

Salinas Active Transportation Plan

2024 DRAFT













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Chapter 1: Introduction

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

Report Organization

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

Appendices

- **A. Existing Conditions Report** Details information, data, and findings on the current state of active transportation.
- **B.** Caltrans ATP Checklist Documents conformance with Caltrans ATP Guidance.
- **C.** Public Comment and Outreach Feedback Records community input.
- **D.** Trails Master Plan Presents trail-specific analysis, recommendations, and designs.
- **E. Design Guidelines** Provides design guidance for recommended facility types.
- F. Priority Project Concept Plans
- **G.** Funding Matrix



Purpose and Need

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

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

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





Vision and Goals

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

Safety: Provide and maintain a safe and integrated circulation system that meets the current and future needs of the community for all modes of travel.

- Implement the Vision Zero Plan recommendations and prioritize projects on the city's High Injury Network.
- Prioritize safety over vehicle delays, speed, congestion reduction, and convenience in project design.
- Prioritize projects that increase separation between people walking and biking and motor vehicle traffic.
- Reduce the number of existing driveways on arterial streets whenever possible on revitalization projects to improve safety for people walking and biking.
- Continue to enforce traffic laws, including those addressing bicycle and pedestrian traffic, to ensure a circulation system that is safe for vehicular, bicycle, and pedestrian traffic.

Travel Mode Shift: Create and support sustainable and healthy transportation options that encourage a reduction in single-occupancy vehicle commuting and overall Vehicle Miles Traveled (VMT).

- Improve the walking environment by increasing the availability of safe, attractive, and well-maintained sidewalks, trails, cut-throughs.
- Incorporate landscaping, traffic-calming devices, adequate pedestrian separation from vehicular traffic and pedestrian-scaled amenities such as lighted crosswalks and lighting along sidewalks in all areas of the City.
- Continue to develop a comfortable and attractive network of on- and offstreet bicycle facilities to encourage and accommodate the use of bicycles for commuting, recreation, and other trips, by eliminating gaps and providing connections between existing bicycle routes.

- Encourage parking lot designs that promote pedestrian access and safety.
- Increase availability of short-term and longterm bicycle parking facilities within private and public rights-of way by encouraging existing businesses and requiring new developments to provide on-premise facilities.
- Ensure that all pedestrian and bicycle route improvements meet ADA standards for accessibility.
- Promote walking and biking to public transit by improving sidewalks, intersections, trails, and bicycle facilities that provide the firstand last-mile connections to transit stops.

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

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



ATP Process

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

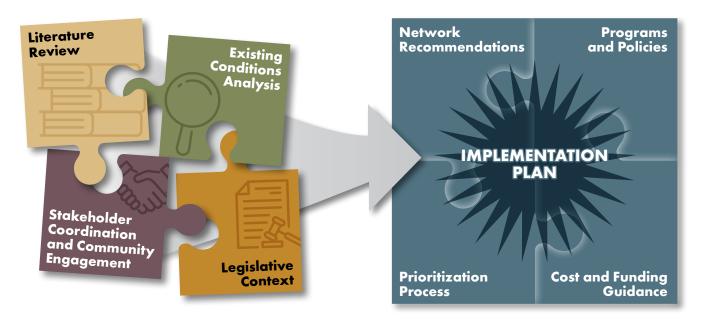


Figure 1-1: ATP Process

Legislative Context

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

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



Consistency with Local and Regional Plans

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

- 2045 Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan and Sustainable Communities Strategy
- 2040 Visión Salinas
- 2022 Salinas Safe Routes to School Plan
- 2022 Monterey County Regional Transportation Plan

- 2022 Salinas Vision Zero Action Plan
- 2018 Monterey County Active Transportation Plan
- 2018 Salinas Active Transportation Needs Assessment
- 2004 Salinas Pedestrian Plan
- 2002 Salinas General Plan
- 2002 Salinas Bikeways Plan



Figure 1-2: Document Integration

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

Stakeholder Coordination

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



Chapter 2: Walking and Biking Today

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

Community Profile

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

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

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

Table 2-1: Means of Transportation to Work

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



Disadvantaged Communities

Disadvantaged communities consist of households in poverty¹, minority populations², environmentally burdened areas³, and zero vehicle households⁴. By considering where populations who may have experienced historic disinvestments live, the ATP will help ensure that the proposed active transportation recommendations are equitable, well-utilized, and will serve where the community needs it the most.

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

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

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

Existing Bicycle Facilities

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

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

Table 2-2: Bicycle Mileage by Facility Type

^{1. 2021} U.S. Census Bureau American Community Survey, 5-Year Estimates, Table B19001.

^{2.} Minority groups consist of those who are non-white or of Hispanic or Latino origin. 2021 U.S. Census Bureau American Community Survey, 5-Year Estimates, Table B03002.

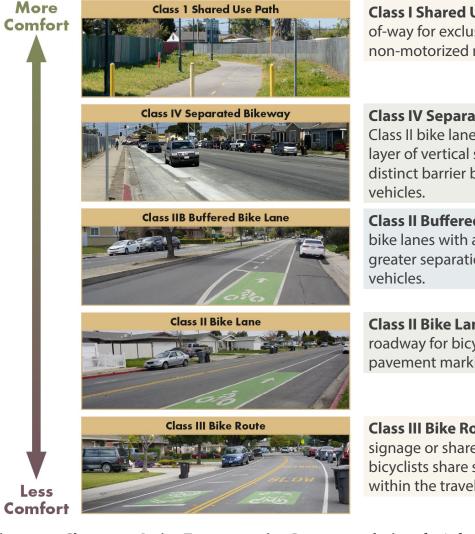
^{3. 2021} California Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0, Overall Percentile and 2022 Public Health Alliance of Southern California, California Healthy Places Index (HPI) 3.0, HPI Percentile.

^{4. 2021} U.S. Census Bureau American Community Survey, 5-Year Estimates, Table B25044.



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

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



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

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

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

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

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

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

Existing Trail Facilities

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

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



Existing Pedestrian Facilities

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

Needs Assessment

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

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

Safety

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

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

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

Table 2-3: Bicycle and Pedestrian Collisions by Location

Vision Zero

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



Bicycle-Involved Collisions

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

Table 2-4: Top Bicycle-Involved Corridors

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

Pedestrian-Involved Collisions

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

Table 2-5: Top Pedestrian-Involved Collision Corridors

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



Propensity Analysis

An Active Transportation Propensity model was developed to identify areas with the highest potential for bicycle and pedestrian activity. For details on the model, refer to *Appendix A: Existing Conditions Report*. The areas with the highest propensity for active transportation are:

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

Gap Assessment

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

Bike Gap Assessment

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

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





Gaps in the **Bicycle Network Salinas Active Transportation Plan Bike Activity** Higher Lower **Existing Bikeways** Class I Shared Use Class II Bike Lane Class IIB Buffered Bike Class III Bike Route Class IV Separated Bike Lane --- Railroad Streams & Creek Transit Center Disadvantaged Communities Park School City Boundary Municipal Source: 2018 City of Salinas Active Transportation Needs Assessment, Green Info Network, Alisal Vibrancy Plan, Replica 2022 0 0.25 0.5 1 Miles

Figure 2-2: Bike Network Gap Analysis



Pedestrian Gap Assessment

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

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

Barriers Assessment

Active transportation barriers within Salinas are listed below:

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





Gaps in the **Pedestrian** Network **Salinas Active Transportation Plan Pedestrian Activity** Higher Lower - Missing Sidewalk --- Railroad Streams & Creek Transit Center Disadvantaged Communities Park School City Boundary Salinas Airport Source: 2018 City of Salinas Active Transportation Needs Assessment, Green Info Network, Alisal Vibrancy Plan, Replica 2022 0 0.25 0.5 1 Miles

Figure 2-3: Pedestrian Network Gap Analysis



Chapter 3: Community Engagement

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

Public Events

Public Workshops

Workshop #1

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



Workshop #2

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





Pop-Up Events

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

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

Walk and Talk Events

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

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



Public Surveys

Existing Conditions Survey

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

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



Bike Barriers

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

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

Pedestrian Barriers

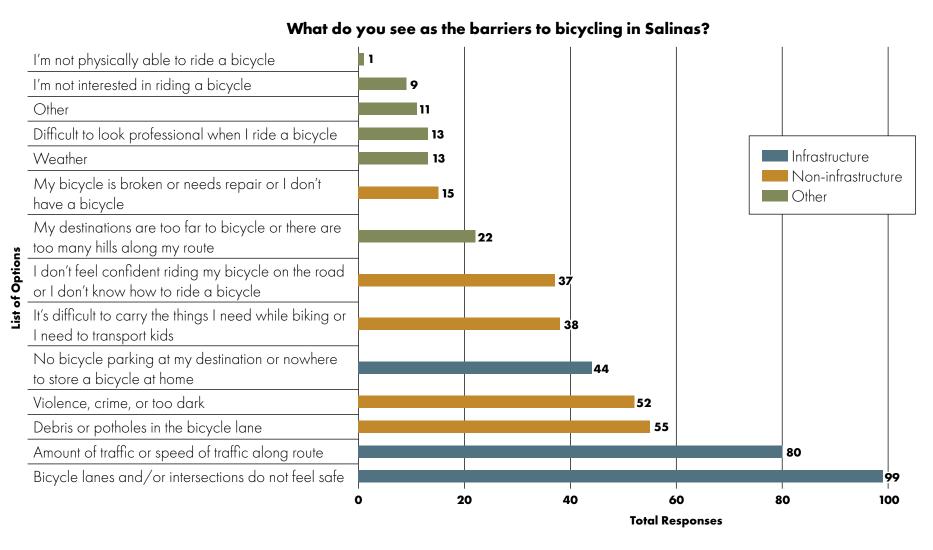
Respondents identified major barriers to walking in Salinas, such as:

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





Figure 3-1: Barriers to Biking in Salinas





Total Responses

Figure 3-2: Barriers to Walking in Salinas

What do you see as the barriers to walking in Salinas? 100 Sidewalks are too narrow, damaged, or missing and do not feel safe 91 Amount of traffic or speed of traffic along route 90 Infrastructure Non-infrastructure Intersections/crossing streets does not feel safe Other 80 **79** ⁻78 70 Violence or crime 60 My destinations are too far to walk 55 It's difficult to carry the things I need while walking 40 Too dark 36 32 30 Weather 24 20 Other I'm not interested in walking 10 6 3 **List of Options**



Recommendations Survey

2. MAPS OF RECOMMENDATIONS

Click the maps to enlarge them and learn more about where these recommendations would take place.







EAST SALINAS

NORTH SALINAS

SOUTH SALINAS

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

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

Draft ATP Public Comment

Members of the public will have the opportunity to review and comment on the draft ATP through the ATP website. These survey responses will be incorporated into the final ATP and recorded in *Appendix C: Public Comment and Outreach Feedback*.

Project Website

To reach those that are unable to attend in-person events, Ecology Action developed an ATP website with an interactive map for location-specific feedback. The <u>Salinas ATP</u> website is the online hub for all information and updates related to the ATP. The website provides

SAFER STREETS, THRIVING COMMUNITIES

We hear that traffic safety is a concern for many Salinas residents. The Active Transportation Plan is an opportunity to envision routes that are safer and more enjoyable for walking, biking, and driving. This means trails in your neighborhood for weekend bike rides, students traveling to school safely, and intersections that are easy to cross when you're walking.



supporting materials, such as project details, project schedule, and announcements. It also provides a space for community members to ask questions and provide input on the ATP through public surveys. Information is provided in both Spanish and English. Website users can directly contact program coordinators via phone number and email (listed on the website) and were provided a link to join a WhatsApp community to stay up to date on the project.



Stakeholder Outreach

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

Stakeholder Advisory Committee Meetings

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

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





Stakeholder Interviews

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

1

Perceived Benefits of Active Transportation

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

2

Barriers to Active Transportation

Participants indicated the primary barriers include:

- Scarcity of continuous and secure bike lanes
- Poor condition of sidewalks

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

E

Program and Policy Recommendations

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

4

Recommendations for Improvements

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



Chapter 4: Active Transportation Recommendations

This ATP is intended to facilitate and guide the City's active transportation investments to help the City achieve its goals to enhance safety, support sustainable and healthy transportation options, and improve the quality of its built and natural environments. This section presents the proposed bicycle, trail, and pedestrian network as well as complementary policies and programs that will directly benefit residents and visitors in the City of Salinas. More detailed information on the design features and treatments discussed in this chapter can be found in *Appendix E: Design Guidelines*.

Bicycle and Trail Recommendations

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

Intersection Treatments

The existing conditions safety analysis revealed that most bicycle-related collisions in Salinas occur at intersections¹. Improving safety at intersections can not only reduce the likelihood of fatalities and serious injuries, but also create a more comfortable environment for all bicyclists. Providing intersection treatments for bicyclists demonstrates a commitment to biking infrastructure and encourages more people to choose biking as a mode of transportation. This can help reduce reliance on cars, ease traffic congestion, and promote a healthier and more sustainable transportation system.

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

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

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

 A bike box, also known as an advanced stop line or a bicycle waiting area, is a designated area at an intersection that allows bicycles to position themselves in front of vehicles during a red traffic signal phase. This treatment can improve bicyclist visibility and help avoid a "right-hook" conflict between bicyclists and right-turning vehicles.



Bike box. Credit: NACTO

^{1. 2013} to 2022, Transportation Inquiry Mapping System (TIMS).



- A two-stage left turn that involves a twostep process in which bicyclists initially position themselves in a dedicated bike box on the right side of the intersection and then complete the left turn during a separate signal phase. It allows bicyclists to wait in a designated area away from turning vehicles, minimizing conflicts, reducing the risk of collisions, and improving overall safety.
- Diverters, which force vehicular turning movements and close road entrances to vehicles while allowing safe passage by bicyclists and podestrians. Diverters can be



Two-stage left turn. Credit: NACTO

- bicyclists and pedestrians. Diverters can be installed in the form of channelized islands, partial road closures, median islands, diagonal medians requiring turning movements, or full road closures.
- A **bicycle signal** to improve safety for bicyclists by providing a dedicated signal phase for them to cross intersections. This reduces the risk of collisions with vehicles and enhances overall traffic safety. In some cases, bicycle signals are coordinated with pedestrian signals, allowing bicyclists and pedestrians to cross intersections simultaneously.
- **Bicycle detection** to identify the presence of bicycles in transportation infrastructure. Those on bicycles are often forced to dismount at intersections to use the traditional pedestrian push-button detectors. Improved detection options for bicyclists include inductive loop detectors and video detection systems.
- Implementing **automatically activated pedestrian signal intervals** for every signal cycle ensures the walk signal is always displayed when it is permissible to cross, even if a pedestrian has not been detected or has not activated the push-button. Based on Assembly Bill 1909 bicyclists are allowed to enter the intersection if the walk signal is displayed. Installing this feature instead reduces bicyclist travel time and fatigue by reducing the need to dismount for the push-button.
- A protected intersection
 to prioritize the safety
 and comfort of active
 transportation users by
 minimizing conflict with
 vehicles through physical
 separation. This can
 include corner refuge
 islands to reduce
 crossing distance,
 tight turning radii,
 and other intersection
 recommendations from
 this section.



Protected intersection. Credit: SFMTA



- A dedicated intersection that is specifically designed and constructed to prioritize the movement and safety of active transportation users. Dedicated intersections create dedicated paths of travel for bicyclists and pedestrians in time and space through crosswalks, pedestrian countdown signals, buffered or separated bicycle facilities, as well as the other intersection treatments in this section.
- Mixing zones, which are designated areas in advance of an intersection where turning motorists are required to merge with



Dedicated intersection. Credit: NACTO

bicyclists. Mixing zone treatments are installed to establish a defined merge space, limit bicyclists' exposure to vehicles, and provide guidance for both users. Many treatments require a buffered bicycle lane or protected bikeway to transition into a shared use lane or merging zone.

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

Class IV Separated Bikeway Challenges

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

- **Roadway Width Limitations.** Designing for a Class IV bikeway on an existing roadway can be challenging when there is not enough roadway width or right-of-way to install the necessary horizontal and vertical separation between bikes and vehicles.
- **Intersection Design.** Designing for a Class IV bikeway at signalized intersections can lead to challenges when the vertically protected section is not able to continue through the intersection, which leads to conflict between bikes and right-turning vehicles.
- Cost. The cost to construct a Class IV bikeway is more expensive than Class II bike lanes because of the vertical element of design. When existing roadway widths aren't wide enough, it can be expensive to widen the curbline or acquire right-of-way and rebuild roads to accommodate for a Class IV bikeway.
- Maintenance. The vertical element of Class IV bikeways typically causes challenges for street sweeping because it requires a very narrow street sweeper to fit in the limited available space.
- Pedestrian Accessibility. Class IV bikeway designs need to take into consideration the accessibility of pedestrians. Typical challenges of Class IV bikeways and pedestrians is when parking is also present. Although vehicles can provide separated protection when located closer to the roadway, it can cause accessibility issues for people with disabilities, trying to access the sidewalk.



Separated Bikeway. Credit: NACTO



Transit Stop Treatments

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

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

Trail Recommendations

Trails provide outdoor recreational opportunities and expand the overall active transportation network, which leads to numerous public health benefits. The trail network is presented with the bicycle network in Figure 4-1. Detailed trail recommendations can be found in Appendix D: Trails *Master Plan*, including:

- Trail and Path Types
- Priority Projects
- Program Recommendations
- Project Identification Process Trail Design Concepts
- Funding Opportunities

Appendix E: Design Guidelines contains recommendations on trail surfaces, access, signage, and amenities.



Floating bus island. Credit: NACTO



Proposed Bicycle and Trail Network Map

The proposed bicycle and trail network is provided in *Figure 4-1* on the following page. *Table 4-1* below summarizes the mileage of each facility type in Salinas.

