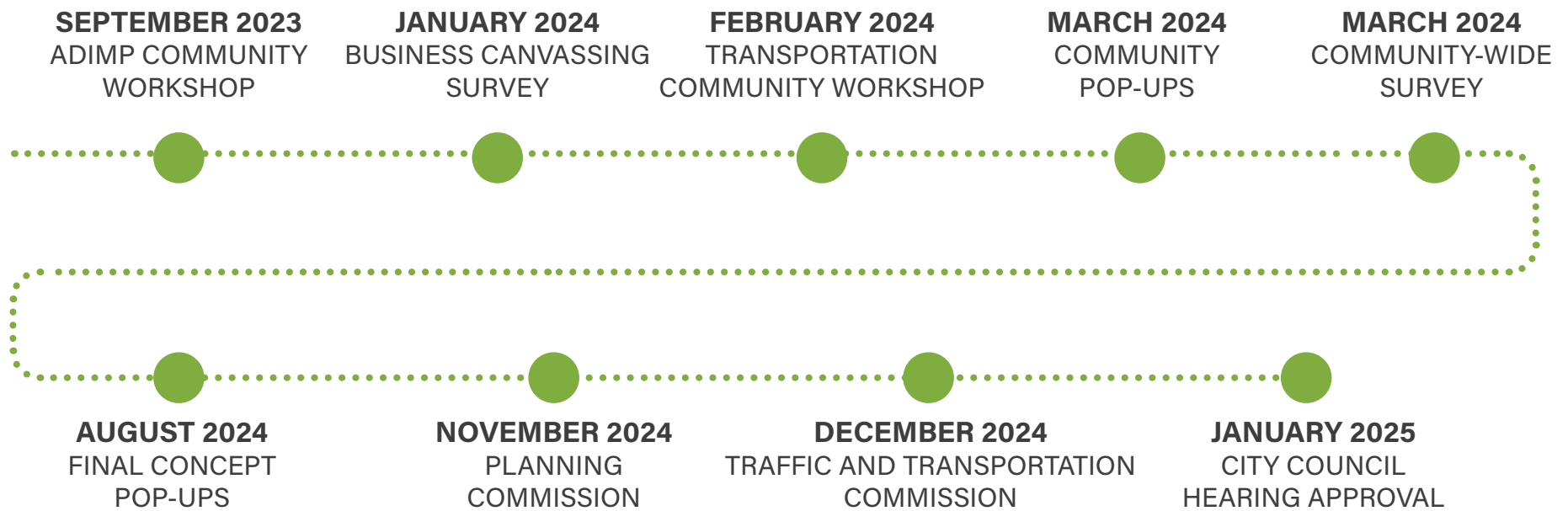
feedback about how the corridors are used today.

- Transportation Community Workshop: We presented the streetscape concept design options, gathered feedback on preferred options, and identified which elements were most liked by the community.
- Pop-Ups: The preferred streetscape concepts were presented by the City team at community gathering locations throughout the district
- Community Wide Survey: To reach a broader audience, an online survey was conducted featuring the preferred concepts from the second workshop. This survey received over 250 responses.
- Final Concept Pop-Ups: The refined concepts for each corridor were presented by the City team at various pop-ups. The materials included benefits and goals in each concept.

Feedback from both the survey and community meetings has been compiled, reviewed, and used to inform the development of the Streetscape Master Plan. Boards, survey results, and photo documentation are included in the Community Outreach Summary (A.1).

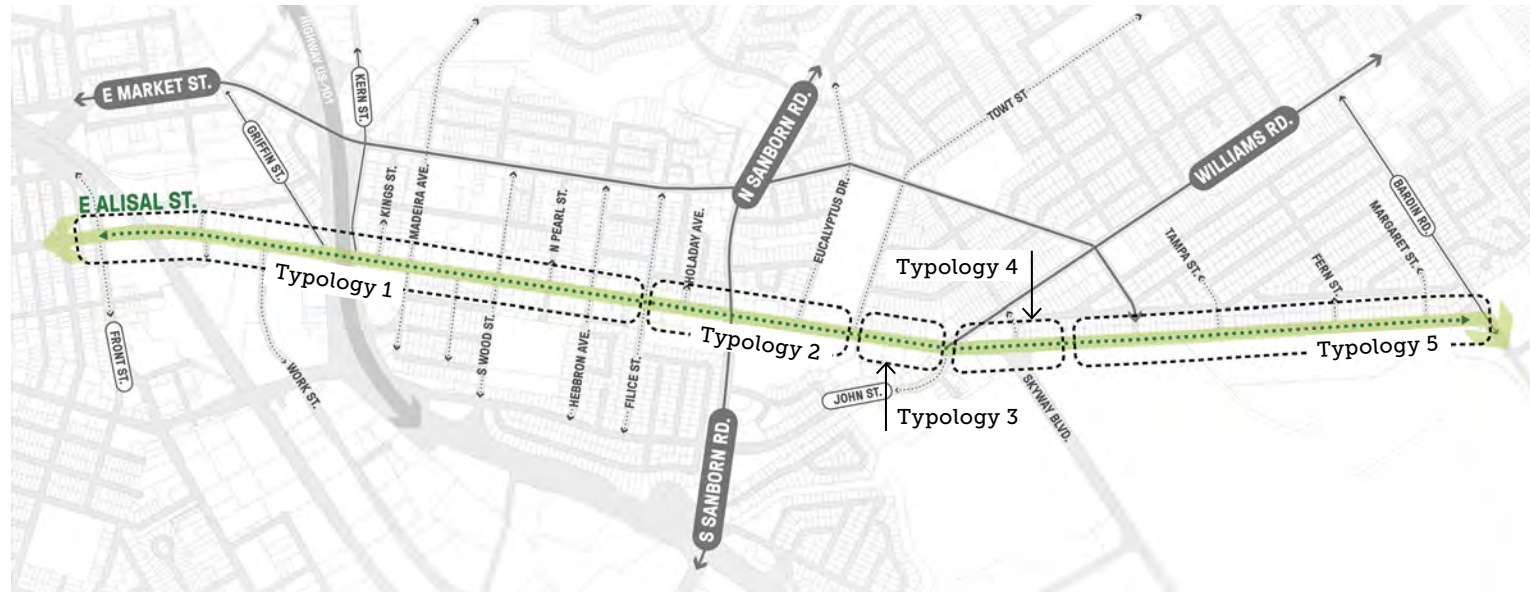
### 1.3.2 AGENCY APPROVALS

[pending upcoming hearings]



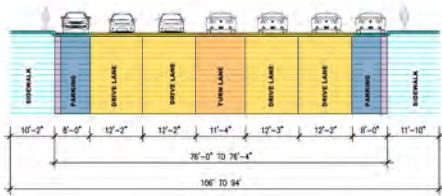
# 1.4 SITE ANALYSIS

## 1.4.1 EAST ALISAL STREET

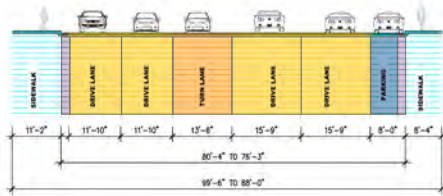


- LEGEND**
- Sidewalk
  - Gutter
  - Street Parking
  - Bike lane
  - Drive lane
  - Turn lane
  - Median

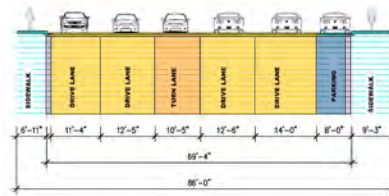
Typology 1



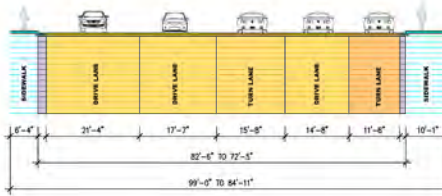
Typology 2



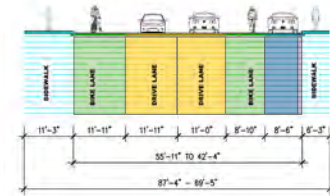
Typology 3



Typology 4



Typology 5

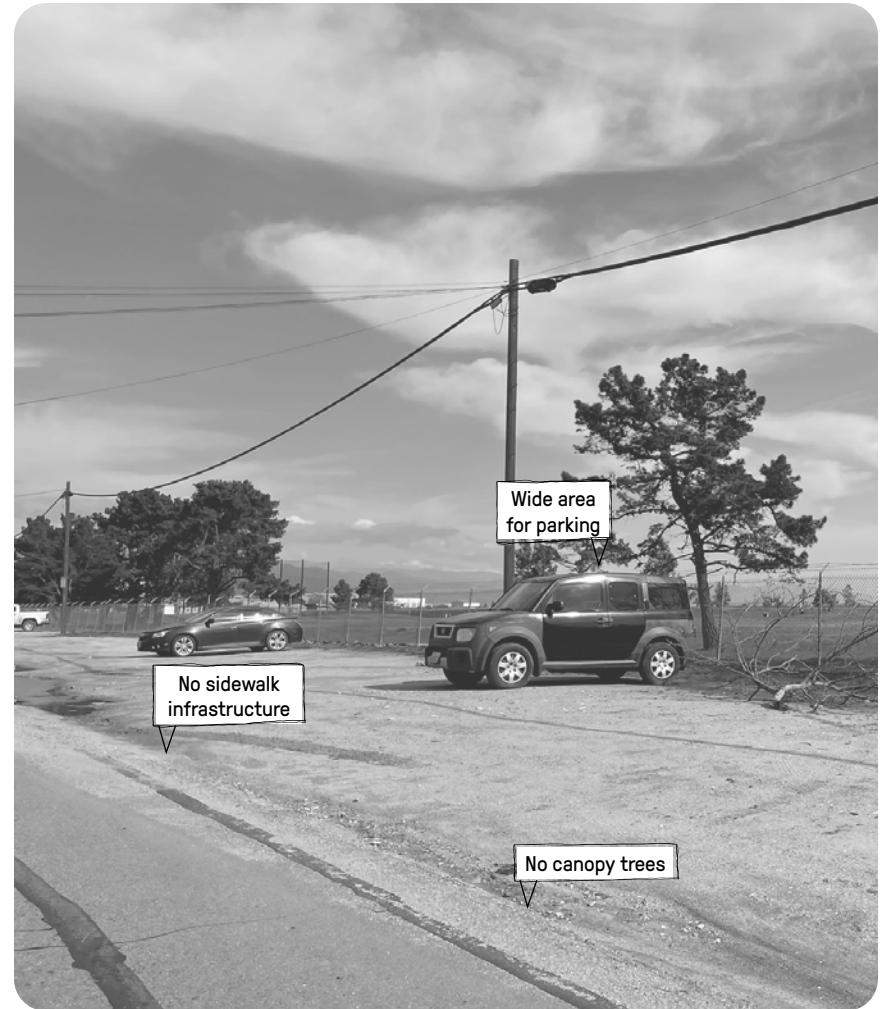


**FIGURE 1.1 EAST ALISAL STREET - STREET TYPOLOGIES**

*This study identifies and groups the most common existing conditions along East Alisal St.*

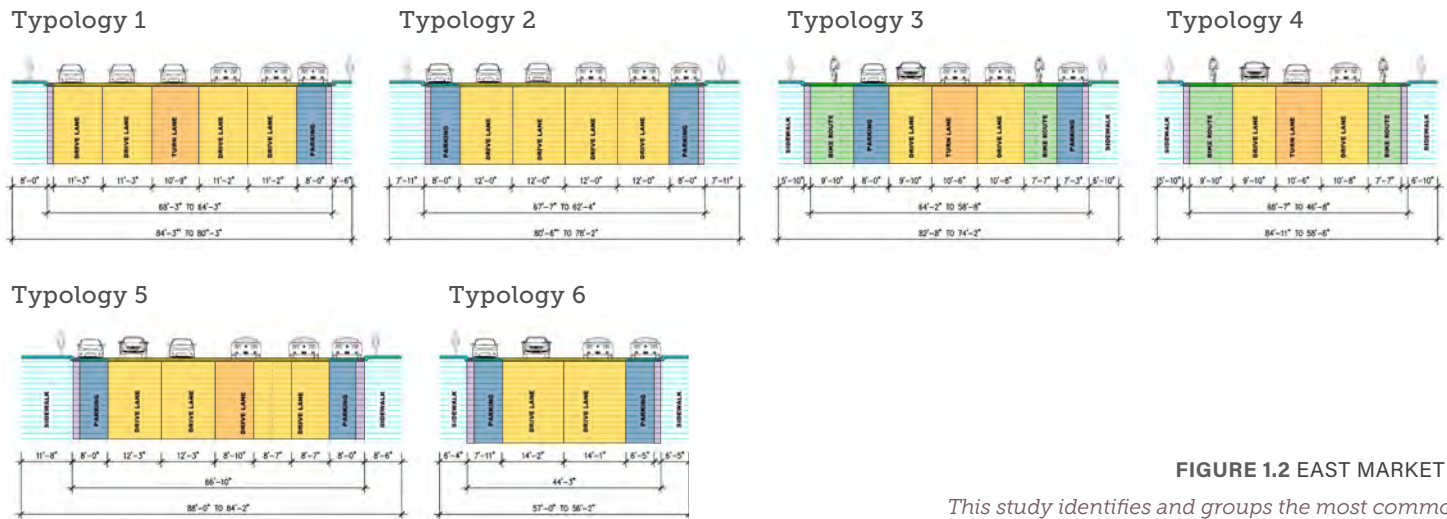


Typology 1. Typical existing road condition at La Princesa Market in East Alisal St



Typology 5. Typical existing road condition at USDA in East Alisal St

## 1.4.2. EAST MARKET STREET



**FIGURE 1.2 EAST MARKET STREET - STREET TYPOLOGIES**  
 This study identifies and groups the most common existing conditions along East

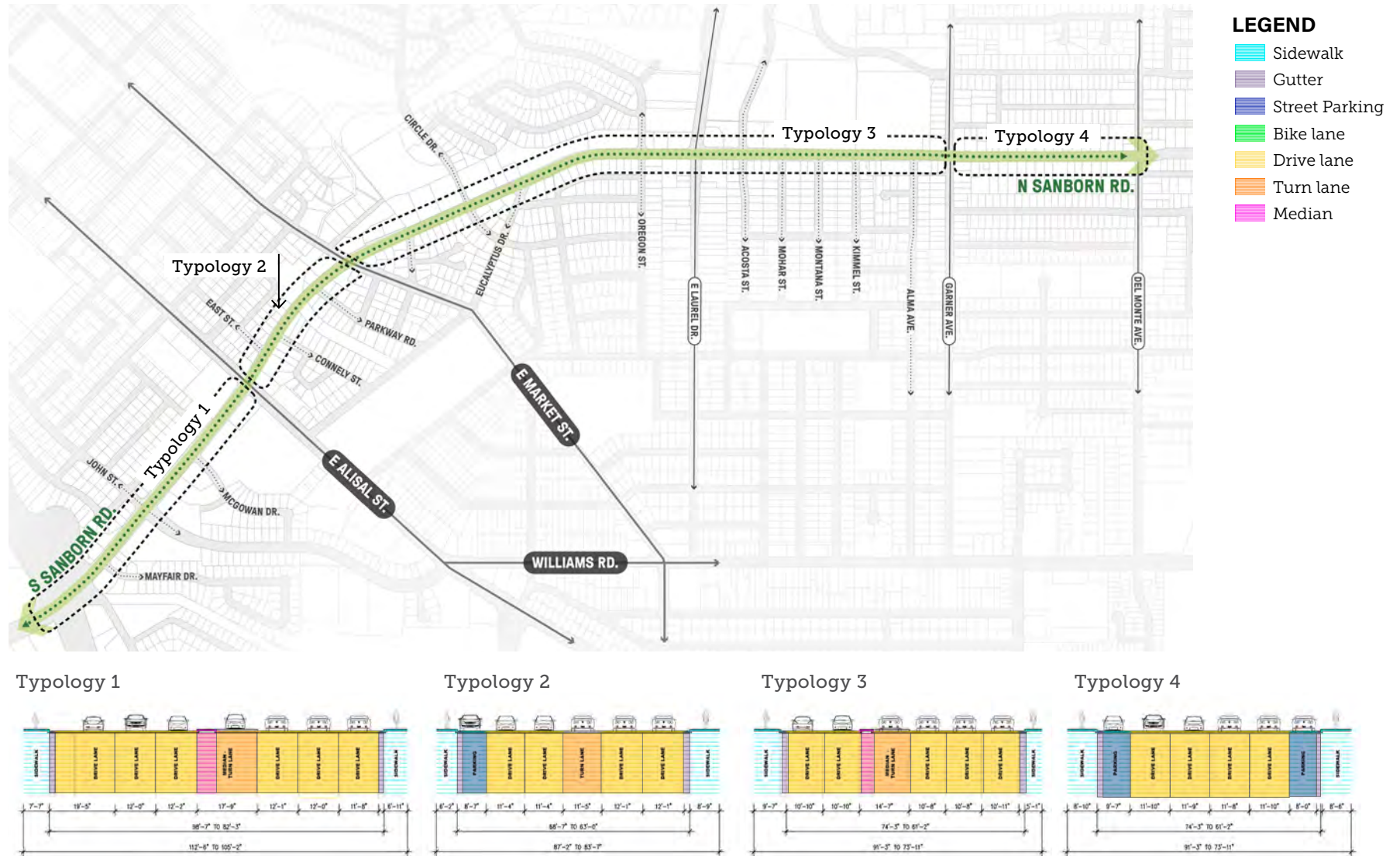


Typology 1. Typical existing road condition at Mercado Mi Rancho in East Market St



Typology 2. Typical existing road condition at AVP opportunity zone in East Market St

### 1.4.3. SANBORN ROAD



**FIGURE 1.3 SANBORN ROAD - STREET TYPOLOGIES**  
 This study identifies and groups the most common conditions along Sanborn Rd.



Typology 3. Typical road condition at AVP opportunity zone in Sanborn Rd



Typology 3. Typical road condition at Bread Box in Sanborn Rd

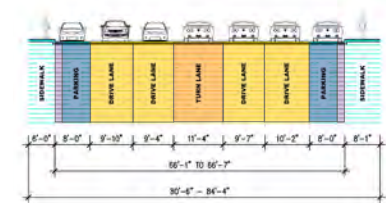
## 1.4.4 WILLIAMS ROAD



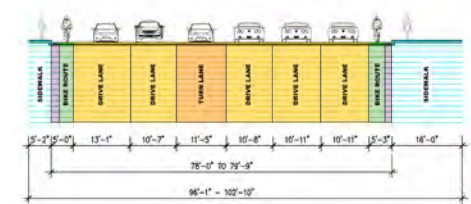
### LEGEND

-  Sidewalk
-  Gutter
-  Street Parking
-  Bike lane
-  Drive lane
-  Turn lane
-  Median

### Typology 1



### Typology 2

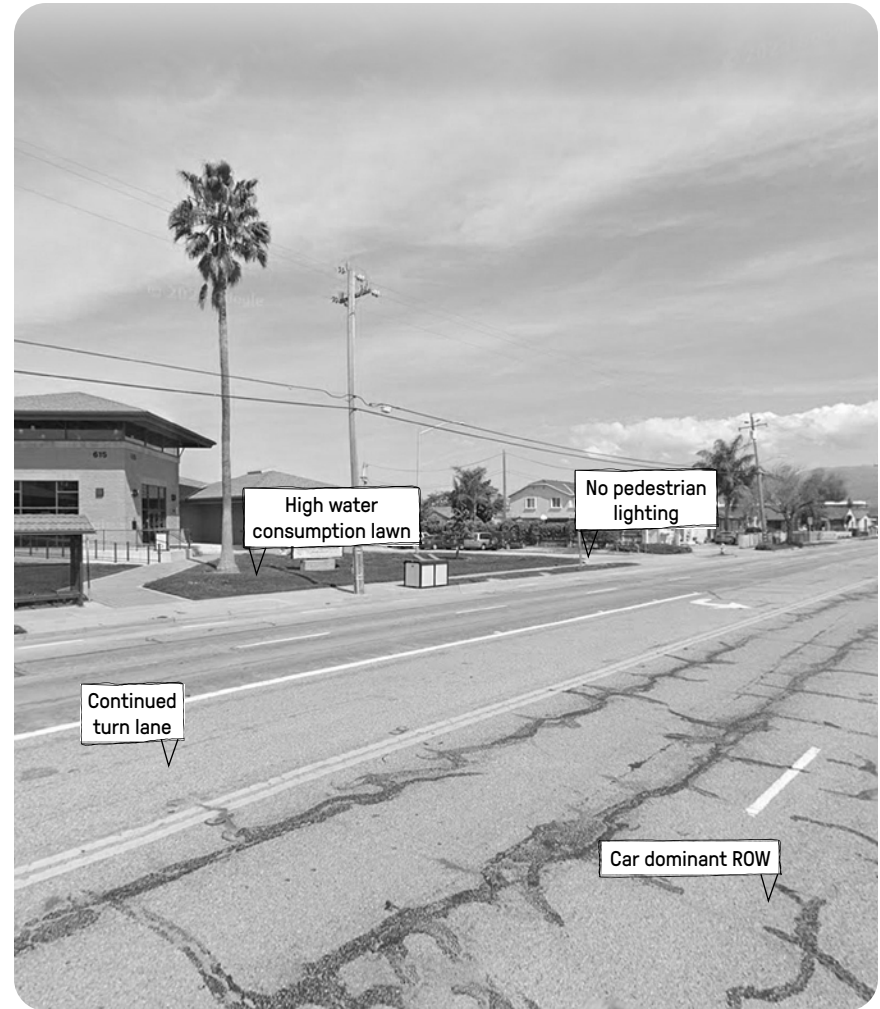


**FIGURE 1.4 WILLIAMS ROAD - STREET TYPOLOGIES**

*This study identifies and groups the most common existing conditions along Williams Rd.*



Typology 1. Typical existing road condition at residential land use in Williams Rd



Typology 3. Typical existing road condition at Cesar Chavez Library in Williams Rd



## 2. Alisal Community Goals

---

*The goals of the Alisal Streetscape Master Plan were informed by the adopted planning efforts of the City of Salinas, particularly drawing from the vision described in the AVP and additional community concerns and priorities heard throughout the project process.*

## 2.1 ALISAL COMMUNITY GOALS

The goals of the Alisal Streetscape Master Plan are rooted in the feedback and conversations gathered during community engagement efforts. They are also informed by the goals, policies, and actions outlined in the Alisal Vibrancy Plan, Alisal Complete Streets, Safe Routes to School Plan, Salinas Vision Zero Action Plan, the Urban Greening Master Plan, and other referenced City planning efforts.

The primary goals of this Plan are to reduce vehicle speeds, create safe streets for all, improve the public realm, foster community spaces, and expand the urban tree canopy.

It is important to acknowledge that while these goals represent valuable and meaningful aspirations for the Alisal, achieving them may require trade-offs. Shifting away from a car-centric culture involves both an investment in infrastructure and a change in habits and daily patterns.

The infographic on the right was prepared for engagement to illustrate these goals, providing a brief description of each along with the actions necessary to achieve them.



### Reduce Vehicle Speeds

Implement measures to **lower vehicle speeds** to ensure safer streets.

#### Actions needed:

1. Reduce lane widths
2. Add planted medians
3. Add protected bike lanes
4. Widen sidewalks and shared-use paths
5. Design for transit
6. Preserve on-street transit



### Create Safe Streets for All

Plan and create **safe streets for all** with the goal of zero severe injury and fatal

#### Actions needed:

1. Provide high visibility crosswalk
2. Reduce parking at intersections
3. Add planted medians
4. Reduce lanes
5. Add pedestrian refuge islands
6. Limit U-turns and left turns



### Improve the Public Realm

Upgrade street lighting, crosswalks, furniture, and sidewalks to **enhance comfort and walkability**.

#### Actions needed:

1. Build safe crossing with curb extensions, accessible pedestrian signals and median islands.
2. Add street furniture, signage, lighting, and different paving materials
3. Add plants and trees



### Foster Community Spaces

Develop **more gathering and green spaces** to promote interaction and a stronger sense of community.

#### Actions needed:

1. Define the street network based on the community needs.
2. Prioritize placemaking through activation and programming.
3. Design for inclusive public spaces accessible for all.



### Expand Urban Tree Canopy

Increase the **number of trees** along streets to provide shade and improve the urban environment.

#### Actions needed:

1. Plant trees
2. Allocate adequate space for trees to thrive.
3. Consider trees at the early stage of the design.
4. Properly select trees species to ensure their health and longevity.

# 1



## REDUCE VEHICLE SPEEDS

In the City of Salinas, 53% of all collisions and 66% of collisions resulting in fatalities and severe injuries occur on streets with speeds of 35 mph or higher.

Narrow streets slow traffic by increasing drivers' perception of impediments to motion, therefore mitigate the potential severity of crashes.

