



Regional Transportation Planning Agency - Local Transportation Commission
Monterey County Service Authority for Freeways & Expressways
Monterey County Regional Development Impact Fee Joint Powers Agency
Email: info@tamcmonterey.org

BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE

Wednesday, October 5, 2022

****6:00 PM****

REMOTE CONFERENCING ONLY

There will be NO physical location of the meeting.

Please see all the special meeting instructions at the end of this agenda

Join meeting online at:

<https://us02web.zoom.us/j/990276709?pwd=QXBRbWF6ajh6M3dOR3hhbGloRlhRZz09>

OR

By teleconference at: +1 669 900 6833

Meeting ID: 990 276 709

Password: 352877

Any person who has a question concerning an item on this agenda may call the Agency Secretary to make inquiry concerning the nature of the item described on the agenda.

1. ROLL CALL

Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (7) of the number of voting memberships actually filled at that time (13); the existence of any vacancies shall not be counted for purposes of establishing a quorum. If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to assure a quorum is appreciated.

2. PUBLIC COMMENTS

Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Under this item, each member of

the public is allowed three minutes to address concerns. Comments in items on this agenda may be given when that agenda item is discussed. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to Maria at maria@tamcmonterey.org by 5:00 pm the Monday before the meeting, and such comments will be distributed to the Committee before the meeting.

3. BEGINNING OF CONSENT AGENDA

Approve the staff recommendations for items listed below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the **CONSENT AGENDA** for discussion and action.

3.1 APPROVE minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of September 7, 2022.

- Montiel

The draft minutes of the September 7, 2022 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

END OF CONSENT AGENDA

4. RECEIVE update on the Imjin Parkway Widening Project.

- Edrie De Los Santos, City of Marina

The City of Marina is the implementing agency for the Marina - Salinas Multimodal Corridor: Imjin Parkway Widening project. This is the first Measure X regional project to receive competitive grant funding. The Imjin Parkway Widening project will improve travel connections between Salinas, Marina, Cal State University Monterey Bay and the Peninsula.

5. Broadway Ave Complete Streets Corridor Project

1. **RECIEVE** presentation on the Broadway Avenue Complete Streets Corridor Project; and
2. **PROVIDE** input on the proposed project.

- Green/Kimley Horn

The Broadway Ave Complete Streets project will improve bicycle and pedestrian access and safety from General Jim Moore Blvd to Fremont Blvd. The City of Seaside has hired Kimley-Horn to assist in the development of initial project designs and environmental review. The project team will be kicking-off outreach to the community in Fall 2022 and is seeking input on design and key concerns.

6. Salinas Safe Routes to School Plan

1. **RECEIVE** report on the Salinas Safe Routes to School Plan; and
2. **PROVIDE** input on the Draft Plan.

- Green

The Salinas Safe Routes to Schools Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children to access 44 schools in Salinas. The project is funded through a Caltrans Sustainable Communities Transportation Planning Grant as well as local Measure X funds.

7. ANNOUNCEMENTS and/or COMMENTS

8. ADJOURN

ANNOUNCEMENTS

Next Committee meeting:
Wednesday, November 2, 2022 at 6pm

Important Meeting Information

Remote Meetings: On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which enhanced State and Local Governments ability to respond to COVID-19 Pandemic based on Guidance for Gatherings issued by the California Department of Public Health. The Executive Order specifically allowed local legislative bodies to hold meetings via teleconference and to make meetings accessible electronically, in order to protect public health. That order expired on September 30, 2021. Governor Newsom has now signed AB 361, and the TAMC Board of Directors approved a resolution to enact AB 361 on September 22, 2021. This legislation permits teleconferencing for Brown Act meetings during a state of emergency. Thus, TAMC meetings will convene remotely, until further notice. For remote meetings, the public is strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants should download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/wordpress/2018/07/03/video-communications-best-practice-guide/>.

Remote Meeting Public Comment: Due to current circumstances, there may be limited opportunity to provide verbal comments during remote meetings. Persons who wish to address the Committee for public comment or on an item on the agenda are encouraged to submit comments in writing to maria@tamcmonterey.org by 5:00pm the Monday before the meeting. Such comments will be distributed to the Committee before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

Agenda Packet and Documents: Any person who has a question concerning an item on this agenda may call or email the Agency office to make inquiry concerning the nature of the item described on the agenda. Complete agenda packets are on display online at the Transportation Agency for Monterey County website. Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public review at the Agency website. Agency contact information is as follows:

Transportation Agency for Monterey County
www.tamcmonterey.org
Office is closed an all employees are working remotely until further notice
TEL: 831-775-0903
EMAIL: info@tamcmonterey.org

Agenda Items: The agenda will be prepared by Agency staff and will close at noon nine (9) working days before the regular meeting. Any member of the Committee may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.

Alternative Agenda Format and Auxiliary Aids: If requested, the agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Individuals requesting a disability-related modification or accommodation, including auxiliary aids or services, may contact Transportation Agency staff at 831-775-0903. Auxiliary aids or services include wheelchair accessible facilities, sign language interpreters, Spanish language interpreters, and printed materials in large print, Braille or on disk. These requests may be made by a person with a disability who requires a modification or accommodation in order to participate in the public meeting and should be made at least 72 hours before the meeting. All reasonable efforts will be made to accommodate the request.

CORRESPONDENCE, MEDIA CLIPPINGS, & REPORTS

Correspondence

Media Clipping - No items this month.

Reports - No items this month.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Maria Montiel, Administrative Assistant
Meeting Date: October 5, 2022
Subject: **Draft BPC September Minutes**

RECOMMENDED ACTION:

APPROVE minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of September 7, 2022.

SUMMARY:

The draft minutes of the September 7, 2022 Bicycle and Pedestrian Facilities Advisory Committee meeting are attached for review.