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

Facility Type	Existing Conditions	Proposed Conditions	% Increase
Class I Path	9.2	23.5	155%
Class I Off-Street Trail	0	8.8	N/A
Class II	28.2	11.4	-60%
Class II Buffered	16.3	20.9	28%
Class III	33.3	47.0	41%
Class IV	0.2	27.2	13,518%
Total	87.2	138.9	59%







LEGEND +- Railroad Disadvantaged Community Parks Schools Transit Center City of Salinas Airport Stream & Creeks **Existing Bike** Network Class I Path Class II Bike Lane Class IIB Buffered Bike Lane Class III Bike Route Class III Bike Boulevard Regional Bike Route **Proposed Bike** Network --- Class I Path Class I Off-Street Trail -- Class II Bike Lane Class IIB Buffered Bike Lane Class III Bike Route Class III Bike Boulevard Class IV Bikeway (One-Way) Class IV Bikeway (Two-Way) 0 0.25 0.5

Figure 4-1: Proposed Bicycle and Trail Network Map



Pedestrian Network Recommendations

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

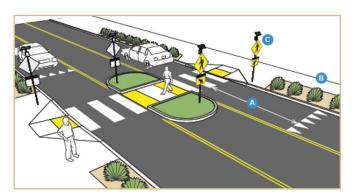
- Sidewalk widening to ensure comfortable and accessible pedestrian spaces for all users, including those with mobility devices.
- Increasing lighting to improve safety for all modes of transportation.
- Installing landscape buffers for a more enjoyable pedestrian experience.
- Providing shade by planting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

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

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

Mid-Block Crossings

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



Mid-block crossing

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

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



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

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

Intersections Crossings

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

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



Curb extension



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

Traffic Calming

Traffic Calming is a way to promote responsible motorist behavior and safer driving speeds through street design without relying on traffic control devices such as signals, signs, or police enforcement. If implemented correctly, these design strategies reduce the number and severity of crashes, as well as noise level for adjacent land uses. Options include:

- Neighborhood traffic circles to improve traffic flow, enhance safety, and promote pedestrian
 and bicyclist accessibility. Drivers are encouraged to slow down through reduced turning radii,
 narrow travel lanes, and horizontal deflection to reduce the incidence of high-speed collisions.
- **Chicanes**, which are a series of raised or delineated curb extensions or edge islands on alternating sides of a street forming an S-shaped travel way. By introducing these horizontal shifts in the roadway alignment, chicanes encourage drivers to pay closer attention to their surroundings and discourage speeding.
- Raised intersections, which involve elevating an entire intersection to the level of the adjacent sidewalk and ramping each approach to the intersection.
- Road diets, which involve reallocating roadway space from vehicles to other modes.
 These reduce vehicle speeds by narrowing travel lanes.
- Setting appropriate speed limits, especially when combined with targeted enforcement, to reduce motorist speeds and increase safety for active transportation users. To help local jurisdictions take full advantage of the speed reduction opportunities provided by California Assembly Bills 43 and 1938, University of California, Berkeley Safe Transportation Research and Education developed a California Safe Speeds Toolkit. This strategy is also outline in the Federal Highway Administration's Proven Safety Countermeasures list.



Chicane



Trending Strategies

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



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



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



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



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



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



Anticipated Future Demand

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

Methodology

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

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

Analysis

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

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

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





Programs and Policies

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



Community-Based Education Programs

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

- Develop targeted education for drivers to increase safety for pedestrians over 60 years old.
- Develop programs to teach adults how to ride a bicycle, ride safely in traffic, and perform basic bicycle maintenance.
- Provide safety equipment, such as bicycle helmets.

Tools to Report Bicycle and Pedestrian Hazards

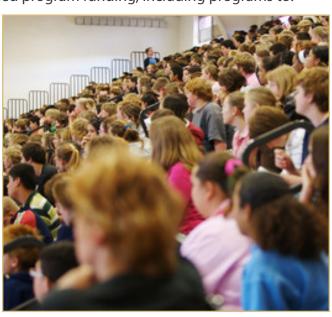
The **Salinas Connect** app and website allow citizens to report sidewalk and bicycle facility hazards on city roadways. This ATP recommends promoting this tool to enable residents to communicate areas where street sweeping, vegetation removal, or sidewalk repair may be needed.

School-Based Education Programs

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

- Provide walking, biking, and traffic safety education.
- Provide safety equipment, such as bicycle helmets.
- Develop an education program with specific safety messaging for every grade level.
- Develop programs or events to provide familyfocused bicycle and walk-safety trainings.
- Develop a neighborhood grant program to support programs such as walking school buses.

The **Salinas Safe Routes to Schools Plan** provides more recommendations on school-based programs to support walking and biking.





Traffic Safety Education Campaign

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

Public Outreach

This ATP recommends that the City of Salinas:

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









Bike to School Day and Walk/Bike Challenges

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



Ciclovía

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

Increased Access to Bicycles

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

Develop and promote earn-a-bicycle or bicycle-loan programs, in which students earn a bicycle by riding frequently or maintaining perfect attendance.

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

Urban Greening and Public Art

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





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

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







Bicycle-Friendly and Walk-Friendly Community Designations

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

Data Collection

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



Bicycle Parking

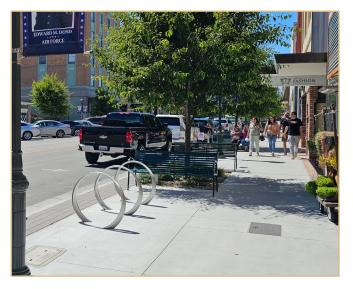
Bicycle parking is a critical component of the overall bicycle network, allowing people to secure their bicycles once they reach their destination and helping foster multi-modal connections, especially at major transit stops or transit-oriented developments where bicycle parking is provided. The need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

Bicycle Parking Ordinance

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

Bicycle Parking at Key Destinations

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





Wayfinding

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



Chapter 5: Project Prioritization

Performance Measures

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

Table 5-1: Criteria Voting Results

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

Pedestrian projects did not go through a prioritization process because:

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

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

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





Table 5-2: Prioritization Weighting Factors

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

Prioritized Projects

The prioritized projects are presented in *Figure 5-1* as well as listed in *Table 5-3* listed on *page 43*.





Figure 5-1: Prioritized Bikeways

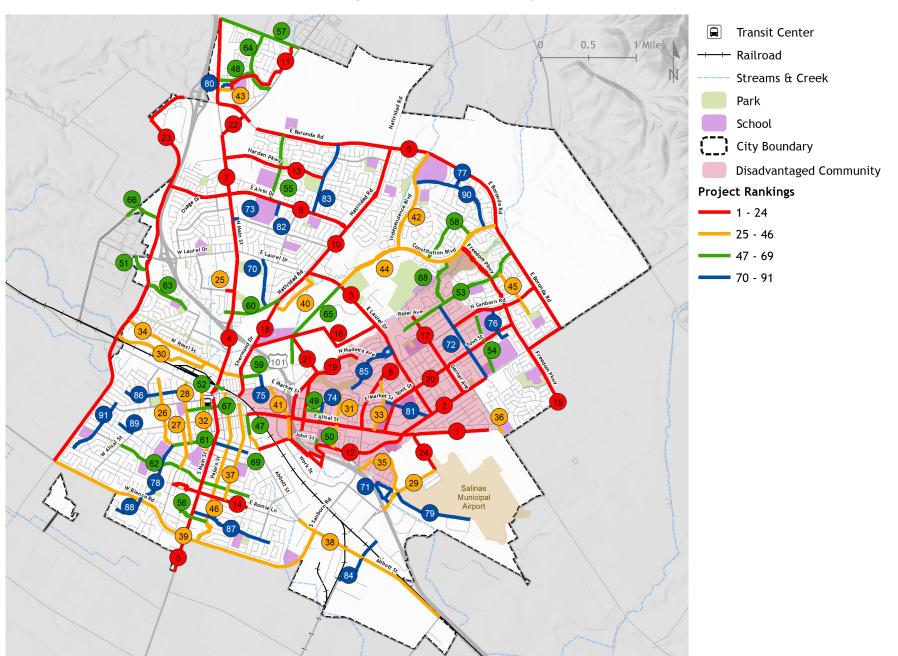




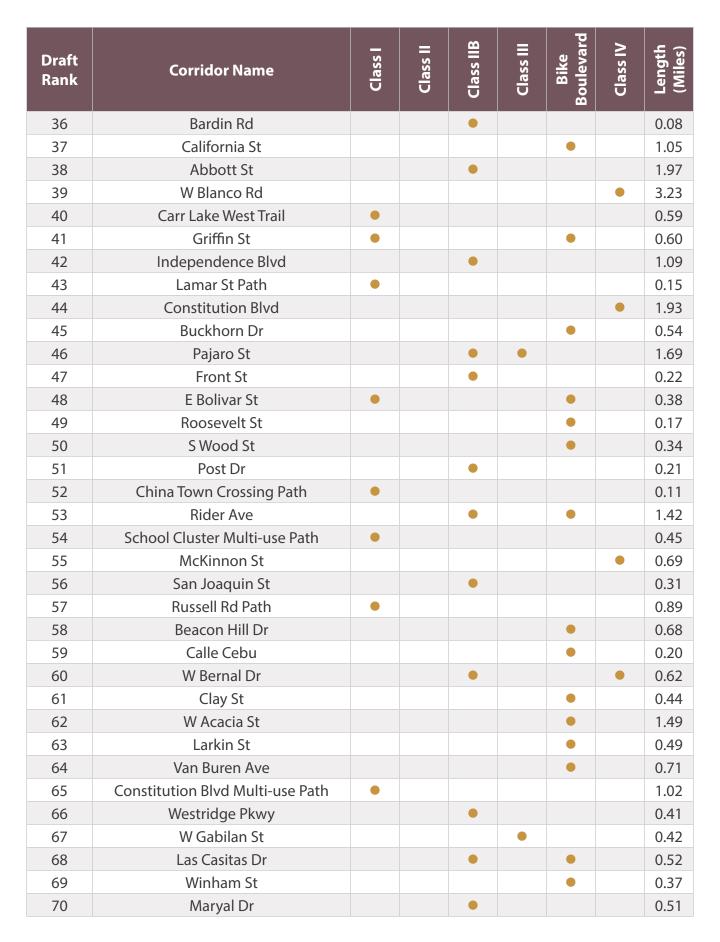
Table 5-3: Prioritized Project List

Table 5-3: Prioritizea Project List								
Draft Rank	Corridor Name	Class I	Class II	Class IIB	Class III	Bike Boulevard	Class IV	Length (Miles)
1	E Alisal St	•						2.54
2	Williams Rd			•			•	1.47
3	E Laurel Dr	•				•		2.01
4	N Main St						•	1.72
5	S Main St						•	1.88
6	W Alvin Dr	•		•			•	1.94
7	N Main St						•	1.93
8	N Sanborn Rd			•			•	1.70
9	E Boronda Rd	•		•				4.61
10	Natividad Rd						•	1.99
11	Santa Rita Multi-use Path	•						1.08
12	John St	•		•				1.75
13	Harden Pkwy	•					•	1.07
14	W Romie Ln			•				0.87
15	Freedom Pkwy						•	1.93
16	Natividad Creek Trail	•						1.45
17	Garner Ave					•		0.96
18	Sherwood Dr	•		•				1.15
19	S Madeira Ave					•		1.17
20	Towt St			•	•			1.81
21	Main Canal Path	•						1.71
22	San Juan Grade Rd							0.31
23	N Davis Rd	•					•	4.47
24	Skyway Blvd	•						0.44
25	Iris Dr			•				0.09
26	Homestead Ave					•		0.75
27	Riker St					•		0.48
28	Capitol St					•		0.65
29	Airport Blvd	•					•	0.70
30	Tembladero Slough Trail	•						1.03
31	N Hebbron Ave					•		0.57
32	Lincoln Ave			•		•		0.72
33	Eucalyptus Dr					•		0.54
34	W Rossi St						•	1.33
35	Alisal Creek Trail	•						0.74











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



Chapter 6: Corridor Concepts

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

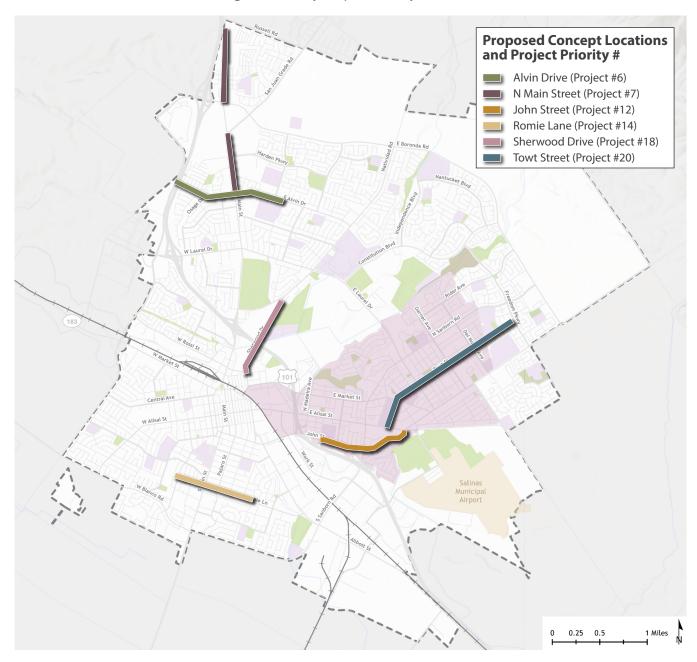


Figure 6-1: Key Map of Priority Corridors



Alvin Drive (Project #6)

Corridor Context

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

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

- Closes bicycle or sidewalk gap
- Proximity schools and commercial destinations

- Located along a transit route
- Received multiple public input comments

Corridor Recommendations

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

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

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

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

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

Preferred Alternative

The public preferred maintaining the two-way left turn lane for both W Alvin Drive and E Alvin Drive. For E Alvin Drive, the community supported removing one through lane in one direction, removing parking, and maintaining the two-way left turn lane. Based on directional ADT volumes, it was decided that one eastbound travel lane would be removed.



N Main Street (Project #7)

Corridor Context

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

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

- High bicycle and pedestrian collision density
- Closes a bicycle or sidewalk gap
- Improves bicycle facilities

- Located along a transit route
- Received multiple public input comments

Corridor Recommendations

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

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

Cross-Section Alternatives

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

Preferred Alternative

The preferred alternative was developed with the community which maintains the two-way left turn lane and parking on the east side of the corridor between Boronda Road and Bolivar Street. North of Bolivar Street, it was agreed that parking should remain on both sides of the street, but one southbound travel lane could be removed based on traffic volumes to accommodate the proposed bicycle facility. South of Madrid Street/Harden Parkway, parking would be maintained on the west side adjacent to multi-family residential buildings, and the bicycle facility could be implemented by narrowing lane widths. The concept also includes enhanced pedestrian treatments for the mid-block crossing at Lamar Street.



John Street (Project #12)

Corridor Context

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

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

Corridor Recommendations

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

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

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

Cross-Section Alternatives

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

Preferred Alternative

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



Romie Lane (Project #14)

Corridor Context

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

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

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

Corridor Recommendations

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

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

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

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

Preferred Alternative

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



Sherwood Drive (Project #18)

Corridor Context

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

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

- Proximity to parks, schools, and commercial destinations
- Located along a transit route

- Above average bicycle and pedestrian collision density
- Received high number of comments from public

Corridor Recommendations

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

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

Preferred Alternative

The preferred alternative, maintains the two-way left turn lane, implements a Class I shared use path on the east side, and narrows the roadway width to reduce speeds.



Towt Street (Project #20)

Corridor Context

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

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

- Located within a Disadvantaged Community
- Closes a bicycle or sidewalk gap

- Proximity to multiple schools, parks, and commercial destinations
- Above average bicycle and pedestrian collision density

Corridor Recommendations

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

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

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

Cross-Section Alternatives

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

Preferred Alternative

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



Chapter 7: Implementation

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

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

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

Proposed Cost Estimates

Planning-Level Cost Estimates

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

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





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

74076	rable 7-1. Flatining-Level Cost Opinions by improvement Type					
Improvement Type	Units	Cost per Unit	Assumptions			
Class I Shared Use Path	Mile	\$4,500,000	Assumes 13-16' path.			
Class IIB Buffered Bike Lane	Mile	\$500,000	Assumes slurry seal and no traffic signal modifications.			
Class III Bike Route	Mile	\$115,000	Assumes approximately 88 thermoplastic sharrow pavement markings and 8 signs.			
Class IV Bikeway (soft infrastructure)	Mile	\$600,000	Assumes slurry seal, flexible delineators, zebra bumps or other similar vertical devices.			
Mid-Block Crossing (with RRFB)	Each	\$90,000	Assumes crosswalk, curb ramps, RRFB system, and refuge median island.			
Curb Extension (dual ramps)	Each	\$170,000	Assumes curb ramps and curb extension			
Curb Extension (single ramps)	Each	\$160,000	Assumes curb ramp, and curb extension			
Raised Crosswalk (with RRFB)	Each	\$137,000	Assumes crosswalk, curb ramps, and RRFB system.			
Raised Crosswalk (without RRFB)	Each	\$80,000	Assumes crosswalk and curb ramps.			
ADA Curb Ramp	Each	\$10,000				
Bike Signal	Intersection	\$47,000	Assumes signals for two approaches of an existing signalized intersection. Includes detection, signing/ striping, conduit, and equipment. Does not include signal modifications.			
Median Reconstruction	Mile	\$265,000	Assumes removal of existing median and installation of new.			



Maintenance Cost Estimates

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

Potential Funding Sources

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

- General Fund/Capital Improvement Program (CIP) – the prioritized corridor projects included in this plan can be included in future CIP budgets
- Grant funding sources
- Maintenance funding
- Developer construction
- VMT mitigation

Grant Funding

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

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

- Active Transportation Program (ATP)
- Active Transportation Grant Program (ATGP)
- Community Development Block Grant Program (CDBG)
- RAISE Discretionary Grants
- Reconnecting Communities and Neighborhoods Grant Program

- Safe Streets and Roads for All (SS4A)
- Highway Safety Improvement Program (HSIP)
- Urban Greening
- Office of Traffic Safety (OTS) Grant Program
- Solutions for Congested Corridors (SCCP)
- Local Streets and Roads Program (LSRP)
- Sustainable Transportation Planning Grants

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

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



Recommended Actions

Develop a Grant Funding Strategy

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

Monitor and Evaluate ATP Progress

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

Communicate and Educate

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

Ensure Long-Term Sustainability

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

Align Resurfacing Program with ATP Project Implementation

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





Bike lane barrier installation. Credit: NACTO



Prioritize Sidewalk Infill in High Pedestrian Demand Areas

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

Regularly Assess and Update Design Guidelines

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

Pilot/Quick-Build Projects

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





Appendix A: Existing Conditions Report





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Barrier Assessment

6. Key Findings









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1. Introduction

Purpose and Background

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

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

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

Report Organization

The report is organized as follows:

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

and provides an overview of locations with high likelihood or propensity for individuals to engage in active transportation.