### 2.1.1 REDUCE VEHICLE SPEEDS



Raised lane widths and raised



Add planted medians



Add protected bike lanes



Share use sidewalks and paths



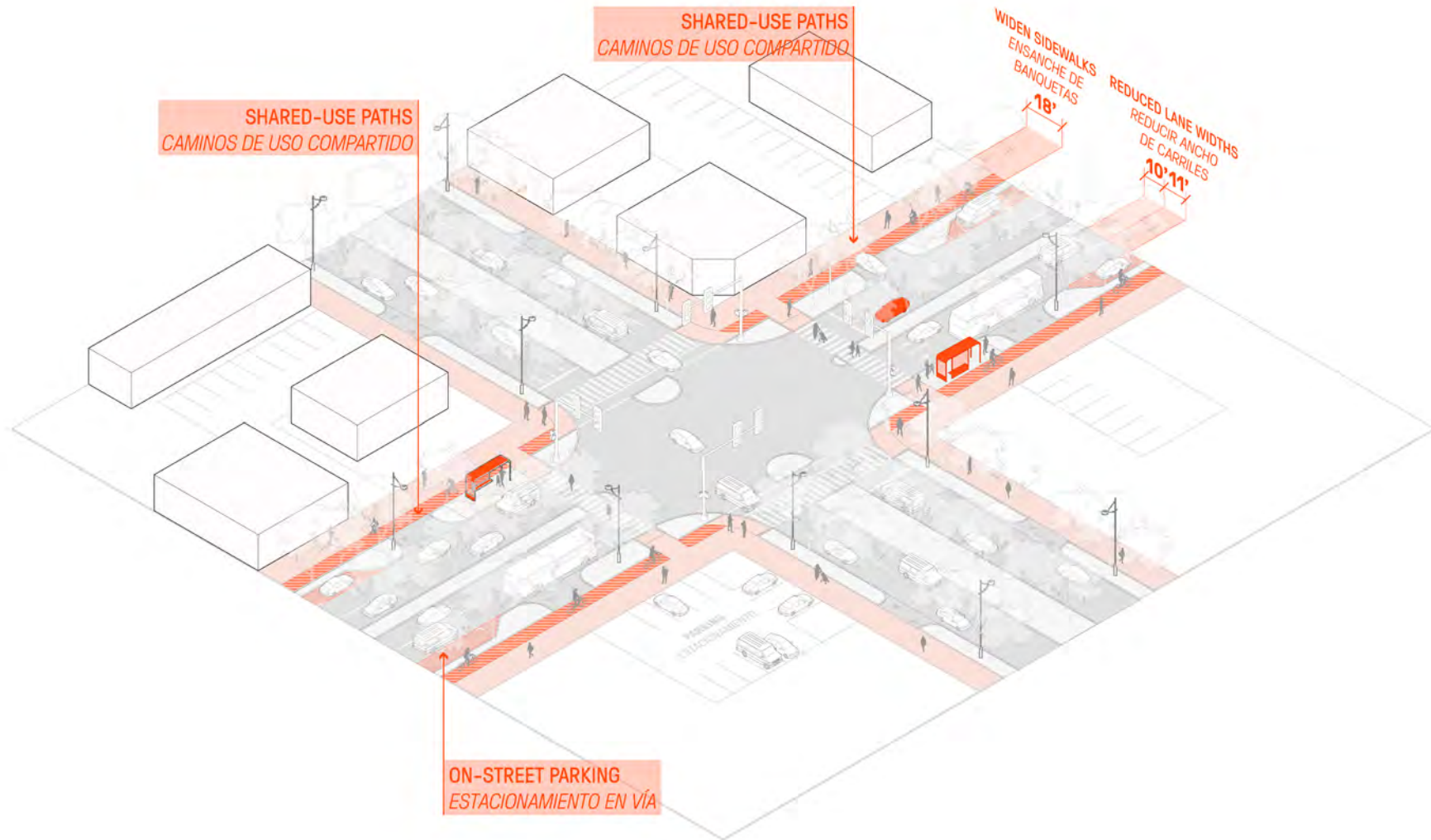
Design for transit



Preserve on-street parking

**FIGURE 2.1** TYPICAL INTERSECTION - ACTIONS NEEDED

*Axometric representation of the actions needed to Reduce Vehicle Speeds.*



# 2



## CREATE SAFE STREETS FOR ALL

Medians and refuge islands have been shown to decrease the percentage of pedestrian crashes and casualties by 57–82 percent in the U.S.

75% of Salinas elementary, middle and high schools are within a quarter of a mile of the High Injury Network\*

### 2.1.2 CREATE SAFE STREETS FOR ALL



High visibility crosswalk



Reduce parking at intersections



Add planted medians



Reduce lanes



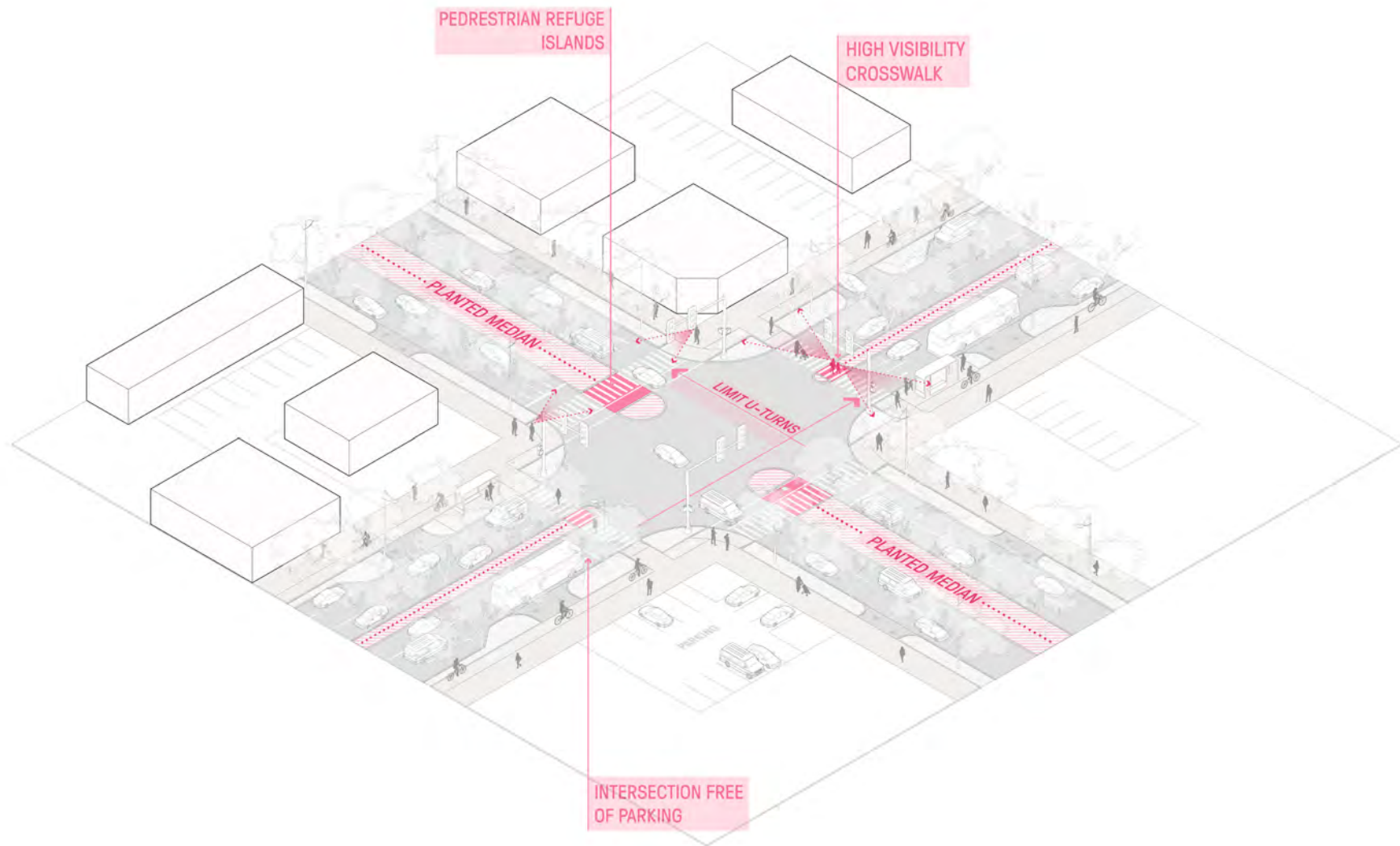
Add pedestrian refuge islands



Limit U-turns and left turns

**FIGURE 2.2 TYPICAL INTERSECTION - ACTIONS NEEDED**

*Axometric representation of the actions needed to Create Safe Streets for All.*



## 3



## IMPROVE THE PUBLIC REALM

People are more likely to walk and bike if there are safe and comfortable routes connected to key destinations.

The Alisal Vibrancy Plan and the General Plan Guiding Principles calls for street trees, wider sidewalks and new public gathering areas.

### 2.1.3 IMPROVE THE PUBLIC REALM



Build safe crossings with curb extensions, accessible pedestrian signals and median islands.



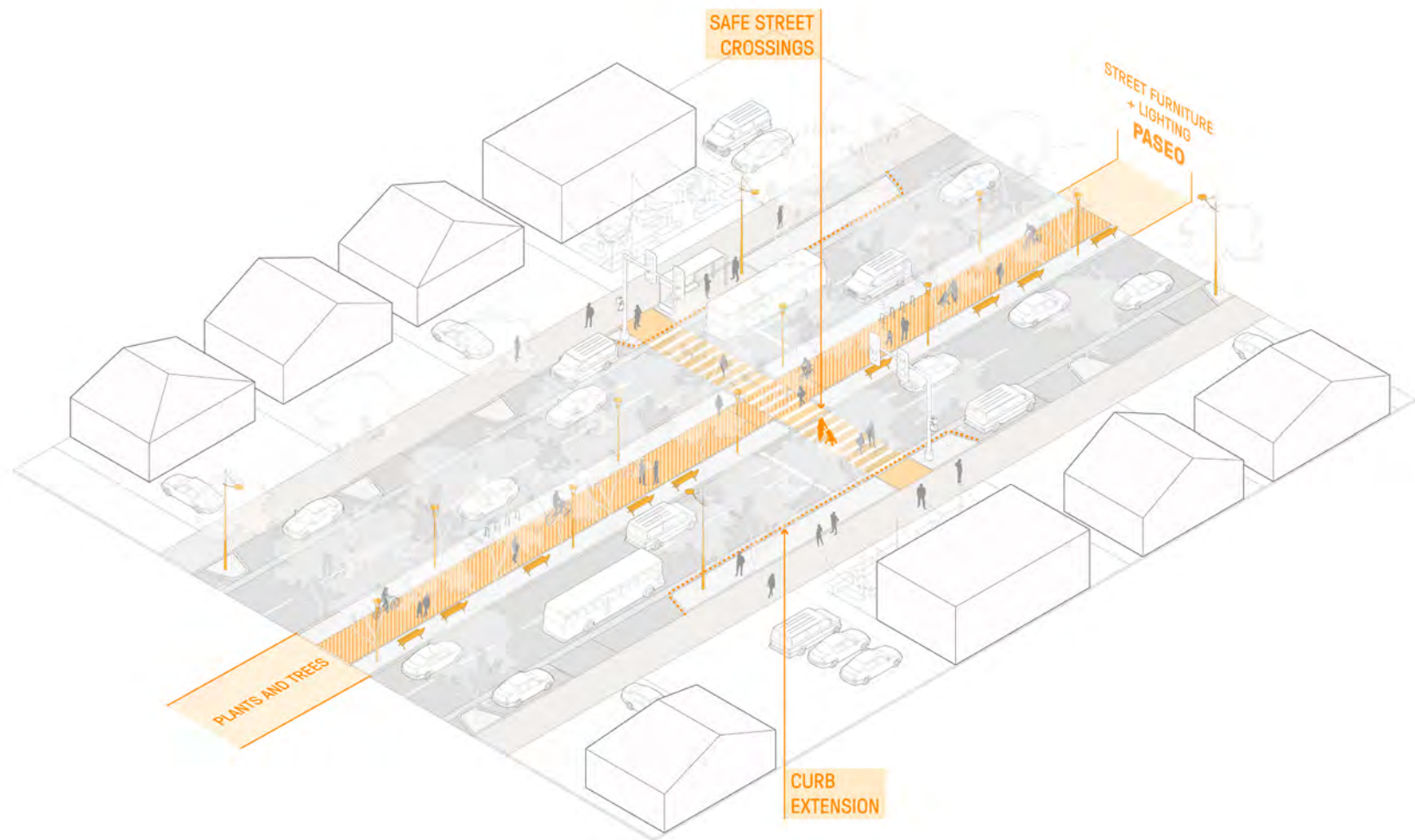
Add street furniture, signage, lighting, and different paving materials.



Add plants and trees.

**FIGURE 2.3 TYPICAL MIDBLOCK - ACTIONS NEEDED**

*Axometric representation of the actions needed to Improve the Public Realm.*



## 4



## FOSTER COMMUNITY SPACES

Active streets improves community health. Urban design alone add 90 minutes of physical activity built into your routine.

Neighborhoods with stronger walkability indices are associated with decreased property crime, murders, and violent crime.

### 2.1.4 FOSTER COMMUNITY SPACES



Define the street network based on the community needs.



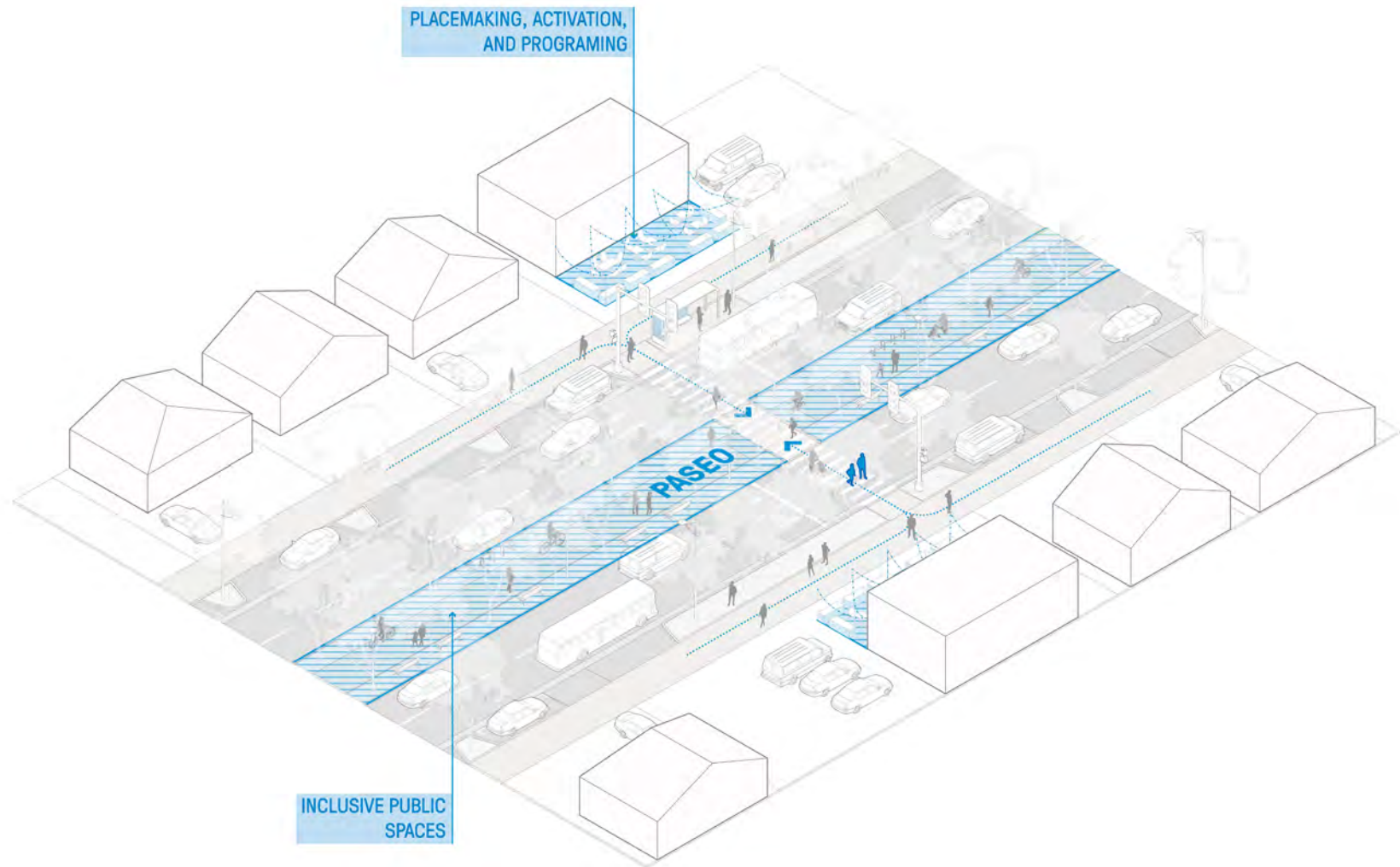
Prioritize placemaking through activation and programming.



Design for inclusive public spaces accessible for all.

**FIGURE 2.4 TYPICAL MIDBLOCK - ACTIONS NEEDED**

*Axometric representation of the actions needed to Foster Community Spaces.*





## EXPAND URBAN TREE CANOPY

Trees on streets provide shade, identity, and seasonal interest. They can also provide buffering and protection for pedestrians.

The presence of trees can reduce surface temperatures in urban areas by up to 20°F (11°C) and air temperatures by up to 10°F (5.5°C).

### 2.1.5 EXPAND URBAN TREE CANOPY



Plant trees.



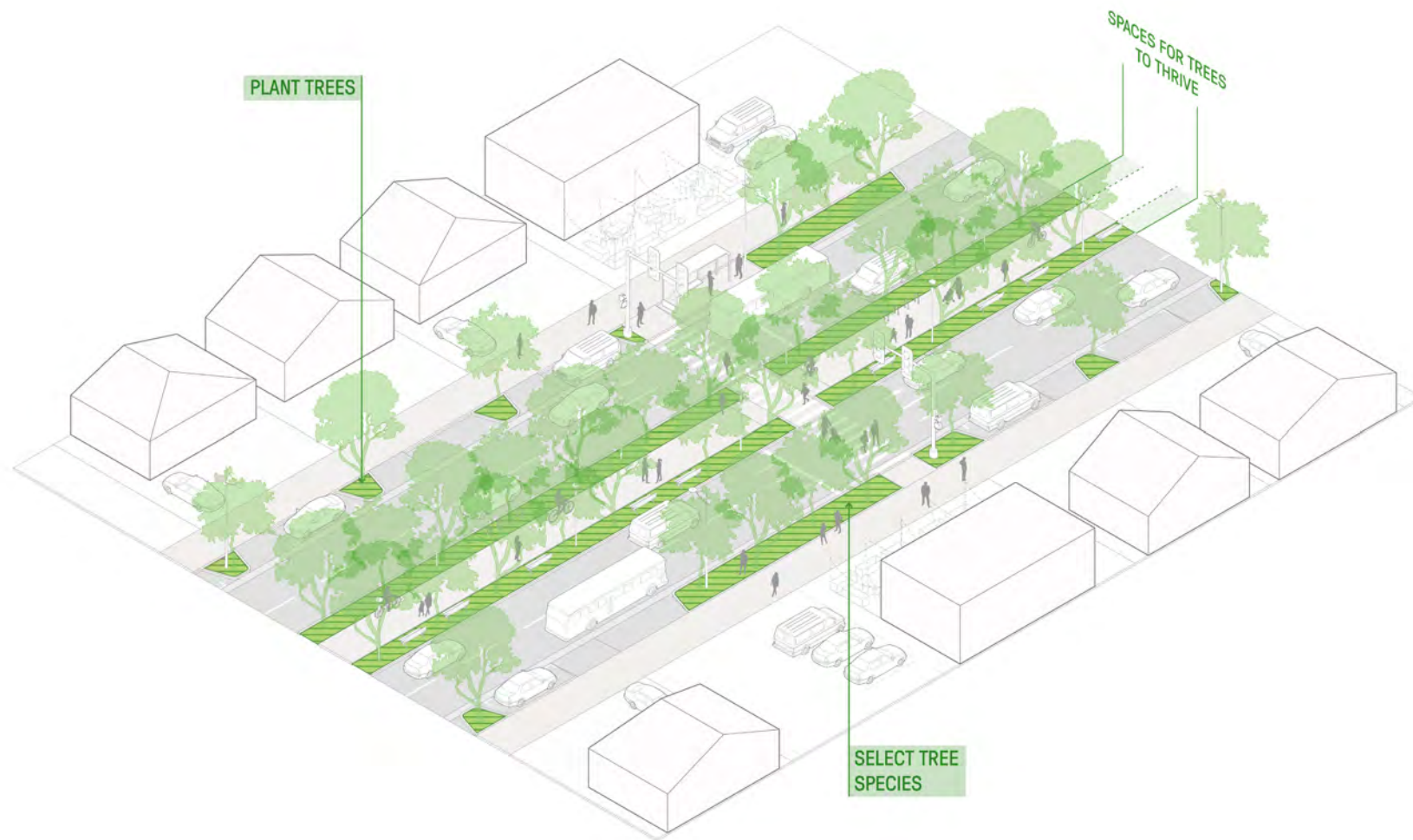
Consider trees at the early stage of the design and allocate adequate space for trees to thrive.

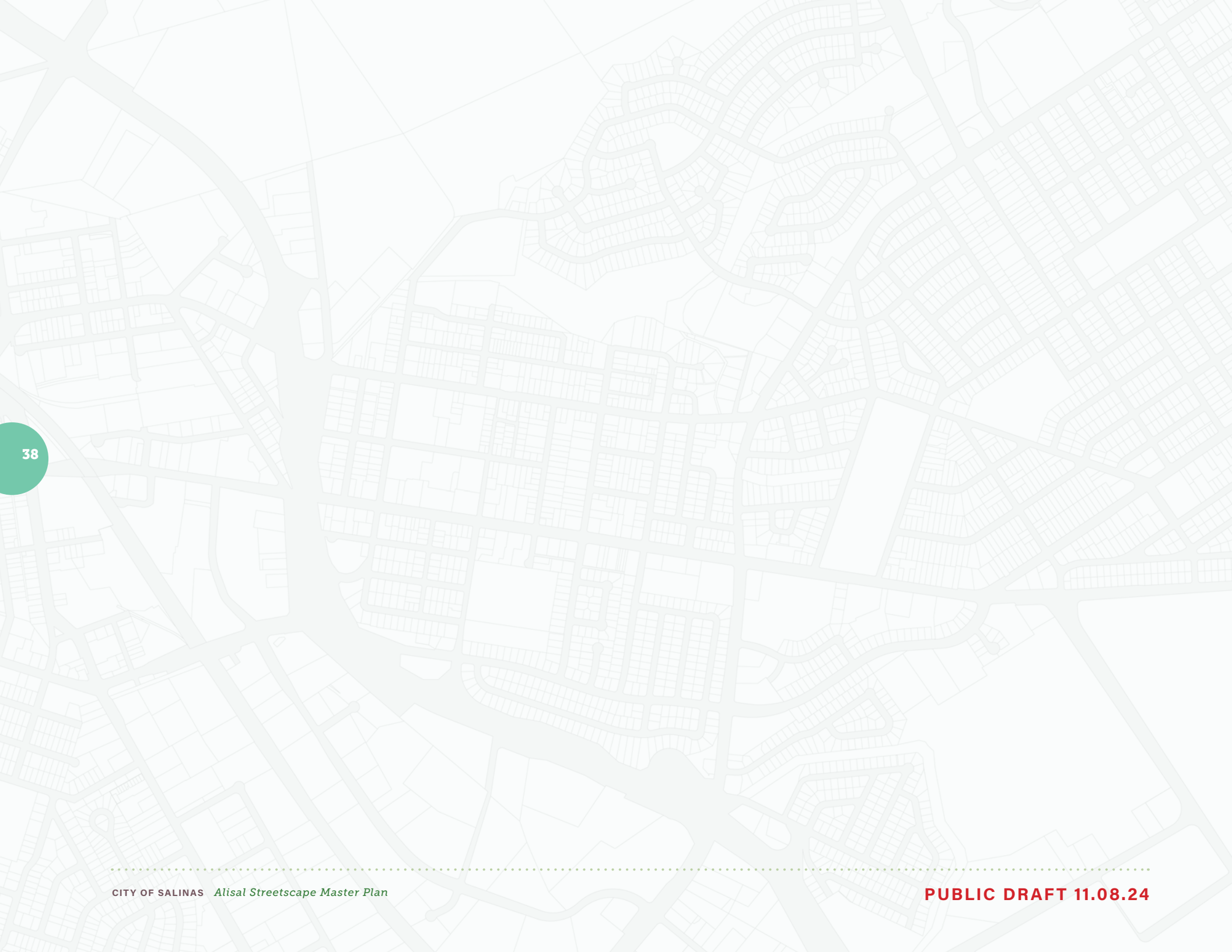


Properly select trees species to ensure their health and longevity.

**FIGURE 2.5 TYPICAL MIDBLOCK - ACTIONS NEEDED**

*Axometric representation of the actions needed to Expand Urban Tree Canopy.*





# 3. District Master Plan Approach

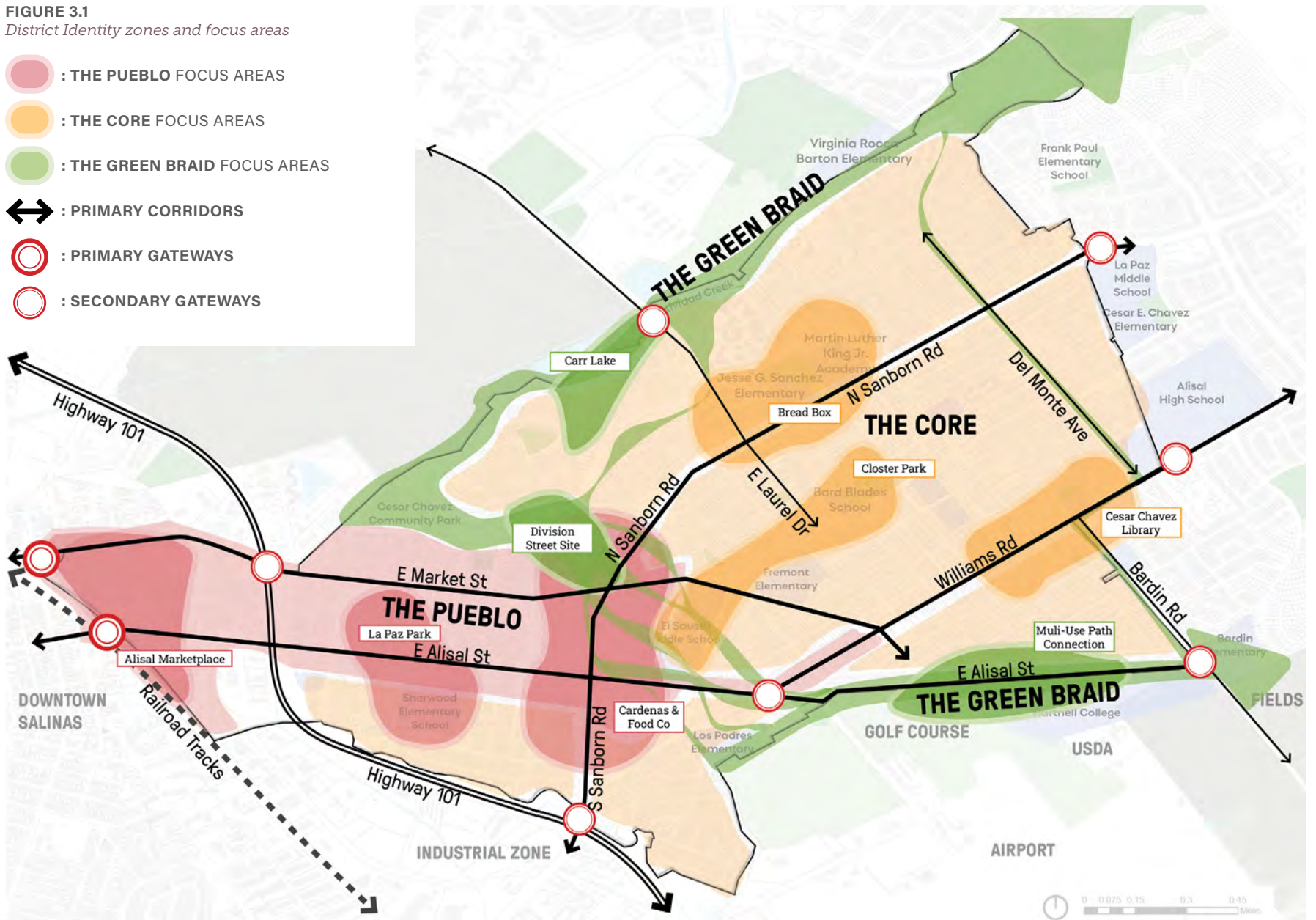
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*In the alternatives phase of the project, distinct narrative approaches were developed to test the different user priorities within the streetscape.*

*“Connect, Live, and Plant the Alisal” are the three narrative themes that guided the study of each approach for the Alisal Streetscape Master Plan.*

**FIGURE 3.1**  
District Identity zones and focus areas

- : THE PUEBLO FOCUS AREAS
- : THE CORE FOCUS AREAS
- : THE GREEN BRAID FOCUS AREAS
- : PRIMARY CORRIDORS
- : PRIMARY GATEWAYS
- : SECONDARY GATEWAYS



### 3.1 DISTRICT IDENTITY MASTER PLAN ZONES

The Alisal has a rich history reflected in the diverse and vibrant community that lives there today. With the goal to create better representation of its cultural identity within the public realm, there had to be a multi-layered approach. Through the Alisal District Identity Master Plan (ADIMP), three sub-zones were identified:

- **The Pueblo**
- **The Core**
- **The Green Braid**

**The Pueblo** is *El Corazón*, the “heart” of the district and the center of activity, is based on Alisal’s historic downtown. This zone focuses on the original commercial center and references the past, while establishing a gateway to the district. This zone promotes community activation and gathering in the public realm.