ATTACHMENTS:

- ▢ Draft September BPC Minutes

**TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)
Bicycle and Pedestrian Facilities Advisory Committee**

Draft Minutes of September 7, 2022

Held remotely via Zoom due to COVID-19 pandemic

Voting Members	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22
Eric Petersen, District 1	P	A	P	P	E	P	P	P
Pete Scudder – District 2 <i>(David Tavarez)</i>	P	P	P	P	E	E	P	P
Mike Novo – District 3, Chair	P	P	E	P	P	P	E	P
Jeff Wriedt, District 4 <i>(Frank Henderson)</i>	P	P	P	P	P	P	P	P
Martin Wegenstein, District 5, Vice Chair <i>(Jeff Lindenthal)</i>	P	P	P	P	P	P	P	P(A)
D. L. Johnson, Carmel-By-The Sea	P	A	P	P	P	P	P	P
Celine Pinet, Del Rey Oaks	E	P	P	P	P	P	E	P
Gonzales - Vacant	-	-	-	-	-	-	-	-
Ernest Gallardo, Greenfield	P	P	P	E	P	E	P	E
Michael LeBarre, King City	P	P	P	P	P	P	P	P
Marina - Vacant		-	-	-	-	-	-	-
Gino Garcia, Monterey <i>(Abby Ostovar)</i>	P	P	P	P	E	P	P	P
Katie Stern, Pacific Grove <i>(Jung Hwa Kim)</i>	P	P	P	P	P	P(A)	-	P
Chris Flescher, Salinas <i>(Mark Lasnik)</i>	P	P	P	P	P	P	P	P
Elizabeth (Libby) Sofer, Sand City	P	P	P	P		P	P	E
Ralph Wege, Seaside <i>(Jan Valencia)</i>	P	P(A)	P	P	P	E	P	P
Soledad - Vacant	-	-	-	-	-	-	-	-
Marzette Henderson Monterey Salinas Transit	P	P	P	P	P	E	-	
Vera Noghera, Velo Club of Monterey <i>(Alex Capelli)</i>	P	E	P(A)	P	P	P	P	P(A)
N. County Recreation & Park District - Vacant	P	P	P	E	E	P	-	-
Salinas Public Works - Vacant	-	-	-	-	-	-	-	-
Monterey County Public Works – Vacant	-	-	-	-	-	-	-	-
Caltrans - District 5 - Vacant	-	-	-	-	-	-	-	-
Miranda Taylor, AMBAG <i>(Will Condon)</i>	P	P	P	P	P	E	P	P
Sloan Campi - CSUMB	P	P	P	P	P	P	P	P

E – Excused
P(A) – Alternate
A - Absent

VC – Video Conference
TC – Teleconference

TRANSPORTATION AGENCY STAFF	JAN 22	FEB 22	MAR 22	APR 22	MAY 22	JUN 22	AUG 22	SEP 22
Todd Muck, Executive Director	P	E	E	E	E	E	E	E
Ariana Green, Principal Transportation Planner	P	E	E	E	P	E	E	E
Maria Montiel, Administrative Assistant	P	P	P	P	P	P	P	P
Mike Zeller, Director of Programing and Project Delivery	E	E	E	E	E	E	E	E
Laurie Williamson, Senior Engineer	E	E	E	E	E	E	E	E
Christina Watson, Director of Planning	E	P	P	E	P	P	P	P
Janneke Strause, Transportation Planner	P	P	P	P	P	P	P	P
Aaron Hernandez, Assistant Transportation Planner	P	P	P	E	E	E	E	P
Alissa Guther, Assistant Transportation Planner	P	E	E	E	P	P	P	-
Doug Bilse, Principal Engineer				P	E	E	E	P
OTHERS PRESENT:								
Mari Lynch	Public			Robin Lee		Public		
Andrew Easterling	City of Salinas			Michell Overmyer		Monterey-Salinas Transit		
Alexandria Davis	Public							

1. Chair Novo called the meeting to order at 6:00 p.m. A quorum was established, and Maria Montiel took roll call.

2. **PUBLIC COMMENTS**

Committee member Alex Cappelli, Velo Club member announced that a Velo club member had a crash with an e-bike riding too fast. He asked for more signage speed limit posted on the trails. He also asked for jurisdiction speed signage on Rec Trail.

Mari Lynch, member of Public mentioned that regulations and various local jurisdictions included on bikemonterey.org. She also mentioned that City of Salinas staff Andrew Easterling provided information on the Alisal Vibrancy Plan, and all is posted on bikemonterey.org.

Hans Hoffman, member of Public noted that signs are posted No motorized vehicles on the rec trail and expressed that needs to be enforced.

3. **BEGINNING OF CONSENT AGENDA**

M/S/C Scudder/Wriedt/unanimous

Abstain: Mike Novo, Sloan Campi, Celine Pinet, Katie Stern and Marzette Henderson

3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of August 3, 2022.

END OF CONSENT AGENDA

4. **ALISAL COMPLETE STREET PROJECT UPDATE**

The Committee received a report on the Alisal Complete Streets Project Before and After Study.

Andrew Easterling, Traffic Engineer, City of Salinas reported that the Alisal Complete Street project reconfigured the street from four travel lanes to three. The project reconfigured the travel lanes and other improvements along 1.37 miles of Alisal Street between Blanco Road and Front Street. He noted that the city collected traffic data before and after the project was completed. Mr. Easterling noted that the downtown Salinas Complete Streets Project is considering the removal of the pedestrian scramble at the intersection of Main Street and West Gabilan Street. The projects were funded through Salinas Measure G, Monterey County Measure X, state SB-1 and Highway Safety Improvement Program (HSIP) grants, and a federal Regional Surface Transportation Program grant.

Robin Lee (member of public) noted that she is not in favor of eliminating the pedestrian scramble possibilities. Consider more pedestrian friendly, more people downtown to shop and attract walkers to downtown.

Committee member Jeff Wriedt noted that the current situation discourages bicycle usage between 3 – 5 p.m.

Committee member Sloan Campi noted that the pedestrian scramble improves environment and expressed interest in the investment of signal timing upgrades.

Committee member Katie Stern asked about wayfinding signage throughout the project. Andrew Easterling replied that staff is coordinating with Transportation Agency staff on the wayfinding signage.