Document Review

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

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

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

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

Salinas Planning Areas

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

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





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

Alisal Vibrancy Plan (2020)

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

Central Area Specific Plan (2020)

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

East Alisal Street Corridor Plan (2019)

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

West Area Specific Plan (2019)

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

Downtown Vibrancy Plan (2015)

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

2. Community Profile

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

Geographic Setting

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

Built Environment

The City has experienced rapid growth serving as the main business, governmental, and industrial center in the region. This has resulted in



fast-paced development and a demand for a variety of housing options.

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

Speed Limits

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

Existing Land Use

There are eight land use categories in Salinas as shown in **Table 1**. The land use map is shown in **Figure 3**.

Table 1: Existing Land Use

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

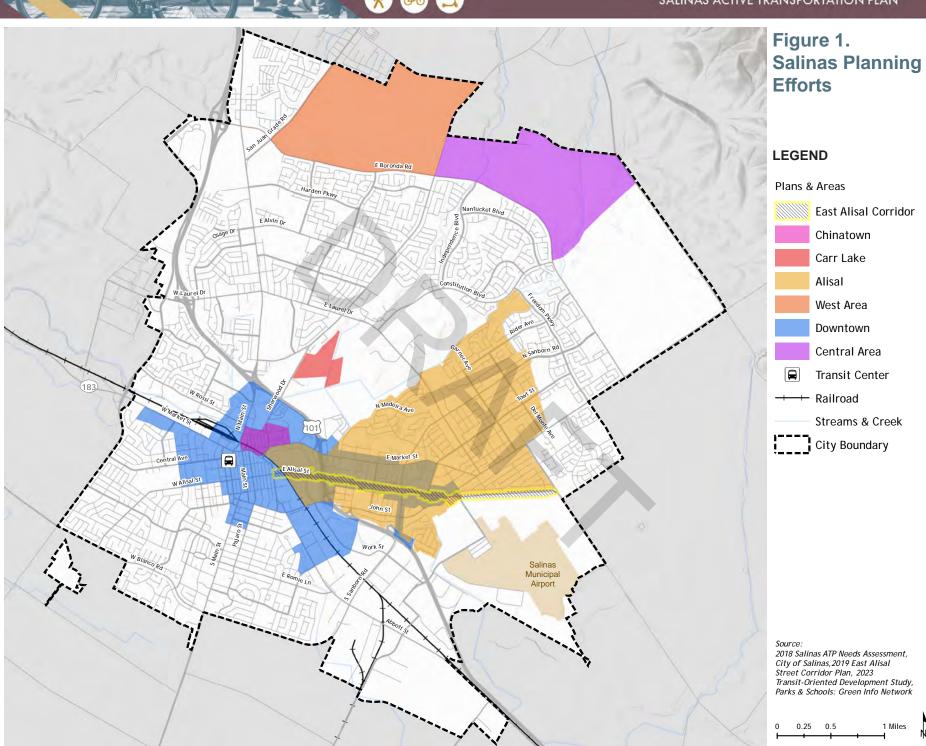
Residential land uses are dispersed throughout the City, making up approximately 35% of the total land use. The main commercial and mixed land uses are concentrated along Main Street, along the railroad, East Alisal Street, and Market Street. The northwest commercial cluster includes retail centers such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

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

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

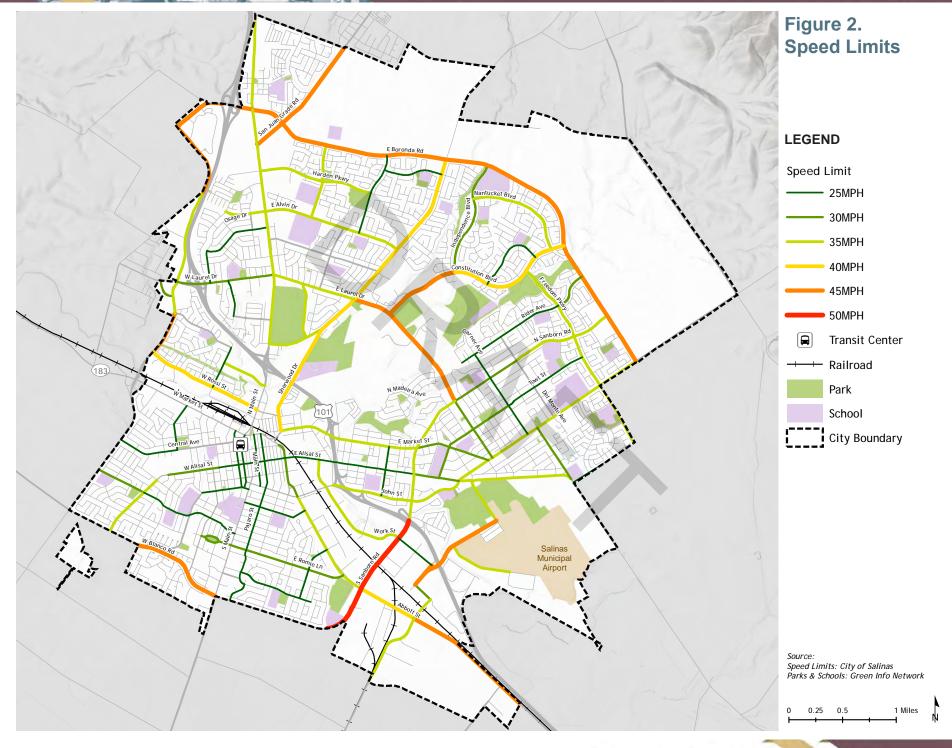
Future Land Use

Potential future land use in Salinas is shown in **Figure 5**. The existing agricultural land of San Juan Grade Road and north of Boronda Road is expected to develop and transition to uses that include residential, parks, retail, schools, and mixed-use.

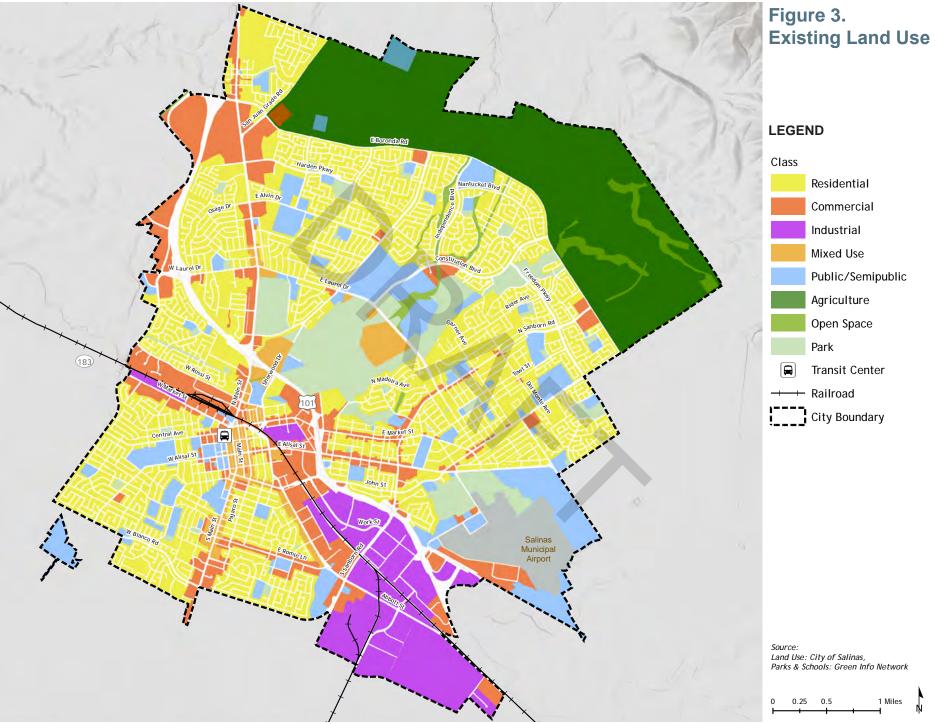


1 Miles

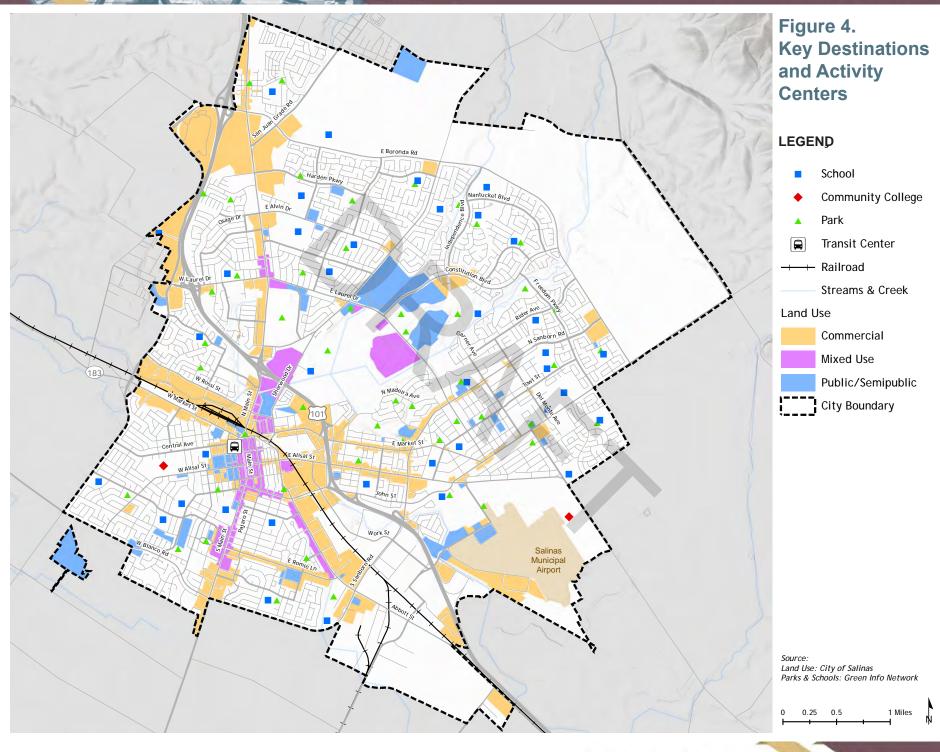




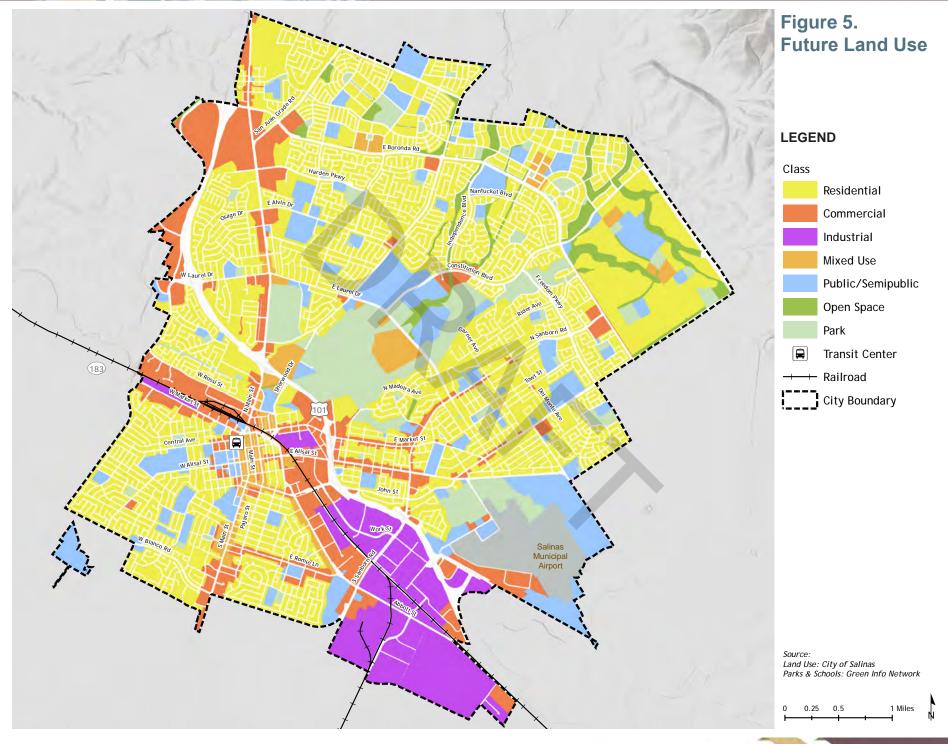














The following maps summarize data for socioeconomic characteristics from the 2021 US Census Bureau's American Community Survey (5-year estimates), unless otherwise specified.

These socioeconomic variables include:

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

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

Where People Live

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

Where People Work

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

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

Table 2: Means of Transportation to Work

Means of Transportation to Work	% of Total	#
Car, truck, or van	82.1%	57,052
Drove alone	71.0%	-
Carpooled	11.2%	-
In 2-person carpool	7.9%	-
In 3-person carpool	1.7%	-
In 4-or-more person carpool	1.5%	-
Public transportation (excluding taxicab)	0.7%	486
Walked	1.0%	695
Bicycle	0.1%	69
Taxicab, motorcycle, or other means	12.6%	8,756
Worked from home	3.5%	2,432
Total	69,4	91

Median Household Income

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



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

Age

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

Table 3: Age

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

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

Table 4: Race and Origin Distribution

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

Disadvantaged Communities

Percent of Households in Poverty

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

CalEnviroScreen 4.0

CalEnviroScreen (CES) is a commonly used environmental justice index created by the California Office of Environmental Health Hazard Assessment (OEHHA). CES has two components: pollution burden and population characteristics. Each component is ranked on a







percentile basis, and areas in the higher percentiles (closer to 100%) are those that experience a disproportionately higher amount of pollution and may have lower socioeconomic capacity to adapt or cope.