**The Core** is *El Cuerpo*, the “body” of the district, and includes neighborhoods, community services, and schools. This zone incorporates the majority of Alisal’s acreage, and celebrates the community-led organizations that are active today as well as the stories at the core to Alisal’s identity.

**The Green Braid** are *Las Venas Verdes*, the “green veins” that form a planted network throughout the entire district. This zone highlights Alisal’s natural systems, and strives to reconnect the community to their environment and to a resilient future.

Collectively the three zones form one cohesive district while each embodies distinct aspects of Alisal’s multi-layered identity - past, present, and future.

These district zone concepts are woven through the refined streetscape improvements for each corridor.



## 3.2 DISTRICT NARRATIVE

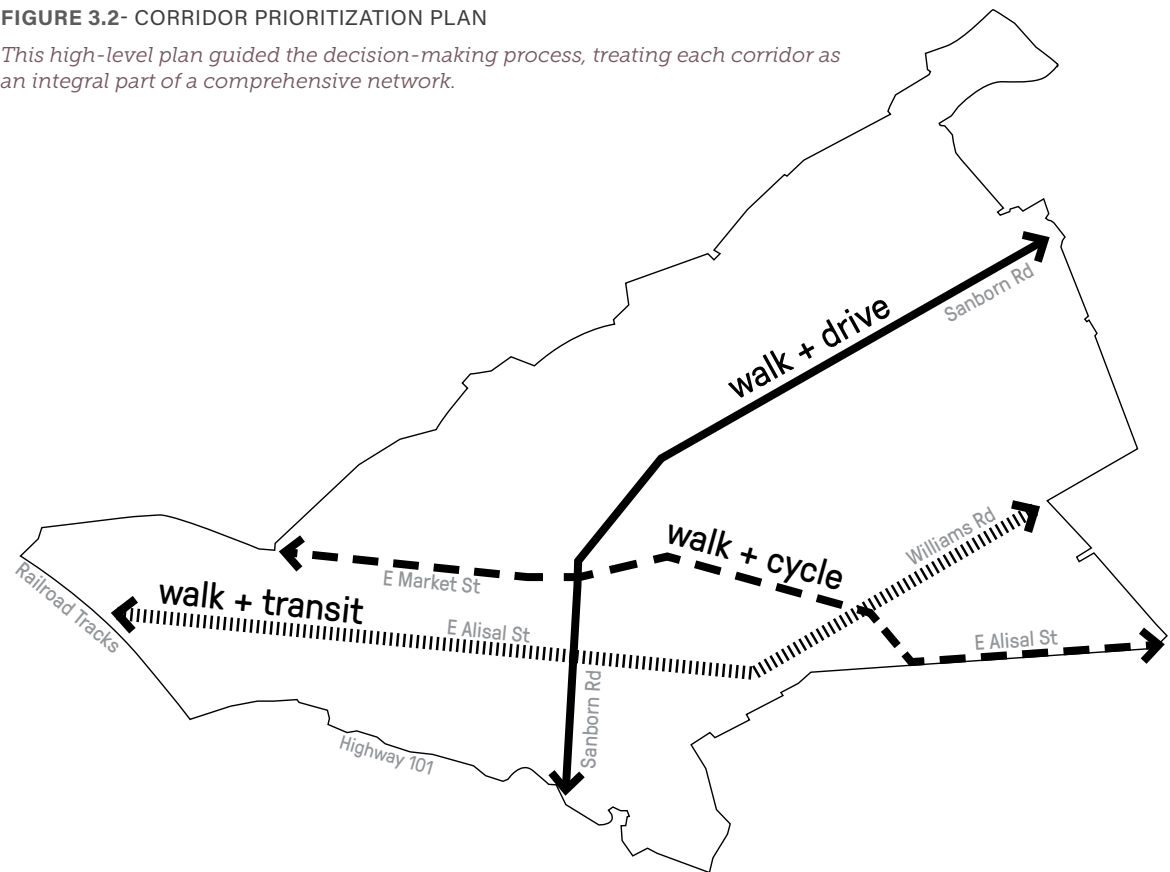
### APPROACH ALTERNATIVES

The initial study for the Alisal Streetscape Master Plan was a comprehensive strategy designed to address the diverse needs of the residents while fostering a sense of belonging and pride. By focusing on key elements of urban design and community engagement, the plan envisions streets that are not only functional but also inviting and reflective of the unique cultural heritage of Alisal.

This chapter highlights the three foundational themes—Connect, Live, and Plant—each integral to shaping a dynamic and resilient urban environment that supports the well-being of all who live, work, and visit here. The key themes—Connect, Live, and Plant—to enhance the urban landscape and improve the quality of life for all residents.

**FIGURE 3.2- CORRIDOR PRIORITIZATION PLAN**

*This high-level plan guided the decision-making process, treating each corridor as an integral part of a comprehensive network.*



#### **Pedestrian - walk**

1. Shaded and unobstructed pathways
2. Designated zones with functional and landscaping elements
3. Provide lighting to increase safety at night
4. Add mid block crossings and reduce crossings lengths
5. Transform sidewalks into vibrant public spaces (at least 7ft wide sidewalks)

#### **Bike routes - cycle**

1. Create continuous, designated and protected bike lanes
2. Complete the existing bike network
3. Provide lighting to increase safety at night
4. Provide adequate infrastructure like bike racks and bike boxes
5. At least 6ft wide bike lanes

#### **Public transit - transit**

1. Serve frequent, fast, and reliable rapid transit
2. Include bus only lanes at public transit priority corridors
3. Provide shaded, and accessible bus stops
4. Provide visible and legible signage
5. 11ft Bus lane

#### **Drive lanes - drive**

1. Define dedicated turn lanes points
2. Transform continuous turn lanes into medians at pedestrian priority corridors
3. Provide visible and legible signage
4. Keep essential street parking
5. Reduce lanes to 10ft

## CONNECT THE ALISAL

### Multi-modal Streets

Develop an integrated transportation system that encourages safe and accessible mobility for all modes of travel, including walking, biking, public transit, and driving.

Advocate for inclusive road designs accommodating all users.



## LIVE THE ALISAL

### Programmable Streets

Enhance corridor walkability and promote streets as active community spaces, fostering healthier, safer, and more sustainable lifestyles for residents.



## PLANT THE ALISAL

### Beautiful Streets

Celebrate the vibrant community heritage through the expression of colors, greenery, and narratives. Beautify streetscapes to instill a greater sense of safety and community ownership, while improving environmental quality.



### 3.2.1 EAST ALISAL STREET

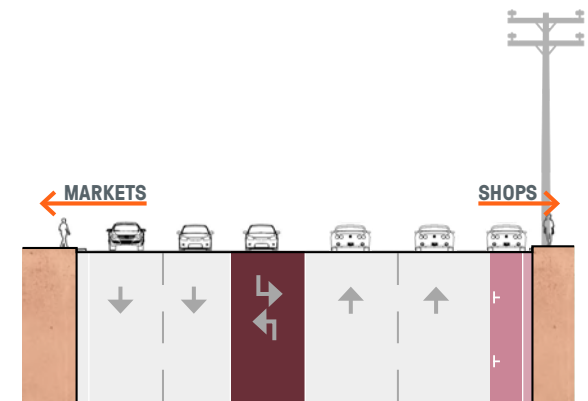
East Alisal Street consists of five typologies along its length, with the corridor typically featuring a continuous turn lane, two drive lanes in each direction, and on-street parking either on one side or both sides of the road. For this exercise, Typology 3 is used due to its most restrictive curb-to-curb width.

- **Connect the Alisal:** Removes the continuous turn lane while maintaining two drive lanes in both the westbound and eastbound directions. It expands the sidewalk width to include an elevated Class IV bikeway and provides on-street parking on both sides of the street.
- **Live the Alisal:** Removes the continuous turn lane while maintaining two drive lanes in both the westbound and eastbound directions. It widens the sidewalk to accommodate a shared pedestrian/bike path, retains on-street parking on both sides, and adds a small planted median at the center of the road.
- **Plant the Alisal:** Removes the continuous turn lane while keeping the two drive lanes in both the westbound and eastbound directions. The existing

curb remains in place, and a protected Class IV bikeway is provided at street level. A flexible lane on one side of the street can be used for parking, bus stop bulb-outs, or as a planting area. Additionally, a median is added to accommodate mid-sized trees and understory planting.

➤ **Preferred Selection:**  
The community expressed a strong preference for the **“Live the Alisal”** option. This choice was favored because it allows pedestrians and bikes to share the sidewalk without requiring single-use infrastructure, aligning with how residents typically use the street today.

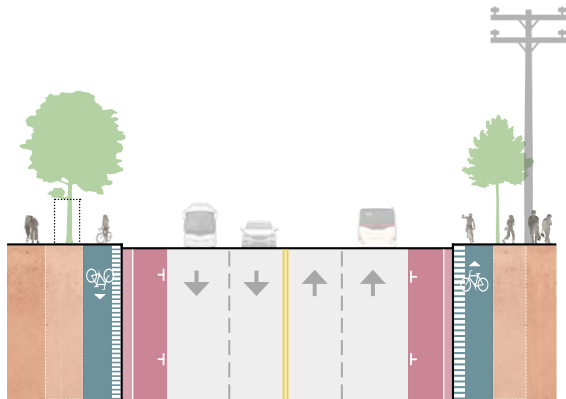
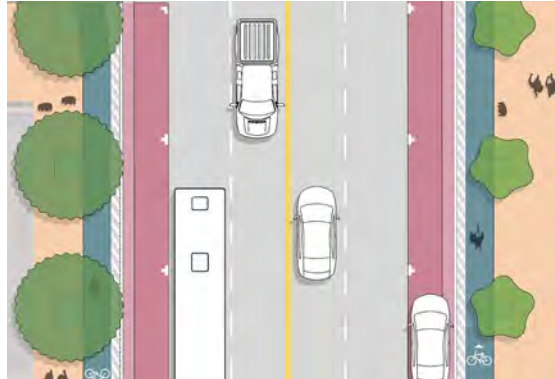
Additionally, the community appreciated the planted median at the center of the road and strongly requested the inclusion of street trees for shade and beautification purposes.



Existing Conditions

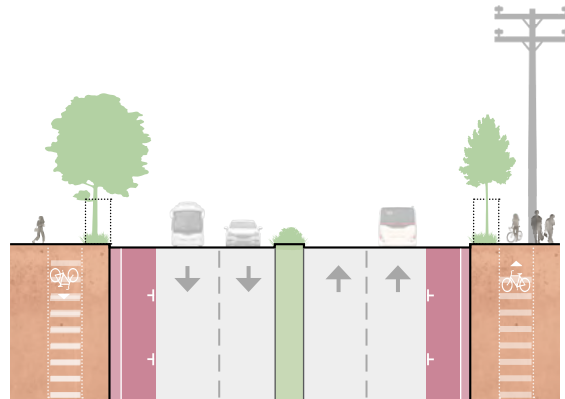
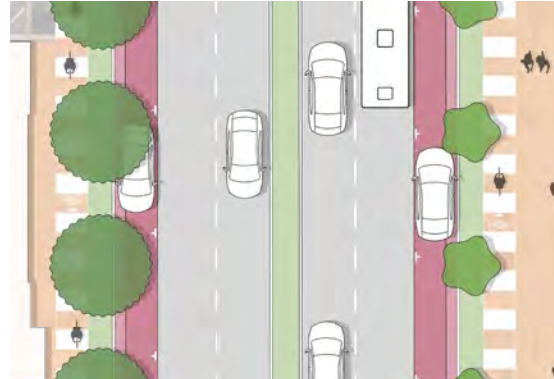
- LEGEND**
- Sidewalk
  - Gutter
  - Street Parking
  - Bike lane
  - Drive lane
  - Median
  - Turn lane

Preferred



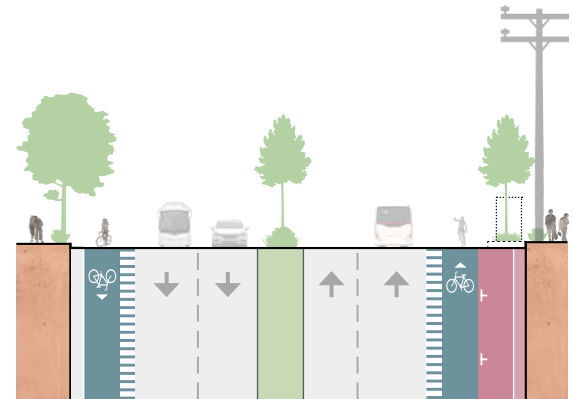
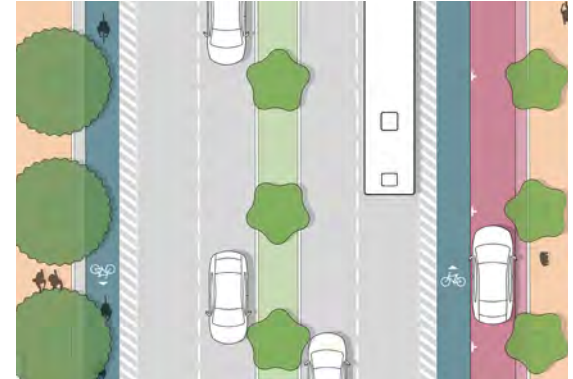
**CONNECT THE ALISAL**  
Multi-modal Streets

- ★ Wider sidewalks
- ★ Elevated Class IV bike way
- ★ Addition of street trees
- ★ Parking on both sides of the street



**LIVE THE ALISAL**  
Programmable Streets

- ★ Wider sidewalks
- ★ Dedicated bike zone within sidewalk
- ★ Addition of street trees
- ★ Addition of planted median
- ★ Parking on both sides of the street



**PLANT THE ALISAL**  
Beautiful Streets

- ★ Class II buffered bike lane at street level
- ★ Addition of street trees
- ★ Addition of planted median
- ★ Parking on one side of the street

### 3.2.2 EAST MARKET STREET

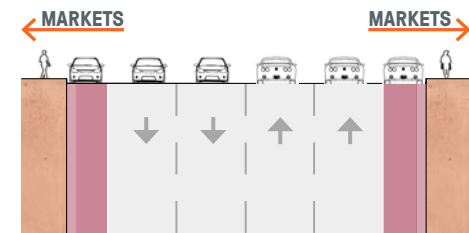
East Market Street consists of six typologies along its length, with the corridor varying significantly from one typology to another. Changes include the presence or absence of a continuous turn lane, one or two drive lanes in each direction, on-street parking on one or both sides of the road, and the provision of protected bike lanes in certain areas. Typology 2 is used for this exercise, and is representative of west half of the corridor (Sherwood Dr to Sanborn Rd). The other half of the corridor (Sanborn Rd to E Alisal St) has been recently improved, so the recommendations will be more limited and targeted.

- **Connect the Alisal:** Removes one drive lane in each westbound and eastbound directions. It expands the sidewalk width to include an elevated Class IV bikeway, provides a flexible lane at both sides of the street to be used as on-street parking or bus stop, and includes a planted median in the center.
- **Live the Alisal:** Removes one drive lane in each westbound and eastbound directions. It widens the sidewalk to accommodate a shared pedestrian/ bike path, and provides a flexible lane at both sides of the street to be used as on-street parking or bus stop.

- **Plant the Alisal:** Removes one drive lane in each westbound and eastbound directions. It keeps the existing curb in place, provides a flexible lane at both sides of the street to be used as on-street parking, bus stop or planting area, and includes a planted median with a protected two direction bike way.

➤ **Preferred Selection:**  
The community expressed a strong preference for the **“Live the Alisal”** option. They don’t support the construction of a protected bike way and that would rather have wider sidewalks that could accommodate for many uses.

Additionally, the community appreciated the planted median at the center of the road and strongly requested the inclusion of street trees for shade and beautification purposes.

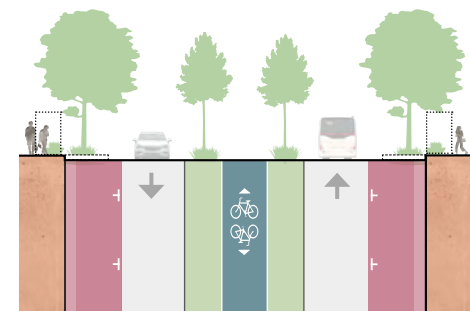
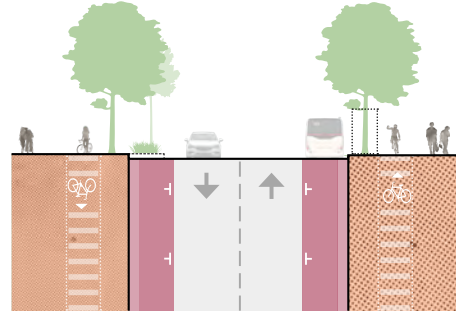
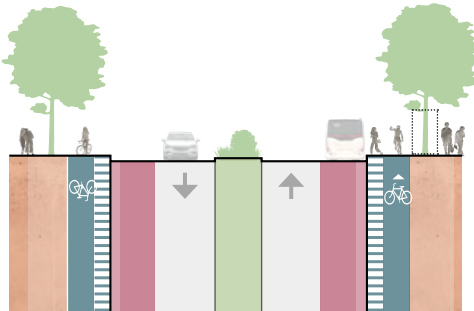
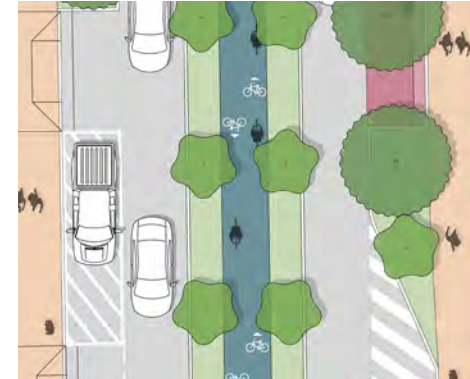
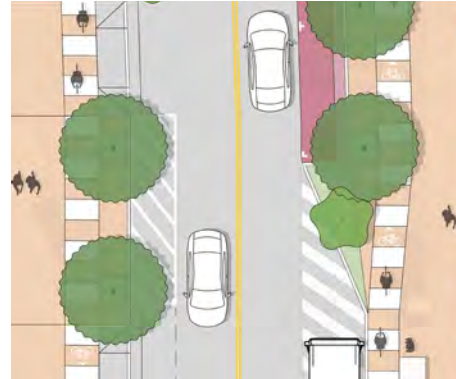
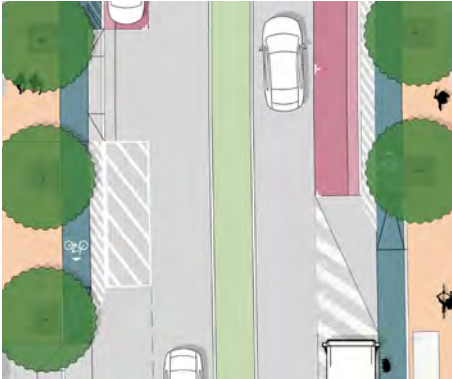


Existing Conditions

#### LEGEND

- Sidewalk
- Gutter
- Street Parking
- Bike lane
- Drive lane
- Median
- Turn lane

**Preferred**



**CONNECT THE ALISAL**  
Multi-modal Streets

**LIVE THE ALISAL**  
Programmable Streets

**PLANT THE ALISAL**  
Beautiful Streets

- ★ Wider sidewalks
- ★ Elevated Class IV bike way
- ★ Addition of street trees
- ★ Addition of planted median
- ★ Parking on both sides of the street

- ★ Wider sidewalks
- ★ **Dedicated bike zone within sidewalk**
- ★ **Addition of street trees**
- ★ Parking on both sides of the street

- ★ Addition of street trees
- ★ Class II buffered bike lane at street level
- ★ Addition of planted median with two-way separated bike way
- ★ Parking on one side of the street

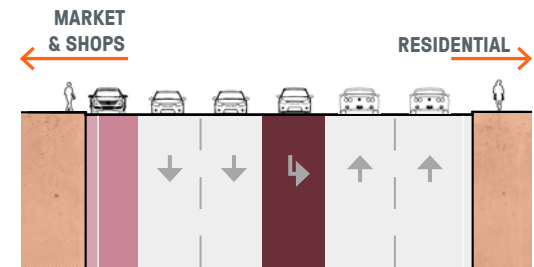
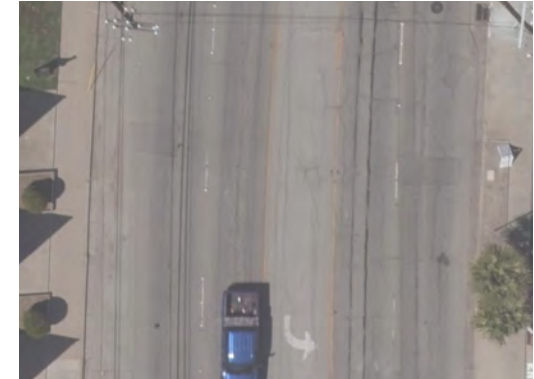
### 3.2.3 SANBORN ROAD

Sanborn Rd consists of four typologies along its length, and is one of the main corridors to move in and out of the district. The typologies vary with four to seven drive lanes, and parking in some sections on one or both sides of the street. Due to its most restrictive curb-to-curb width, Typology 3 is used for the purpose of this excersise.

- **Connect the Alisal:** Removes the continuous turn lane while maintaining two drive lanes in both the westbound and eastbound directions, and it expands the sidewalk width to include an elevated Class IV bikeway.
- **Live the Alisal:** Removes the continuous turn lane while maintaining two drive lanes in both directions. It widens the sidewalk to accommodate a shared pedestrian/bike path, and retains on-street parking on one side of the street.
- **Plant the Alisal:** Removes the continuous turn lane while keeping the two drive lanes in both directions. The existing curb remains in place, and a flexible lane on both sides of the street

can be used for parking, bus stops, or bulb-outs. Additionally, a planted median is added to accommodate mid-sized trees.

➤ **Preferred Selection:**  
The community expressed preference “**Plant the Alisal**” because of the planted median and the parking at both sides of the street.

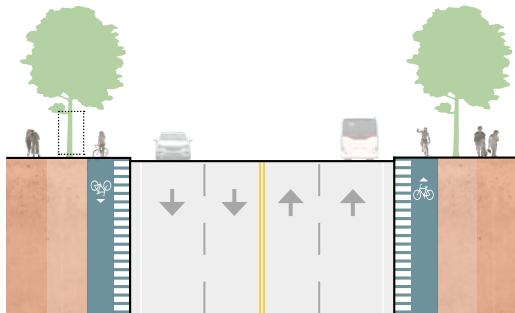
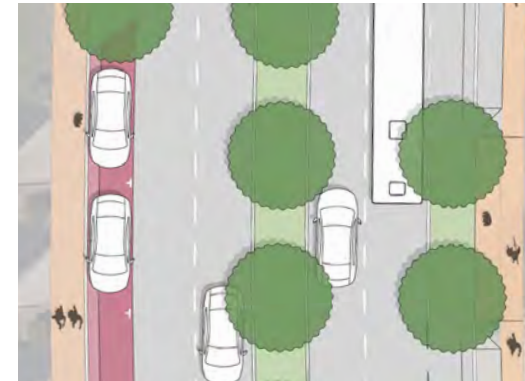
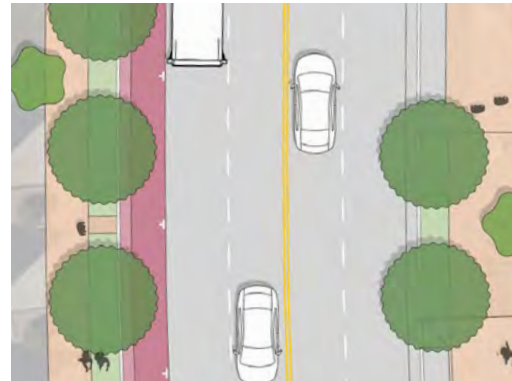
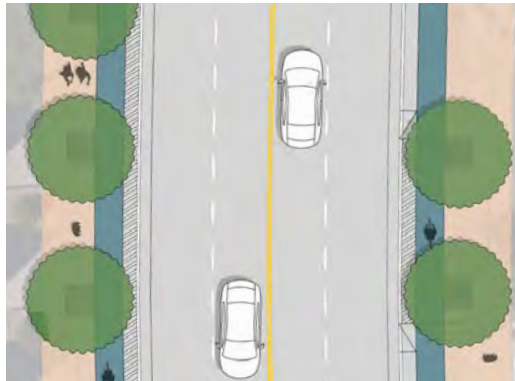


Existing Conditions

**LEGEND**

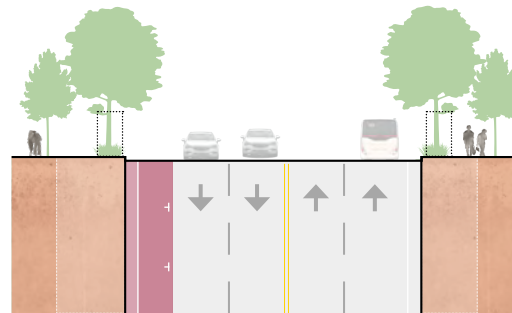
- Sidewalk
- Gutter
- Street Parking
- Bike lane
- Drive lane
- Median
- Turn lane

**Preferred**



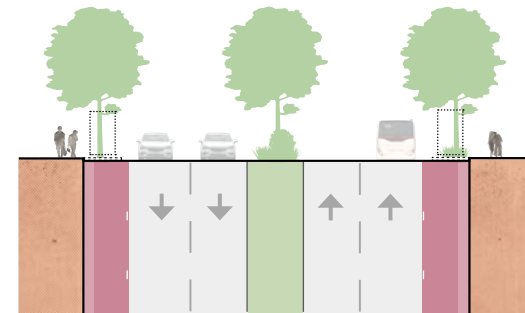
**CONNECT THE ALISAL**  
Multi-modal Streets

- ★ Wider sidewalks
- ★ Elevated Class IV bike way
- ★ Addition of street trees



**LIVE THE ALISAL**  
Programmable Streets

- ★ Wider sidewalks
- ★ Addition of street trees
- ★ Addition of planting strip
- ★ Parking on one side of the street



**PLANT THE ALISAL**  
Beautiful Streets

- ★ Addition of street trees
- ★ Addition of planted median
- ★ Parking on both sides of the street

### 3.2.4 WILLIAMS ROAD

Williams Road secured grant funding during the early phase of the project from the Safe Streets and Roads for All (SS4A) Grant Program. The \$16 million awarded for the project are based on a series of safety countermeasures including a road diet, lane width reduction, buffered raised cycle track, installation of a raised median, high-visibility crossings, upgraded lighting, and the construction of two new roundabouts.

