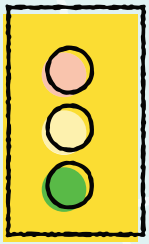


EXECUTIVE SUMMARY

The City of Salinas Safe Routes to Schools Plan describes community-identified needs and recommendations to be considered for infrastructure projects and programs that support walking, bicycling, and carpooling to 45 schools in Salinas. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting a healthy community, improving affordable transportation options for low-income and vulnerable residents, and helping the City of Salinas achieve its Vision Zero goal and statewide goals to address climate change by reducing vehicle miles traveled.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and Measure X local matching funds, and it is aligned with the regional and statewide plans and concepts that are included in the Caltrans District 5 Active Transportation Plan.

OUR VISION

I CAN

walk, bike, and roll to school safely.

I KNOW

that my trip to school helps our environment, builds healthy habits, and saves my family money.

I HAVE

the skills and confidence I need to travel to school safely without using a car.

I AM

more connected to my neighborhood and community through my trip to school.

PLAN CONTENTS

Chapter 1: Introduction. The first chapter describes the purpose of the plan, the benefits of walking and biking to school, and the plan's relationship to other local planning efforts.

Chapter 2: Existing Conditions. This chapter outlines current conditions in the City of Salinas, including community demographics, commute trends, existing bicycle and pedestrian facilities, existing transit services, collision data, and current projects and programs.

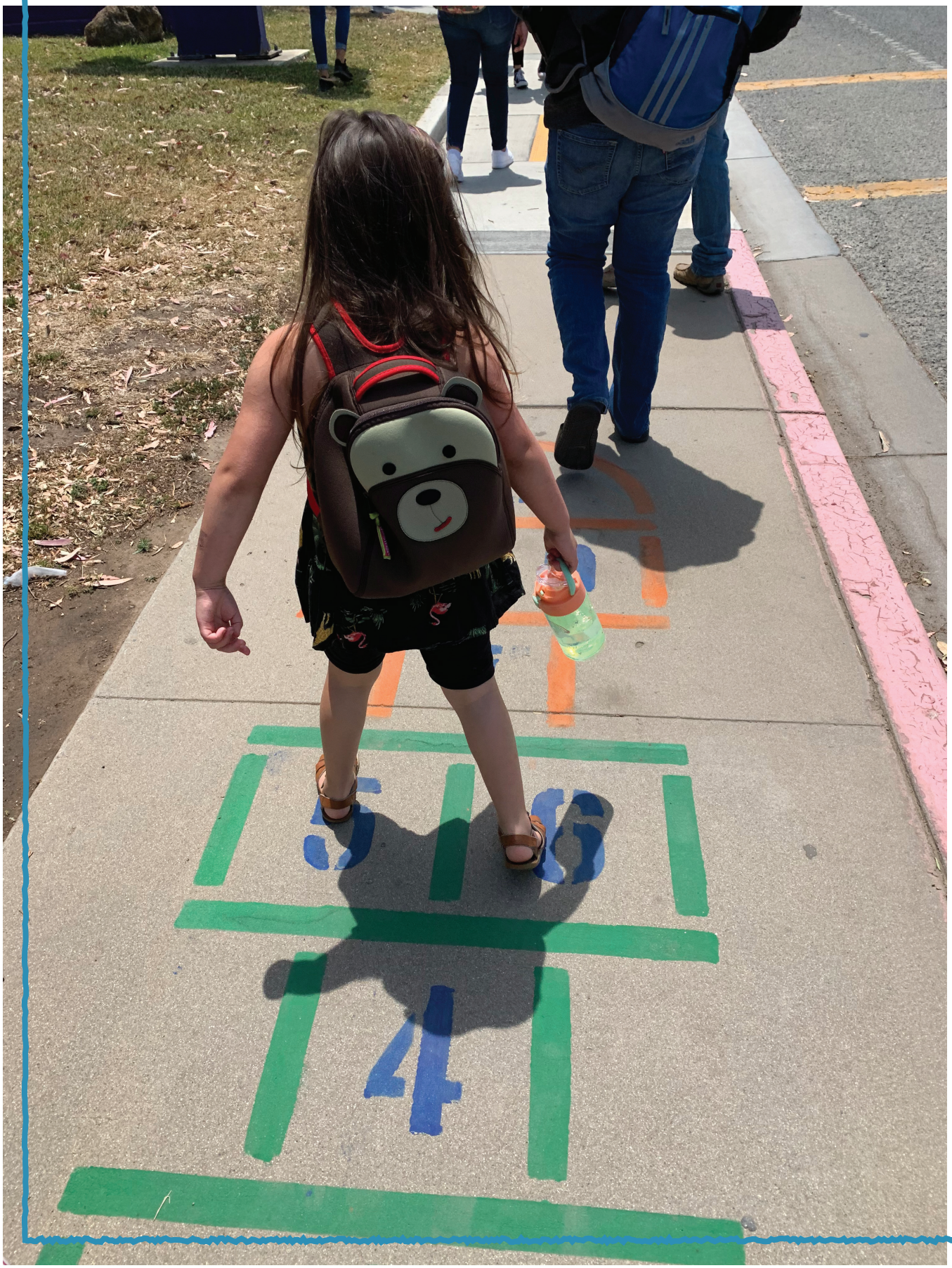
Chapter 3: Outreach. The third chapter describes the public outreach process. It also includes community survey data from the two temporary infrastructure demonstrations that were installed as part of the planning process.