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

Healthy Places Index

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

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

Zero Vehicle Households

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

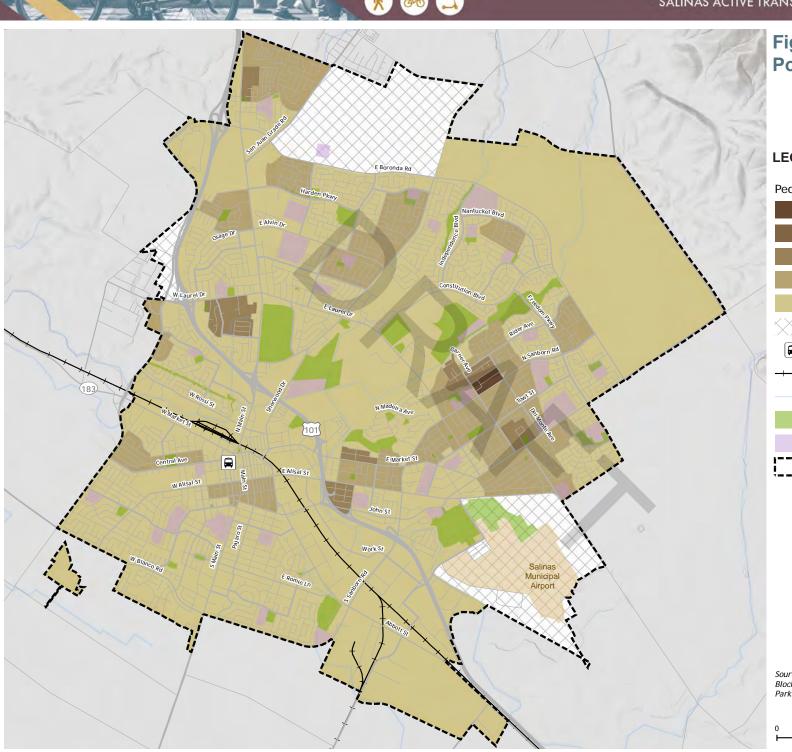


Figure 6. **Population Density**

LEGEND

People Per Acre

101 - 110

81 - 100

41 - 80

21 - 40

1 - 20

0

Transit Center

+ Railroad

Streams & Creek

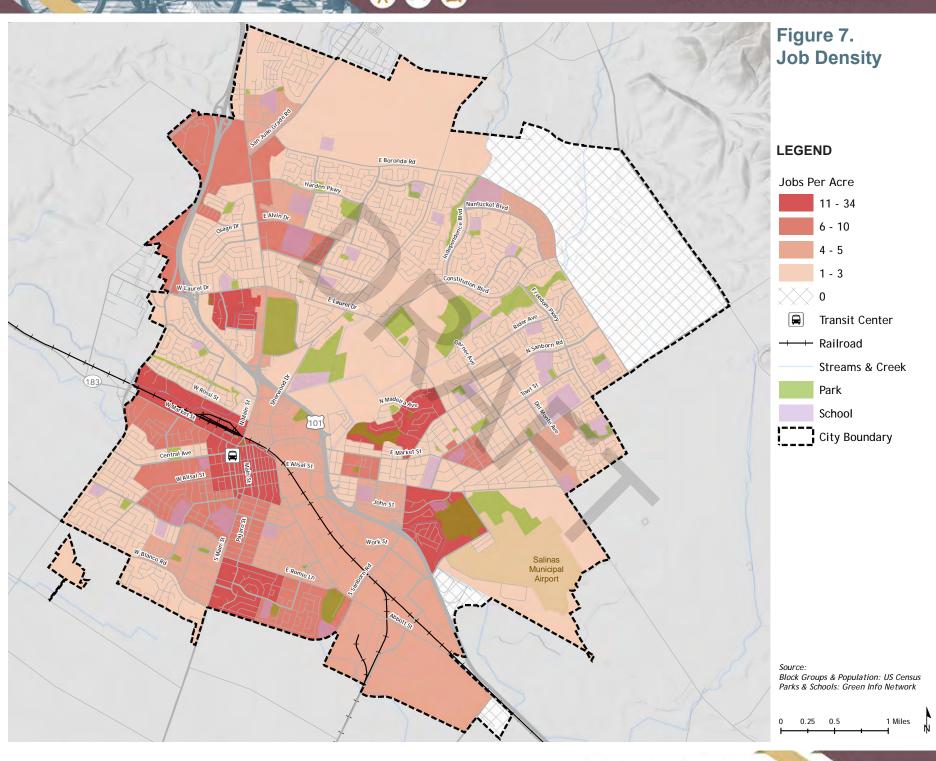
Park

School

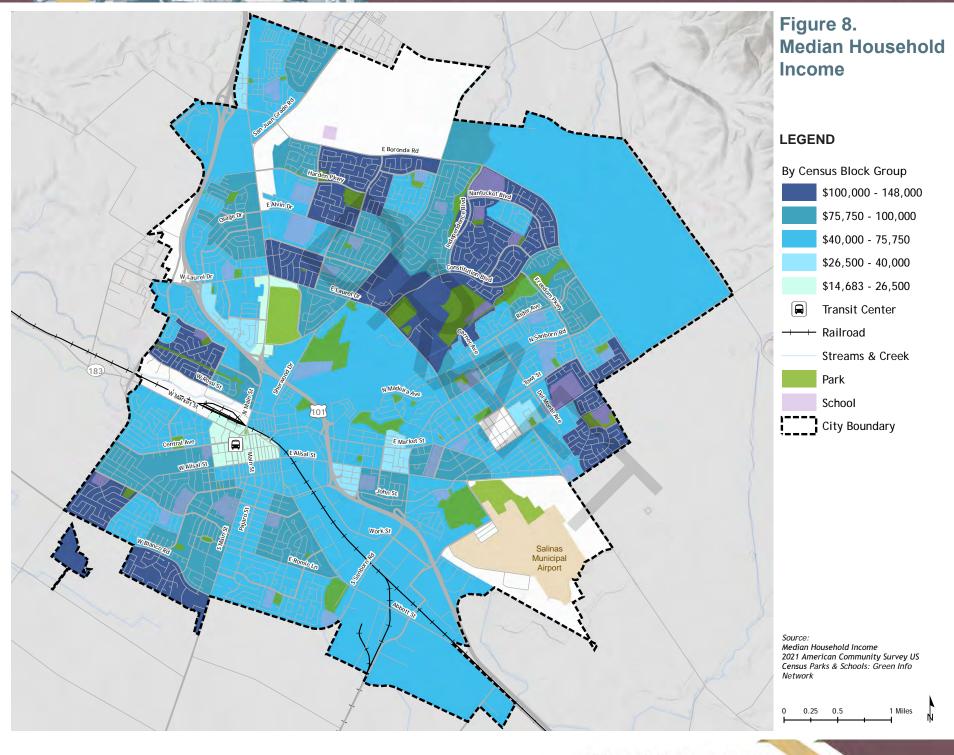
City Boundary

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

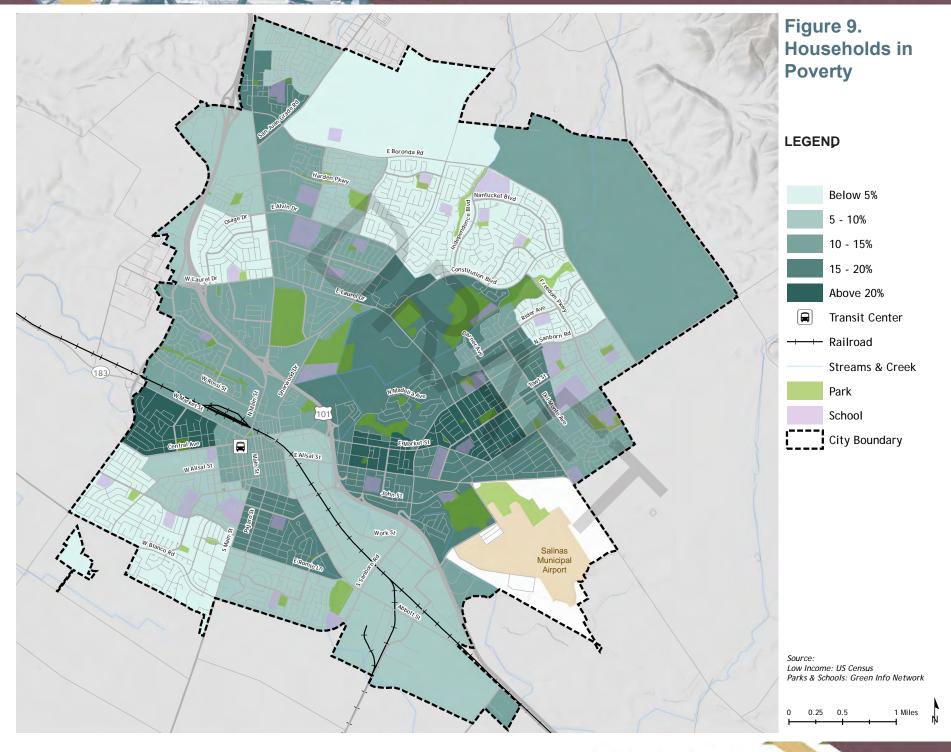
0.25 0.5

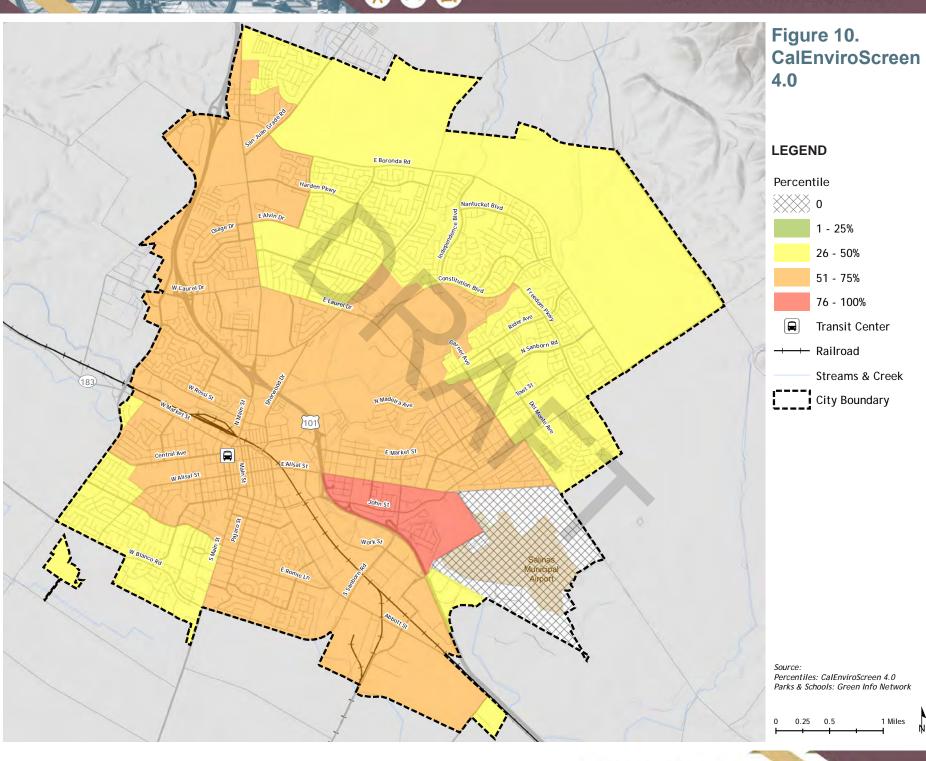




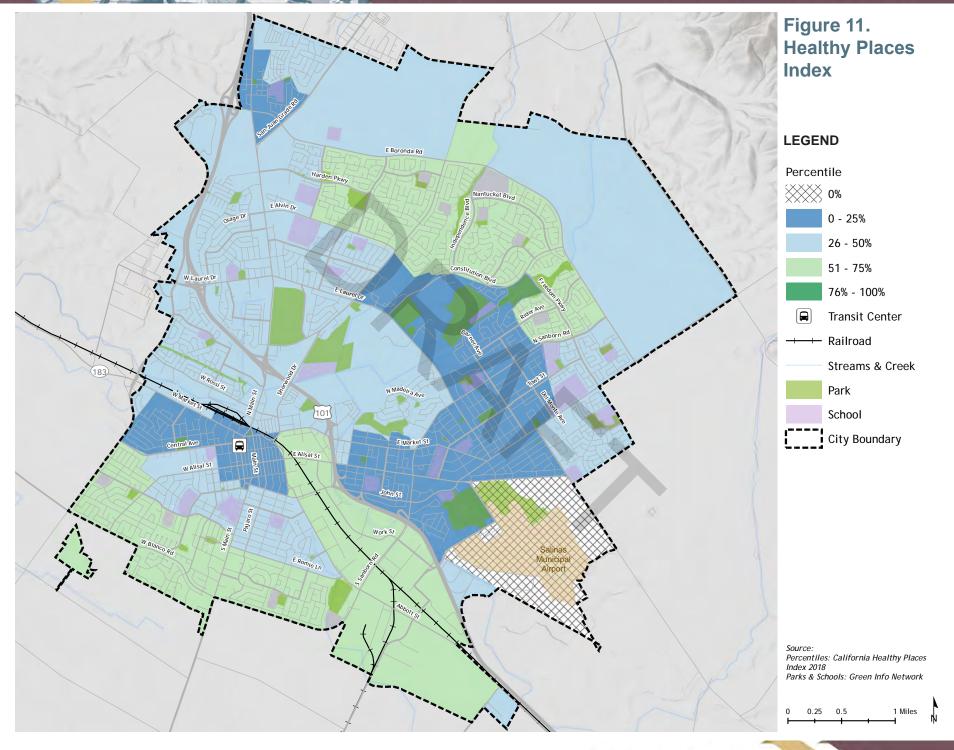


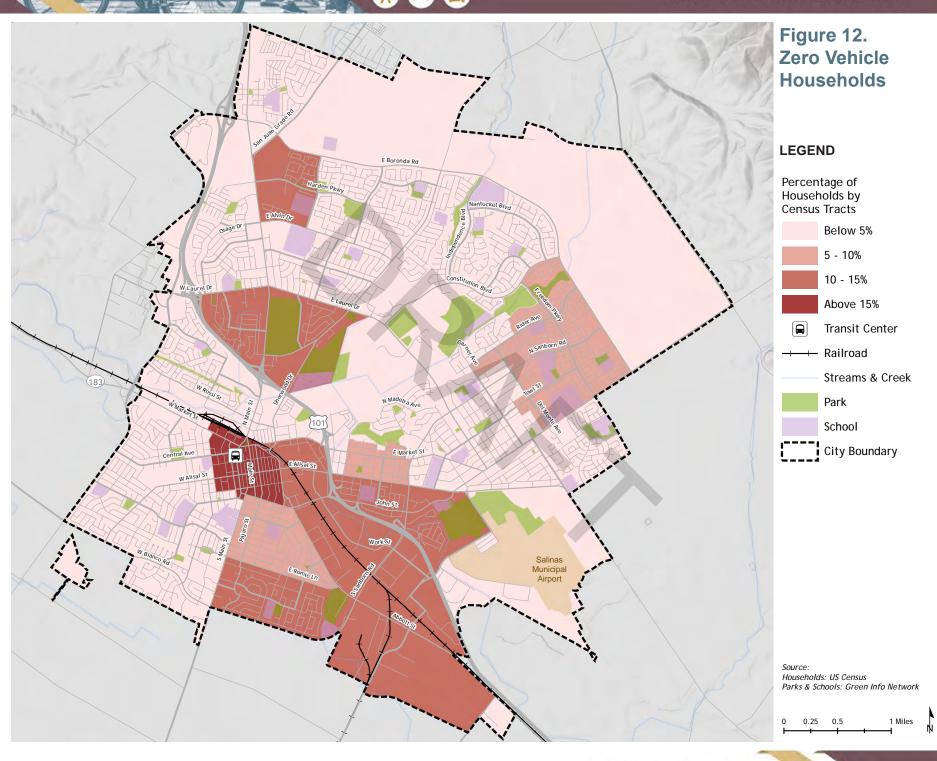


















3. Active Transportation

Biking Today

Existing Biking Network

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

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

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

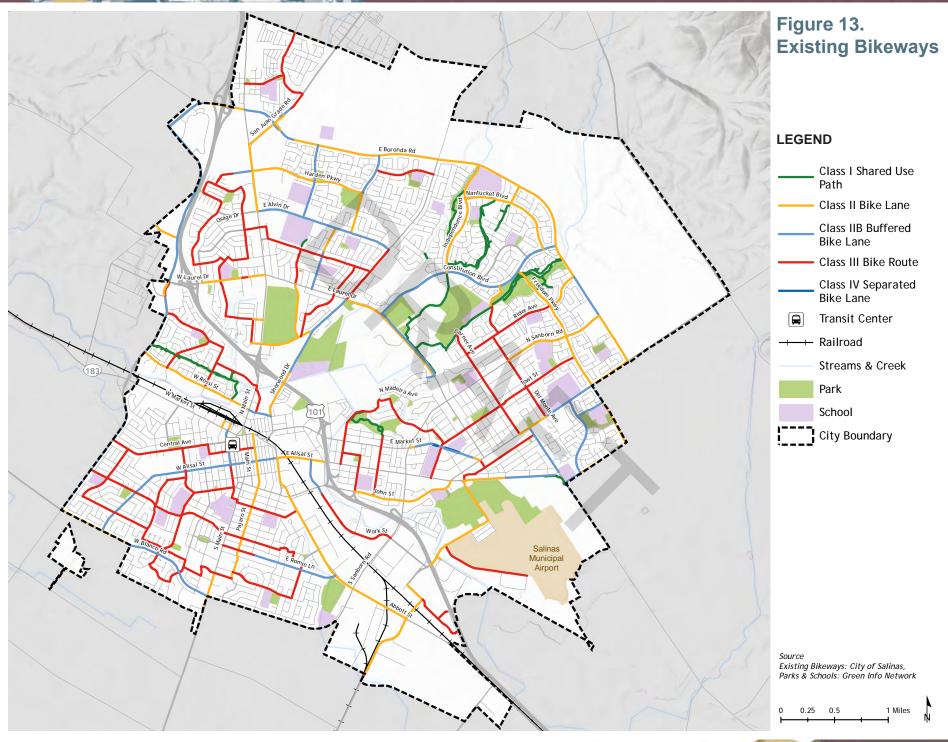
Table 5: Bicycle Mileage by Facility Type

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

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













Existing Bicycle Level of Traffic Stress

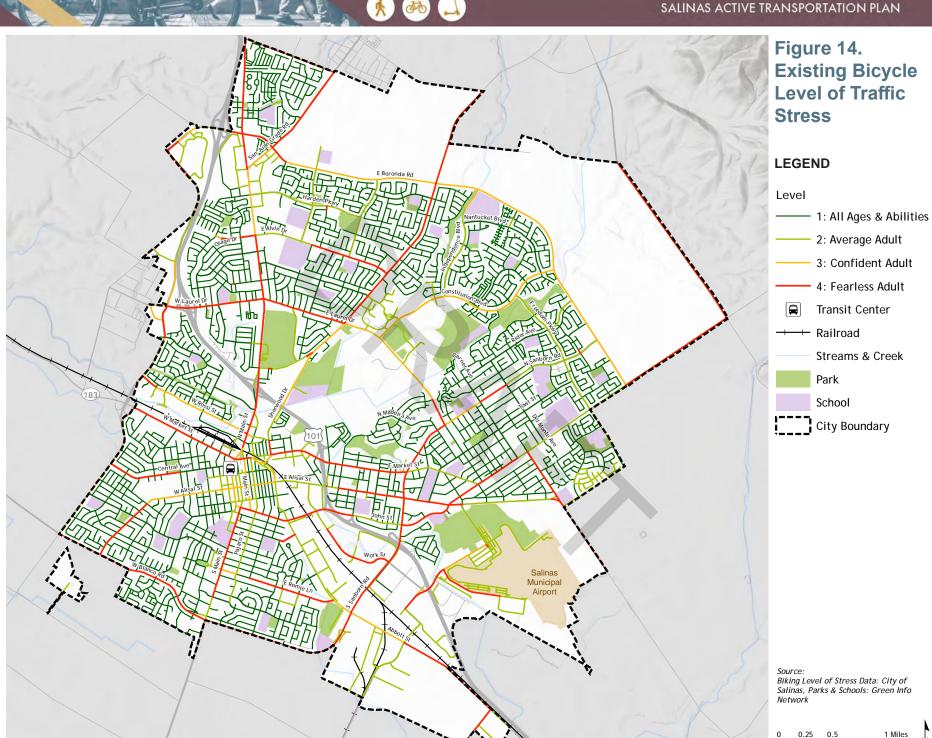
A Bicycle Level of Traffic Stress (BLTS) analysis was conducted on the major roads in Salinas as part of previous planning efforts. **Figure 14** shows the BLTS on existing and active major roads.