The grant application served as the base design with one drive lane in each westbound and eastbound direction, on street parking and a protected two-lane raised cycle track on each side of the street.

Maintaining the key safety countermeasures required by the grant funding, the following refined approaches were also considered:

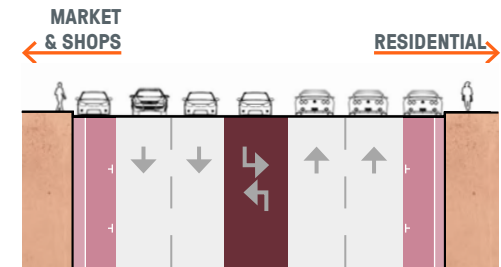
- **Connect the Alisal:** Proposes one drive lane and on-street parking in each westbound and eastbound direction. This option expands the sidewalk width to include a raised Class IV bikeway and introduces a planted median with a pedestrian path.
- **Live + Plant the Alisal:** Proposes one drive lane and on-street parking

in each westbound and eastbound direction. The existing curb remains in place, with the addition of a planted median that includes a shared pedestrian/bike path.



#### Preferred Selection:

The community expressed a preference for the **“Live + Plant”** hybrid option, highlighting their appreciation for the wide Paseo that could be used by pedestrians and bicyclists and has the potential to be programmed for public gathering activities.

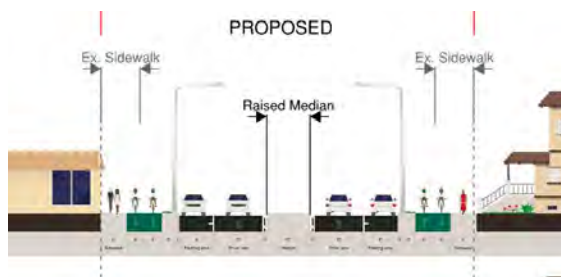
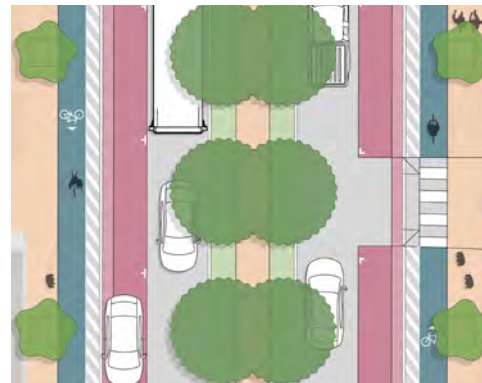
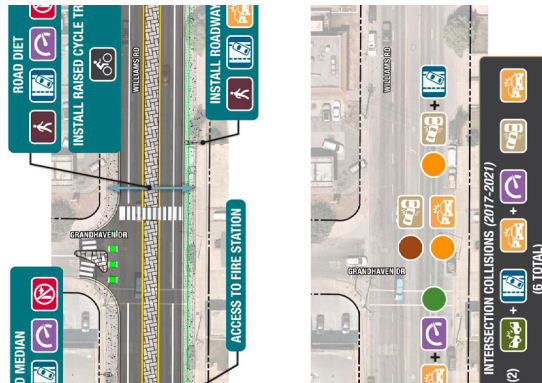


Existing Conditions

#### LEGEND

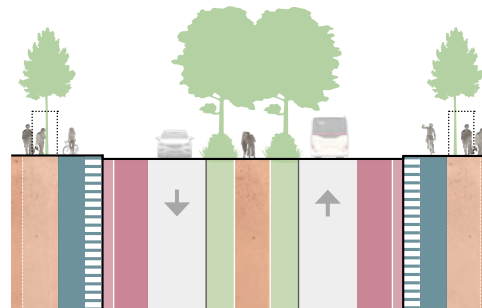
- Sidewalk
- Gutter
- Street Parking
- Bike lane
- Drive lane
- Median
- Turn lane

Preferred



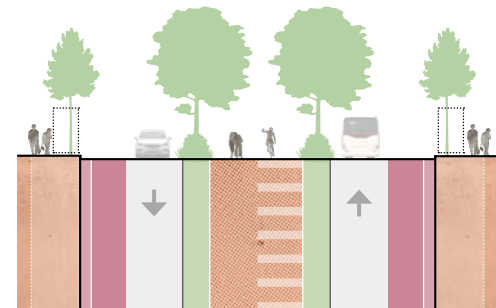
**BASE DESIGN**  
Approved Grant Funds

- Road diet and lane width reduction
- Raised cycle track
- Install raised median with street trees
- High visibility crossings
- Install/upgrade roadway lighting



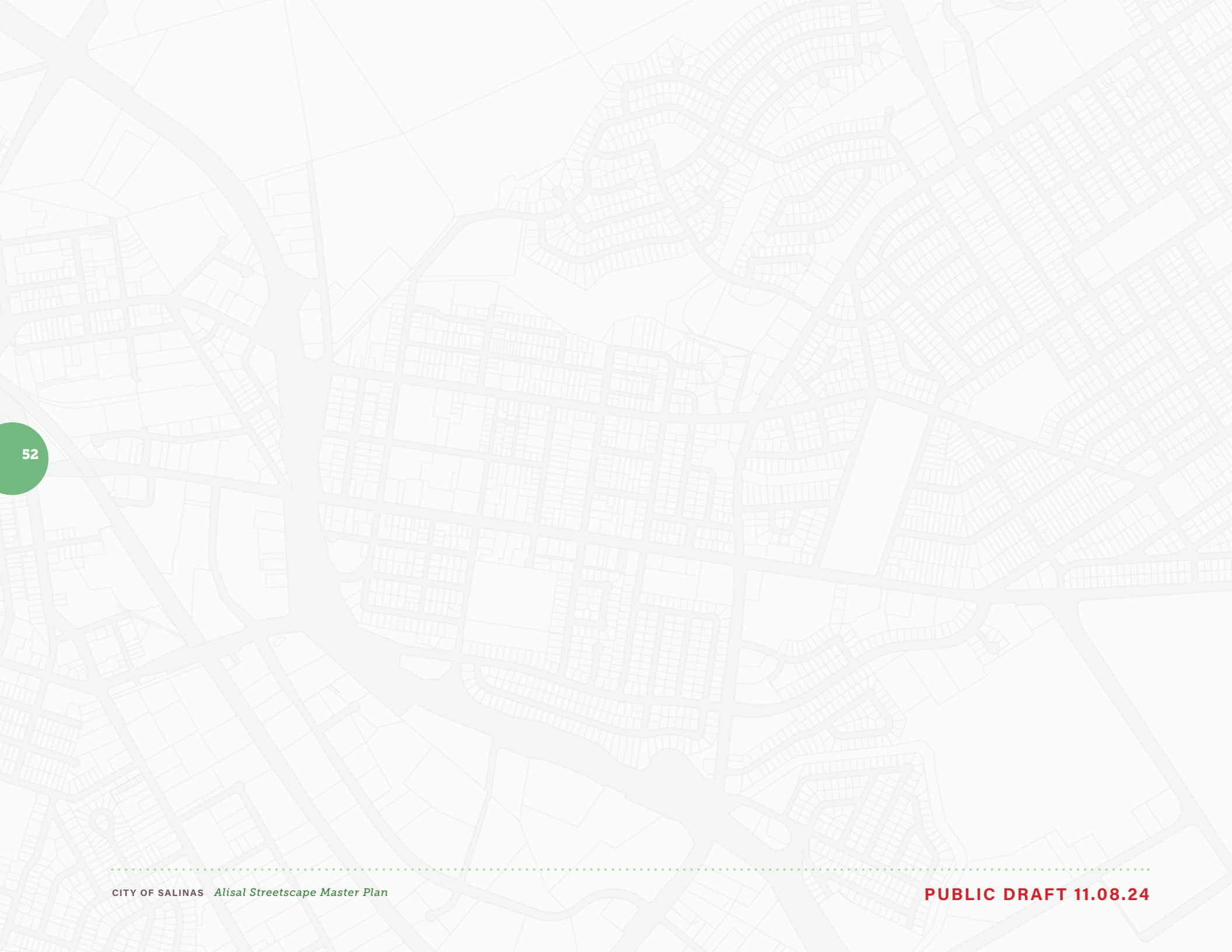
**CONNECT THE ALISAL**  
Multi-modal Streets

- ★ Wider sidewalks
- ★ Elevated Class IV separated bike way
- ★ Addition of street trees
- ★ Addition of planted median with Paseo
- ★ Parking on both sides of the street



**LIVE + PLANT THE ALISAL**  
Programmable Streets

- ★ Wider sidewalks
- ★ Addition of planted median with Paseo and bike zone
- ★ Addition of street trees
- ★ Parking on both sides of the street



# 4. Corridor Streetscape Improvements

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*This chapter presents detailed enlargement plans and axonometric views that illustrate the preferred concepts for each corridor. For each corridor, two or three distinct conditions are highlighted to represent how the design solutions respond to the unique characteristics as they traverse the district.*

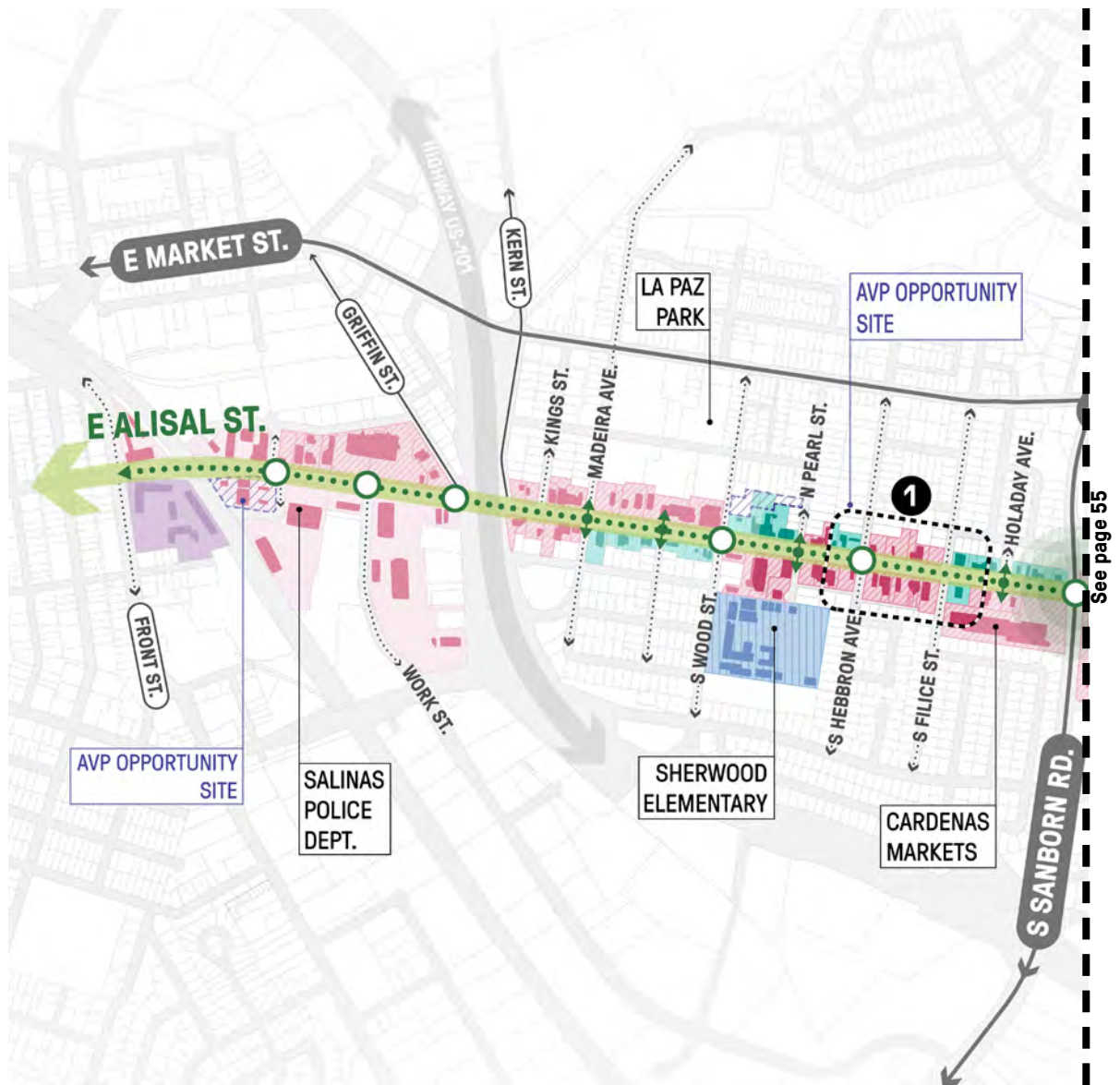
## 4.1 EAST ALISAL STREET

Historically, East Alisal Street has been a commercial hub, a characteristic that continues to define it today. East Alisal Street was the first road that the community originally grew around.

The street is known for its local businesses, markets, and schools, which contribute to its potential for a vibrant community atmosphere. However, the land use along the corridor changes abruptly at John Street transitioning to a more residential setting.

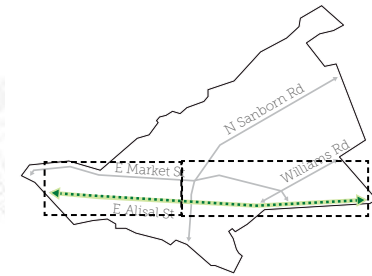
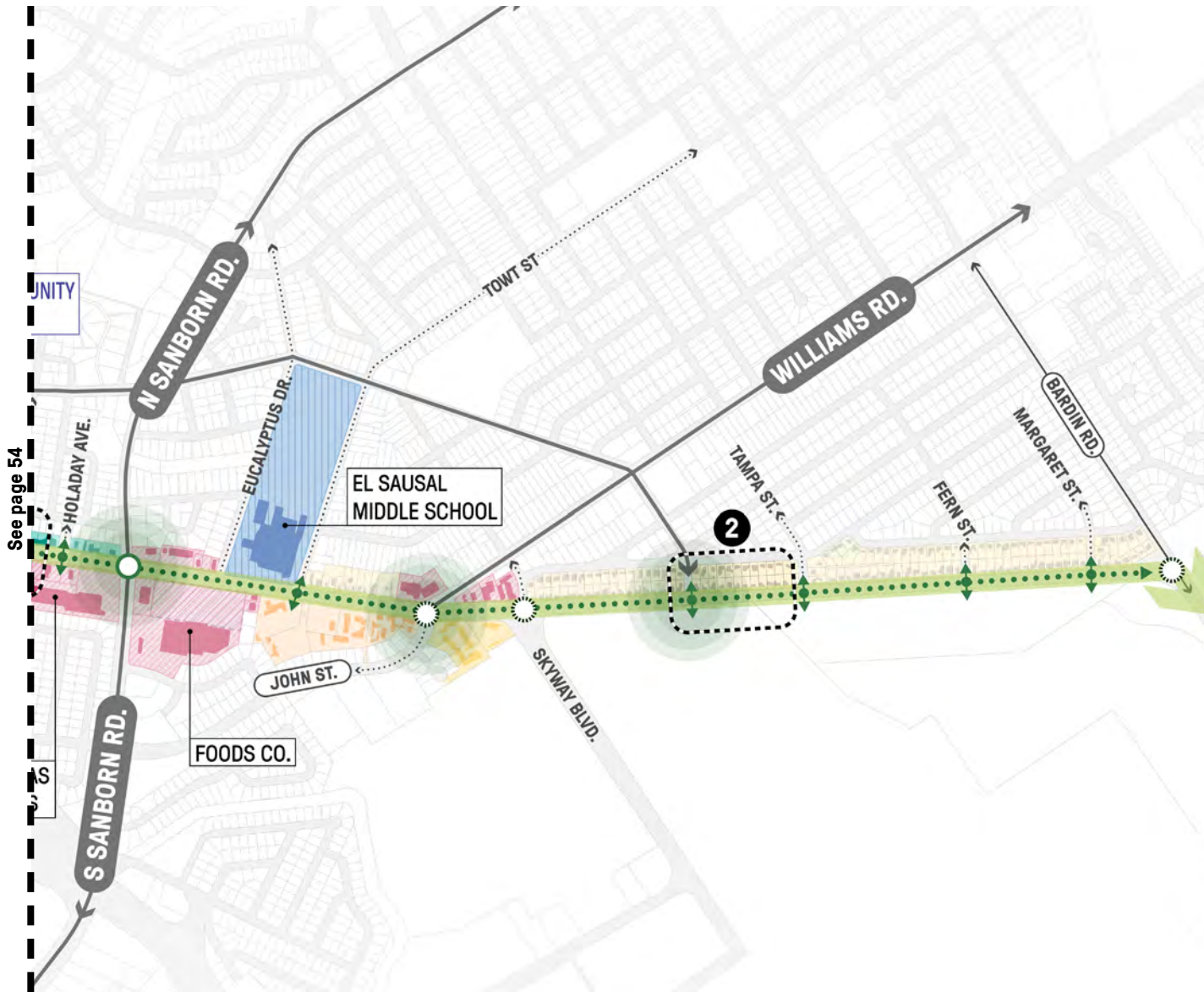
The project addresses these varying uses by providing on-street parking, protective bulb-outs, crosswalks, and signalized crossings for heavily used pedestrian areas; bus stop bulb-outs; street furniture; and a robust tree canopy to enhance the corridor's existing functions.

(New traffic signals are recommended at Griffin St.) New pedestrian phases are suggested at Griffin St, Madeira Ave, and Hebron Ave. High-visibility crosswalks are proposed at Griffin St, Madeira Ave, Wood St, Hebron Ave, Eucalyptus St, Towt St, and Margaret St. These changes are in alignment with Salinas Vision Zero Action Plan and Safe Routes to School Plan to reduce collisions and improve safety.



**FIGURE 4.1 EAST ALISAL STREET CORRIDOR - CHARACTERIZATION PLAN**

*This plan is a compilation of land uses, AVP opportunity sites, proposed intersections, crossings, and enlargements.*



**Key Map**

**Legend**

- Corridor
- Intersection
- Mid block crossing
- Adjacent corridor
- Arterial streets
- Local streets

**Land use:**

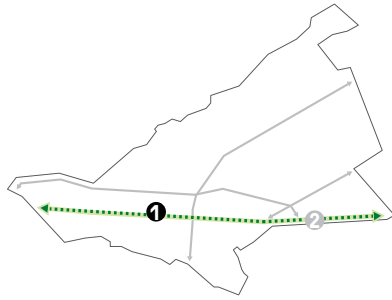
- Retail
- Institutional use
- Residential high density
- Residential mid density
- Residential low density
- Offices

**Enlargements:**

- 1** Hebbron Avenue to Filices Street
- 2** East Market Street to Tampa Street

See page 54

### 4.1.1 EAST ALISAL STREET: HEBBRON AVENUE AND FILICES STREET



KEY MAP



FIGURE 4.2 EXISTING CONDITIONS

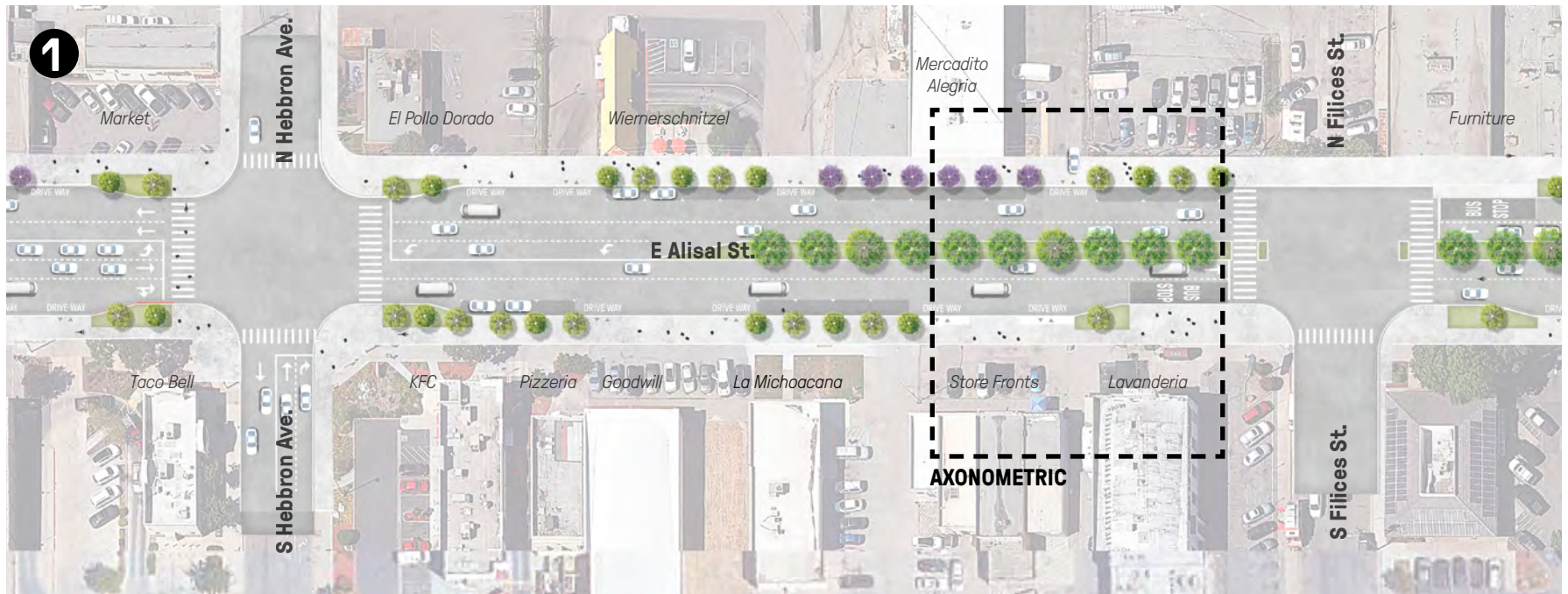


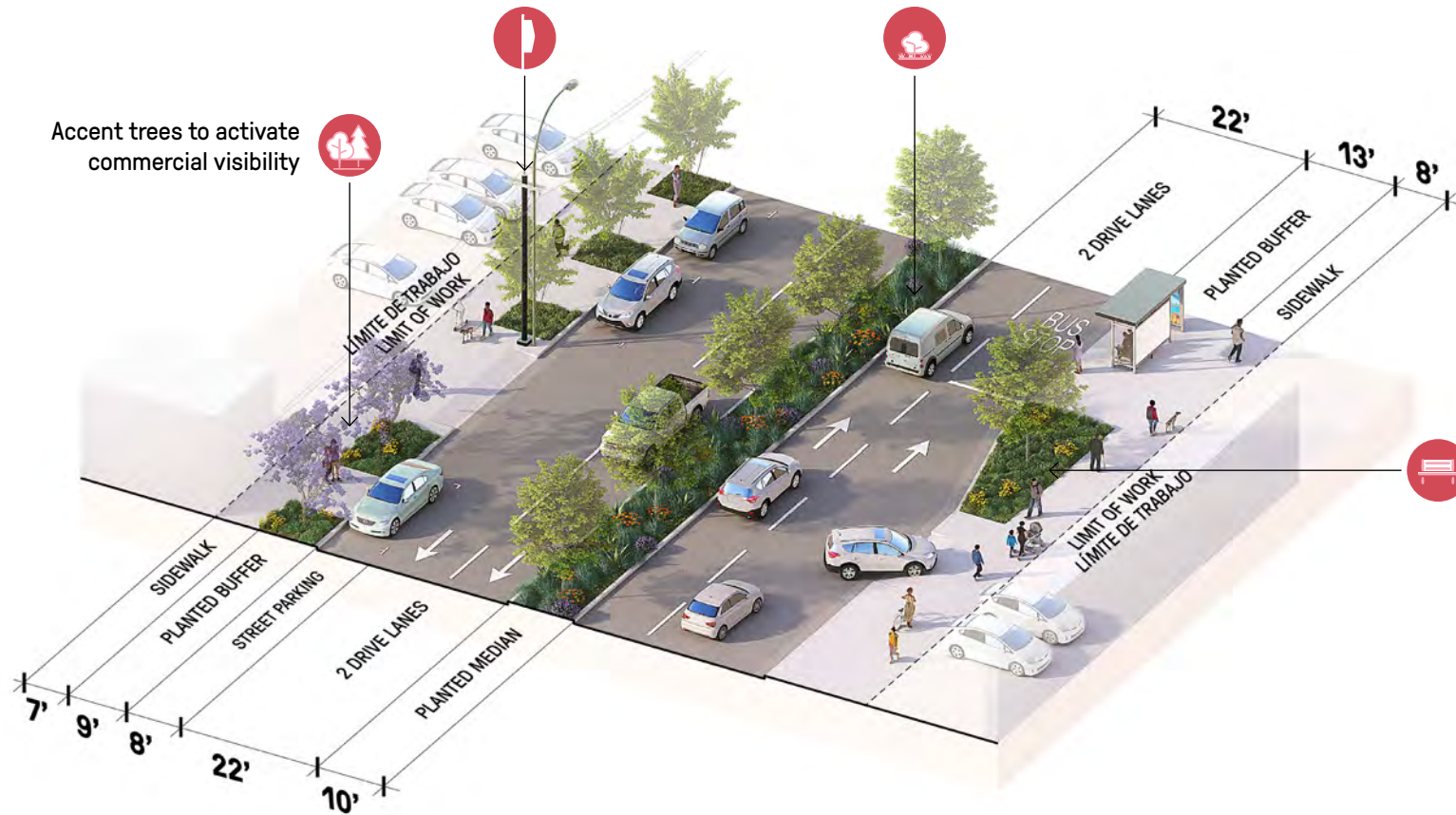
FIGURE 4.3 EAST ALISAL STREET AND FILICE STREET INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.4 EAST ALISAL STREET AND FILICE STREET INTERSECTION - AXONOMETRIC**