Chapter 4: Citywide Infrastructure and Program Recommendations. This chapter includes goals related to walking, bicycling, and carpooling to school in Salinas and the process of developing the recommendations in this plan. It also contains recommendations that affect multiple schools, including the network of citywide routes that are recommended for future improvements, streets that have been identified as Safe Routes to Schools corridors, and programmatic recommendations that address education, encouragement, engagement, and equity.

Chapter 5: School Profiles. This chapter contains profiles of each of the 45 school sites, with information on the existing conditions at each school and infrastructure recommendations to make it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.

Chapter 6: Implementation and Maintenance. The final chapter discusses opportunities to fund and construct the recommended projects and programs and provides a high-priority project list. It also includes a list of funding sources that the City of Salinas can use to finance the recommended projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Appendices: The appendices include outreach materials, survey data from the parent survey and the temporary installations, the complete project list for all 45 schools, and public comments received for all school sites.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PLAN GOALS

1 ENCOURAGEMENT:

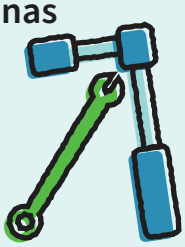
The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool

2 SAFETY:

Zero collisions involving bikes or pedestrians that result in injury or death

3 EDUCATION:

All children in Salinas will receive traffic safety education



4 ENGAGEMENT:

Engage the greater community to create safe environments around schools

5 EQUITY:

Ensure all community members have equitable access to schools and Safe Routes to Schools programming

GOALS AND OBJECTIVES

The City of Salinas and partner agencies have set the following goals and objectives for the future of Safe Routes to Schools, to be accomplished through the projects and programs in this plan.

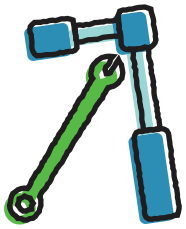
Goal 1. Encouragement: The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool.

- Objective 1.1: Identify and promote a broad spectrum of projects to provide a connected network of active transportation options along Safe Routes to Schools corridors and connections.
- Objective 1.2: Design and construct street improvements that are accessible and comfortable for all ages and abilities. Incorporate tree planting into active transportation projects to provide shade for people who are walking and bicycling and address City goals for increasing the urban tree canopy.
- Objective 1.3: Transportation Agency for Monterey County (TAMC), schools, and the City will support events that encourage active transportation to school, such as "Walk & Roll to School," at least twice each year.
- Objective 1.4: Work with schools and Safe Routes to Schools partners to provide walking school buses at all elementary schools.
- Objective 1.5: Work with schools and Safe Routes to Schools partners to promote Safe Routes to Schools corridors as the preferred routes to school.

Goal 2. Safety: Zero collisions involving bikes or pedestrians that result in injury or death

- Objective 2.1: Prioritize Safe Routes to Schools projects that address fatal and severe-injury crashes.
- Objective 2.2: Enhance low-stress route alternatives to high-stress corridors.
- Objective 2.3: Prioritize safety over travel delays, speed, congestion, and convenience in project design.
- Objective 2.4: Crossing guards will be present at all elementary schools.