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

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

Low-Stress Islands

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



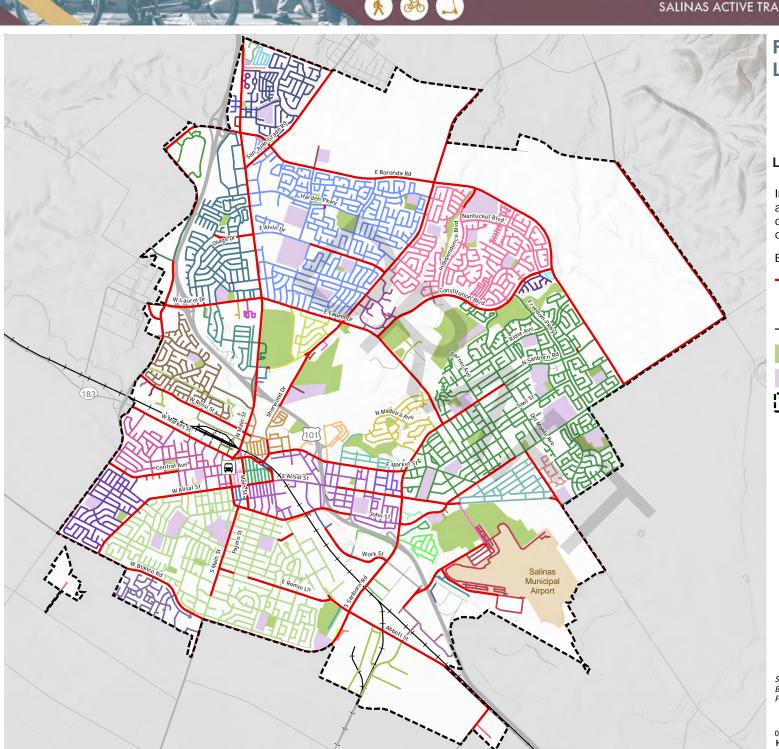


Figure 15. Low-Stress Islands

LEGEND

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

Bicycle Level of Stress

3 & 4

Transit Center

Park

School

City Boundary

Source:

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

0 0.25 0.5 1 Miles







Walking Today

Existing Pedestrian Network

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

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

Existing Trail Network

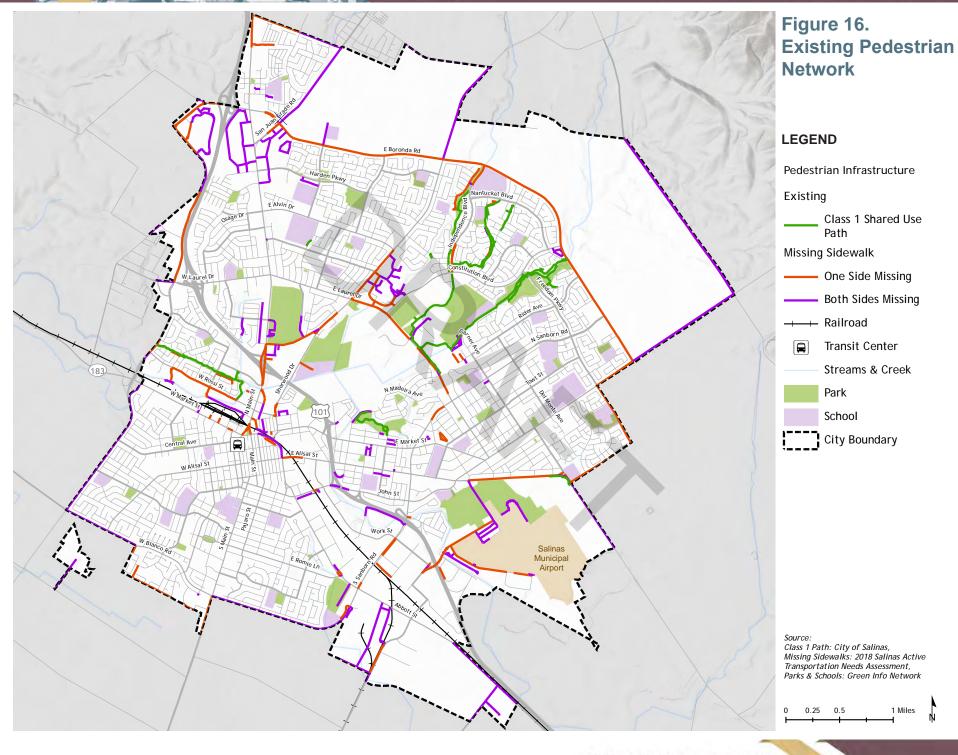
The trail network in Salinas consists of paved Class I shared use paths located within parks and open space such as Rossi Rico Parkway, Natividad Creek Park, and Gabilan Creek Wilderness Sanctuary as shown in **Figure 17**. Rossi Rico Parkway is a great example of a linear park with a Class I shared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

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

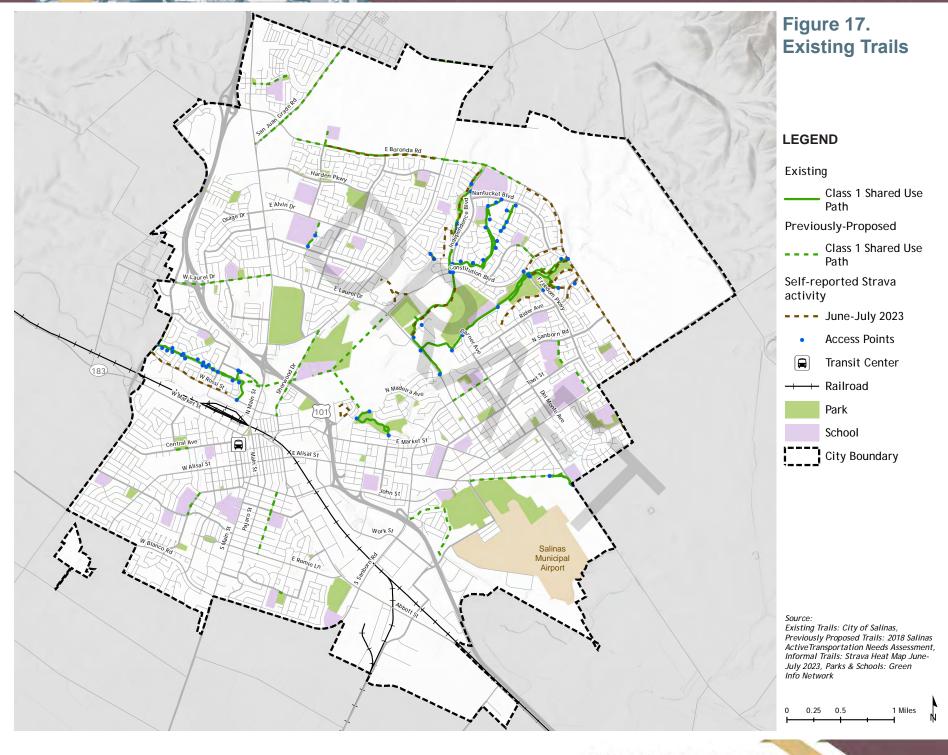
Salinas generally lacks natural-surface trails that are often associated with passive, nature-oriented uses. The Carr Lake Park project has identified a network of these natural-surface trails throughout the habitat-restoration portion of the project, and the ATP will identify opportunities for others.













Bicyclist- and Pedestrian-Related Collisions

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

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

Table 6: Bicycle and Pedestrian Collisions by Location

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

Table 7: Bicycle and Pedestrian Collisions by Severity

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

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

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

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

Table 8: Top 10 Bicyclist Collision Corridors

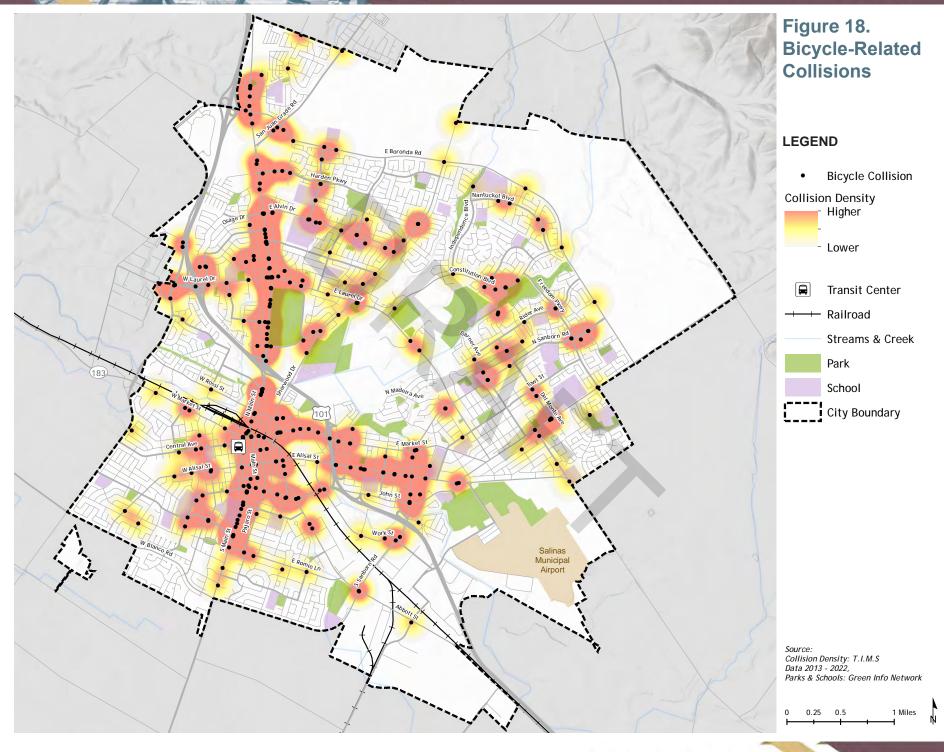
Rank	Street Name	Bicycle Collisions	Fatal Bike Collisions
1	Main Street	67	0
2	Alisal Street	22	0
3	Market Street	21	1
4	Laurel Drive	15	0
5	John Street	13	0
6	Sanborn Road	11	0
7	Natividad Road	8	1
8	Alvin Drive	8	0
9	Davis Road	8	0
10	Sherwood Drive	7	0

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

Table 9: Top 10 Pedestrian Collision Corridors

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





Pedestrian Collision

Transit Center

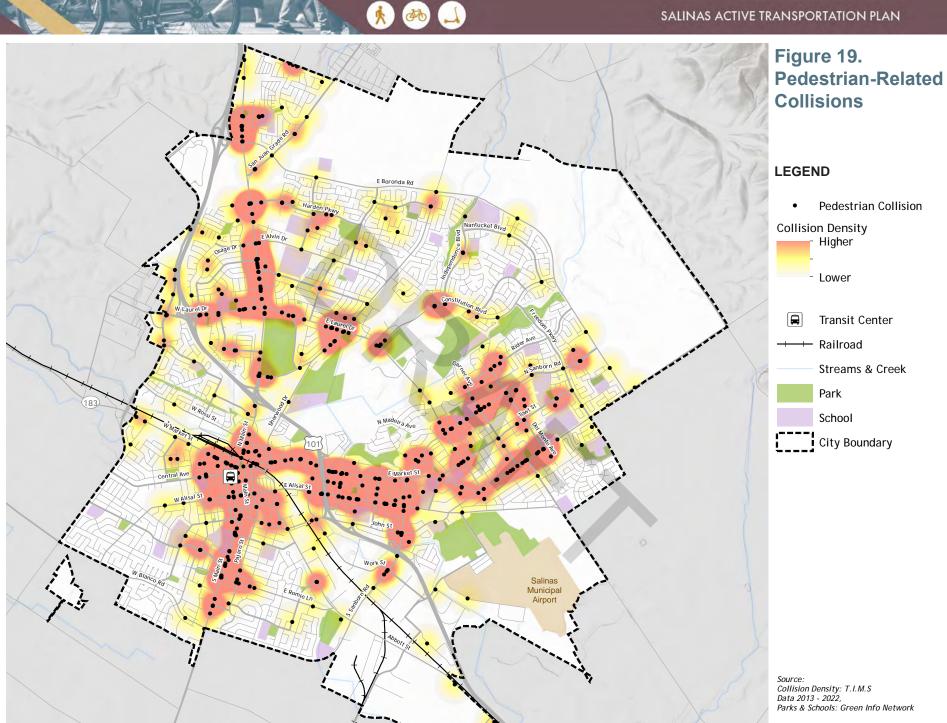
Streams & Creek

- Lower

→ Railroad

Park School

0 0.25 0.5









5. Needs Assessment

Active Transportation Propensity

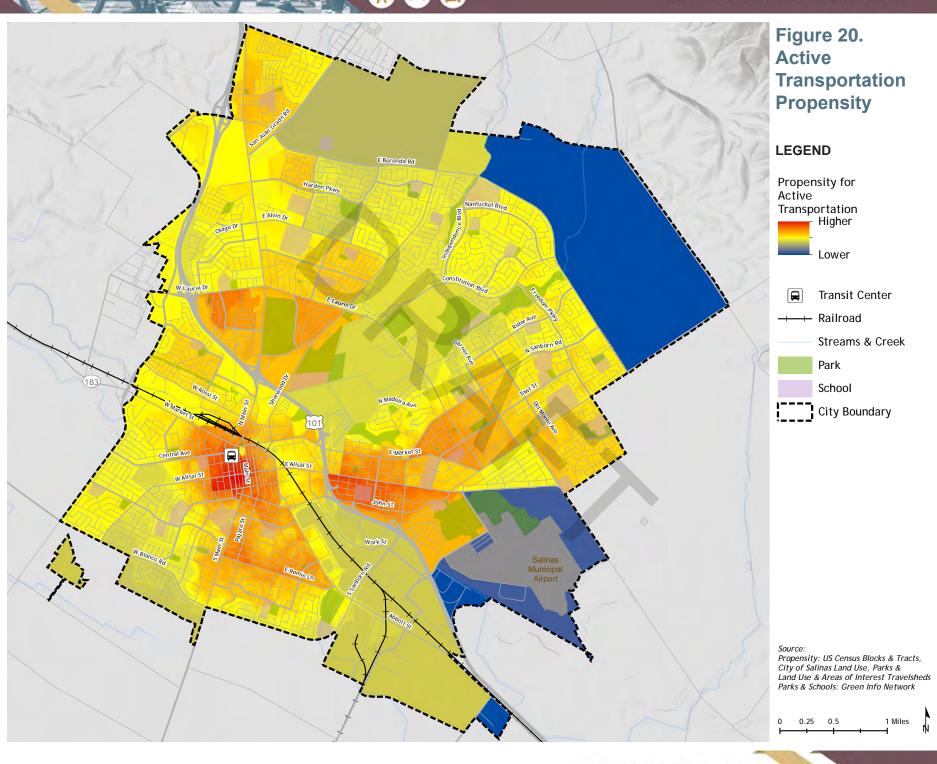
A Geographic Information Systems (GIS) model was created to identify areas of highest bicycle and pedestrian activity potential, called an Active Transportation Propensity Model.

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

The areas with the highest propensity for active transportation are:

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









Bicycle Gap Assessment

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

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

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

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

Pedestrian Gap Assessment

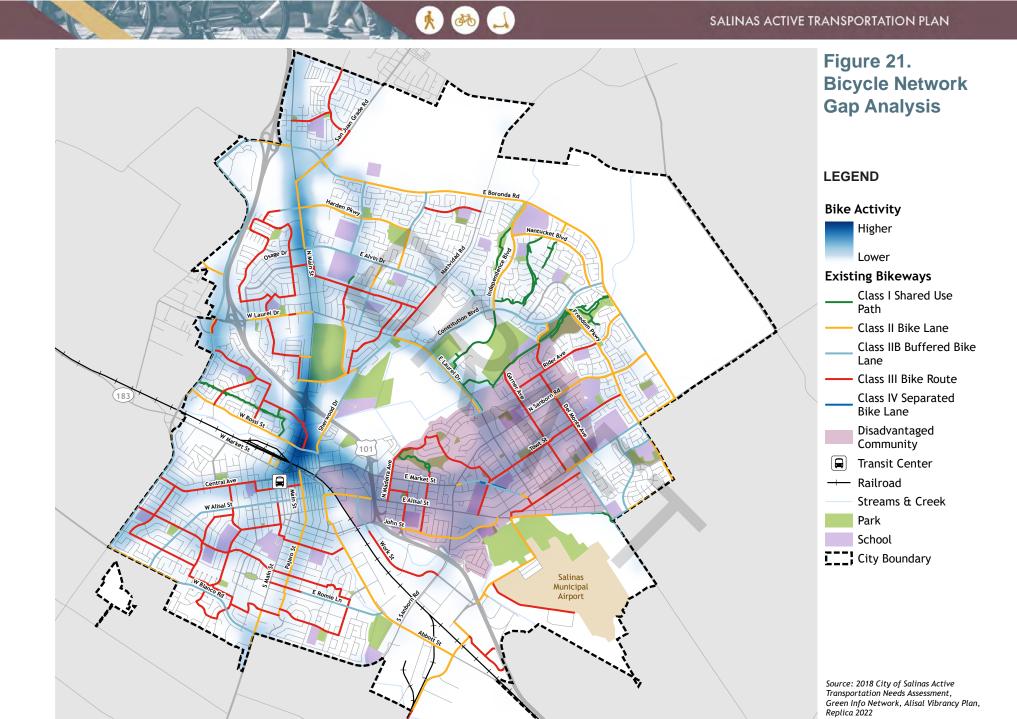
This section identifies gaps in the pedestrian network within the City of Salinas. Figure 22 shows where there are missing sidewalks and high pedestrian activity areas.

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

The pedestrian gaps analysis identified locations where sidewalks and trails are disconnected or inadequate, particularly in proximity to key walking destinations such as transit stops, schools, parks and retail. One area of high pedestrian activity where sidewalks are missing is along San Juan Grade Road, creating an unsafe environment for pedestrians who walk along this corridor. San Juan Grade Road connects residents in the northwest corner of Salinas to businesses and grocery stores along North Main Street.

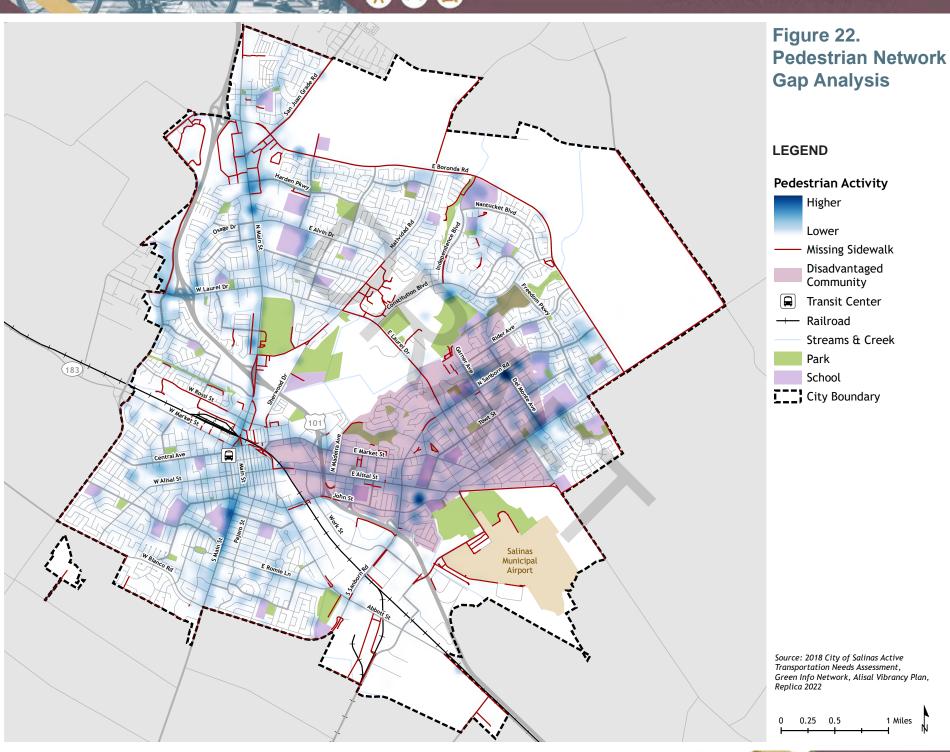
Another area where there is high pedestrian activity and missing sidewalk, is along the railroad crossing at John Street. This railroad crossing also borders a disadvantaged community and serves as a critical link to nearby businesses.