*Proposed planted median and sidewalk extension*



**THE PUEBLO IDENTITY ZONE**

"A diversity of planting species and textures have been selected for the Pueblo to represent the diverse variety of cultures that have contributed to Alisal's identity, and are expressed in the community today."  
 Alisal District Identity Materplan, 2024



 Sculptural and gateway trees



 Understory planting

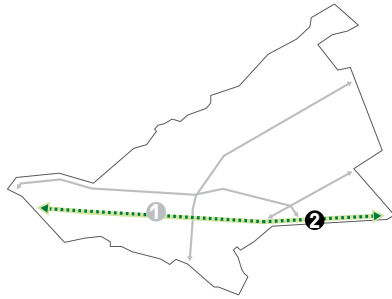


 Understory planting



 Accent seating

**4.1.2 EAST ALISAL STREET:  
EAST MARKET STREET AND TAMPA STREET**



KEY MAP



FIGURE 4.5 EAST ALISAL STREET AND EAST MARKET STREET INTERSECTION - EXISTING CONDITIONS

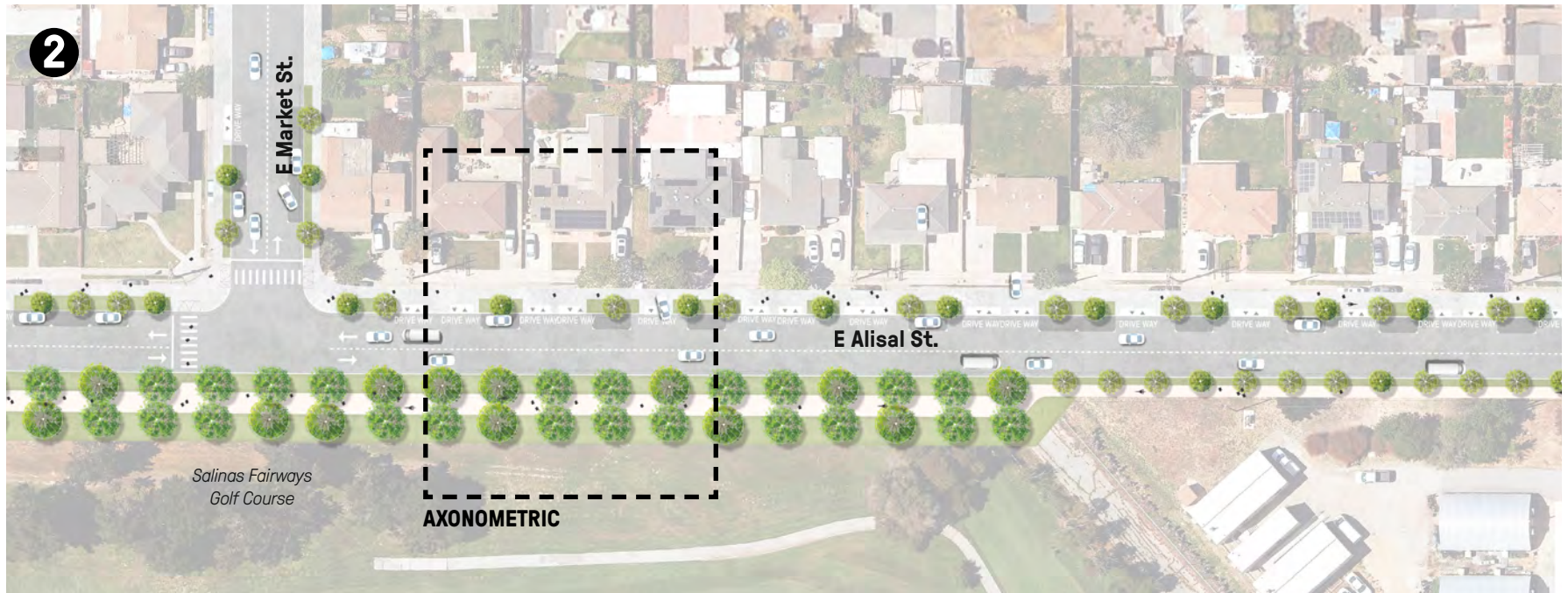


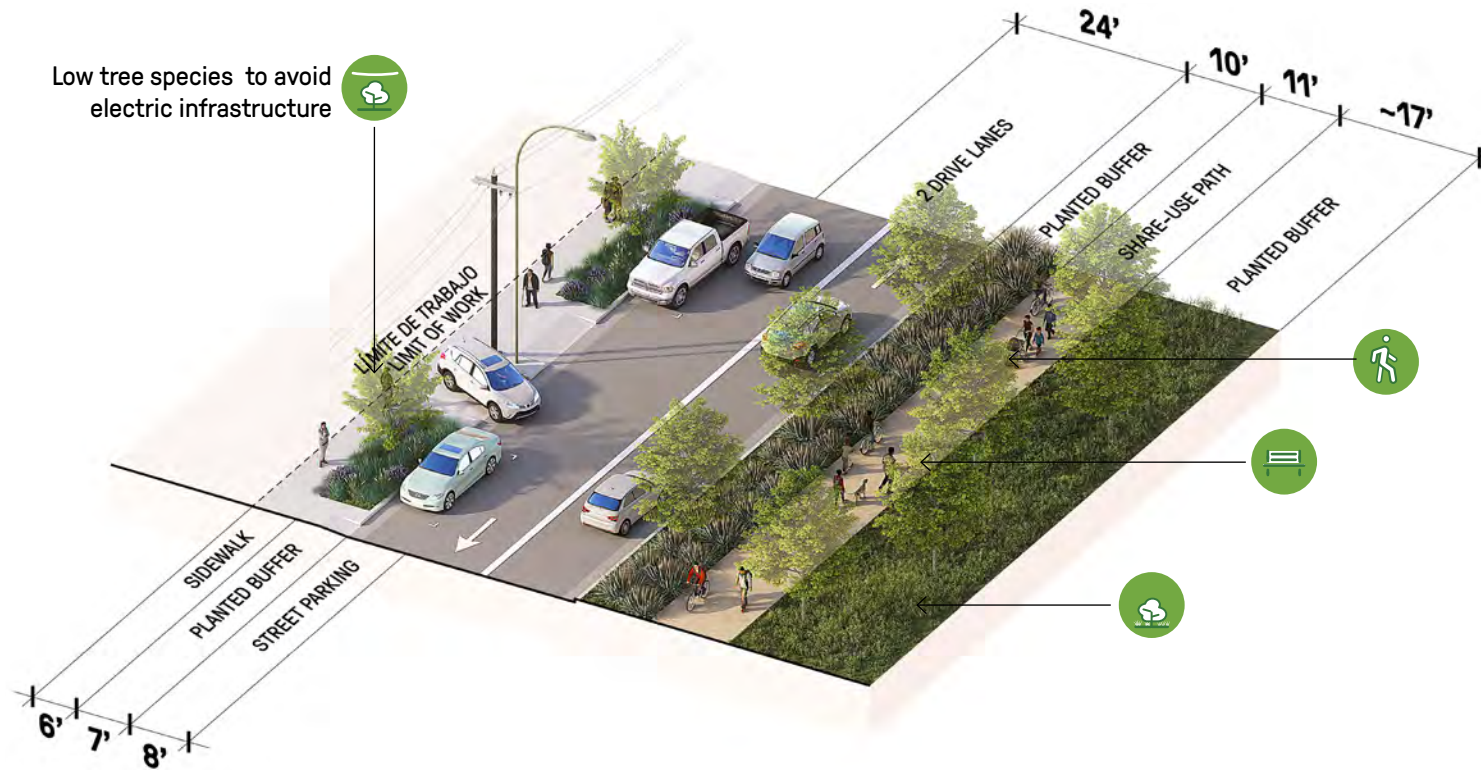
FIGURE 4.6 EAST ALISAL STREET AND EAST MARKET STREET INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.7** EAST ALISAL STREET AND EAST MARKET STREET INTERSECTION - AXONOMETRIC

*Proposed Green Braid Paseo with shared path and planted buffer area*



**THE GREEN BRAID IDENTITY ZONE**

"Material and product selection within the Green Braid zone should be reflective of the more natural focus and environment... An emphasis on natural materials can reinforce the community's connection to their natural environment."

Alisal District Identity Master Plan, 2024



Small tree species  
Example: *Marina Strawberry Tree*



Low maintenance  
understory



Shared path



Seating

## 4.2 EAST MARKET STREET

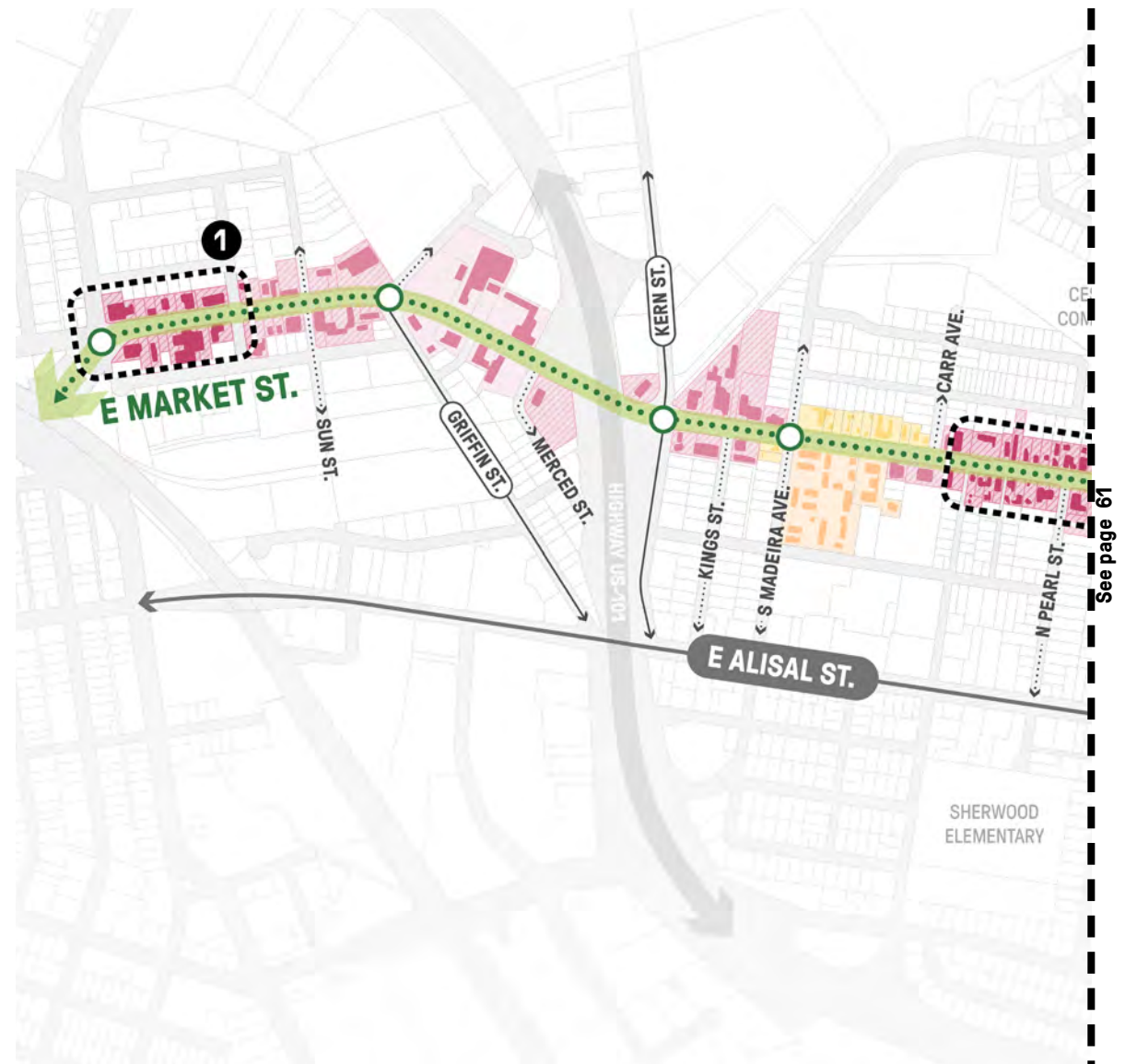
East Market Street features a diverse range of land uses, including local stores, car shops, auto services, residential areas, and institutional spaces such as El Sausal Middle School and Fremont Elementary School.

Notably, East Market Street has the most extensive bike infrastructure of all the corridors. Building on this, the project proposes a road diet to accommodate wider sidewalks with shared paths for pedestrians and bicyclists. The goal is to create a fully walkable and bikeable corridor.

Narrower roadway widths help to create safer, more pedestrian-friendly environments, enhance programmability of the sidewalk public realm, and allow for an expanded urban tree canopy.

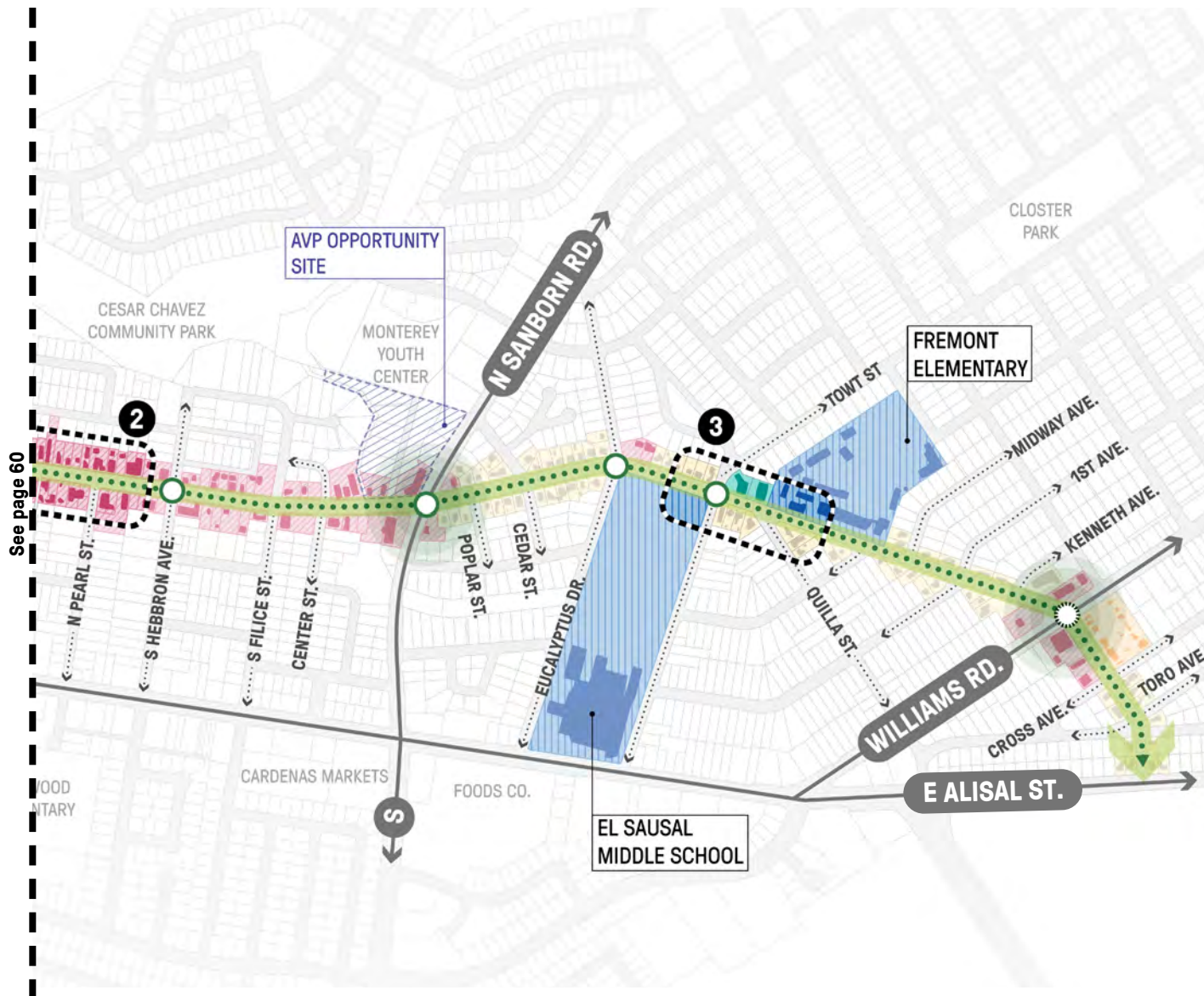
New and improved crosswalks are proposed at Peach St, Sun St, Ivy St, Merced St, Carr Ave, Pearl St, Cedar St, 2nd Ave, Kenneth Ave, Cross Ave, Toro Ave, Paloma Ave, and E. Alisal St.

The addition of protected left turns at N. Madeira Ave and N. Hebbroon Ave are also proposed in accordance with the Salinas Vision Zero Action Plan recommendations. Finally, pedestrian signal phases are

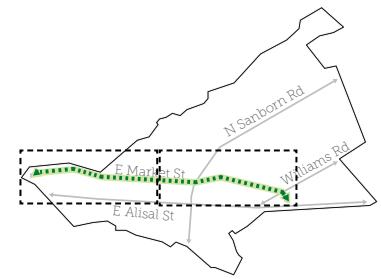


**FIGURE 4.8 EAST MARKET STREET CORRIDOR - CHARACTERIZATION PLAN**

*This plan is a compilation of land uses, AVP opportunity sites, proposed intersections, crossings, and enlargements.*



See page 60



Key Map

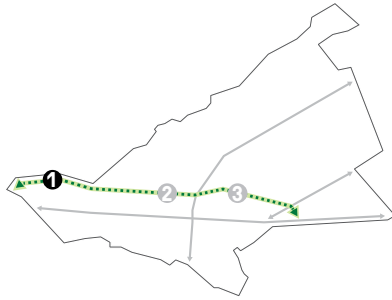
Legend

- Corridor
- Intersection
- Mid block crossing
- Adjacent corridor
- Arterial streets
- Local streets

- Land use:
- Retail
  - Institutional use
  - Residential high density
  - Residential mid density
  - Residential low density
  - Offices

- Enlargement:
- 1** Sherwood Drive to Peach Drive
  - 2** Carr Avenue to North Pearl Street
  - 3** Towt Street to Quilla Street

## 4.2.1 EAST MARKET STREET: SHERWOOD DRIVE AND PEACH DRIVE



KEY MAP



FIGURE 4.9 EAST MARKET STREET AND SHERWOOD DRIVE INTERSECTION - EXISTING CONDITIONS

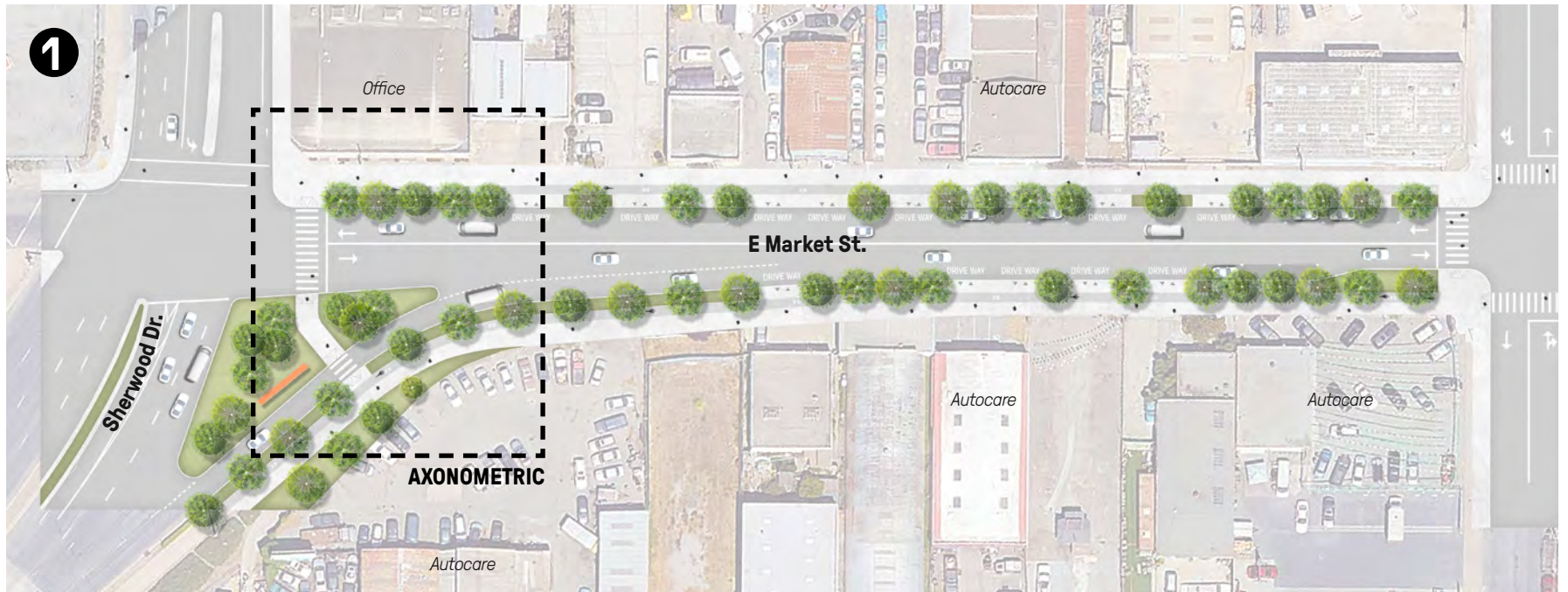


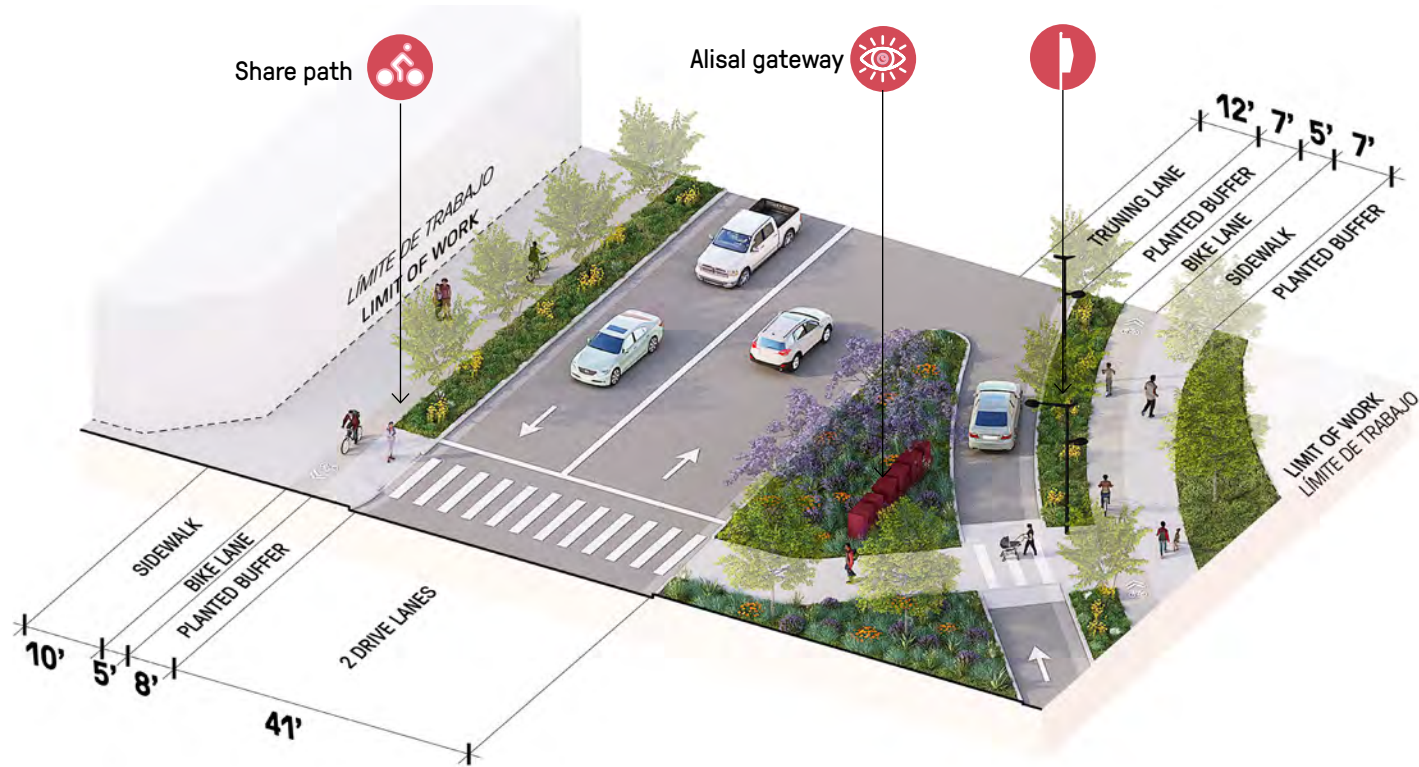
FIGURE 4.10 EAST MARKET STREET AND SHERWOOD DRIVE INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.11 EAST MARKET STREET AND SHERWOOD DRIVE INTERSECTION - AXONOMETRIC**

*Proposed district gateway with road diet and sidewalk extension with shared path*



**THE PUEBLO IDENTITY ZONE**

"Bright colors unique to the Pueblo contribute to the vibrancy of the public realm ... Paving patterns, temporary intersection artwork, seat walls, banners, etc. - all present opportunities for local artists to contribute to collective Alisal district identity."