Committee member Marzette Henderson asked if the City of Salinas was in coordination with the Planning Department at Monterey-Salinas Transit, noting that early engagement on future planning phases would better anticipate delays and better serve transit customers and community members. Andrew Easterling replied that they have coordinated with Lisa Rheinheimer from Monterey-Salinas Transit and will continue to coordinate on future projects.

Chair Mike Novo asked if there is funding for follow-up studies? Andrew Easterling replied that no funding is provided for additional studies. Mr. Novo expressed the need for additional follow-up studies due to the impacts of the COVID Pandemic on the data collected.

Mari Lynch (member of public) mentioned that riding a bicycle on sidewalks is not illegal in Salinas. Ms. Lynch expressed the need for class I bike lanes that have physical barriers.

5. **PRUNEDALE US 101 CAPITAL PREVENTATIVE MAINTENANCE PROJECT – TEMPORARY BIKE SHUTTLE**

The Committee received a presentation about the Prunedale US 101 Capital Preventative Maintenance Project – Temporary Bike Shuttle; and provided input on the bike shuttle plan and schedule.

Jackson Ho, Caltrans District 5 presented on the US 101 Prunedale Capital Preventative Maintenance Project that is located on US 101 through Prunedale in Monterey County. He noted that the purpose of this maintenance project is to extend the service life and improve the ride quality of the existing pavement and reduce future maintenance expenditures. In conclusion Mr. Ho mentioned that during construction, a temporary shuttle service will be provided to transport pedestrians, bicyclists, and bicyclists' equipment between Sala Road and San Juan Road along US 101 during shoulder closures within construction limits. He noted that the shuttle service will be free of charge for passengers.

The Committee had the following comments and input on the Prunedale US 101 Capital Preventative Maintenance Project and Temporary Bike Shuttle program:

- Concerns on the two shuttle stops locations
- Consider studying bicycle use to determine best shuttle locations
- Consider a formal Request for Proposals process for the shuttle program
- Consider reaching out to bike shops and cycling groups in northern Salinas
- Consider doing the work at night
- Consider a better bicycle infrastructure for people to use in the project area rather than a temporary solution
- Look at detours with clear signage of those detours
- Have signage with regular updates to show where construction is happening
- Consider working with Monterey-Salinas Transit on the shuttle, and see if the MST route 29 can serve as a shuttle
- There are existing alternative bike routes in that area
- Consider looking into other neighboring shuttles in the area

6. SURF! BUSWAY AND BRT PROJECT UPDATE

The Committee received an update on the Monterey- Salinas Transit (MST) SURF! Busway and Bus Rapid Transit project in the Monterey Branch Line corridor.

Doug Bilse, Principal Engineer introduced Monterey-Salinas Transit Director of Planning Michelle Overmeyer who presented on the SURF! Project. She noted that the project will construct a busway and Bus Rapid Transit (BRT) line within the Monterey Branch Line right-of-way, parallel to State Route 1, making it faster and easier to travel between Marina and Seaside. Ms. Overmeyer noted that the project also includes improvements to the existing bicycle/pedestrian path along Del Monte Road and Beach Range Road. Ms. Overmeyer asked for input on the bicycle storage facility to be part of the proposed 5th Street mobility hub in Former Fort Ord.

Committee member Katie Stern noted that the bike repair stands should be located throughout the project. She also mentioned that the bicycle storage facility at the proposed 5th Street Station include electricity with a USB plug-in charging options. She also recommended additional covered bike repair stations located outside of the secured bike storage facility.

Committee member Sloan Campi mentioned that individual bike lockers would be better than a large central storage area. Mr. Campi noted to look at UCSC for examples. He noted that a third-party could manage a system where people get a card to access the assigned storage locker. He also requested red curb design in the drop-off zone to allow CSUMB shuttles easy access to the passenger drop-off area.

Committee member Eric Petersen expressed the need for hydration stations at the 5th Street Station bike facility- even if it requires the use of a big tank of water.

Committee member Pete Scudder expressed support for the proposed covered storage facility and recommended adding solar panels and water bottle vending machines if running water is not available.

Committee member Celine Pinet pointed to the need for the design to address potential maintenance issues related to sand in the bike storage areas.

Andrew Easterling (member of the public) has questions about the design of the recreation trail near the Highway 1 undercrossing at 5th Street.

7. ANNOUNCEMENTS AND/OR COMMENTS

Committee member Eric Petersen announced that the Sand City Criterium Race is on Sunday September 11, 2022.

Committee member Sloan Campi announced his new role representing California State University, Monterey Bay (CSUMB) and appreciated the opportunity to continue serving on the committee.

8. ADJOURNMENT

Chair Novo adjourned the meeting at 8:00 p.m.



Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Janneke Strause, Transportation Planner
Meeting Date: October 5, 2022
Subject: Imjin Parkway Widening Project Update

RECOMMENDED ACTION:

RECEIVE update on the Imjin Parkway Widening Project.

SUMMARY:

The City of Marina is the implementing agency for the Marina - Salinas Multimodal Corridor: Imjin Parkway Widening project. This is the first Measure X regional project to receive competitive grant funding. The Imjin Parkway Widening project will improve travel connections between Salinas, Marina, Cal State University Monterey Bay and the Peninsula.

FINANCIAL IMPACT:

The City of Marina is utilizing Measure X to fund the construction phase of the project, not to exceed \$18,100,000; the remaining costs will be paid out of state Local Partnership Program Competitive funds (\$19,000,000) and local developer fees (\$2,000,000) for a total construction cost of \$39,100,000.

DISCUSSION:

The Marina-Salinas Multimodal Corridor: Imjin Safety & Traffic Flow is a regional Measure X project on Imjin Parkway from Imjin Road to Reservation Road. It serves as one of the major commute corridors between the Monterey Peninsula and Salinas, ranging at various points in the project limits from 24,000 vehicles to 39,000 vehicles traversing the roadway each weekday.