1 Miles

0.25 0.5







Barrier Assessment

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

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

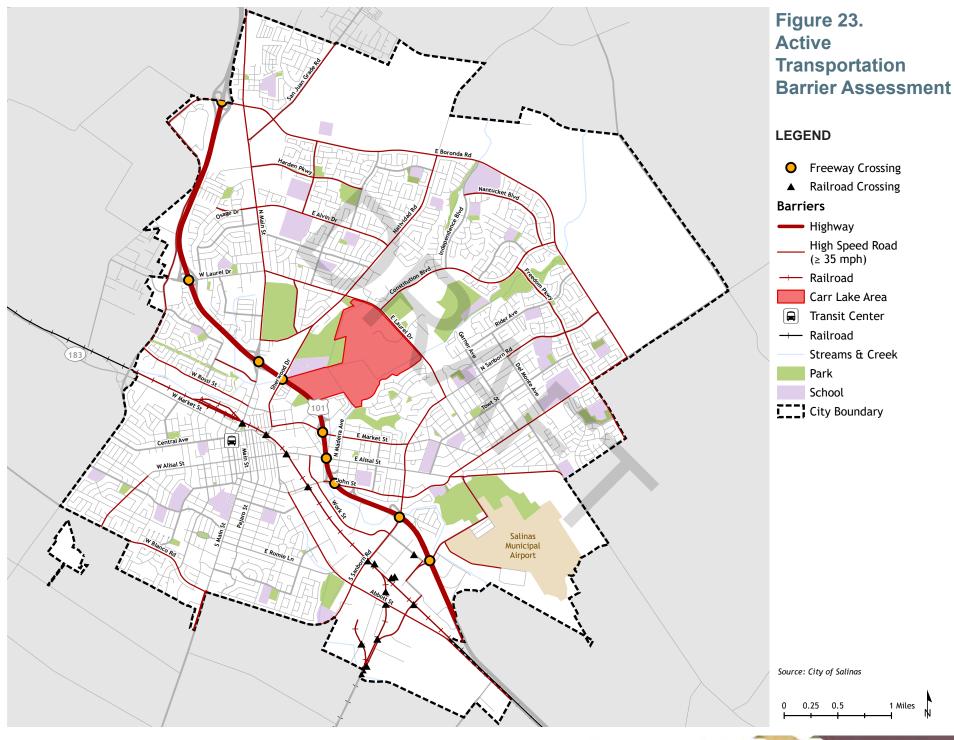
There are limited quality crossings along Highway 101 creating a barrier for bicyclists and pedestrians, dividing the City in half. The railroad also cuts across the City offering limited quality pedestrian and bicycle infrastructure for people to cross. These barriers make it especially difficult for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

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

6. Key Findings

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







Appendix B: Caltrans ATP Checklist

Appendix to be included in final version of report.



Appendix C: Public Comment and Outreach Feedback

Suhmissid	1.What	2.What	3. What is your race/ethnicity?	1.How often	2. Would you like to walk or ride a bicycle in Salinas for your daily	3. What street do you live on? This information will be used to determine the	4.What destinations do you access now or would	4a. Please include specific destinations (i.e.	5.What routes do you use or would you like to use to walk and bike to these	6.How knowledgeable do you feel about the rules of the road for people walking and	7.What do you see as	if you selected other please	8. What do you see as the benefits of	If you selected	9. What do you see as the	If you selected other,	10. What do you see as the benefits of bicycling? Select all	If you selected other.	11.What is your vision	12. Is there anything else you'd like us to
Date	is your age?	is your gender?	(Select all that apply)	do you walk or bike now?	commute, errands, recreation, or other activities more than you do now?	best route for walking and biking between your home and your preferred destinations.	you like to access by walking or bicycling? Select all that apply.	Hartnell College, Closter Park, Harden Shopping Center etc.).	destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	road for people walking and biking?	the barriers to walking? Select all that apply.	specify	walking? Select all that apply.	other, please specify:	barriers to bicycling? Select all that apply.	please specify	benefits of bicycling? Select all that apply.	please specify:	for a pedestrian- and bicycle-friendly Salinas?	know?
Nov 3, 20	3 36 - 50	Female	Prefer not to say	A few times a year	Maybe	Via Paraiso	Commercial areas	Grocery stores, etc	San Miguel	Not at all knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health		Bike lanes and/or intersections do not feel safe		Improved health		San Miguel is very narrow and the side walks are a mess.	
Nov 3, 20	3 36 - 50	Female	Prefer not to say	A few times a year	Maybe	Via Paraiso	Commercial areas	Grocery stores, etc	San Miguel	Not at all knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health		Bike lanes and/or intersections do not feel safe		Improved health		San Miguel is very narrow and the side walks are a mess.	
Nov 2, 20	3 65+	Female	White/Caucasian	A few times a week	Yes	Pine St.	Parks Commercial areas Medical offices Other	Harden Shopping Center, John Steinbeck Library, Steinbeck Post Office	Pajaro St to Alisal St., I don't know of a safe route to Harden Shopping Center from S. Salinas	Very knowledgeable	Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination I don't feel confident riding my bike on the road	SPU does not ticket	Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Dedicated bike lanes that are separated from the street. A safe bicycle friendly way to get to North Salinas from South Salinas. Sufficient police patrol or road cameras to ticket speeding drivers.	Thank you so much to everyone involved in creating the bicycle lanes on Aliual St. and John St. They have cally leighed to calm varific speed on those streets and I feel involved in the creating Aliual and Main St. now when I am walking to Oktown. I also feel much safe when I drive to businesses on the Control of the Control of the St. Aliual as I can so ak on the street without worrying about being hit as I cent and enter my cur.
Nov 2, 20	Prefer 3 not to say	Female	Other	A few times a month	Maybe	Off of West Laurel, near the fire station.	Commercial areas Other	All shopping and dining off North Main.	Can't use North Main because it is way too busy with careless speeding drivers. The residential streets are too narrow and residents don't understand or care about either blue lanes or bike routes.	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while Sidewalks are too narrow, damaged, or missing and do not feel safe intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Other	SPU DOSE NOT LICKET for bitle lane widelations. Across referred for bitle lane widelations. Across from the second for the second for the students, family members use the declicated bitle. LANE To sit and wait for their students, forcing cyclists into the lane of very fast moving traffic. Vehicles regularly use the bitle. LANE on Borndo to Natividad Rd. so get a head start borndo to Natividad Rd. so get a head start by a car doing this. SPD also needs to target those tennaged boys with fixes - they are extremely dangerous to themselves and the themselves and	Improved health Improved fitness I relyo blood Avoiding driving or taking the bus Biking is good for the environment		Bike lanes with Bike lanes not such as the such as the such as for the such as	Salinas is very bike-unfriendly. Period.
Nov 1, 20	3 36 – 50	Female	Other	Every day	Yes	D st	Schools Parks	Montebella park, Natividad park, Cesar Chavez park	Mae , Towt, paseo grande, freedom parkway, n Sanborn, e boronda, Williams rd, Tuscany Blvd and padova rd	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike land to the bike land to the bike land to the bike land to the bike land to the bike land to the bike land to the bike land t	Miles and delicate	Improved health Improved fitness Avoiding driving or taking the bus Saving money on transportation expenses			
Nov 1, 20	3 36-50	Female	Hispanic/Latinx	A few times a month	Yes	Polk	Parks Other	Downtown	North main	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness Walking is good for the environment		Violence or crime Bike lanes and/or Intersections do not feel safe Amount of traffic or speed of traffic along route	Getting hit by a motor vehicle	Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment	Spending time with my family	Safe Bike paths for people to enjoy without fear of being hit by vehicles.	Adding a bike path to parks like the dog park on Rossi or the new park going in on laurel, so families can ride safely.
Nov 1, 20	3	Female	White/Caucasian	A few times a year	No	Tyler St	Other	It's a waste of resources. The POLICE/ CITY COUNCIL, refuse to enforce the laws we have.	Sherwood neighborhood.	Very knowledgeable	Violence or crime Sidewalis are too narrow, damaged, or missing and do not feel safe Intersections/ crossing streets does not feel and the safe of the properties of the safe of the or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my Community Valking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris on potholes in the bike lane I'm not interested in riding a bike				Jamins obest care about the health of safety of its citizens. Cars speed, park on the sidewalk and large wehicles (over 7) frequently block drivewayswhen children and people are walking you can not see the cars coming down the road. Between the speeding cars and the large number of cars speeding cars and the large number of cars with the properties of the common of the commo	

Subr		.What : s your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your	4. What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Nov	1, 2023	18 – 35	Male	Native American	Every day	Yes	preferred destinations. Nancy Drive	Schools Parks Commercial areas Medical offices Transit	Downtown	Boronda, Davis ,	Very knowledgeable	Weather It is difficult to carry the things I need while walking Violence or crime		Improved health Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment		Violence or crime Bikle lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment			
Nov	., 2023	i1 – 65	Male	Other	A few times a year	No	North Main	Work	Downtown, transit stops	Main	Very knowledgeable	My destinations are too far to walk to Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness		My destinations are too far to bike to Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my discontinuous descriptions of the debris of		Improved health Improved fitness		There would be a common sense and friendly drivers, blcyclists, and walkers all sharing the road.	
Nov	, 2023	i1 – 65	Male	Hispanic/Latinx	A few times a month	Yes	Hartford St	Schools Parks Commercial areas	Creekbridge shopping center	Hartford to Danberry to independence	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Cars parked in bike line in front of Alvarez high school	Cars parked in the bike lane in front of Álvarez high school	Improved health Improved fitness I enjoy walking		Bike lanes and/or intersections do not feel safe Other	Cars parked in bike line	Improved health Improved fitness I enjoy bicycling			
Nov	1, 2023	65+	Male	Other	A few times a week	Yes	Columbian Dr	Parks Commercial areas Medical offices Other	Old town	N. Main to downtown	Somewhat knowledgeable			Improved health Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Safe lanes away from Vehicle traffic	
Nov:	1, 2023	51-65	Female	Prefer not to say	Never	No	University	Other	None	None	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe	I don't want more bike lanes	Improved health Improved fitness I enjoy walking		It is difficult to carry the things need while biking No blee parking at my destination Difficult to look professional when ride a bike I'm not interested in riding a bike		Other	I am not interested in biking	That it stops. Some of us have disabilities and need to drive. As the population is gripping in Salinas we should be finding more ways for the traffic to flow not superaing it out for the three people that ride. I drive Alisal every day and that street is a mess. I can count on one hand how many people in have seen using it have seen using it have seen using it have seen using it have seen.	Stop squeezing cars into the residential areas that are trying to avoid the traffic.
Nov:	i, 2023	8 – 35	Female	Hispanic/Latinx	A few times a week	Yes	Maple st	Schools Work	Roosevelt Elementary School	Maple St to Main street then to Alisal st then to church st.	Somewhat knowledgeable	My destinations are too far to walk to Weather Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along router		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Weather Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination		Improved health Improved finess I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		My vision is for drivers to actually respect a person riding a bicycle and for riders to wear the proper PPE while riding.	
Oct 3	1, 2023	6 – 50	Female	White/Caucasian	Never	No	Rico st	Other	None, no more nike lanes	None	Very knowledgeable	Violence or crime I'm not interested in walking		Improved health		Violence or crime I'm not interested in riding a bike		Improved health		Stip investing money on this, this is not a town where many people bike. Improve the roads and safety instead. Also, stop eliminating car lanes to add bike lanes that are rarely used	
Oct 3	1, 2023	86 – 50	Female	Hispanic/Latinx	A few times a month	Yes	Nacional Street	Schools Parks Commercial areas Work	SHS, Oldtown, South Main Shopping Centers	Central to Homestead to Alisal to Main or Clay Street. Central to Alisal to Acacia to S Main. Central to main to Blanco to Alisal. Salinas to Castroville Route. Davis to CSUMB via Reservation Rd.	Somewhat knowledgeable	My destinations are too far to walk to it is difficult to carry the things I need while walking Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Saving money on transportation expenses		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		More bike lanes. Install bike lockers in key areas of town.	Promoting more bicycle friendly events for the community would be great. Cidovia has done a wonderful blot, Having blat days downtown, or in parks, would be a great way to grow

Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and bilking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	What do you see as the benefits of walking? Select all that apply.	selected	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 31, 202	3 36-50	Other	Other	A few times a week	No					Very knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking		It is difficult to carry the things I need while biking Violence or crime Bike lanes and/or intersections do not teel safe		improved health Improved fitness I enjoy bioycling Avoiding driving or taking the bus		Strong enforcement of verbicle code violations, especially in bike "friendly" zones. Do NOT design anything as poor as what you've already done to Alisal St. The loss of a car lane has increased the danger level for bikes and pedestrians. The log jam traffic at rains at and surrounding area is ridiculous it causes driver frustration that its ridiculous it causes driver frustration that the leads to people driving worse than they did before.	
Oct 31, 202	3 18-35	Female	Hispanic/Latinx	Every day	Yes		Work Transit	City Hall		Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		My destinations are too far to bike to Too many hills along my route Bike lanes and/or intersections do not feel safe		Improved health Improved fitness I enjoy bicycling Biking is good for the environment			
Oct 31, 202	3 65+	Female	Hispanic/Latinx	A few times a month	Yes	Catalina Ave.	Commercial areas	Maker's CrossFit	Blanco Rd	Very knowledgeable	Violence or crime	Crossing the light. Salinas drivers goes over the red light.	Improved health		Bike lanes and/or intersections do not feel safe		Improved fitness		Give tickets for drivers passing the red light.	No.
Oct 30, 202	3 18-35	Male	White/Caucasian	A few times a week	Yes	Raven court	Parks Commercial areas	Sanborn/Boronda shopping center, Monte Bella Park	Freedom parkway, Williams road, boronda road	Somewhat knowledgeable	My destinations are too far to walk to Weather Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe	Sidewalks are dirty or unclean	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		It is difficult to carry the things I need while biking Too dark Bake lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route No bike parking at my destination I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bloycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Better or safer traffic flow that is safe for biking and walking cleaner sidewalks free of animal waste and litter, possibly more foliage to shade on hot summer days that would be ideal for walking, more native plants and foliage to beautify walking rover, more walking overpass routes.	
Oct 30, 202	3 51-65	Female	White/Caucasian	A few times a week	Yes	La Mesa dr	Parks Commercial areas Medical offices	Star market. Salinas medical	La Mesa San Miguel	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		I enjoy walking Walking is good for the environment		Amount of traffic or speed of traffic along route		I enjoy bicycling Biking is good for the environment		Sidewalks on la Mesa are in horrendous condition. It is necessary to avoid with trip hazards and pedestrians walk in road which is extremely dangerous since speeding is a problem No stop signs at T intersection and vehicle make unsafe turns.	La Mesa has been ignored for years. Trees are an issue with constant Limbs failing. Roots lifting sideways and curbs.
Oct 30, 202	3 51-65	Female	White/Caucasiar	A few times a week	Yes	East Romie Lane	Schools Parks Commercial areas Medical offices Work Transit	Nob Hill	East Romie Lane to South Main	Somewhat knowledgeable	My destinations are too far to walk to Volence or remois Volence or remois Selevalits are too narrow, damaged, and on missing and do not feel safe Intersections/crossing streets does not get safe Amount of traffic along control of the safe of the	Broken or Radly Cracked Sidewalks	Improved health Improved fitness I erjoy walking Connecting with my community Saving money on transportation expenses Other	Good for my Mental Health	It is difficult to carry the things I need while biking Violence or crime Violence or crime Too many hills along my route Bike lanes and/or intersections do not feel safe Amount of Traffic soleng route Debris or prothosis in the bike lane No bike parking at my destination Nowhere to store a bike at home Need to transport kids Difficult to look professional when I ride a bike I don't teel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling			
Oct 30, 202	3 18 - 35	Female	Hispanic/Latinx	A few times a month	Yes	North Main/ E Laurel	Schools Parks Commercial areas	Mall shopping Center, Tatunm garden, Boronda Dual Immersion school	North Main to E Laurel to N Sanborn	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health I enjoy walking Saving money on transportation expenses		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Need to transport kids		Improved health I enjoy bicycling Saving money on transportation expenses Biking is good for the environment		Wider roads to feel safe so that children that ride bikes to school are safe. Lighted areas.	Roads also need repair too many bumps and bikes not stable.