Alisal District Identity Master Plan, 2024



Canopy trees



Understory planting

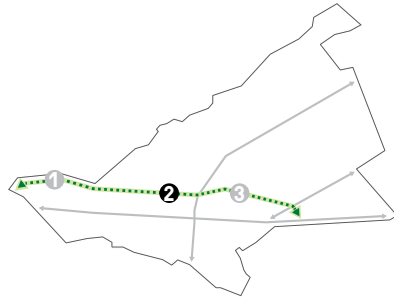


Alisal Gateway



Light pole banners

## 4.2.2 EAST MARKET STREET: CARR AVENUE AND NORTH PEARL STREET



KEY MAP



FIGURE 4.12 EAST MARKET STREET AND NORTH PEARL STREET INTERSECTION - EXISTING CONDITIONS

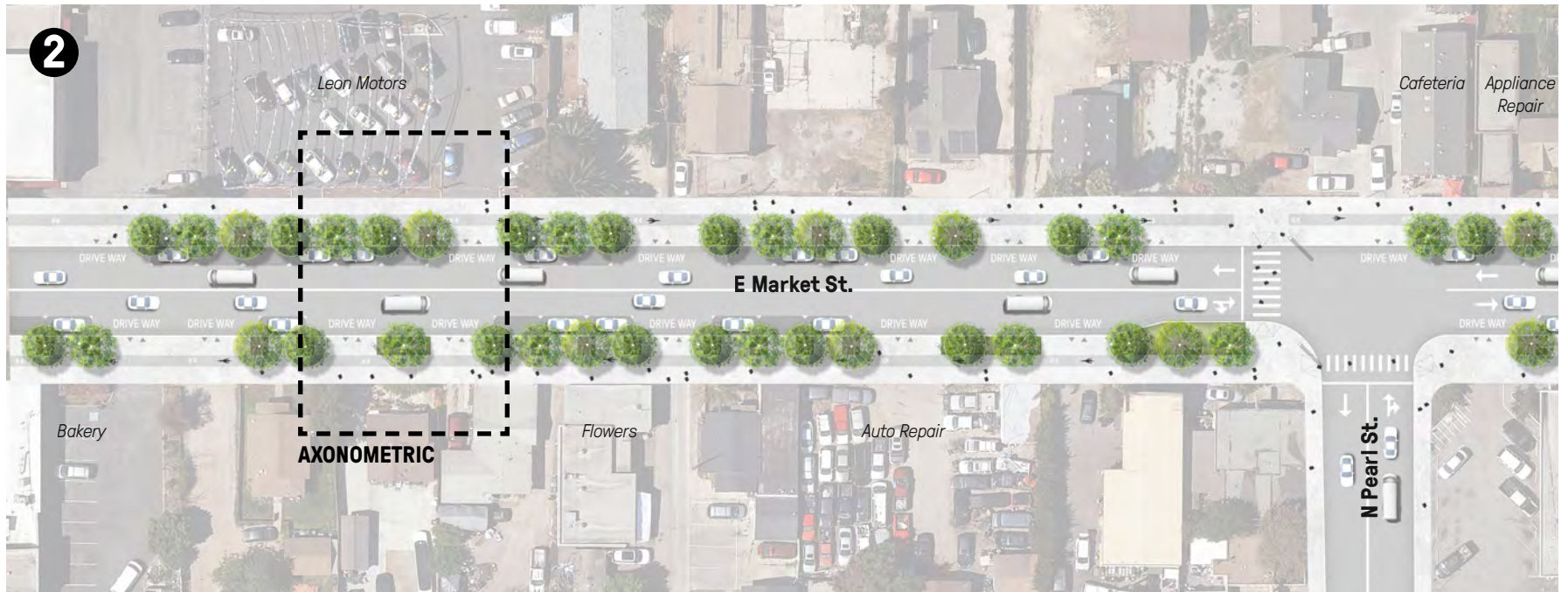


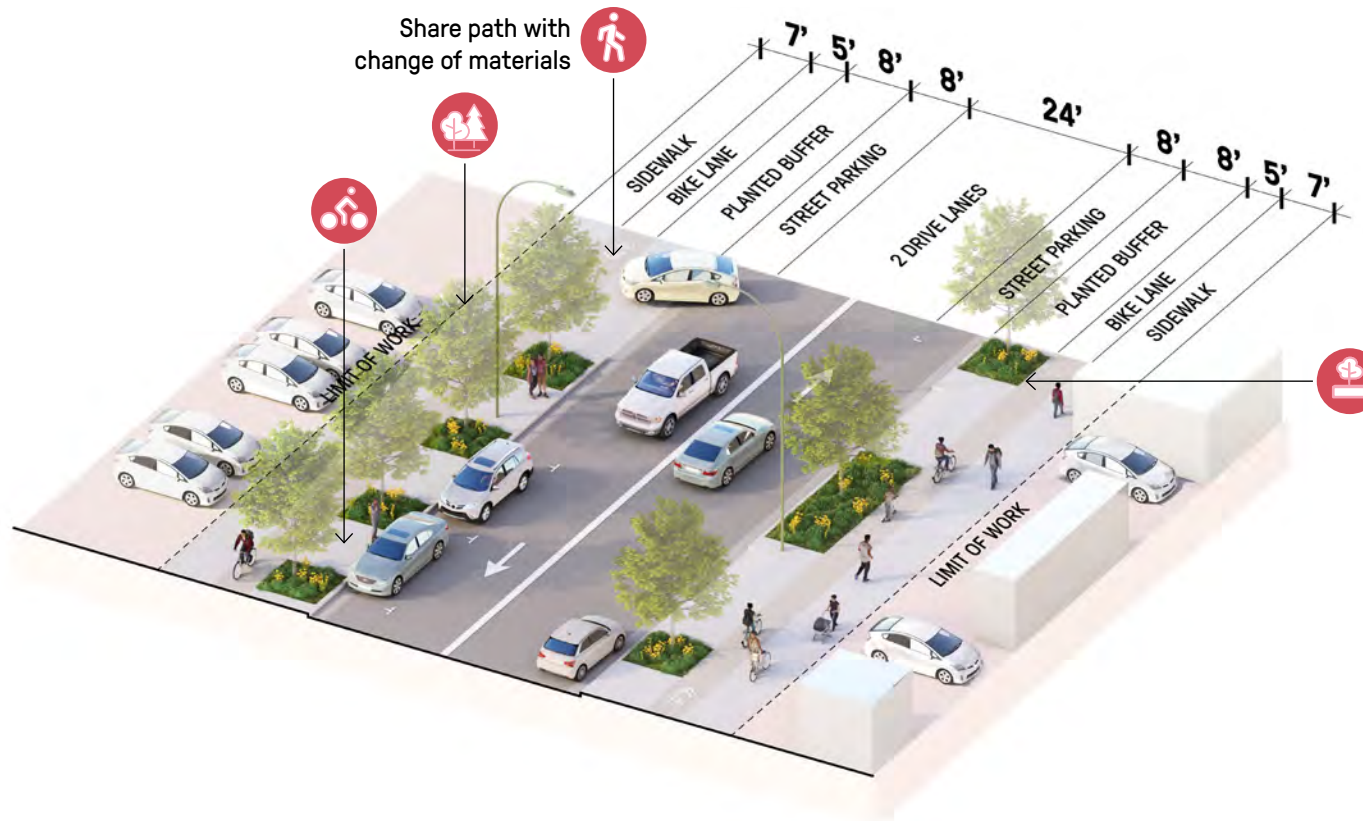
FIGURE 4.13 EAST MARKET STREET AND NORTH PEARL STREET INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.14 EAST MARKET STREET AND NORTH PEARL STREET INTERSECTION - AXONOMETRIC**


*Proposed road diet and sidewalk extension with shared path*




**THE PUEBLO IDENTITY ZONE**

“Selection of materials and products that represent Alisal’s identity is key to placemaking within the public realm, and the creation of spaces that encourage gathering and activation.”  
 Alisal District Identity Master Plan, 2024



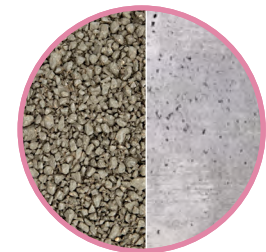
 Canopy trees:  
Mexican Sycamore




 Accent planters

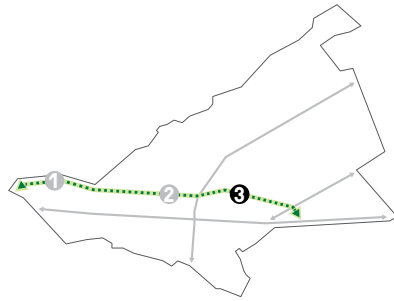


 Bike racks



 Share path with  
change of materials

### 4.2.3 EAST MARKET STREET: TOWT STREET AND QUILLA STREET



KEY MAP



FIGURE 4.15 EAST MARKET STREET AND TOWT STREET INTERSECTION - EXISTING CONDITIONS



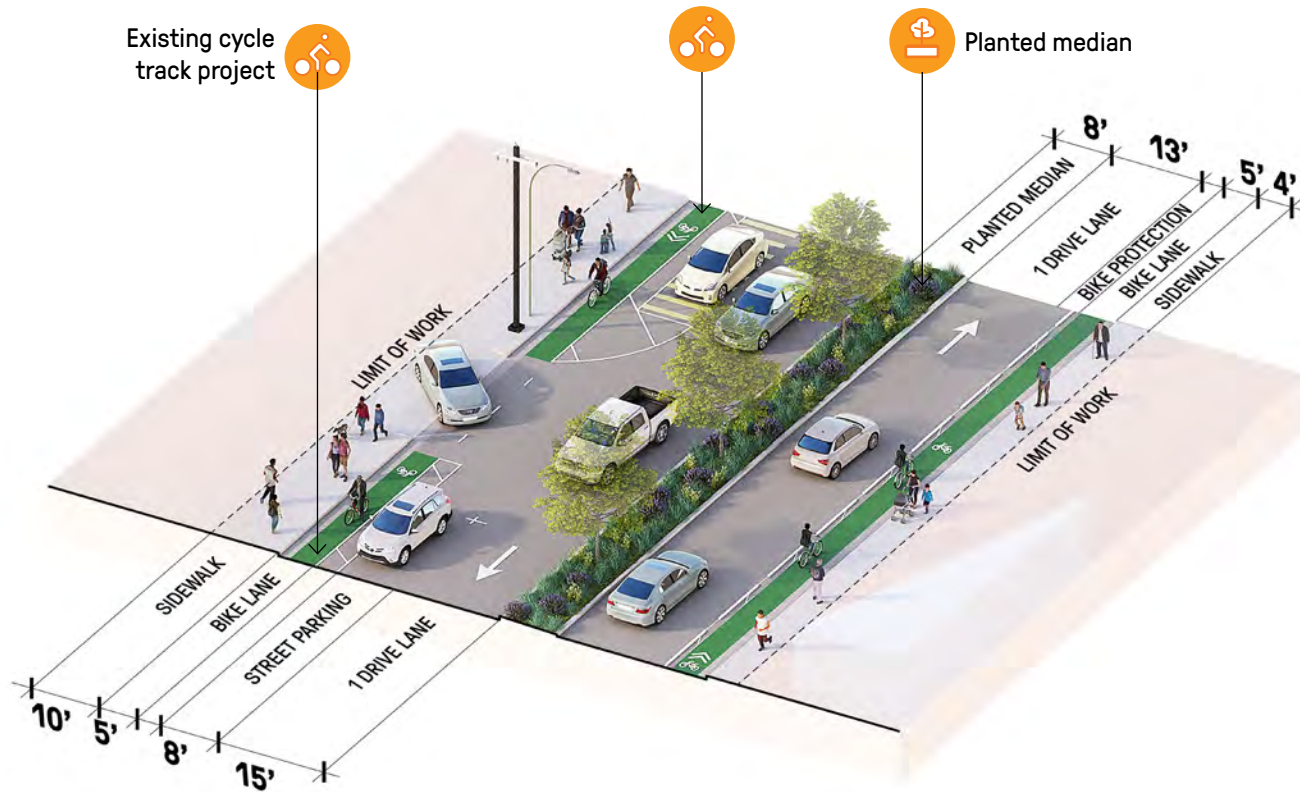
FIGURE 4.16 EAST MARKET STREET AND TOWT STREET INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.17 EAST MARKET STREET AND TOWT STREET INTERSECTION - AXONOMETRIC**

*Proposed planted median at Fremont Elementary School*




**THE CORE IDENTITY ZONE**

“With safety and comfort as the primary design drivers for the Core, the following toolkits contain recommendations for softer materials and planting selections. Some public realm elements, such as seating, bike racks, trash receptacles and planted buffers should be implemented throughout the zone.”

*Alisal District Identity Master Plan, 2024*



 Canopy trees:  
Mexican Sycamore



 Understory  
planting



 Bike lane

### 4.3 SANBORN ROAD

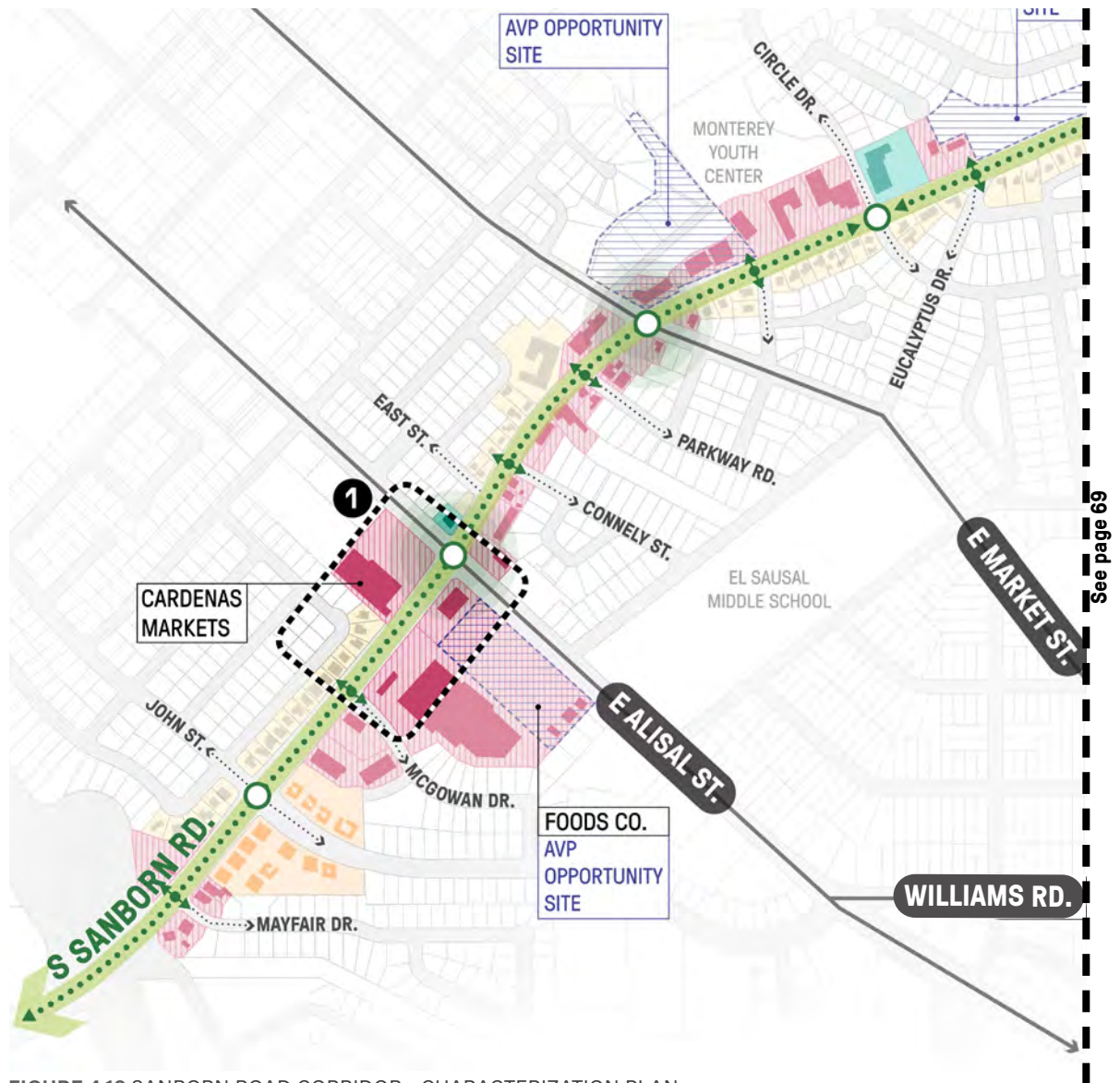
Sanborn Road serves as a primary route for quick entry and exit from the district and supports a mix of land uses, including residential, office, commercial, and institutional.

To maintain Sanborn Road's role as a major arterial route, the number of drive lanes remains largely unchanged, and intersection turning movements are protected. However, the project proposes reconfiguring parts of the continuous turn lane to include a planted median and narrowing the drive lanes.

To enhance walkability, new crosswalks are proposed at McGowan Dr, Connelly St, Parkway Rd, Cedar St, Mohar St, and Kimmel St.

Additionally, new protected left turns with high-visibility crosswalks are planned for Circle Dr, N Madeira Ave, and Garner Ave, in alignment with The Salinas Vision Zero Action Plan recommendations.

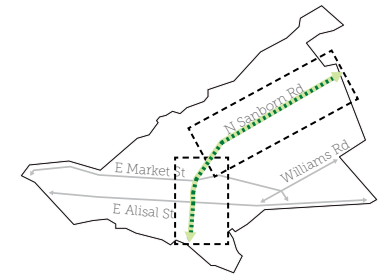
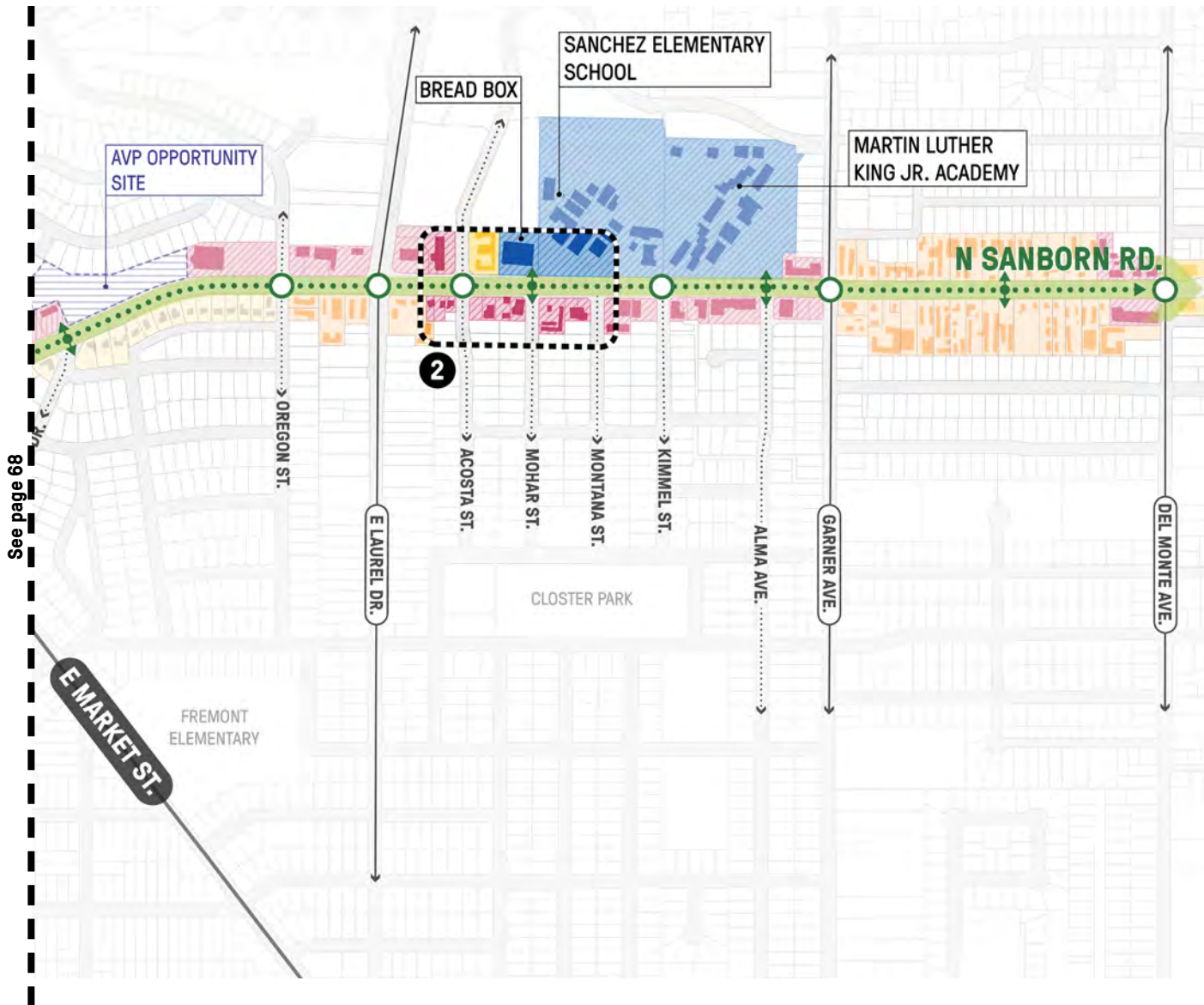
Pedestrian signal phases are also proposed at Acosta St and Kimmel St, while high-visibility crosswalks are recommended for Alma St and Del Monte Ave, as outlined in the Safe Routes to Schools Plan.



**FIGURE 4.18** SANBORN ROAD CORRIDOR - CHARACTERIZATION PLAN

*This plan is a compilation of land uses, AVP opportunity sites, proposed intersections, crossings, and enlargements.*

See page 69



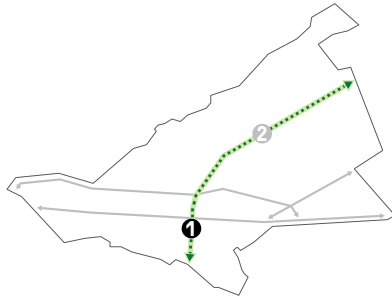
Key Map

Legend

- Corridor
  - Intersection
  - Mid block crossing
  - Adjacent corridor
  - Arterial streets
  - Local streets
- Land use:
- Retail
  - Institutional use
  - Residential high density
  - Residential mid density
  - Residential low density
  - Offices
- Enlargement:
- 1** Mc Gowan Dr to East Alisal St
  - 2** Acosta St to Montana St

See page 68

### 4.3.1 SANBORN ROAD: EAST ALISAL STREET AND SANBORN ROAD



KEY MAP



FIGURE 4.19 SANBORN ROAD AND EAST ALISAL STREET INTERSECTION - EXISTING CONDITIONS

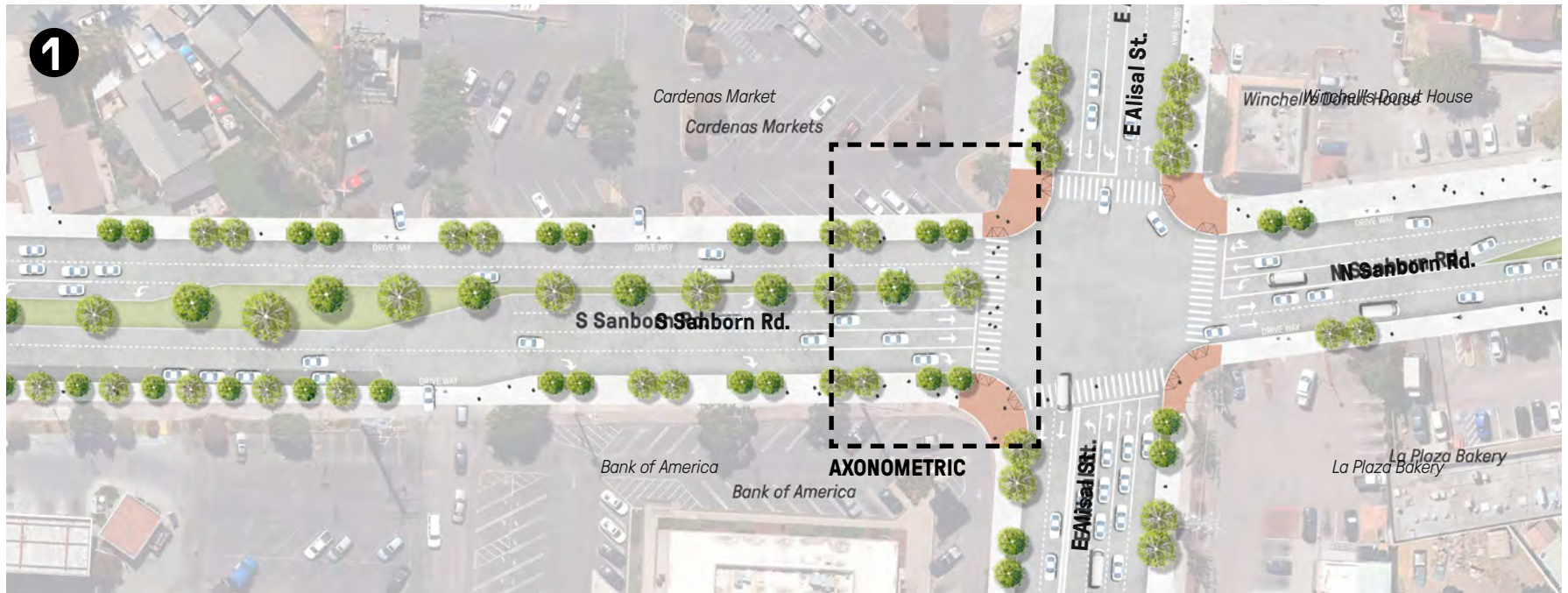


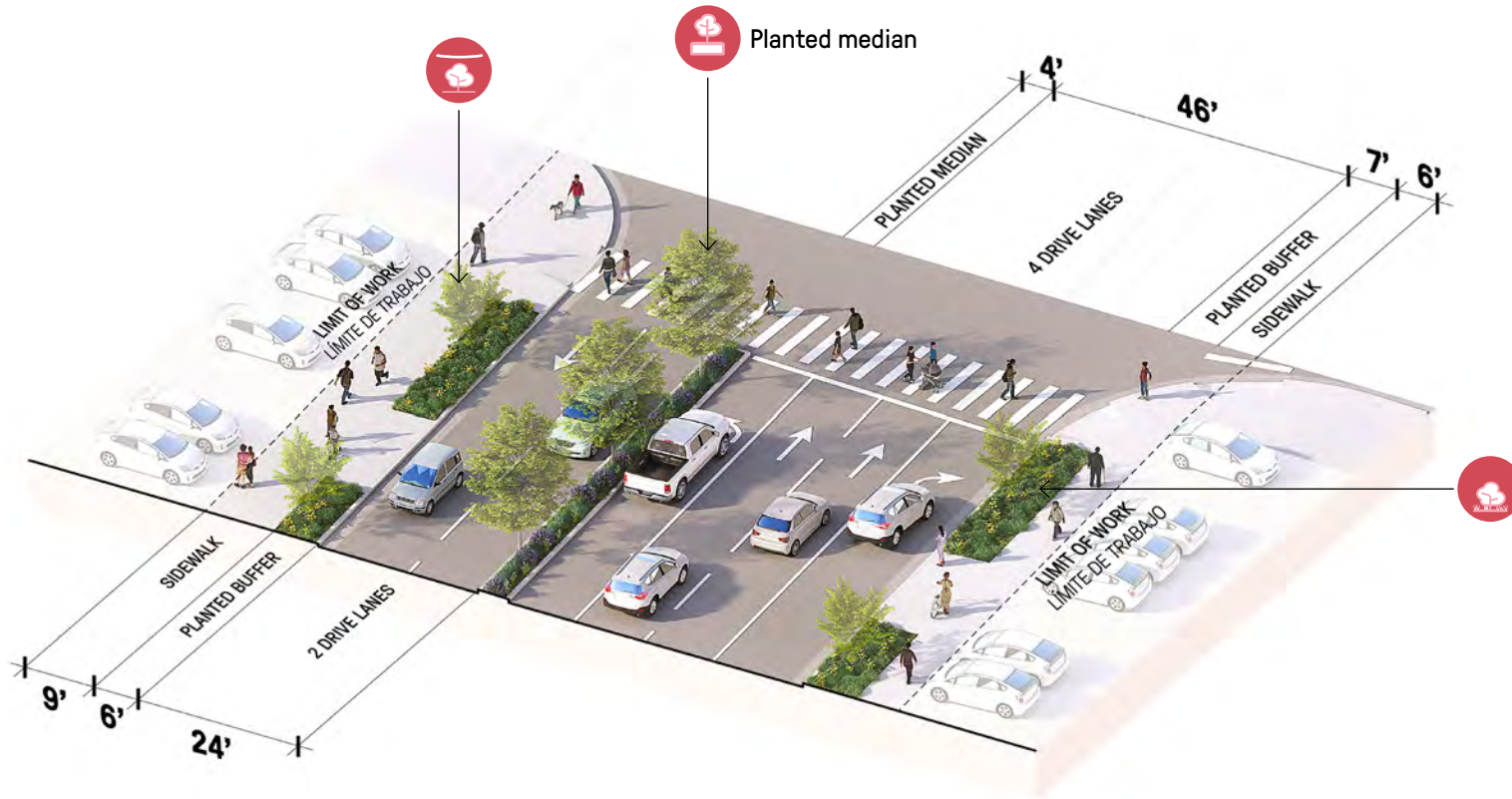
FIGURE 4.20 SANBORN ROAD AND EAST ALISAL STREET INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.21** SANBORN ROAD AND EAST ALISAL STREET INTERSECTION - AXONOMETRIC

*Proposed sidewalk and pedestrian crossing at Cardenas Market and Bank of America*



**THE PUEBLO IDENTITY ZONE**

“As the activated heart of the district, the planting within the Pueblo should be vibrant as well, with bold and bright colors.”