The project will widen the Imjin Parkway from Imjin Road to Reservation Road from two to four lanes, construct four roundabouts along the corridor and make transit and pedestrian improvements, along with on-street buffered bike lanes and stormwater treatment areas, retaining and sound walls. The improvements will benefit commuters who travel through the corridor, as well as those who live along the corridor at CSU Monterey Bay and the neighboring homes in Marina Heights, Sea Haven and Preston Park.

The project is 100% designed and the City of Marina, the lead agency on the project, is currently finalizing right-of-way certification, permits, and bid documents. The City anticipates construction will begin in Summer 2023. A representative from the City of Marina will provide an update at the meeting.

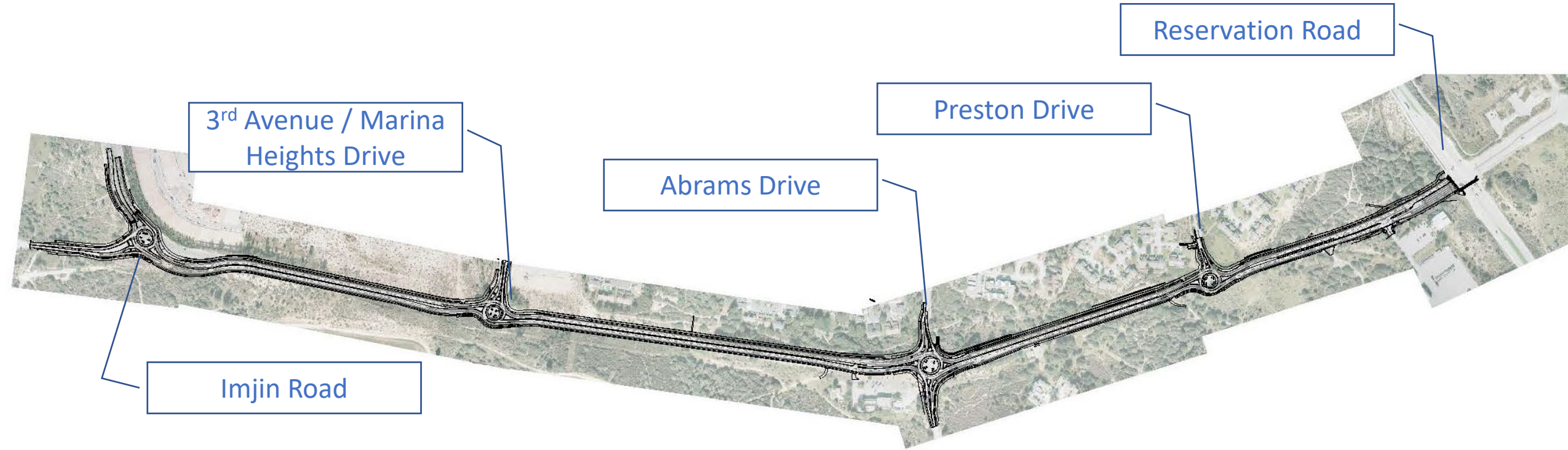
ATTACHMENTS:

- ▢ Imjin Parkway Widening - Alignment Overview

WEB ATTACHMENTS:

[Imjin Parkway Widening Project Plan Set \(Final Draft\)](#)

Imjin Parkway Widening Project





Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariana Green, Principal Transportation Planner
Meeting Date: October 5, 2022
Subject: **Broadway Ave Complete Street Corridor Project**

RECOMMENDED ACTION:

Broadway Ave Complete Streets Corridor Project

1. **RECIEVE** presentation on the Broadway Avenue Complete Streets Corridor Project; and
2. **PROVIDE** input on the proposed project.

SUMMARY:

The Broadway Ave Complete Streets project will improve bicycle and pedestrian access and safety from General Jim Moore Blvd to Fremont Blvd. The City of Seaside has hired Kimley-Horn to assist in the development of initial project designs and environmental review. The project team will be kicking-off outreach to the community in Fall 2022 and is seeking input on design and key concerns.

FINANCIAL IMPACT:

The project is funded through \$600,000 Regional Surface Transportation Program funding and \$12.04 Million Active Transportation Program grant.

DISCUSSION:

Broadway Avenue was identified as a key safe routes to school corridor in the Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan, as it provides access to the majority of schools in the City of Seaside. Broadway Avenue is also an important commuter and transit route providing access to the greater Peninsula and Salinas.

In 2020, the City of Seaside received \$600,000 in Regional Surface Transportation Program funding and a \$12.04 Million Active Transportation Program grant to redesign Broadway Avenue connecting bicycle and pedestrian facilities on W. Broadway Avenue to General Jim Moore Blvd. The project includes converting most signalized intersections along Broadway Ave to roundabouts, adding bicycle facilities on both sides of the street and a protected path in front of MLK Jr. School of the Arts. Additional safe routes to school improvements will be made to Yosemite Ave to improve active transportation access to four schools.

The City of Seaside hired Kimley-Horn through a competitive process to assist with the development of project designs and environmental review. Community input is vital at this stage of the project to ensure the design meets the needs of the community and environmental concerns are addressed. The project team will begin seeking input on the project design and environmental review in Fall 2022 with the goal of completing this phase of the project by the end of January 2023.