Goal 3. Education: All children in Salinas will receive traffic safety education

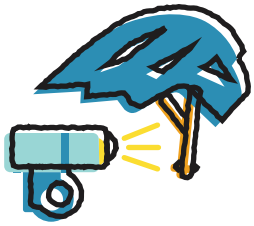


- Objective 3.1: Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools.
- Objective 3.2: By second grade, all children will receive pedestrian safety training in school; by fifth grade, all children will receive bike safety training in school.
- Objective 3.3: By high school, students will know the basics of bike maintenance and have opportunities to practice these skills at school or in the community.

Goal 4. Engagement: Engage the greater community to create safe environments around schools

- Objective 4.1: Run annual community-wide campaigns that encourage neighbors to keep eyes on the streets and drivers to reduce speeds around schools.
- Objective 4.2: Enforce traffic laws in school zones without overburdening offenders. One example would be a diversion program that requires school zone traffic offenders to assist with crossing guard duties (Austin, TX program model).
- Objective 4.3: Recruit volunteers from the community to assist with Safe Routes to Schools programs such as walking school buses and crossing guards.

Goal 5. Equity: Ensure all community members have equitable access to schools and Safe Routes to Schools programming.



- Objective 5.1: Prioritize infrastructure projects that will serve transportation-disadvantaged and special-needs populations.
- Objective 5.2: Provide opportunities for a diverse group of community members to take leadership roles in the development and implementation of Safe Routes to Schools projects and programs. An example would be participation in a Safe Routes to Schools steering committee.
- Objective 5.3: Provide access to active transportation and safety equipment such as bicycles, scooters, helmets, and lights.

OUTREACH SUMMARY

Public input was the foundation of the process for creating the Safe Routes to Schools Plan. The planning team developed an outreach plan and sought input from community members to understand school transportation needs and barriers and refine the draft recommendations. Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed input on the barriers to walking and biking to schools in Salinas and the types of improvements that community members would like to see.

Parent Outreach

- 140 presentations at virtual parent meetings.
- 2,425 responses to online parent survey
- 1,341 responses to draft recommendations survey
- 35,000+ parents reached through Parentsquare or social media

Student Outreach

- 474 responses to student survey
- 17 elementary schools distributed a traffic-safety scavenger hunt activity to students.

Temporary Installations

- 2 demonstration projects on East Alisal Street and McKinnon Street

SUMMARY OF RECOMMENDATIONS

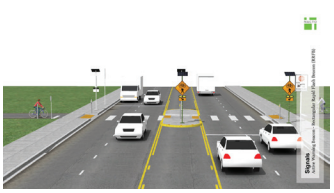
The recommendations for the 45 school sites in Salinas include the following. All recommendations require additional planning and feasibility evaluation.

- 10 miles of Class IV separated bikeway
- 15.8 miles of bicycle boulevards
- 17 roundabouts
- 13 rectangular rapid flashing beacons
- 180 intersections upgraded to high-visibility crosswalks

Class III Bike Boulevard


Class IV separated bikeway


High-visibility Crosswalks


Rectangular Rapid Flashing Beacons

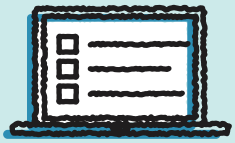
OUTREACH SUMMARY

35,000+

PARENTS REACHED

through Parentsquare or social media

2,425



RESPONSES

to online parent survey

474

RESPONSES

to student survey

1,341

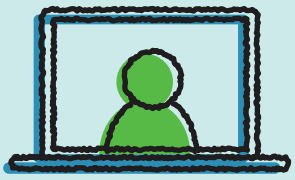
RESPONSES

to draft recommendations survey

140

PRESENTATIONS

at virtual parent meetings



17

ELEMENTARY SCHOOLS

distributed a traffic-safety scavenger hunt activity to students

2

DEMONSTRATION PROJECTS

on East Alisal Street and McKinnon Street

CITYWIDE CORRIDOR RECOMMENDATIONS

The map on page 17 shows existing bicycle and pedestrian facilities along with recommendations for bicycle and pedestrian corridor improvements throughout the City of Salinas. A description of each facility type can be found below.