Alisal District Identity Master Plan, 2024



Low tree species

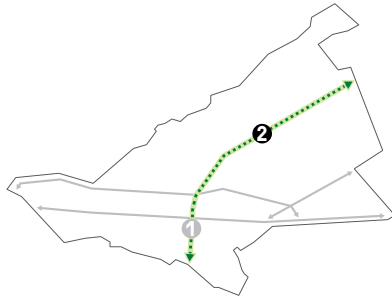


Tall tree species with fall interest



Understory

### 4.3.2 SANBORN ROAD: ACOSTA PLAZA AND MONTANA STREET



KEY MAP



FIGURE 4.22 SANBORN ROAD AND MOHAR ST INTERSECTION - EXISTING CONDITIONS

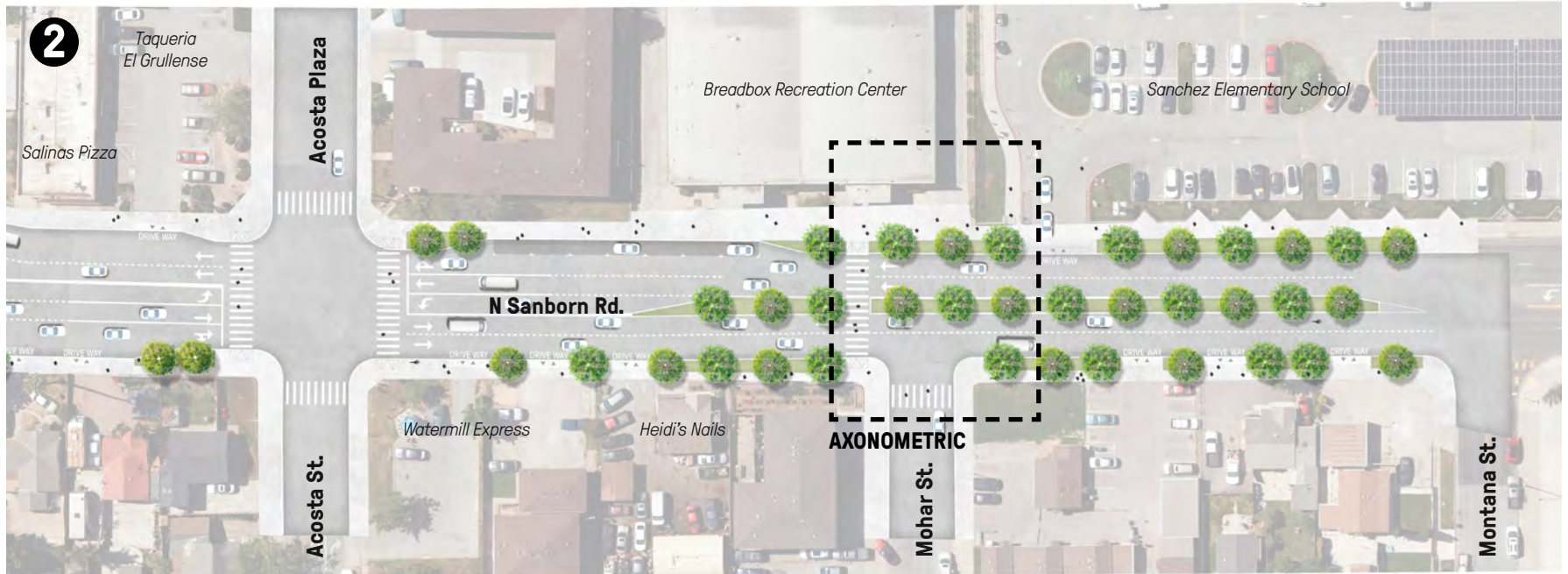


FIGURE 4.23 SANBORN ROAD AND MOHAR ST INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.24 SANBORN ROAD AND MOHAR ST INTERSECTION - AXONOMETRIC**  
*Proposed planted median and crosswalk at Breadbox Recreation Center*




**THE CORE IDENTITY ZONE**

“Standard benches should be installed throughout the Core area to allow moments of respite. At focus areas, and other community gathering spaces, a mixture of seating types should be considered to serve different user groups.”

Alisal District Identity Master Plan, 2024




 Tree species with fall interest



 Crosswalk



 Specialty lighting at community centers



 Pavers

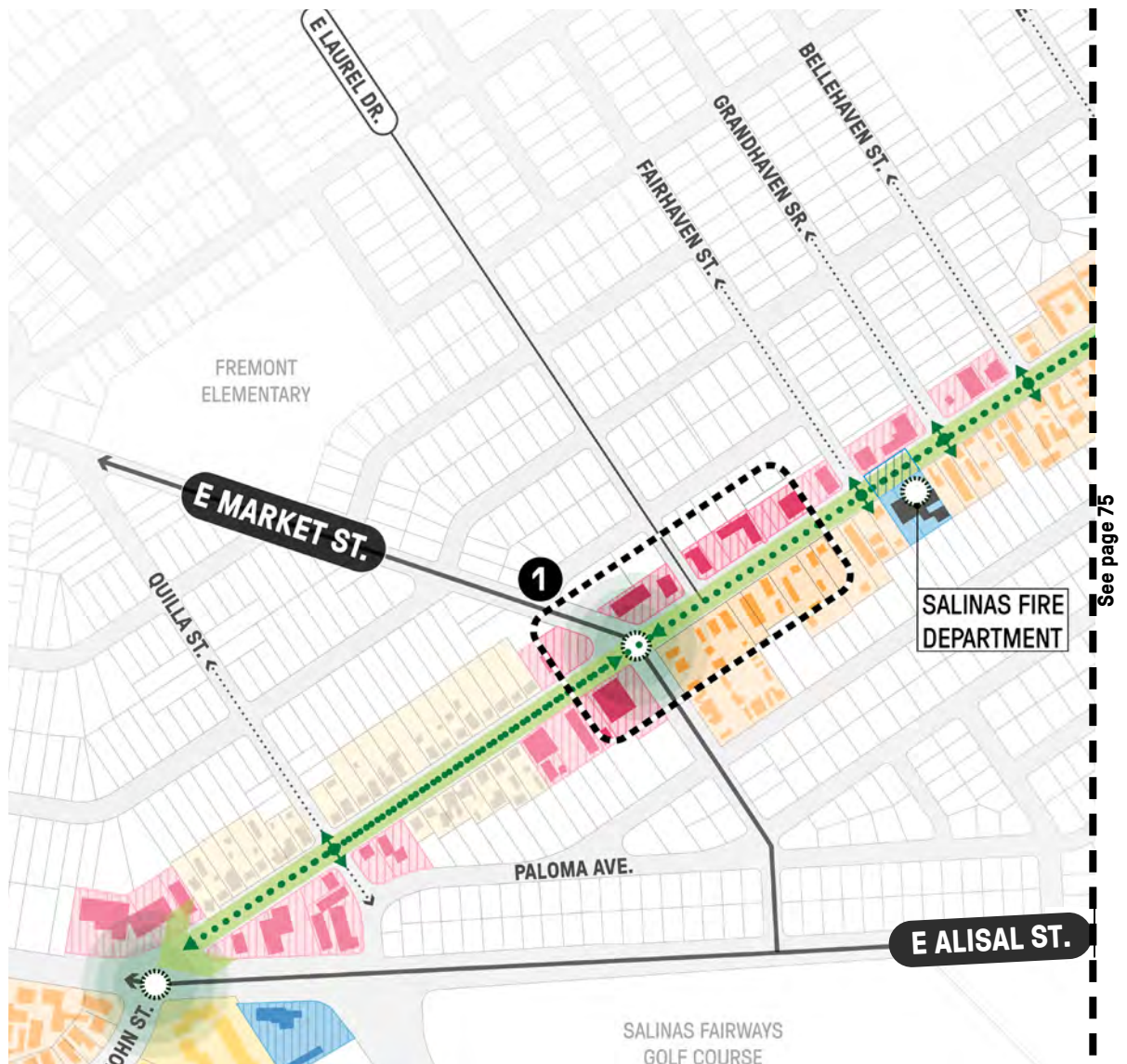
## 4.4 WILLIAMS ROAD

Building on the outcomes of the Alisal Vibrancy Plan (AVP) and the Salinas Vision Zero Action Plan, the City pursued SS4A grant funding to enhance traffic safety, reduce vehicle speeds, and improve bicycle and pedestrian access along Williams Rd.

The City was awarded \$16 million to implement safety countermeasures, including lane reductions, medians, and buffered spaces for bicyclists and pedestrians.

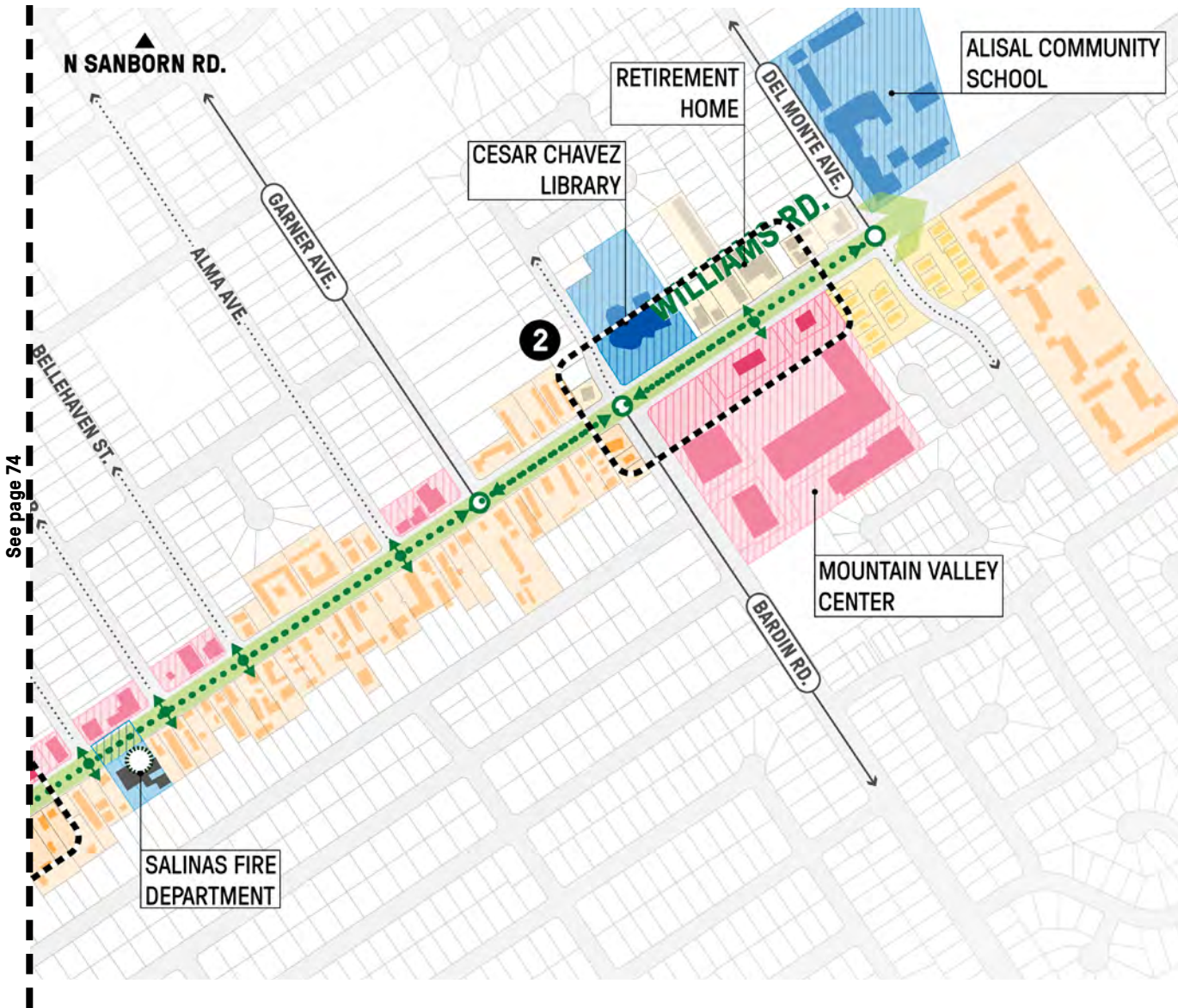
The intervention for Williams Rd builds on these previous efforts and fits the grant requirements with its proposed construction of a wide, planted median is proposed to accommodate a shared pedestrian and bike paseo. This creates more planted areas and aims to provide a programmable and inviting public realm.

To ensure the paseo is as continuous as possible, at Quilla St, E. Laurel Dr, Fairhaven St, Grandhaven St, Bellehaven St, and Alma St intersections, left turns will be removed, while pedestrian flashing beacons and high-visibility crosswalks added for safety. Roundabouts will be constructed at the intersections of East Alisal St and East Market St to slow traffic speeds. Finally, the intersections of Garner Ave and Del Monte Ave will have new protected left turns.



**FIGURE 4.25 WILLIAMS ROAD CORRIDOR - CHARACTERIZATION PLAN**

*This plan is a compilation of land uses, AVP opportunity sites, proposed intersections, crossings, and enlargements.*



See page 74



Key Map

Legend

- Corridor
- Intersection
- Mid block crossing
- Adjacent corridor
- Arterial streets
- Local streets

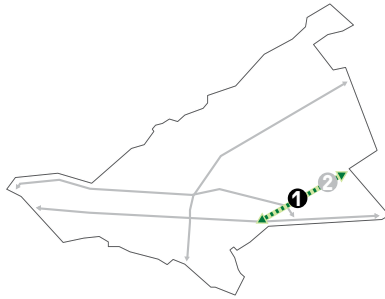
Land use:

- Retail
- Institutional use
- Residential high density
- Residential mid density
- Residential low density
- Offices

Enlargement:

- 1** Williams Rd And East Market St
- 2** Wren St to Bardin Rd.

**4.4.1 WILLIAM ROAD:  
EAST MARKET STREET AND EAST LAUREL DRIVE**



KEY MAP



FIGURE 4.26 WILIAMS ROAD AND EAST MARKET STREET INTERSECTION - EXISTING CONDITIONS



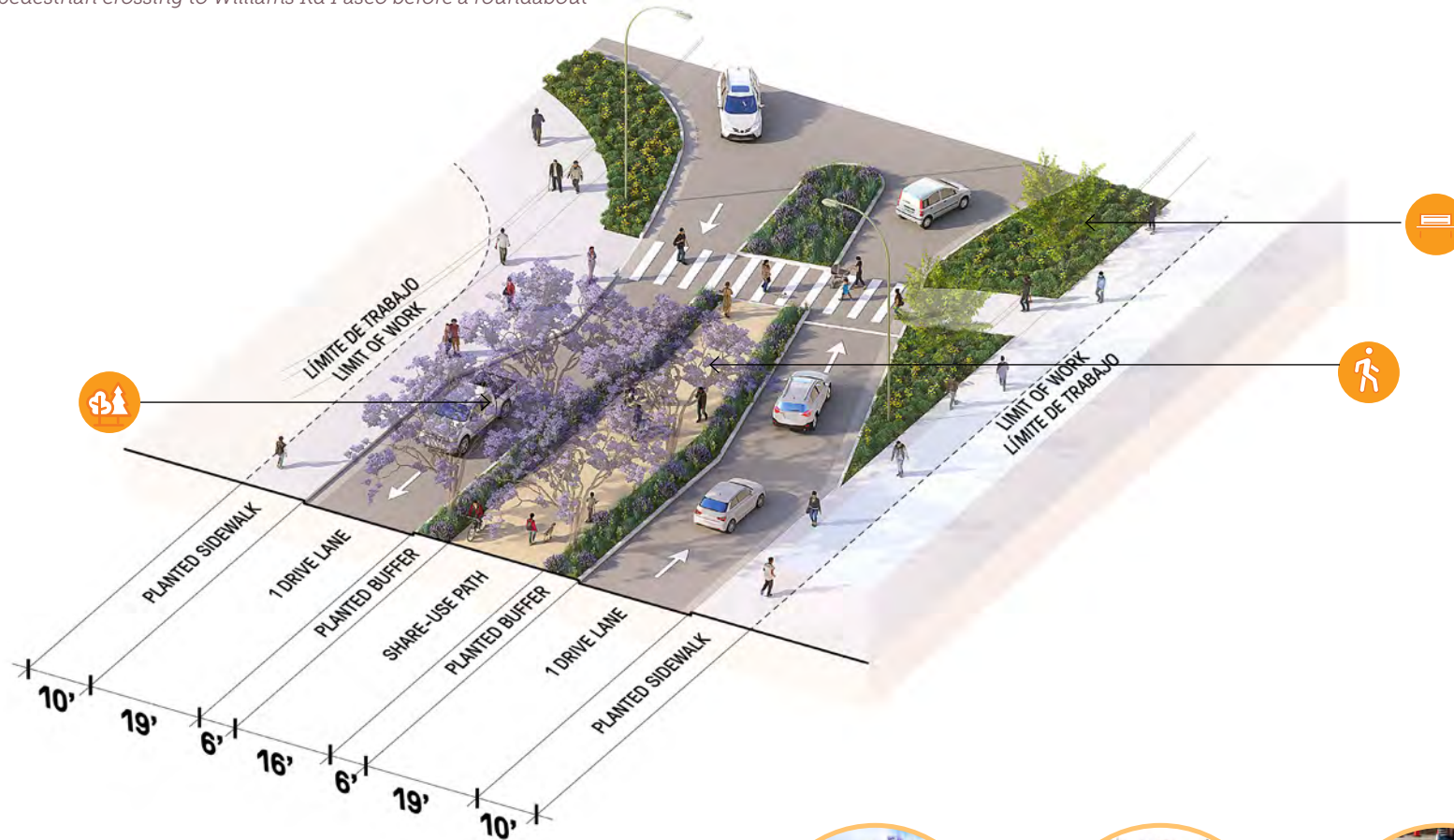
FIGURE 4.27 WILIAMS ROAD AND EAST MARKET STREET INTERSECTION - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.28** WILIAMS ROAD AND EAST MARKET STREET INTERSECTION - AXONOMETRIC

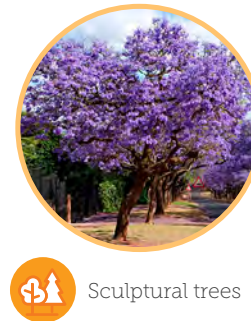
*Proposed pedestrian crossing to Williams Rd Paseo before a roundabout*




**THE CORE IDENTITY ZONE**

"In a district like the Alisal, with high density neighborhoods and multi-generational homes, the public realm can become an extension of everyday life. Material selection and application should therefore seek to promote the safety and comfort of this shared living space."

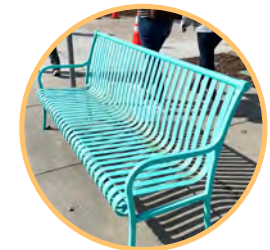
Alisal District Identity Master Plan, 2024



 Sculptural trees

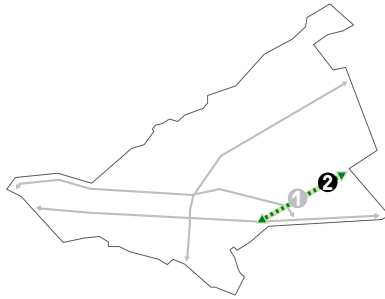


 Permeable pavement



 Sitting

**4.4.2 WILLIAMS ROAD:  
BARDIN ROAD AND WIREN STREET**



KEY MAP

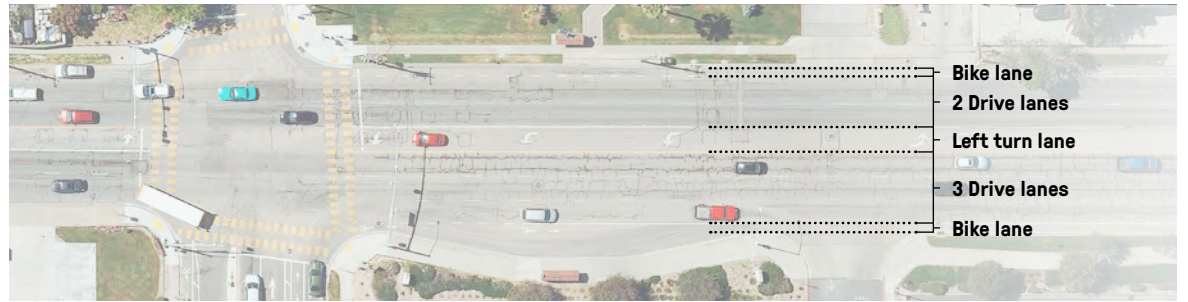


FIGURE 4.29 WILLIAMS ROAD AND BARDIN ROAD - EXISTING CONDITIONS



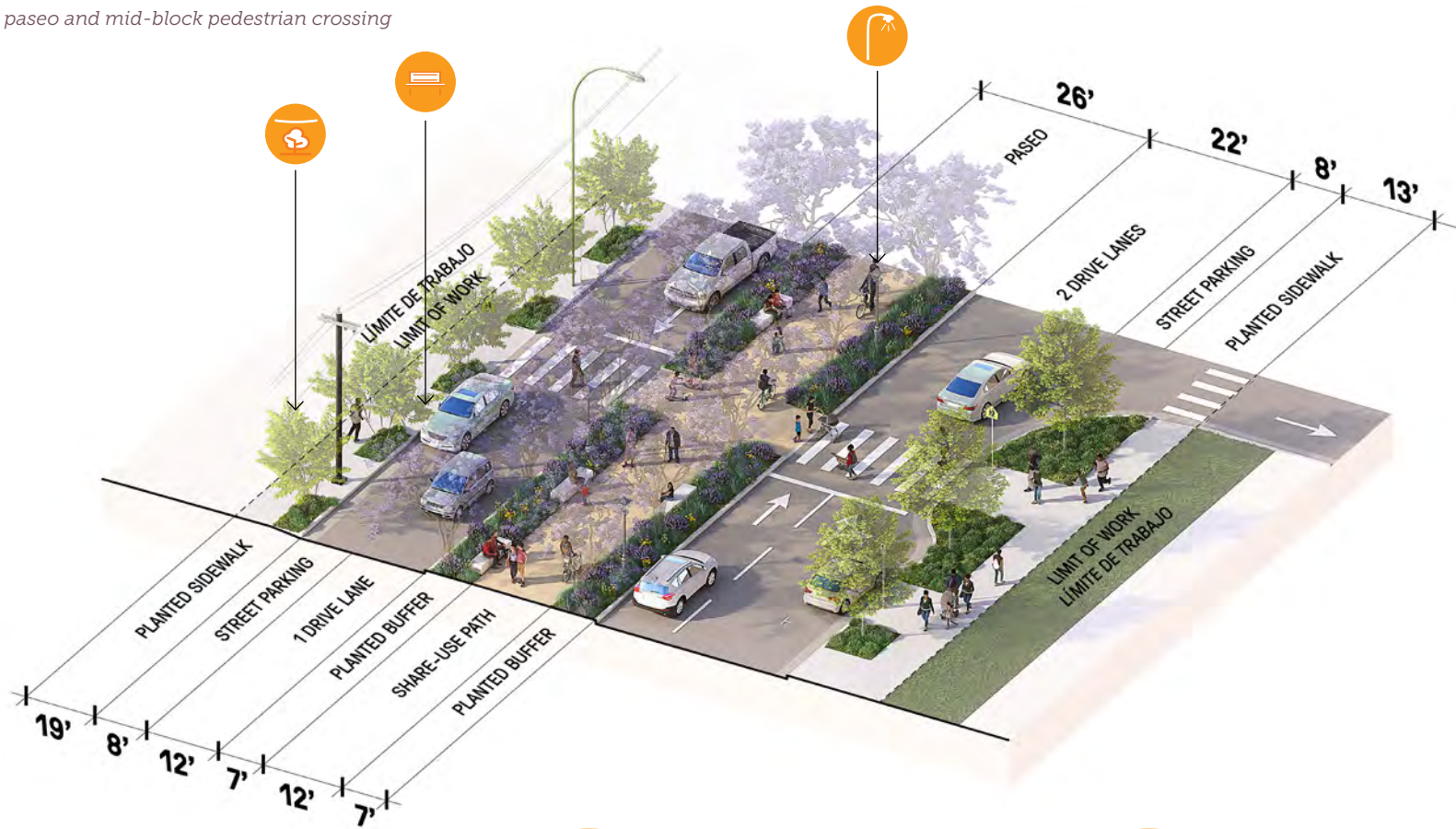
FIGURE 4.30 WILLIAMS ROAD AND BARDIN ROAD - FOCUS AREA VISION

*Illustrative plan of the proposed interventions*



**FIGURE 4.31 WILLIAMS ROAD AND BARDIN ROAD - AXONOMETRIC**

*Proposed paseo and mid-block pedestrian crossing*




**THE CORE IDENTITY ZONE**


"Planted medians and buffers can facilitate the pedestrian experience and promote walking by creating a separation from cars, while also encouraging slower travel speeds."