Following the initial design and environmental phase, the project will go into the right-of-way certification and final

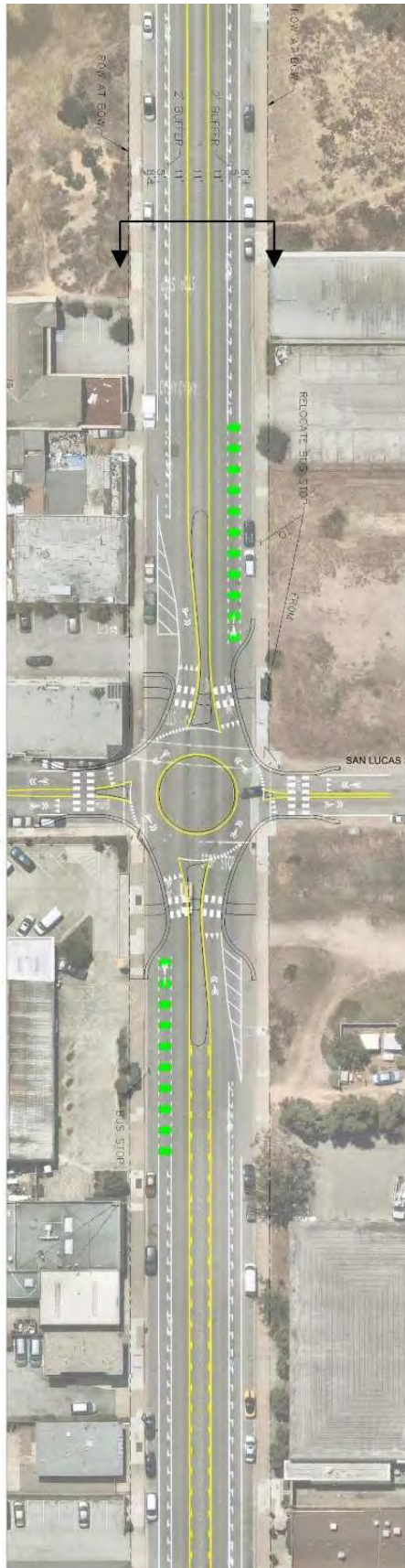
design phases to be completed by April 2025. Construction is expected to begin in November 2025 and be completed by August 2027.

Attached are maps and drawings depicting the Broadway Ave Complete Street Concepts.

ATTACHMENTS:

- ▣ Broadway Ave Complete Street Concepts

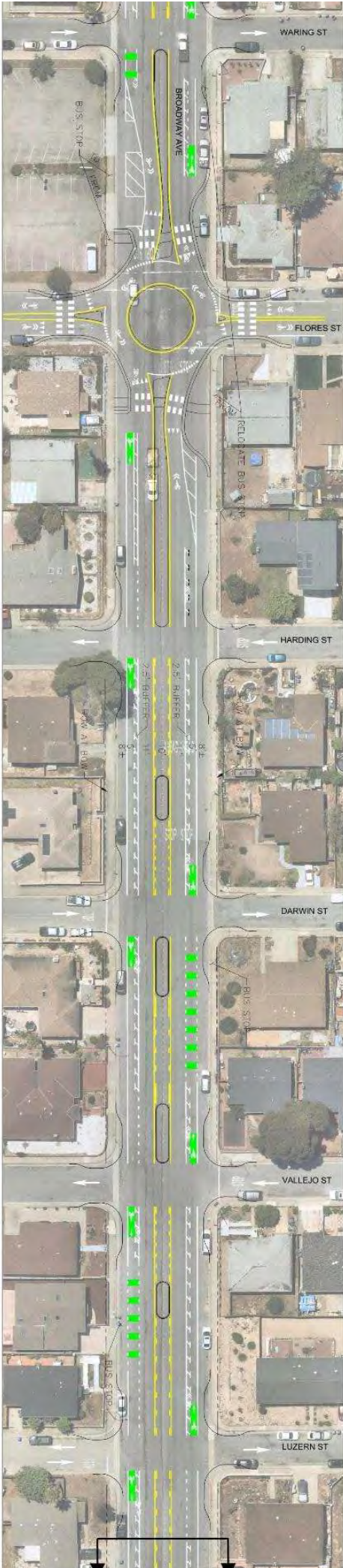
San
Lucas St



Fremont
Blvd

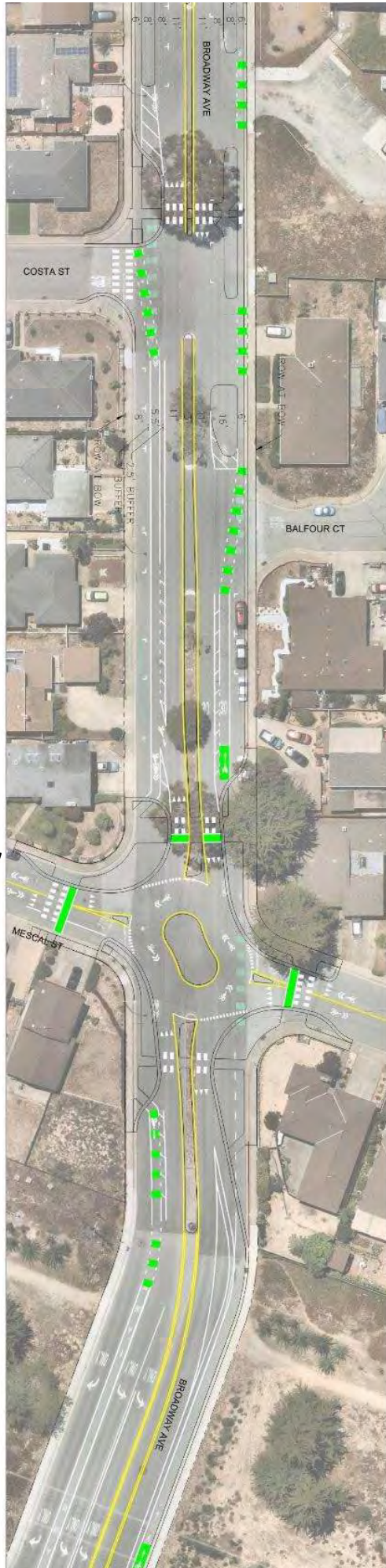
Terrace St

Flores St

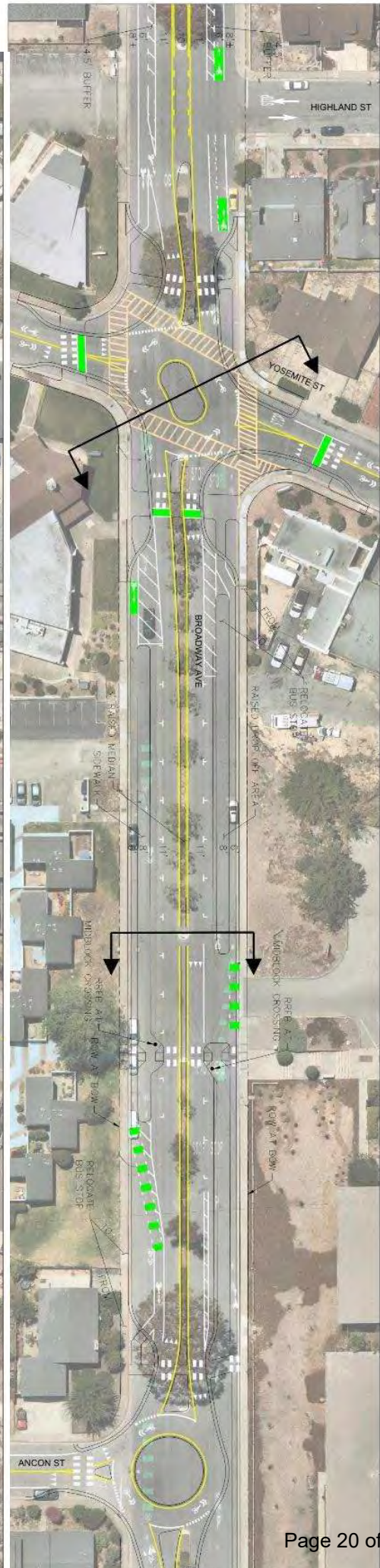


Noche Buena St





Mescal St



Yosemite St

Ancon St

Segment 1: Fremont Blvd to Terrace St



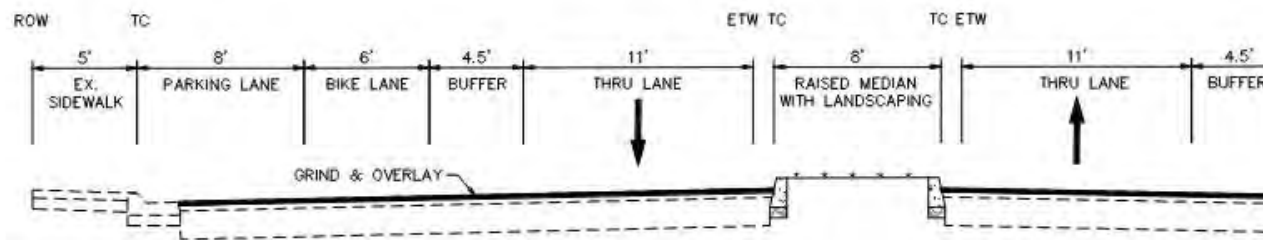
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Segment 2: Terrace St to Noche Buena St



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Segment 3 - Noche Buena St to Soto St



TYPICAL SECTION NOCHE BUENA ST TO YOSEMITE ST

Segment 4: Soto St to Yosemite St



Segment 5: Yosemite St to Gen. Jim Moore Blvd





Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariana Green, Principal Transportation Planner
Meeting Date: October 5, 2022
Subject: **Salinas Safe Routes to School Plan**

RECOMMENDED ACTION:

Salinas Safe Routes to School Plan

1. **RECEIVE** report on the Salinas Safe Routes to School Plan; and
2. **PROVIDE** input on the Draft Plan.

SUMMARY:

The Salinas Safe Routes to Schools Plan includes infrastructure and programming recommendations to make it safer and more comfortable for children to access 44 schools in Salinas. The project is funded through a Caltrans Sustainable Communities Transportation Planning Grant as well as local Measure X funds.

FINANCIAL IMPACT:

The Salinas Safe Routes to School Plan is funded through a \$954,502 Caltrans Sustainable Communities planning grant and \$123,666 in Measure X matching funds.

DISCUSSION:

The Salinas Safe Routes to Schools Plan identifies barriers to safe, convenient transportation and will guide future improvements around 44 city schools in four school districts. Recommendations included in the Plan are designed to help address school-based traffic congestion and improve student health by fostering increased biking, walking, and carpooling. The project team, comprised of staff from the Transportation Agency, County Health Department, City of Salinas Public Works and Planning, School Districts and non-profit Ecology Action, have engaged administrators, parents, and students in school bike/walk assessments, mapping activities, street demonstrations, and surveys.

The Salinas Safe Routes to School Plan kicked off in Spring 2020, despite having to cancel the planned community workshops due to shelter-in-place restrictions. In 2020 and 2021, the planning team drafted and received community input on a list of infrastructure and non-infrastructure recommendations around the 44 schools included in the Plan and conducted school site audits and two street demonstrations on E. Alisal St and McKinnon St.

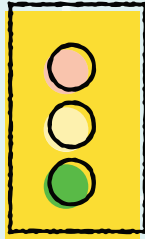
The project team is now seeking input on the Draft Salinas Safe Routes to School Plan, including non-infrastructure recommendations for the Transportation Agency for Monterey County. The full Draft Plan can be reviewed on the project website (see **web attachment**). The Executive Summary is included as an **attachment** to this report.

ATTACHMENTS:

- Draft Salinas SRTS Plan - Executive Summary

WEB ATTACHMENTS:

- [Draft Salinas Safe Routes to School Plan](#)



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.