BIKE BOULEVARD

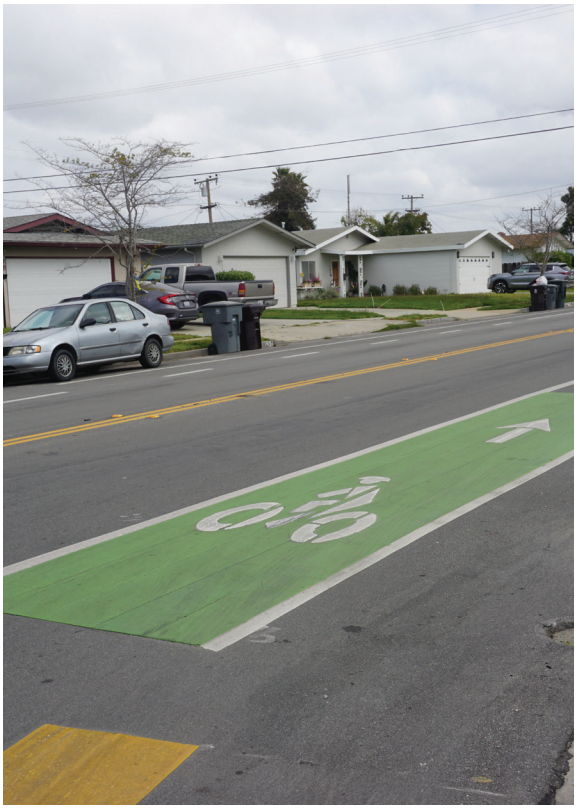
Streets with traffic speed and volume management, designed to create low-stress conditions. In ideal conditions, cyclists share the road with motor vehicles. Bike boulevards manage speeds and volumes using traffic-calming features like diverters, medians, chicanes, and traffic circles. Bike boulevards are usually marked by signs and “sharrows” and may include branding and wayfinding signs to local destinations and other low-stress routes.

CLASS I SHARED-USE PATH

Paved rights-of-way that are completely separated from streets where motor vehicle traffic is prohibited. Shared-use paths are designed for people who are using wheelchairs, walking, bicycling, or skateboarding, or taking other forms of active transportation. Bike paths should offer opportunities not provided by the road system, such as recreational opportunities or direct high-speed commute routes if cross-flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications for shared-use paths are along waterfronts, canals, utility rights-of-way, abandoned railroad rights-of-way, within school campuses, and within and between parks. There may also be situations in which such facilities can be provided as part of planned developments.

CLASS II BICYCLE LANE

On-street facilities that use striping and stencils to designate space for bicycle travel. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each user. A more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where there is not sufficient room for side-by-side sharing of streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking to delineate bike lanes. In addition, other things can be done on streets with bike lanes to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities). In general, pavement markings alone will not measurably improve bicycling conditions.



CLASS IIB BUFFERED BICYCLE LANE

Buffered bike lanes are conventional bicycle lanes paired with designated buffer spaces separating them from adjacent motor vehicle travel lanes or parking lanes. Buffered bike lanes provide a greater distance between bicyclists and motor vehicle traffic and space for bicyclists to pass each other without encroaching into the motor vehicle lane. Buffered bike lanes appeal to a wider cross-section of users and abilities than conventional bike lanes.

CLASS III BICYCLE ROUTE

Routes designated for bicycle travel, with shared-use pavement markings, that are shared with motor vehicles. Shared lane markings help bicyclists with lateral positioning to reduce their chances of hitting the open door of a parked vehicle, to alert road users of the locations bicyclists are likely to occupy in the roadway, and to encourage safe passing of bicyclists by motorists. Shared-use markings are only feasible on streets with speed limits of 35 mph or less. Bike routes are identified through signage and shared-lane bicycle markings or “sharrows.”