Alisal District Identity Master Plan, 2024



 Low tree species




 Understory planting



 Trash can



 Pedestrian lighting poles

## 4.5. TYPICAL CORRIDOR CONDITIONS

All corridors incorporate a range of design elements aimed at enhancing both functionality and aesthetic appeal. These conditions are illustrated with diagrams to serve as a guide for implementing these enhancements, ensuring they are seamlessly integrated into the urban fabric.

Key features include seasonal and native trees strategically placed at community areas and gateways to provide shade, visual interest, and a sense of place. Specialty paving is used at key gathering areas and major intersections to highlight these spaces and improve pedestrian safety. To facilitate safer crossings, bulb-outs and mid-block crossings are designed to reduce pedestrian crossing distances and enhance visibility. Shared pedestrian and bike paths utilize permeable materials to support sustainable drainage.

These typical corridor conditions, along with other enhancements, aim to create a more welcoming, safe, and vibrant street environment for all users.



**BULB-OUTS AT CROSSINGS**

All intersections should provide bulb-outs to reduce the distances for pedestrian crossing.



**BULB-OUTS AT BUS STOPS**

Provide bus bulb outs where there is a parking lane or other wide shoulder, to prioritize transit access and minimize operational delays.



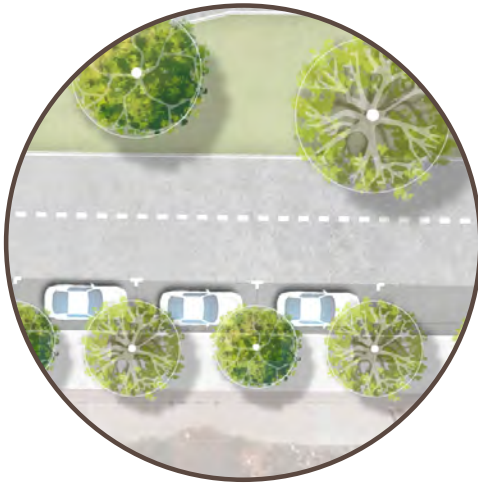
**MID BLOCK CROSSINGS**

All mid block crossings should provide bulb-outs to reduce the distances for pedestrians and ensure drivers and pedestrians have clear visibility of each other from a sufficient distance.



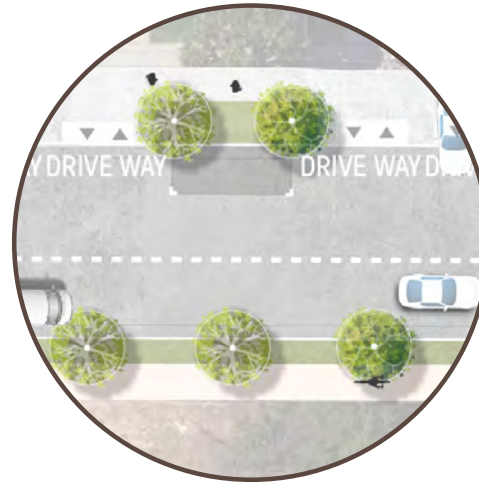
**PEDESTRIAN PROTECTION ISLAND**

When at medians and at long intersections provide a protection island for pedestrians.



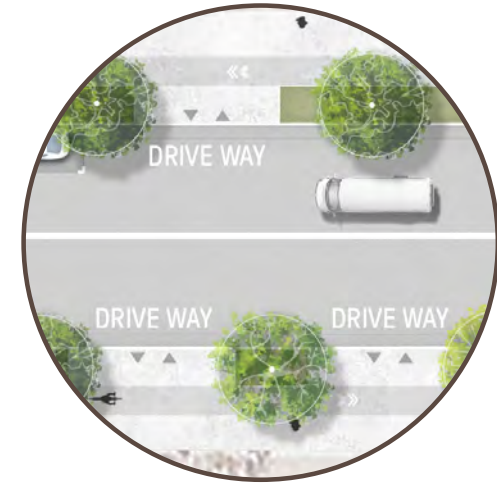
**TREE WELLS IN SIDEWALKS WHEN ON STREET PARKING**

Tree wells should be provided when there is on street parking to allow access and free mobility to the sidewalk.



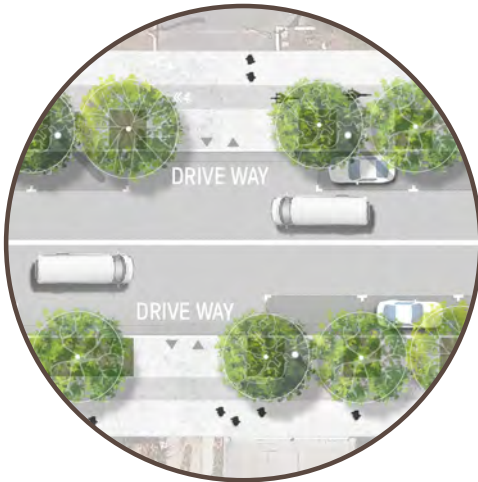
**CONTINUE PLANTING STRIP WHEN NO STREET PARKING**

When no street parking the planting area should extend to create a continuous protection buffer between the driveway and the pedestrian/bike path.



**DRIVEWAYS AND PLANTING AREAS**

Driveways should be aligned with planting buffer areas to avoid obstructions to pedestrian/bike path.



**SHARED PEDESTRIAN/BIKE PATH AT SIDEWALKS**

Shared paths could be split by using pervious concrete for bicycles and low carbon concrete for pedestrians.



**SHARED PEDESTRIAN/BIKE PATH AT WILLIAMS RD PASEO**

Williams Rd Paseo should have a permeable material like granitecrete or pervious concrete.



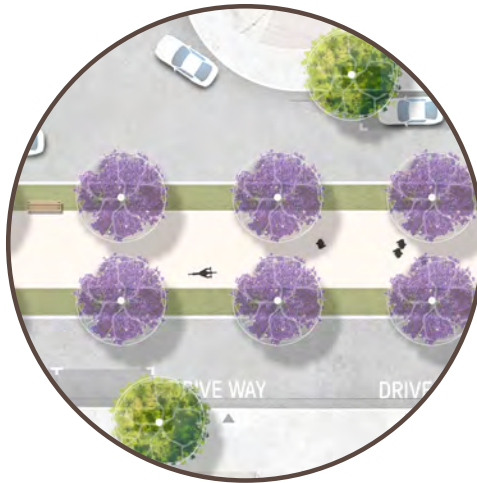
**HIGH VISIBILITY CROSSWALKS AND PROTECTION ISLANDS AT WILLIAMS RD PASEO**

Provide protection islands and high visibility crosswalks at intersections.



**SEASONAL TREES AT KEY COMMUNITY AREAS**

Plant Jacaranda trees or similar at markets and key community gathering areas.



**SEASONAL TREES AT WILLIAMS RD PASEO**

Plant Jacaranda trees or similar at William's Rd Paseo.



**SPECIALTY PAVER AT KEY GATHERING AREAS**

Provide specialty pavers at main community gather areas as district markers.



**NATIVE OAKS AT PRIMARY GATEWAYS**

Plant native Oaks or similar at primary gateways.



**SMALL TREES UNDER POWER LINES**

Plant trees no larger than 25' under the power lines at E. Alisal St and Williams Rd.



**SPECIALTY PAVER AT MAIN CORRIDOR INTERSECTIONS**

Main corridor intersections like E. Alisal St and Sanborn Rd, shown above. Could be highlighted with specialty paving the intersection bulbouts.

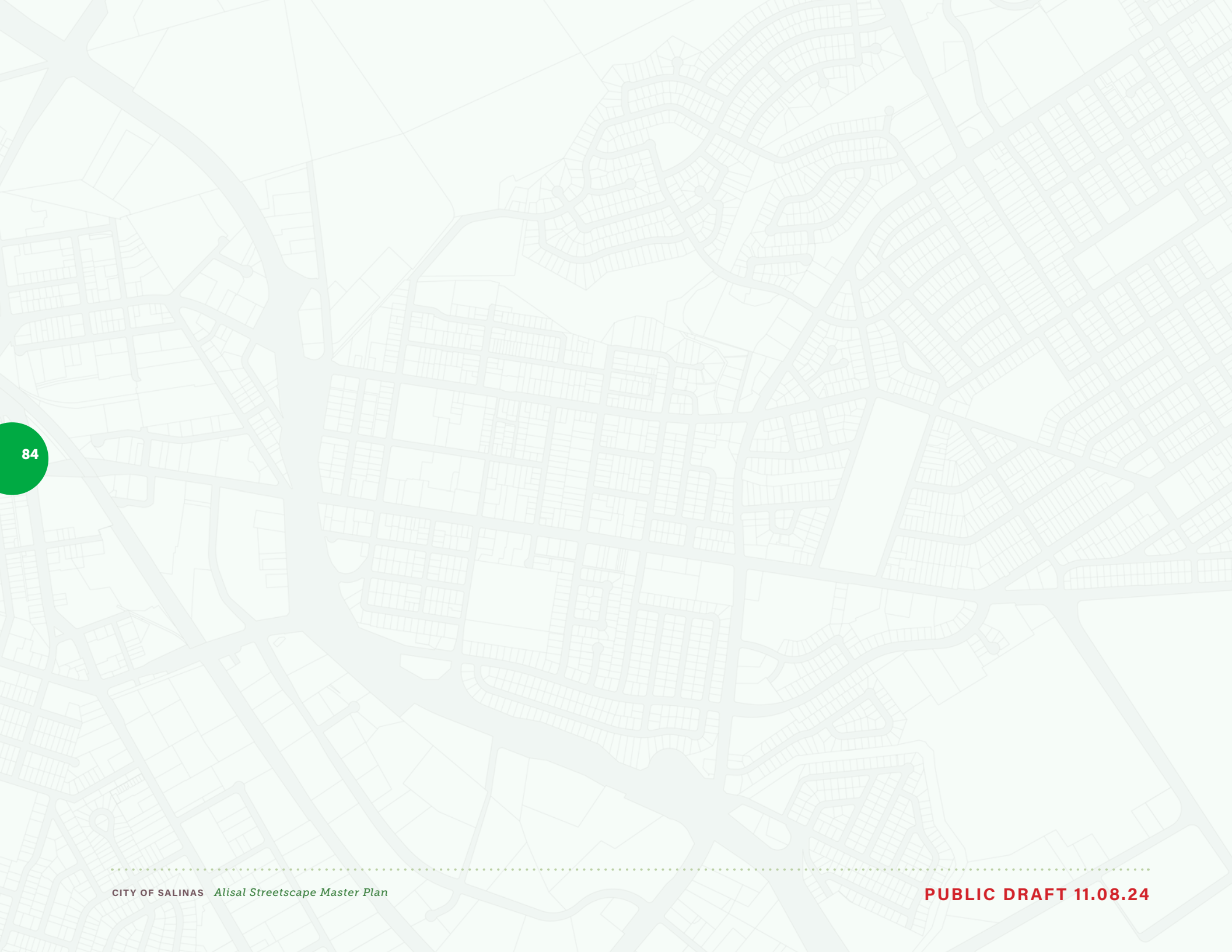
Public realm is the fabric that connects our communities. Collectively, these spaces support different community user groups. In a district like the Alisal, with high density neighborhoods and multi-generational homes, the public realm can become an extension of everyday life. Material selection and application should therefore seek to promote the safety and comfort of this shared living space.

City standard materials and infrastructure should be utilized throughout most of the district to ensure some level of consistency for the City maintenance staff. Accent materials, colors, and furnishing elements that evoke the identity of the Alisal should also be considered and follow the Alisal District Identity Master Plan.

Increased planting within the public realm would significantly benefit community health and quality of life.

As noted, planted medians and buffers can facilitate the pedestrian experience and promote walking by creating a separation from cars, while also encouraging slower travel speeds.

Additionally, increased planting reduces the impacts of the urban heat island effect, mitigates stormwater runoff, and creates a healthier environment for all Alisal residents.



# 5. Funding Opportunities and Maintenance

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*This chapter explores the available federal and California state funding sources that might be leveraged to support these improvements, outlines a recommended implementation route, and provides maintenance recommendations and best practices.*

## 5.1 GRANT FUNDING OPPORTUNITIES

There are a variety of funding options for streetscape improvements, however given the scale of investment that will be required across the district, grant funding opportunities will play a critical role.

The City has had success already with securing the \$16 million from SS4A for Williams Road, and additional funding from Clean California for enhancements at the Bread Box Recreation Center and more targeted improvements along East Alisal Street: new trees, trash cans, and banners.

At both the federal and state level, there are a number of programs that support complete street improvements, enhanced pedestrian and bicycle safety, community health, and resilience. This section highlights several potential sources with criteria that align to the stated goals of the Streetscape Master Plan project as a whole.

This document should be leveraged to demonstrate conceptual level design thinking that check all of these boxes. Lastly, selection and pursuit of this funding should take matching and readiness requirements into account to ensure that implementation is achievable if the funds are secured.



### Reduce Vehicle Speeds

Implement measures to lower vehicle speeds to ensure safer streets.

#### Federal:

1. Highway Safety Improvement Program (HSIP)
2. Surface Transportation Block Grant (STBG)
3. Congestion Mitigation and Air Quality Improvement Program (CMAQ)

#### California:

1. Active Transportation Program (ATP)
2. California Office of Traffic Safety (OTS) Grants
3. California State Transportation Improvement Program (STIP)



### Create Safe Streets for All

Plan and create safe streets for all with the goal of zero severe injury and fatal

#### Federal:

1. Safe Routes to School (SRTS)
2. Transportation Alternatives Program (TAP)
3. Highway Safety Improvement Program (HSIP)

#### California:

1. Active Transportation Program (ATP)
2. California Office of Traffic Safety (OTS) Grants Pedestrian and Bicycle Safety Program
3. Caltrans Highway Safety Improvement Program



### 3 Improve the Public Realm

Upgrade street lighting, crosswalks, furniture, and sidewalks to **enhance comfort and walkability**.



### 4 Foster Community Spaces

Develop **more gathering and green spaces** to promote interaction and a stronger sense of community.



### 5 Expand Urban Tree Canopy

Increase the **number of trees** along streets to provide shade and improve the urban environment.

#### Federal:

1. Transportation Alternatives Program (TAP)
2. Community Development Block Grant (CDBG)
3. National Infrastructure Investments (TIGER/BUILD Grants)

#### California:

1. Sustainable Communities Planning Grant and Incentives Program
2. California Infrastructure and Economic Development Bank (I-Bank) Programs
3. Local Streets and Roads Program

#### Federal:

1. Community Development Block Grant (CDBG)
2. National Endowment for the Arts (NEA) Our Town Grants
3. Environmental Protection Agency (EPA) Brownfields Program

#### California:

1. California State Parks Local Assistance Program
2. Proposition 68 (Parks, Environment, and Water Bond)
3. California Cultural and Historical Endowment (CCHE) Grants

#### Federal:

1. Urban and Community Forestry Program (USDA Forest Service)
2. Environmental Protection Agency (EPA) Urban Waters Small Grants
3. National Fish and Wildlife Foundation (NFWF) Five Star and Urban Waters Restoration Grant Program

#### California:

1. CAL FIRE Urban and Community Forestry Program
2. California Climate Investments Urban Greening Program
3. Proposition 84 (Safe Drinking Water, Water Quality and Supply, Flood Control, River

## 5.2 IMPLEMENTATION PRIORITIES

The implementation of streetscape improvements throughout the Alisal district will be a long-range undertaking. Initial actions will ensure that the Alisal community sees benefits to their public realm immediately, while the city works toward securing funds for larger investments down the road.

Part of developing an implementation strategy includes an understanding of how projects can be subdivided into smaller phases. For each of the corridors, the following breakdown might be considered:

### East Alisal Street

- From Railroad tracks to US 101
- From US 101 to Williams Rd
- From Williams Rd to Bardin Rd

### East Market Street

- From Sherwood Dr to US 101
- From US 101 to North Sanborn Rd
- North Sanborn Rd to Williams Rd

### Sanborn Road

- South Sanborn Rd
- North Sanborn Rd

Williams Road should be completed all at once given the funding received. Per grant requirements funds must be spent by 2029.

**FIGURE 5.1- CORRIDOR IMPLEMENTATION PLAN**

Based on funding availability, and City capacity, these sub sections could be combined and ordered in a number of ways. This high-level implementation phasing plan demonstrates a potential scenario that would build on existing momentum from other planning efforts and funding sources previously secured



### POTENTIAL PHASES

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li><b>1. Williams Rd</b><br/>Utilize grant funding received</li> <li><b>2. E Alisal St (From US 101 to Williams)</b><br/>Activate the Heart of the Alisal</li> <li><b>3. Sanborn Rd (North and South)</b><br/>Improve district connections</li> </ol> | <ol style="list-style-type: none"> <li><b>4. E Market St (From US 101 to Williams)</b><br/>Expand the Heart of the Alisal</li> <li><b>5. E Alisal St (From Williams to Bardin)</b><br/>Extend multi-use path connections</li> <li><b>6. Alisal Marketplace</b><br/>Leverage private development potential</li> </ol> |
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## 5.3 MAINTENANCE RECOMMENDATIONS

### 5.3.1 PLANTING MATERIAL

#### Tree Maintenances

Trees throughout the Alisal District are the backbone of the landscape character, providing shade in the summer, air purification year-round, and environmental benefits which include economic benefits to the community.

Tree management aims to sustaining trees and requires careful planning and vigilant maintenance. Trees should be evaluated on a case by case basis and maintained in a systematic order. An annual pruning schedule shall be established based on individual tree species and growth habits. Regular pruning and monitoring shall ensure trees remain vigorous in health, and do not pose future maintenance concerns when general maintenance is left unaddressed.

- Dead, damaged, or diseased tree specimens shall be identified, removed and replaced.
- Reset/replant sunken or settled plant materials to proper grades and in upright position.

- Trees shall be pruned to retain required height and spread. Do not cut tree leaders; remove only injured or dead branches from trees.
- Provide pruning, cabling and bracing, irrigation, pest and disease control and other remedial treatments as recommended to assure the long term health of the trees and existing vegetation, and the safety of persons and property.

#### Shrubs, Grasses, Groundcovers, and Seasonal Flower

- Treat or replace plant materials which become damaged or injured.
- Complete weeding, trimming, edging, and cultivating of all groundcover and flower beds as required to keep the beds free of weeds, to promote growth and maintain neat, orderly appearance.
- Groundcover beds bordering on paved surfaces must be edged as needed to retain a neat edge. Do not trim vertically so as to expose stems and thatch.
- Prune to enhance natural branching

effect of plants. Do not change shape of shrubs by pruning.

- Spray or dust for disease or insect control as a preventive or corrective measure.

#### Organic Mulch

- Shredded Wood Mulch shall be graded and to average dimensions of one-inch (1") to three-inches (3") in length, and flat in cross-section.
- Maintain originally specified thickness of mulch material to reduce evaporation and frequency of watering.
- Mulch shall be tapered at the crown of all trees and shrubs.
- Mulch should be shredded cedar, redwood, fir, or hardwood commercial wood bark products, composted with humus and leaf materials. 5.3.1 planting material

### 5.3.2 LANDSCAPE GRADING AND DRAINAGE

- Provide proper surface drainage of all

planted areas.

- All landscape areas shall be sloped to provide positive drainage. No ponding shall be acceptable.
- All subsurface drains and inlets shall be periodically cleared of debris, leaves, trash, and flushed with clear water to avoid buildup of silt and debris.
- Vacuum all sediments from trench drains periodically. Do not flush sediments into drainage system with a hose.
- Monitor sub-drainage systems and immediately identify problems with drainage. Make adjustments as necessary to maintain proper sub-drainage flow.

### 5.3.3 IRRIGATION

- Maintain the irrigation system, including cleaning of filter screens yearly or more often as needed, and flushing drip lines after cleaning filter.
- Automatic controllers and/or enclosures shall be locked while unattended. All hinges and locks shall be regularly oiled to ensure trouble free

operation.

- Once a year, wipe down the equipment in the irrigation controller cabinet to remove all dust and dirt, clean all electrical connections, install bait traps for control of ants, replace batteries as required, clean and remove intruding soil in valve boxes and replace gravel, as originally specified.
- If so equipped, make every effort to keep moisture-sensing equipment, weather sensors, and automatic data downloads operational at all times.
- Annually verify that sensors are working properly and are within their calibration specifications.
- Drip irrigation systems require quarterly flushing to remove sediment.
- Ensure that all tubing is attached to the appropriate emitters and connections are secure.
- Drip emitters and dripline placement is to be adjusted annually to the drip line edge of foliage of established plants.
- Run-off of water from irrigation systems into or onto streets, sidewalks,

stairs, or gutters shall immediately be repaired.

- Temporary irrigation required for the establishment of plant material shall be shut off 2 years after final project acceptance.
- When the temporary irrigation system is no longer required, the system shall be disconnected and removed.

### 5.3.4 PAVING MATERIAL

#### Concrete Paving

- Walkways shall maintain a uniform surface and are level with the ground and free of trip hazards.
- Report any raising of concrete or hardscape areas due to tree root intrusion.
- Walkways shall have unobstructed accessibility free of low and protruding limbs, guy wires, etc.
- For concrete repairs, remove in its entirety (from joint to joint) and replace concrete pavement that is broken, cracked, damaged, or defective.
- All paved areas shall be kept free of

trash, debris, and silt.

- Any plant growth shall be prevented from cracks in walks or within paved areas.

**Asphalt Paving**

- Asphalt requires regular maintenance including inspections, minor damage repair, and sealcoating.
- Asphalt sealcoating is recommend every two years to prevent decay and oxidization.
- Preventive maintenance may include treatments such as crack sealing, chip sealing, rut filling, or thin asphalt overlays.
- Make sure that cracks are clean and dry before placing sealant.
- Follow manufacturer’s recommendations for sealant application temperatures.
- Fill cracks before they expand into potholes or larger areas of crumbling pavement.

**Unit Pavers**

- Remove and replace unit paving materials that are loose, chipped, broken, stained, or otherwise damaged or if units do not match adjoining units as intended. Provide new units to match adjoining units and install in same manner as original units, with same joint treatment to eliminate evidence of replacement.
- All unit paved areas shall be washed and maintained in a neat and clean condition.
- Any plant growth shall be prevented from any cracks or spaces within unit paver areas.

**5.3.5 LIGHTING FIXTURES**

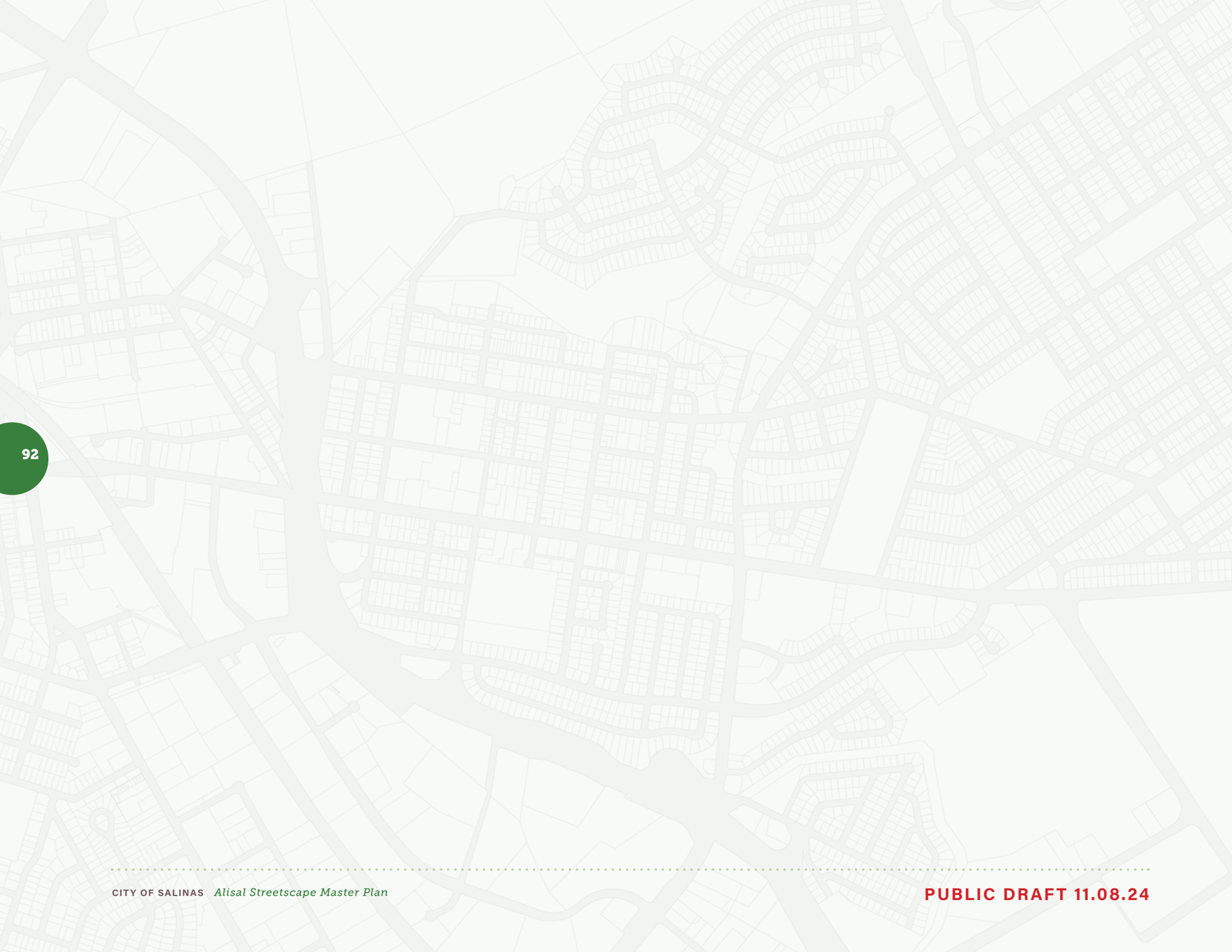
- Electrical systems and components shall remain operational and in compliance with any appropriate building codes.
- Timers are properly set for specific hours of operation.
- No electrical conducting wires shall be exposed.
- Ballast boxes and components shall be

properly installed and secured.

- Lighting controls with operation instructions and information shall be conveniently located for easy access.
- Light fixtures shall be maintained to provide intended uniform coverage.
- When possible, fixtures shall be adjusted to eliminate any dark or blind spots.

**5.3.6 SITE FURNISHING**

- Ensure all benches and tables are structurally sound and hardware is intact. Ensure bench seats and backings are smooth with no protrusions and have no exposed sharp edges or pointed corners.
- Trash receptacles shall be free of graffiti.
- Area around trash receptacles shall remain clean and free of trash and debris.



# Appendices

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**A.1. Community Outreach Summary**

**A.2. Basis of Design Technical Memo**

**A.3. Traffic Modeling Synchro Analysis**

**A.4. 30% PSE Drawing Sheet Set**

**A.5. Opinion of Probable Cost**

**A.6. Additional References**