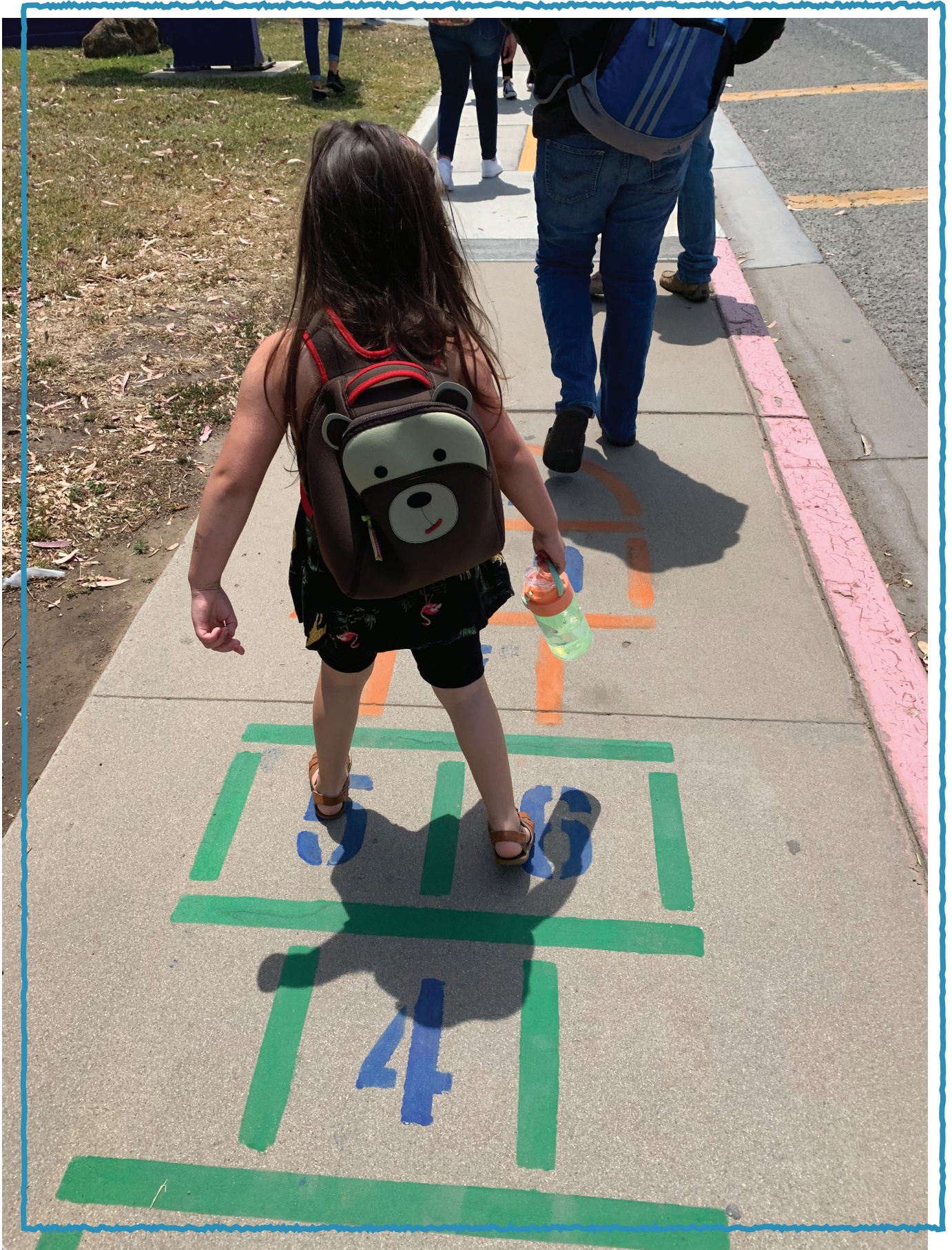
Chapter 3: Outreach. The third chapter describes the public outreach process. It also includes community survey data from the two temporary infrastructure demonstrations that were installed as part of the planning process.

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.



PLAN GOALS

1 ENCOURAGEMENT:

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



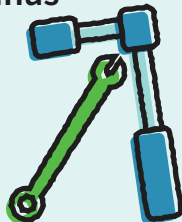
2 SAFETY:

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.



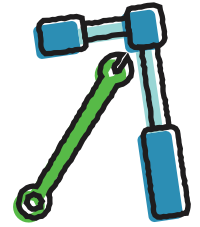
Goal 2. Safety: Zero collisions involving bikes or pedestrians that result in injury or death

- 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

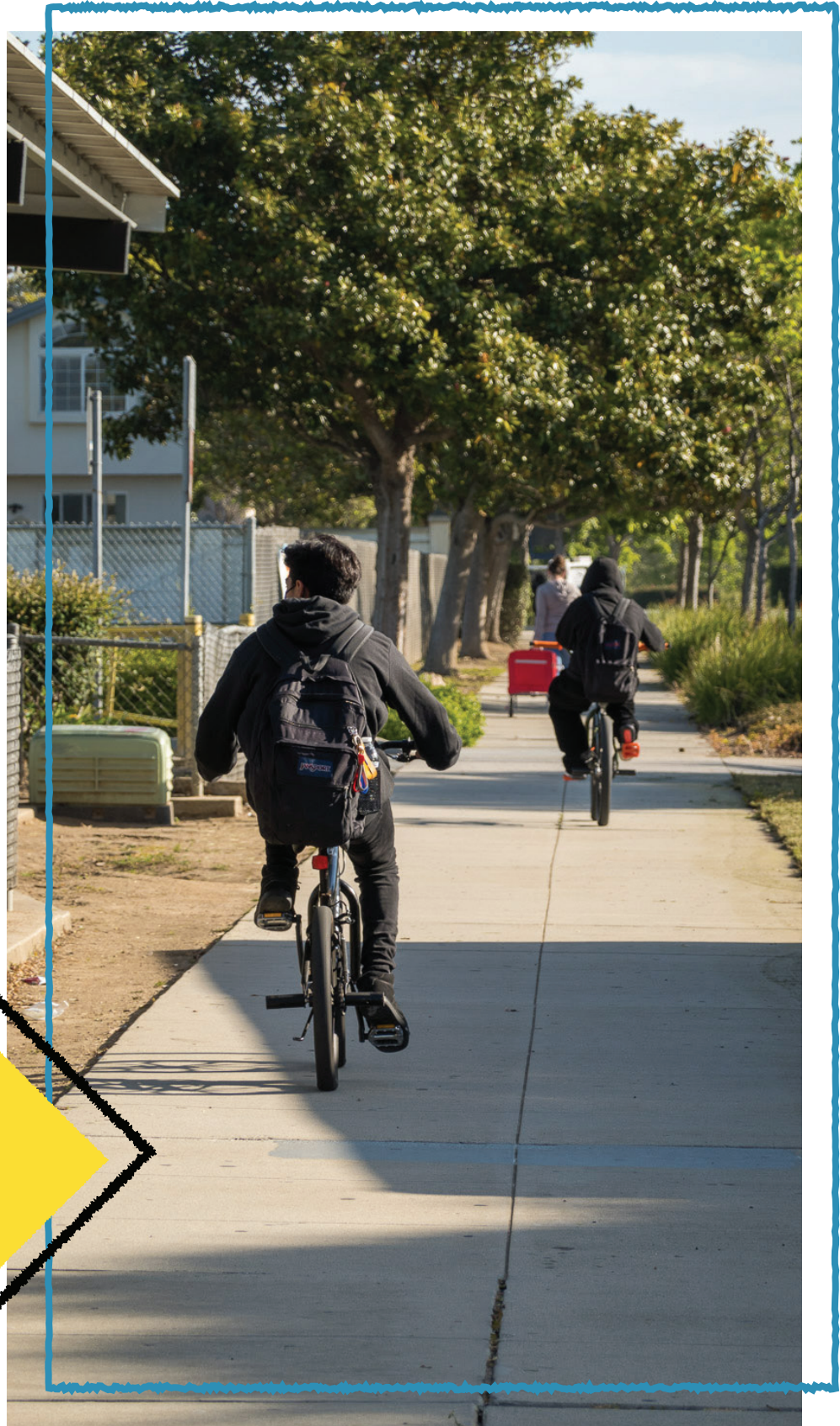
- Objective 4.1: Run annual community-wide campaigns that encourage neighbors to keep eyes on the streets and drivers to reduce speeds around schools.
- Objective 4.2: Enforce traffic laws in school zones without overburdening offenders. One example would be a diversion program that requires school zone 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