Submissi Date	1.Wha is you age	t 2.Whi ir is you gendi	ur race/ethnic	y? 1.How often	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3. What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4. What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please	What do you see as the benefits of walking? Select all that apply.	selected	 What do you see as the barriers to bicycling? Select all that apply. 	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11. What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 30, 2	023 65+	Fema	ale White/Cauc	sian Every day	Yes	Hartford	Parks	Gabilan creek greenbelt trail parallel to independence st	Hartford street to Lexington	Very knowledgeable	Violence or crime		Improved health Improved fitness I enjoy walking		I'm not interested in riding a bike		Improved health Improved fiftness Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		I would like the path at Gabilan creek greenbelt parallel to independence st to be safer, with flora being trimmed back and regular police visits to make loiterers and criminals leave the area.	
Oct 30, 2	023 65+	Mal	le Prefer not ti	say Every day	Yes	Devonshire	Parks Commercial areas	Harden Shopping Center, Northridge Mall/Old Town Salinas	Harden Parkway; North Main Street; Natividad	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Sidewalks are too narrow, damaged, on missing and do not intersections/crossing streets does not feel the Amount of traffic or speed o		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		My destinations are too far to bike to bike to bike to bike to bike to the control of traffic along route Debris or potholes in the bike lane and control of traffic along route Debris or potholes in the bike lane No bike parking at my destination Difficult to look professional when I ride a bike		Improved health Improved fitness I enjoy bicycling Connecting with my community Biking is good for the environment		sidewalks that are even and not all crooked from tree even and not all crooked from tree costs. I've tripped and fell 3 times in my neighborhood because of uneven sidewalks. The speed for traffic along Harden Parkway is far too excessive, especially at the start and end of the school day. Difficult to cross harden Parkway. Bike lanes along streets need to be wider-difficult to bike to Chuck' at the bike to blick to blick to force the control of the chool of the chool of the chool of the chool day. Difficult to bike to blick to force the chool of	Fix the sidewalks and slow down the traffic on Harden Parkway-It's NOT a race track.
Oct 30, 2	023 36-5	50 Mal	le White/Cauc	A few times a week	No	Gell st	Parks	Mission Park, Clay st. Park	Riker st	Very knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking I'm not interested in walking		Improved health Improved fitness		It is difficult to carry the things I need while biking Officult to look professional when I ride a bike I don't feel confident riding my bike on the road I'm not interested in riding a bike		Improved health Improved fitness		Not interested in biking or walking for anything other than recreation and I rather drive to Monterey and ride by the beach a couple times a year.	The bike lanes on Alisal st. Ruined the commute thru Old Town where I work and now I take residential streets to avoid it every day. The traffic circles on Riker st made crossing at those intersections while walking or biking, acally sketchy and the cars get really close to the sidewalk as they approach the circles. They need to go bye bye like the useless bike lanes on Alisal.
Oct 29, 2	D23 51−€	55 Mal	le White/Cauc	A few times a month	Maybe	Tyler st	Commercial areas Work	Hartnell college	main st	Very knowledgeable	Weather It is difficult to carry the things I need while walking Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		I enjoy walking Avoiding driving or taking the bus		Weather It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Saving money on transportation expenses Biking is good for the environment			
Oct 29, 2	023 36-5	50 Fema	ale Hispanic/La	A few times a month	Yes	Elizabeth Circle	Schools Parks Commercial areas Other	Mckinnon School, Harden shopping	Mckinnon, Harden,	Somewhat knowledgeable	Intersections/crossing streets does not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking Is good for the environment		No bike parking at my destination I don't feet confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Ser amables y darles el pase cuando hay tráfico para q sea seguro q crucen	Me da gusto q estén ayudando en este proyecto que es muy útil para todos.
Oct 29, 2	023 36-5	50 Mal	le Hispanic/La	A few times a year	Yes	pacific avenue	Schools Parks Commercial areas Other	Foods co, rite aid pharmacy	Del monte	Somewhat knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Bilking is good for the environment		Que los automovilistas Sean mas corteses con los ciclistas y peatones.	Remarcar más áreas de ciclistas en algunas áreas del este de salinas
Oct 28, 2	023 51-6	55 Fema	ale White/Cauc	sian Every day	Yes	San Miguel avenue	Schools Parks Commercial areas Medical offices	Hartnell college, Central Park, retail and restaurants on Main Street	Pajaro to alisal, riker to alisal,	Very knowledgeable		Debris from unhorsed has to be avoided	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking Is good for the environment		Debris or potholes in the blike lane Other	Nowhere to ride on Main Street	Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		More accessibility on Main Street. More protection on natividad. I would love to blike from my neighborhood to shopping on the north side	I wish I could come next Thursday.
Oct 28, 2	023 18-3	35 Mal	le Hispanic/La	A few times a year	Yes	Seminole way	Parks Commercial areas	Walmart, shopping mall	Seminole way to N.main st.	Very knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route Other	Street racers	Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Other	Street racers	Connecting with my community			

						2. Would you like to walk or ride a bicycle in	3.What street do you live on? This	4.What destinations do	4a. Please include	5.What routes do you use or would you like to use to											
Submi Da	ision .	your	2.What is your gender?	 What is your race/ethnicity? (Select all that apply) 	1.How often do you walk or bike now?	Salinas for your daily commute, errands, recreation, or other activities more than	information will be used to determine the best route for walking and biking between your home and your	you access now or would you like to access by	specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please	8. What do you see as the benefits of walking? Select all that apply.	If you selected other, please specify:	 What do you see as the barriers to bicycling? Select all that apply. 	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 28	2023	65+	Female	White/Caucasiar	A few times a week	you do now? Yes	preferred destinations. Tapadero Street	Parks	Just need a safe place to walk or bicycle	Monte Ave to Williams. Just a route that is free of cars!	Very knowledgeable	Violence or crime Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Walking is good for the environment		Violence or crime Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my blike on the road		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		Why couldn't there be bike and walking trails, from south to north Salinas? How hard is that?	This is a long time coming!
Oct 28	2023 5	1-65	Female	Hispanic/Latinx	A few times a week	Yes	Pescadero Drive	Schools Parks Commercial areas Medical offices Work Other	Northdrige Mall.	Arcadia way, dorado st,	Very knowledgeable	My destinations are too far to walk to Weather to Gart to walk to Weather It is difficult to carry the things; I need to Garty walking. Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not tele slag intersections/crossing streets does not feel safe Amount of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses		Weather Volume or crime Volume or crime Volume or crime Volume or crime Volume or Volume Volume Volume or Volume V		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses			
Oct 28	2023 5	1-65	Female	Black/African American	A few times a week	Yes	Bedford Dr	Parks Other	Main st	Acacia to W Alisal and W Alisal to Main st	Very knowledgeable	Weather It is difficult to carry the things I need while walking Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Saving money on transportation expenses Walking is good for the environment		Weather It is difficult to carry the things I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane Nowhere to store a bike at home I don't have a bike		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Clearly marked paths; however, also takes into consideration traffic areas. Reducing the number of lanes in areas that have a lot of traffic does not help relieve transportation issues.	It would be helpful to have information on what it would cost the city to have electric bikes or scooters that could be rented.
Oct 28	2023 5	1 – 65	Female	Prefer not to say	A few times a week	Yes	Cape Cod way	Other			Somewhat knowledgeable	Violence or crime Too dark		Improved health I enjoy walking		Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness			
Oct 28	2023 3	6 – 50	Female	White/Caucasiar	A few times a week	Yes	North Main Drive	Other	Neighborhood for exercise	Chaparral, Linwood, Laurel and neighborhood streets in between	Very knowledgeable	Violence or crime Too dark Sidewalis are too narrow, damaged, or missing and do not feel safe Amount of traffic along route	It becomes difficult for me to take walks before/after work during fall/whites becaused in the before/after work during fall/whites becaused in the things of the desire was a second of the self-walk of the self	Improved health Improved fitness I enjoy walking		I'm not interested in riding a bike				I would like to see safe sidewalks, paths that each walks, path that I also don't know the solution to the homelessness here in Salinas but am very concerned about II.	
Oct 27	2023 1	8 – 35	Female	Hispanic/Latinx	A few times a year	Yes	704 Garner in the trailers home u used to ride my blike to school(Virginia Rocca Barton) but now with all the murder and homeless there is in the pond area I avoided because I feel extremely unsafe and the garbage the homeless people leave is disgusting and not enjable to look at all of the properties of the proposition of the properties of the prop		Safeway in constitution, Virginia Rocca Barton, park nearby for outdoor exercise instead of gym.		Very knowledgeable					Violence or crime		Improved health Improved fitness I enjoy bicycling Saving money on transportation expenses Biking is good for the environment		I believe there should be more pedestrian red lights alerting drivers to stop with the red light in streets such as Williams road people cross and when i stop to let them go the cars behind me get mad and go to the opposite line and almost run over people.	Fix the homeless situation or at least give more information/education on how we can contribute to helping the the neighborhood stay safe and enjoying a bite face. Expectally on the east side there is so much negative description around the eastside of Salinas.
Oct 27	2023 3	6 – 50	Female	Hispanic/Latinx	A few times a year	Yes	Twin Creeks Drive	Other		Walk down Las Casitas, Rider Ave, Freedom, Constitution Bivd. Bike Constitution Boronda, Independence	Somewhat knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route Cars parked down the driveway blocking sidewalk	Cars that park blocking sidewalk	Improved health Improved fitness I enjoy walking Walking is good for the environment		It is difficult to carry the things I need while bilding Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		People need to be alert while driving. Too many vehicle/pedestrian accidents. Protect the bike lanes. Crosswalks that light up or stop traffic.	

Submissi Date	1.What is your age?	2.What is your gender	race/ethnicity?	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please the be specify walking?	do you see as If y benefits of select Select all that other, apply. spec	9. What do you see as the barriers to bicycling? Select all	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Oct 27, 2	36 - 51) Femal	e Prefer not to say	A few times a week	Maybe	preferred destinations. Creekside Ct	Other	Walk only for exercise & not to a location. Most places are too far away for that option	NA	Not at all knowledgeable	My destinations are too far to walk to	Impre Lenje Connec cor Avoidin takir Saving trans ė Walkin	oved health oved fitness oy walking ting with my mmunity ng driving or ng the bus g money on sportation ypenses g is good for nyironment	My destinations are too far to bike to Volence or crime Bike lanes and/or intersections do not feel safe		Improved health Improved fitness Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Bilking is good for the environment			
Oct 27, 2	023 36 – 50) Femal	e Hispanic/Latinx	A few times a week	Yes	Ashbury Way	Parks	Rossi-Rico park	Rossi-Rico trail	Somewhat knowledgeable	Weather Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe	Impro	oved health oved fitness oy walking	Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't have a bike I don't feel confident riding my bike on the road		Improved health Improved fitness		Improving current trails for pedestrians and cyclists. Better crosswalks	
Oct 27, 2	023 18-3	5 Male	Hispanic/Latinx	A few times a year	Yes	Larkspur drive	Schools Parks Commercial areas Work	Alvin and harden shopping center, Alisal high school, casitas park	Laurel east/west. Constitution, freedom, north main	Somewhat knowledgeable	My destinations are to of ar to walk to Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	Impro Lenji Connec cor Avoidi takir Saving trans e Walkin	oved health oved fitness oy walking ting with my mmunity ng driving or ng the bus g money on sportation kpenses g is good for nvironment	Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Bilking is good for the environment		Would like to see these options as safe. Without fear of other people or cars.	
Oct 26, 2	023 18-3	5 Male	Hispanic/Latinx	A few times a month	Yes	Laurel Dr	Schools Parks Commercial areas Medical offices	El parque de la gomq	Sanborn rd hasta boronda rd	Not at all knowledgeable	Weather Too dark Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	Impro I enje Connec cor Walkin	oved health oved fitness oy walking ting with my mmunity g is good for nvironment	Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route I don't feel confident riding my bike on the road		Improved health Improved fitness I enjoy bicycling Biking is good for the environment		Pues que la ciudad se podrá mantener más limpia hablando en situación ambiental, además de que este tipo de actividades son importantes para algunas personas pues mejoran su salud	
Oct 23, 2)23			Every day	Yes	Capitol St	Other		Capitol to San Luis to Riker to Romie	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe		oved health oved fitness	Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route				Safe sidewalks for pedestrians.	
Oct 20, 2	36 – 50) Femal	e Prefer not to say	Every day	Yes	East Acacia	Schools Parks	Maple Park	East Acacia to maple wood drive	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe	Impre l enjle Connec cor Avoidin takir Saving trans e Walkin,	oved health oved fitness oy walking titing with my mmunity ng driving or ng the bus g money on sportation xpenses g is good for nvironment	Bike lanes and/or intersections do not feel safe Debris or potholes in the bike lane No bike parking at my destination Other	The sidewalks don't have wheelchair access	Improved health improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Everyone just accepting that walking and bliking is an acceptable way of transportation	
Oct 11, 2	36 – 51) Male	White/Caucasian	Every day	Yes	rio verde dr	Schools Parks Commercial areas Medical offices Work Transit Other	Salinas City Center, Blanco Circle, County Buildings on Schilling, Dentist at Main/Laurel, Rodeo Grounds, Ft Ord, Toro Park, Marina	Blanco, Abbott, Main, Natividad, Laurel, Sherwood	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel Amount of traffic or speed of traffic along route	Impre Lenje Connec cor Avoidi takir Saving trans e Walkin,	oved health oved fitness oy walking ting with my mmunity ng driving or ng the bus g money on sportation spenses g is good for nvironment	Bike lanes and/or intersections do not feel safe Amount of traffic or speed for traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy blording Connecting with my community Avoiding driving or taking the bus Sawing money on transportation expenses Biking is good for the environment		Protected MOBILITY lanes for ALL levels of comfort, not just "confident" riders. Protected (Dutch style) intersections. K- ralls/jersey barriers separating cars from blike/ped areas. Bike lanes on MAIN commute routes. Why relegate bikes to quiet resi streets? What are we, second class citizens?	
Oct 11, 2	023 18-3	5 Male	Hispanic/Latinx	Every day	Yes	E Alisal	Work	Mechanics Bank	John St, E. Alisal	Very knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Violence or crime	Impro Avoidir takir Saving trans	oved health oved fitness ng driving or ng the bus g money on sportation xpenses	My destinations are too far to bike to to bike to It is difficult to carry the things I need while biking I need while biking Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses		Dedicated bike lanes, especially on busy streets, and barricaded bike lanes in certain areas	

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

Submissi Date	1.What is your age?	2.Wha is you gende	ur (Select all that	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3. What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred destinations.	4.What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	Hartnell College, Closter	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7. What do you see as the barriers to walking? Select all that apply.	if you selected other please the benefits of specify walking? Select all that apply.	If you selected other, please specify:	What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Sep 5, 20	23 36 – 50	0 Fema	ale Hispanic/Latinx	A few times a week	Yes	Rider Avenue	Schools Parks Commercial areas Medical offices Work	Natividad Park, Natividad Hospital, El Super	Boronda, Alisal, Market, Constitution, Sanborn	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	Improved health Improved filtness I enjoy walking Connecting with my Saving money on Transportation expenses Walking is good for the environment		Debris or potholes in the bike lane Need to transport kids		Improved health Improved fitness I enjoy bloyding Connecting with my community Saving money on transportation expenses Biking is good for the environment		Have even pavements, bright colors on the road, pod holes covered, neat green streets, street with shades and flowers, space for dogs, pedestrians, bicycles and vehicles, for everyone to share with you the roads and safer drivers.	What is the result of the gather information, by when would the projects be approved
Sep 1, 20	23 18 – 3:	5 Femaa	ale White/Caucasia	A few times a week	Yes	Noice Drive	Parks Commercial areas Other	Natividad Creek park, El Borado park, Toro park, devortero Salinas, Watsonville, Fort Ord Dunes trail, Amtrak station	Main Street, Laurel Drive, Davis Road, Blanco Road, Reservation Road	Somewhat knowledgeable	Too dark Stewards are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination Nowhere to store a bike at home		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Biking is good for the environment		I to like to be able to be able to be able to be able to go and connect to be and connect to the able to go and connect to the able to go and connect to a series of the able to the able to go and connect to be able to the	I used to bike regularly before moving to Salinas, but the road conditions here seems oursafe that I only like If I drive my like somewhere elso. Improving our walk- and bike-ability could be a houge improvement for the health and safety of the city as well as offer new ways for people to enjoy what Salinas has to offer.
Aug 30 2023	36 – 50) Fema	ale Hispanic/Latin	A few times a week	Yes	Elkington	Schools Parks Commercial areas	Fremont school	Elkington hasta Williams.	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route	Improved fitness I enjoy walking Walking is good for the environment		Debris or potholes in the bike lane		Improved fitness Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Que tengan buenas banquetas sin tanto vaches	Los semáforos con luces intermitentes para cruzar seguro
Aug 30 2023	36 – 50	Malaka	le Asian	A few times a week	Yes	Palma Drive	Parks Commercial areas Transit Other	East Garrison, Creekside Trailhead, Toro Park, Old Town Salinas, Harnell Plaza Shopping Center, Star Market Shopping Center	Davis Rd (south of Blanco), Highway 68, W. Alisal St, W. Blanco St.	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not missing and do not intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	Improved health improved finess I enjoy walking Connecting with my community of the control of t		Bike lanes and/or intersections do not feel safe. Amount of traffic or speed or traffic along out or bebris or potholes in the bike lane		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Bilking is good for the environment		centrally, I would use manifect be able to bike across form. As a resident of South Salinas, I find it impossible/difficult to safely access destinations in North or East Salinas. Additionally, improvements could be made to better connect popular cycling destinations (like Toro Park and Fort Ord to town). Specifically, It would be nice to see the bike lanes on Davis cleaned. There is always dirt/mud and sharp objects in the bike lanes that make them useless. It would also be nice to see the	Please keep adding bike lanes and traffic calming, I really like the interest of the control of
Aug 30 2023	65+	Malı	le White/Caucasia	A few times a week	Maybe	Alisal	Medical offices Transit	Mall and Walmart	Alisal to N. Main	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of tr	Improved health Improved fitness Saving money on transportation expenses		It is difficult to carry the things I need while biking Violence or crime Bike lanes and/of ari intersections do not feel safe		Improved health		hiko lange that have	More bus stops.