CLASS IV CYCLE TRACK

Class IV facilities are protected bike facilities designated for the exclusive use of bicyclists. Cycle tracks are bike facilities separated from motor vehicle traffic by a physical barrier and are distinct from sidewalk and pedestrian areas. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor vehicle traffic, and different pavement colors or textures separate them from the sidewalk. If at street level, they can be separated from motor vehicle traffic by raised curbs or barriers. By separating cyclists from motor vehicle traffic, cycle tracks can offer greater security than bike lanes and are attractive to a wider spectrum of the public. However, cycle tracks can constrain the bikeway and limit the ability of bicyclists to pass each other.

Source www.bikepedimages.org
Kristen Langford

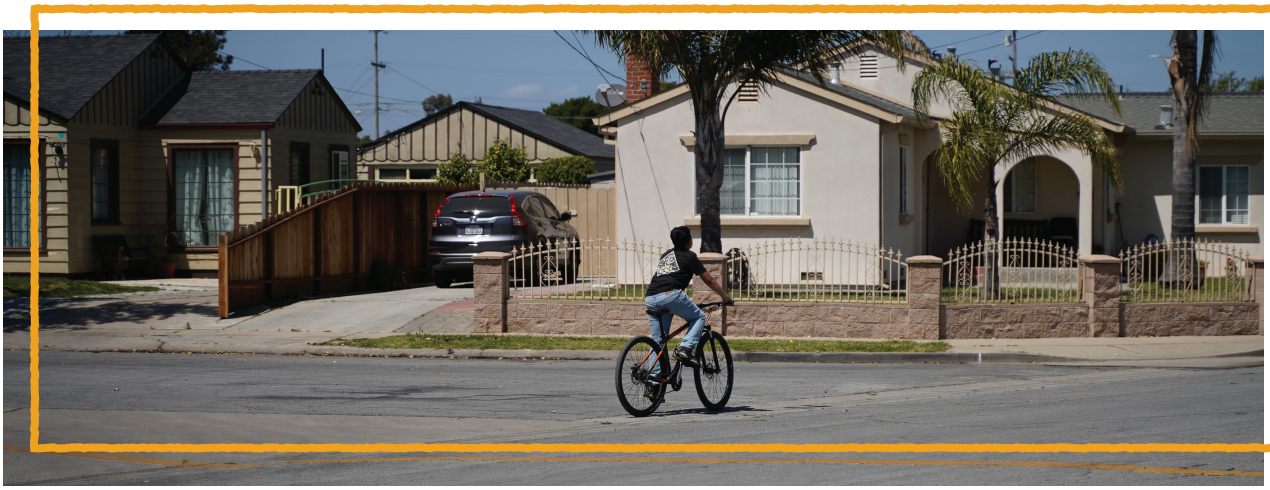
Citywide Corridor Recommendations

Existing Facilities

- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Regional Bike Route

Recommended Facilities

- Bike Boulevard
- Class I Path
- Class I or Sidewalk
- Class II Bike Lane
- Class II or Bike Boulevard
- Class IIB Buffered
- Class IIB or Class IV
- Class III Bike Route
- Class IV Separated Bikeway
- Class IV or Class I



SAFE ROUTES TO SCHOOLS CORRIDORS

Safe Routes to Schools corridors are streets that have been identified as key routes to Salinas schools. These streets may be good candidates for corridor-level improvements in the future to slow traffic speeds, improve intersections and crossings, and create a safe and comfortable environment for students to walk to school. Class I shared-use paths are completely separated from motor vehicles and offer the most comfortable environment for walking and biking. Existing and recommended shared-use paths are highlighted as Safe Routes to Schools corridors in the map below.

Safe Routes to Schools Corridors

- Recommended Safe Routes to Schools Corridor
- Recommended Class I Shared Use Path
- Existing Class I Shared Use Path

PROJECT PRIORITIZATION

This prioritized project list is meant to help decisionmakers and City staff prioritize projects and identify the most competitive projects for various grant funding opportunities. The recommended projects were evaluated using five criteria that are aligned with the vision and goals of this plan and with common grant application criteria. Equity scores are based on the Healthy Places Index map, which shows data on health indicators such as education, income, transportation, and housing. Each project was assigned a number from 0 to 100 based on the criteria in Table 1.