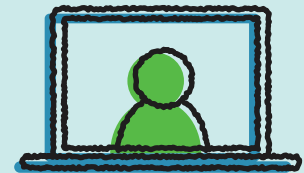
to draft recommendations survey



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.



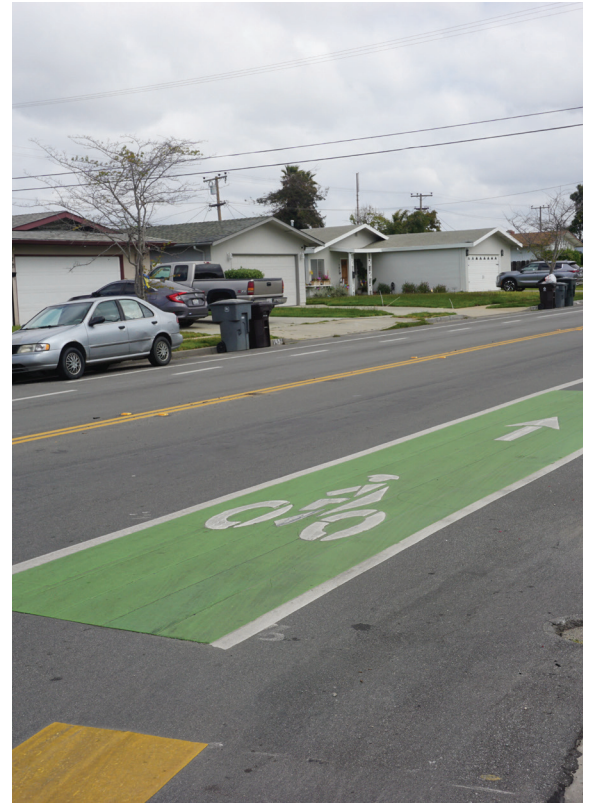
CLASS I SHARED-USE PATH

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.





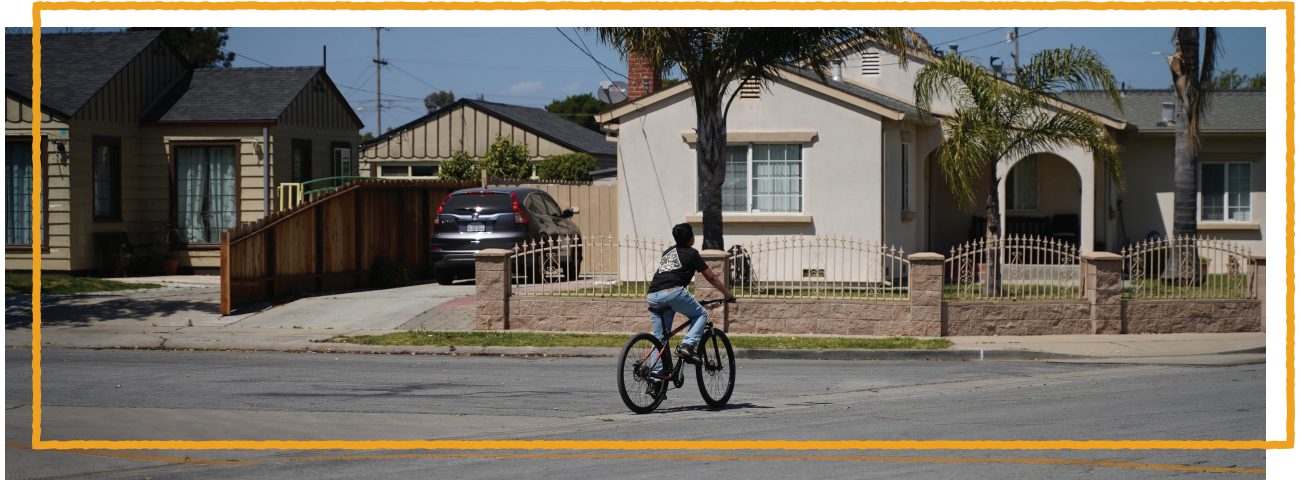
Citywide Corridor Recommendations

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: <ul style="list-style-type: none"> • 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	Independence	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