Table 1: Criteria for Project Prioritization

CRITERIA	DESCRIPTION	MAXIMUM POINTS
Safety	The following points are awarded for bicycle and pedestrian collisions in the last 5 years within 150 ft of the project, for a max score of 30 points: • 5 points per fatal collision • 3 points per severe-injury collision • 1 point per complaint-of-pain collision	30
Access to Key Destinations	10 points for every school and 5 points for every park, library, and recreation center within 500 ft of the project, for a max of 15 points.	15
Connectivity and Low Stress Network	15 points if the project closes a gap in the existing bicycle or pedestrian network or upgrades an existing facility to a class IV bikeway or class I path.	15
Equity	20 points if the project is located within an area designated as <10% most disadvantaged.	20
	10 points if the project is located within an area designated as 10%–25% most disadvantaged.	
	0 points if the project is not located in a disadvantaged area (>25%).	
Community-Identified Need	20 points if the project or location was identified by members of the community during project outreach.	20
	10 points if the project or location was identified in one or more community planning documents.	
	Total	**100**

PRIORITIZED PROJECT LIST

The table below shows the top ten high-priority projects for the City of Salinas. The full project list, including project prioritization scoring, can be found in Appendix E. Tables 3 and 4 show the highest-scoring projects in the small and medium project categories as defined by the California Active Transportation Program, which is one of the primary grant funding sources for active transportation projects.

Table 2: High-Priority Project List

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/El Sausal Middle	SE013/ ESM001	Consider protected pedestrian phases at Alisal/Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan*. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Kern St	Skyway Blvd	100	$2,717,020
2	Dr. Martin Luther King Jr. Elementary/ Jesse G. Sanchez Elementary	MLKA008	Short term: Install Class II bike lanes between Laurel and Del Monte. Long term: Widen sidewalk to create multi-use path from Laurel to Garner. Install bike-conflict markings at recreation center entrance and exit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	$1,799,520
3	Carr Lake Community Day/Mount Toro High/El Puente	CLCD005	Consolidate bike lanes to one side of the road for a two-way cycle track or multi-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways and install protected intersection treatments at Bernal to facilitate transition to cycle track.	Sherwood Dr	Bernal St	Rossi St	86	$12,541,180
4	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV.	Constitution Blvd	Boronda Rd	Indepen-dence	85	$5,458,680

*Further planning and feasibility evaluation of the Alisal Vibrancy Plan is currently underway. The final preferred alternative for E Alisal Street has not been determined.

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
4	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path.	W Laurel Dr	Davis Rd	N Main St	85	$1,200,000
4	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping and lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	$3,879,220
4	Sherwood Elementary	SE012	Install curb extensions and ramps along John St.	John St	S Wood St	Sanborn Rd	85	$3,102,005
5	Fremont Elementary	FE014	Install traffic calming, sharrow marking, and bike boulevard signage.	Towt St	Market St	Laurel Dr	81	$550,800
6	Santa Rita Elementary	SRE002	Consider bike boulevard with traffic calming between Main St and Van Buren Ave. Consider street trees. Consider sidewalk widening on south side to install multi-use path.	E Bolivar St	Main St	Van Buren Ave	79	$1,099,800
6	Virginia Rocca Barton Elementary	VRBE020	Install traffic calming (chicanes and removal of parking at those locations), sharrow markings, and bike route signage.	Del Monte Ave	Rider Ave	Williams Rd	79	$1,815,600

Table 3: Top Three Projects in Active Transportation Program Small Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/ El Sausal Middle	SE013/ ESM001	Consider protected pedestrian phases at Alisal/ Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Work St	Skyway Blvd	100	$2,717,020
2	Dr. Martin Luther King Jr. Elementary	MLKA008	Short term: install class II bike lanes between Laurel/Del Monte. Long term: widen sidewalk to create multi-use path between Laurel to Garner. Install bike conflict markings at Recreation Center entrance/edit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	$1,799,520
3	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path	W Laurel Dr	Davis Rd	N Main St	85	$1,200,000

Table 4: Top Three Projects in Active Transportation Program Medium Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV	Constitution Blvd	Boronda Rd	Independence	85	$5,458,680
2	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping/lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	$3,879,220
3	Lincoln Elementary	LE006	Install separated bikeways as proposed in Active Transportation Plan	Pajaro St	E Blanco Rd	E Market St	68	$6,522,660