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

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

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

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

Submissio Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your preferred detripsions.	you like to access by	specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping	5.What routes do you use or would you like to use to walk and blike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7.What do you see as the barriers to walking? Select all that apply.	if you selected other please specify	What do you see as the benefits of walking? Select all that apply.	selected	9. What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 5, 20:	3 36-50	Female	Hispanic/Latinx	A few times a week	Maybe	Independence dr	Parks Commercial areas	Safeway, walking our dog	independence and Constitution	Somewhat knowledgeable	Violence or crime	I see a lot of cars blow by the stops signs on independence. I do not feel safe was lot of feel safe was lot of feel safe was lot on the safe safe safe safe safe safe safe saf	Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment	I would love to walk to the Safeway but I do not feel safe because of the drivers	Bike lanes and/or intersections do not feel safe Need to transport kids		Improved health Improved fitness Saving money on transportation expenses Biking is good for the environment		Speed humps and wider bike lanes	I stayed the safety concerns I have on Independence Dr in earlier question
Aug 4, 20:	3 65+	Male	White/Caucasian	A few times a month	Maybe	Merlot Circle	Parks	Harden Shopping Center	McKinnon to Main	Very knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling		Bicycle lanes separate from auto and pedestrian traffic. Drivers don't pay attention and speed racing each other, pedestrians unwilling to yield on sidewalks	
Aug 4, 20:	3 36-50	Male	White/Caucasian	Every day	Yes	Argentine Dr	Parks Commercial areas Work Transit	Green spaces in 93905, library, nearby stores on Williams	Williams	Somewhat knowledgeable	Violence or crime Too dark Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Saving money on transportation expenses Walking is good for the environment		Violence or crime Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination I don't feel confident riding my bike on the road		improved health improved fitness I enjoy bicycling Avoiding driving or taking the bus Biking is good for the environment		Safer and well maintained walking and biking routes on roads that are used a lot by people like Williams, Towt, Garner, Rider, Sanborn, del Monte etc	I see other cities are removing street lanes to create dedicated bus lanes. We DO NOT want that in the east side of salinas. Triffic and safety of everyone will only get worse
Aug 4, 20:	3 36-50	Female	Hispanic/Latinx	A few times a week	Maybe	Independence dr	Parks Commercial areas	Safeway, walking our dog	Independence and Constitution	Somewhat knowledgeable	Violence or crime	I see a lot of cars blow by the etops signs on independence. I do not feel safe walling my 5 year old. I've seen people drive through the stops signs, speed down and do domato or the care of the stops signs, speed down through the stops signs, speed down through the stops signs, speed down the stops signs, speed down the stops signs, speed down to the stops and the stops and the stops agartement community drive their kids to scholl a Steinheck and Alveraz because of the irresponsible drivers. I would like to see something like speed humps. A couple of years speeding through the stop sign, that the curb, aired over our frence and with the our hard and partment.	Improved fitness I enjoy walking Connecting with my community Saving money on transportation expenses Walking is good for the environment	I would love to walk to the Safeway but I do not feel safe because of the drivers	Bike lanes and/or intersections do not feel safe Need to transport kids		Improved health Improved fitness Saving money on transportation expenses Bilking is good for the environment		Speed humps and wider bike lanes	I stayed the safety concerns I have on Independence Dr in earlier question
Aug 4, 20:	3 51-65	Prefer not to say	Prefer not to say	A few times a year	Yes	Blanco Rd	Schools Parks	Hartnell College		Somewhat knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking		My destinations are too far to bike to It is difficult to carry the things I need while biking		Improved health Improved fitness			
Aug 4, 20:	3 18-35	Male	Hispanic/Latinx	A few times a week	Yes	ROGGE Village Loop	Parks Commercial areas Medical offices	Harden shopping center, Northridge Mail, New Republic Elementary, Alvarez High School	Rogge Road to Natividad Road	Very knowledgeable	Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		It is difficult to carry the things I need while bilding Too dark. Bilde lanes and/or intersections of not feel safe Amount of traffic speed of traffic along route I don't feel confident rising my bile on the road		Improved health Improved finess I enjoy bicyding Saving money on transportation expenses Biking is good for the environment			Bike lines on Alvin or top notch, I like the spacing between the car is ane and bike lane. Makes me feel a bit safer to take that route.

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

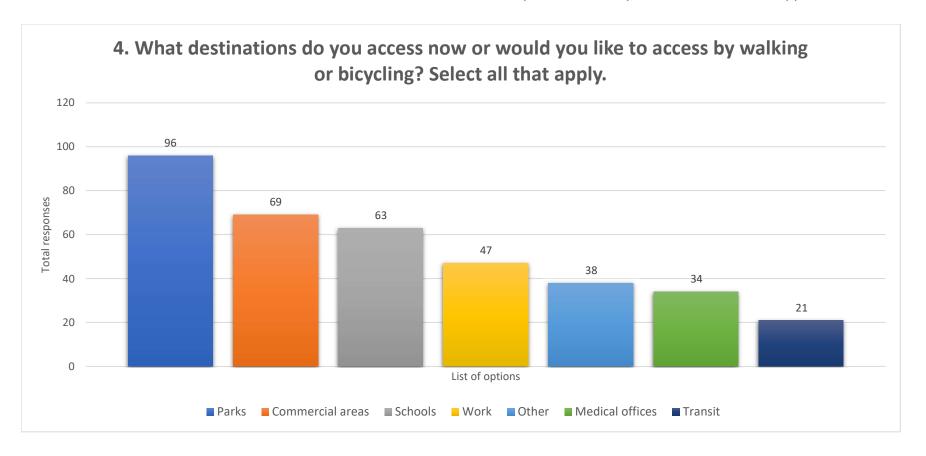
Submi: Dat	ion	at 2.W ur is y e? gen	Vhat	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live on? This information will be used to determine the best route for walking and biking between your home and your	4. What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5. What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and biking?	7. What do you see as the barriers to walking? Select all that apply.	if you selected other please	8. What do you see as the benefits of walking? Select all that apply.	selected	What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Aug 1,	023 18-	35 Fer	male	Hispanic/Latinx	Every day	Yes	Los Olivos/Riker neighborhood	Schools Parks Work	Hartnell College, Blanco Rd is not pedestrian/bicyclist friendly, South Main St. as well	Blanco Road, South Main Street, West Alisal, Central Ave	Somewhat knowledgeable	Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Too dark Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		improved health improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		That it is safe for pedestrians and cyclists	
Aug 1,	023 65	+ M	fale \	White/Caucasian	Every day	Yes	1081 San Vincente Ave	Schools Parks Commercial areas Medical offices Other	Hartnell, Downtown, Salinas Valley Health	W Alissi, Iverson, W St Louis	Very knowledgeable	Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Biking is good for the environment		More separate bike lanes. Secure Bike parking downtown	
Aug 1,	:023 36-	50 MM	tale (Hispanic/Latinx	Every day	Yes	Park st.	Schools Purks Commercial areas Work	Hartnell, Alical elementary schools	East Alisal, N sanborn	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel sale interestions/ consideration		Improved health Improved threst is rejoy walking I connecting with my community or and the provided that the provided health is a swing money on transportation expenses. Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic abong rouse for the safe of the safe and t		Improved health Improved fitness I enjoy bicydling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		ne nure projects should be devising having in mind bicycles and people. NOT CARS. Blic paths in Salinas are suffully designed. Create more days like bike to school using full car lanes, please no more rides on the sidewalk. Involved teachers and administ on the sidewalk. Involved teachers and administ cown to transition from a car city to a wallabable and bicycle will be compared to the compare	Ride a bicycle!
Aug 1,	36 -	50 Fer	male	Other	A few times a week	Yes	Louise Ct.	Schools Parks Commercial areas Medical offices Other	Harden shopping center. Santa Rita School, Rancho San Juan high school, Gavilan View Middle school, John Gutlerrez middle school. Ferrasci ball Park	Van Buren Ave. San Juan Grade Rd. Main Street.	Somewhat knowledgeable	My destinations are too far to walk to Weather It is difficult to carry the things I need while walking sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along rosped processing traces and the safe safe safe safe safe safe safe saf		Improved health Improved fitness I enjoy walking Avoiding driving or taking the bus Walking is good for the environment		Amount of traffic or speed of traffic along route No blee parking at my destination I don't feel confident riding my bike on the road Other	Not enough bike lanes so it's not safe to bike. My husband is a long time biker and he was run over by a car last month.	Improved health Improved fitness I enjoy bicycling Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Better side walks and more blike lanes plus more traffic signs and markings the blike and walking paths.	
Aug 1,	2023 18-	35 Fer	male	Hispanic/Latinx	A few times a week	Yes	Cross Avenue	Parks	Alisal high school	Williams rd to parkway avenue	Somewhat knowledgeable	Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy walking Connecting with my community Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling Connecting with my community Biking is good for the environment		Everyone that walks or rides a bike should feel safe doing it and that includes kids.	There's a lot cars speeding on Williams rd that makes it unsafe to ride my bike. Speed bumps will help a lot. Might not fix the problem entirely, but it will definitely help.
Aug 1,	2023 36-	50 Fer	male	Hispanic/Latinx	A few times a month	Yes	Market y Sanborn	Schools Parks Medical offices	Freemon	Sanborn y laurel	Somewhat knowledgeable	Hay muchos hongles en las calles eso da miedo mucho miedo ir a caminar a constitución		Improved health Improved fitness I enjoy walking		Violence or crime Bike lanes and/or intersections do not feel safe I don't have a bike		Improved health Improved fitness I enjoy bicycling		Muy buena	Ami me gustaba mucho salir a andar en bisicleta ase unos años pero dejamos de aserlo porque nos robaron las bisicletas unas personas que viven en la calle por eso ya nos da miedo
Aug 1,	2023 36 -	50 no	efer ot to I	Prefer not to say	A few times a week	Yes	Close to Boronda	Parks Work Transit	Shopping Center in North Salinas	Sanborn, East Alisal St., Laurel St.	Very knowledgeable	Violence or crime Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe		I enjoy walking Avoiding driving or taking the bus Saving money on transportation expenses Walking is good for the environment		Violence or crime Debris or potholes in the bike lane No bike parking at my destination		I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		More bike racks in public transportation as we are a family of 4. Bike paths everywhere. A save place to park our bikes. Salinas is relatively flat with a great weather. Bike should be part of the culture.	Main roads in East Salinas are no bike friendly.
Jul 31,	2023 36-	50 Fer	male	Hispanic/Latinx	A few times a week	Yes	El camino Real North.	Schools	Escuela	San Juan Rd.	Somewhat knowledgeable	My destinations are too far to walk to Too dark Amount of traffic or speed of traffic along route	Caminando no seguro.	Improved health I enjoy walking	Pasar tiempo con mis hijos.	My destinations are too far to blke to Too dark My blke is broken or needs repair	Camino no seguro.	Improved health Improved fitness I enjoy bicycling Tomar aire fresco.	Disfrutar del clima.	buena!	todo bien!.

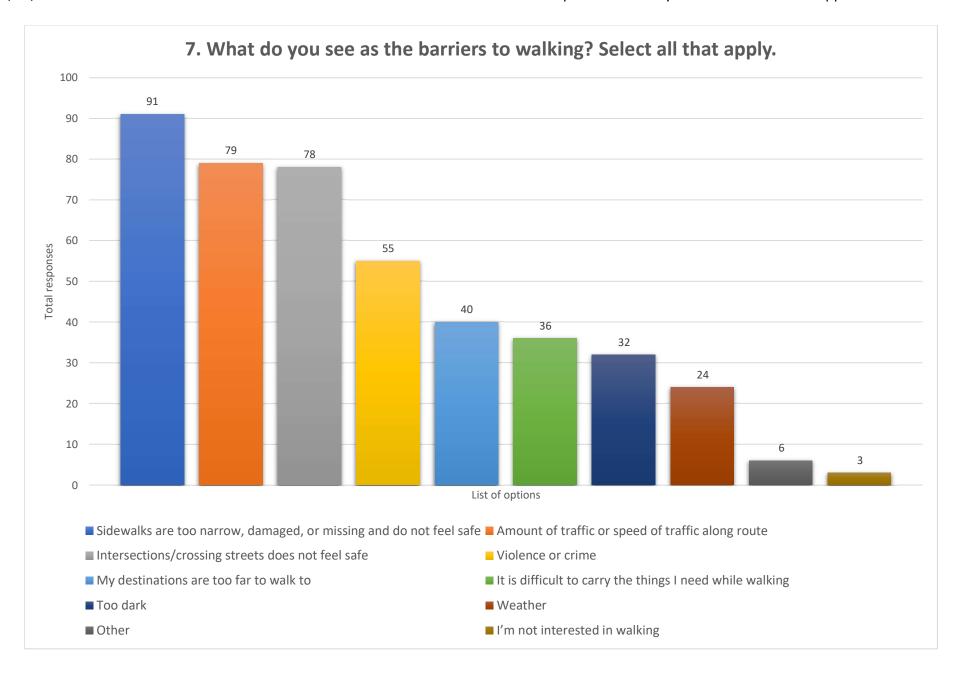
Submission Date	1.What is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street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

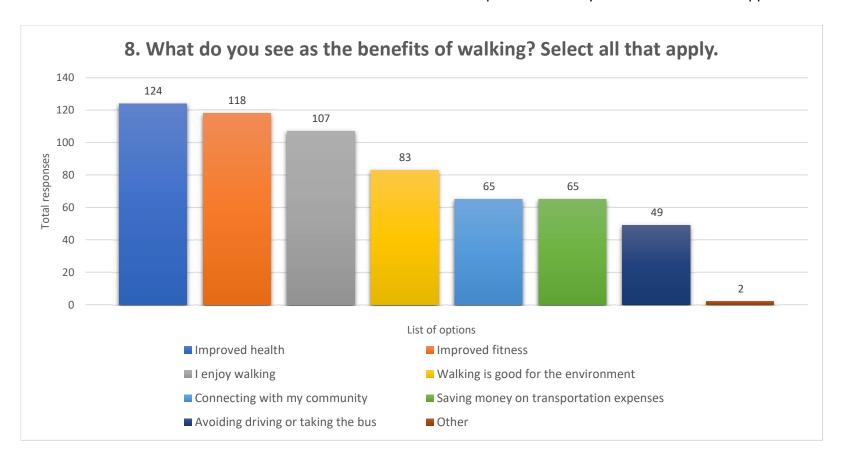
Subm Da		What :is your age?	2.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2.Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do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

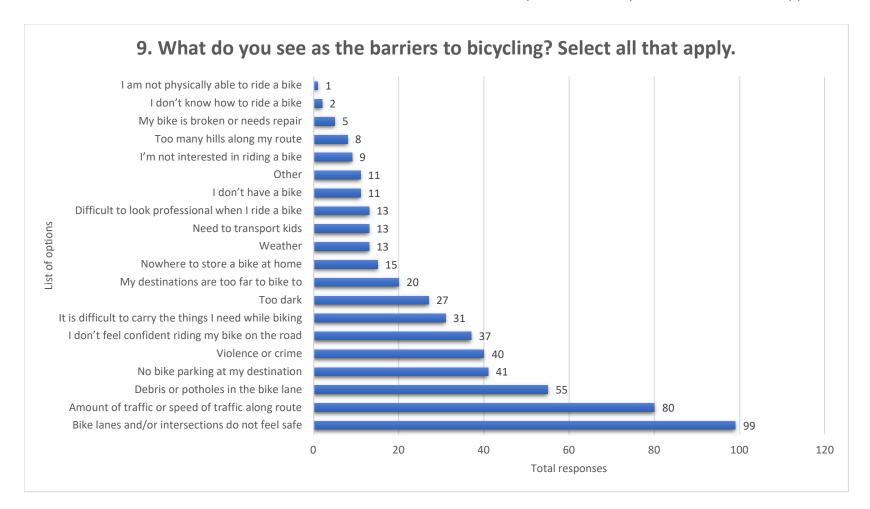
Submissi Date	1.What is your age?	2.What is your gender	(Select all that	1.How often do you walk or bike now?	Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	information will be used to determine the best route for walking and biking between your home and your	What destinations do you access now or would you like to access by walking or bicycling? Select all that apply.	4a. Please include specific destinations (i.e. Hartnell College, Closter Park, Harden Shopping Center etc.).	5.What routes do you use or would you like to use to walk and bike to these destinations? Please include specific street names. Example: Pacific Ave to Del Monte Ave to Williams.	6.How knowledgeable do you feel about the rules of the road for people walking and bilking?	7. What do you see as the barriers to walking? Select all that apply.	8. What do you see a ff you selected other please the benefits of specify walking? Select all the apply.	selected	What do you see as the barriers to bicycling? Select all that apply.	If you selected other, please specify	10. What do you see as the benefits of bicycling? Select all that apply.	If you selected other, please specify:	11.What is your vision for a pedestrian- and bicycle-friendly Salinas?	12. Is there anything else you'd like us to know?
Jul 30, 20	123 51-65	i Female	e Prefer not to say	A few times a year	Yes	preferred destinations. Penzance	Schools Parks Other		Penzance to Kelton to Rogge Rd; various other streets	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	Improved health Improved fitness I enjoy walking Walking is go Walking is of the environment		Weather It is difficult to carry the things I need while bilking Bilke lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bilke I ann I don't feel confident riding my bilke on the road		Improved health Improved fitness I enjoy bicycling			
Jul 30, 20	18 – 35	i Male	White/Caucasian	A few times a week	Yes	Noice St	Parks Commercial areas		Noice to Alvin to Eldorado to Mckinnon	Very knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route	improved health improved finess I enjoy walking Connecting walking Connecting walking Connecting year Avoiding orthor Taking the bus Salving monoy Tansportation repenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		For walking: more sidewalks (and marked crosswalks) For biking: more trails (or bike lanes) especially near community hubs like parks and schools	I'm a Midwestern transplant and miss having the sidewalks and trails within the community. I know available space and zonig likely play a role in this.
Jul 29, 20	123 51-63	i Femalı	e White/Caucasiat	n Every day	Yes	Oak Street	Parks Commercial areas		Oak st to Pajaro to San Joaquín	Somewhat knowledgeable	Sidewalks are too narrow, damaged, or missing and do not feel safe Amount of traffic or speed of traffic along route	Improved health Improved finess I enjoy walking Connecting with m community Saving money on transportation expenses	,	i currently take care of my 14 month old grandson so hooking up a trailer then parking and locking tail up would be challenging		Improved health Improved fitness I enjoy blychding Avoiding driving or taking Avoiding driving or to the Elikhing is good for the environment		I'm hopeful that someday we can be a small town where everynne walks or small town where everynne walks or lunkersky of Oregon and I was amazed of I when ship was mared of their bicycle programs and how often everynne used their bus system. Of course it was a huge color town. I love walking, it it was a huge color town. I love walking, it it was no the connected to people I live by and it's supposed to extended my life by 2 years	Thank you for allowing me to share my views on these issues and hopefully we become a healthier small town
Jul 29, 20	Prefer 123 not to say	Prefer not to say	Prefer not to say	/ Every day	Maybe	Off rogge	Other		San Juan grade and Natividad	Very knowledgeable	Weather Violence or crime Too dark Sidewalks are too narrow, damaged, or missing and do not feel safe	Improved health Improved fitness I enjoy walking Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses	,	Weather Violence or crime Too dark Bike lanes and/or Intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane		Improved health Improved fitness I enjoy bloycling Avoiding driving or taking the bus Saving money on transportation expenses		They really need sidewalks down San Juan grade rd. The city parts don't have sidewalks and roads are too close to side of road. Definitely not safe.	City transit may be helpful out in the county seeing how much it has grown and with the new high school.
Jul 29, 20	123 36-50) Male	Hispanic/Latinx	A few times a week	Yes	Ambrose Drive	Schools Parks Commercial areas Work		Alisal with protected bike lanes and Davis/Blanco with protected bikes lanes.	Very knowledgeable	My destinations are too far to walk to It is difficult to carry the things I need while walking	Improved health improved fines i rejoy walling Connecting with a community Avoiding driving or taking the bus	,	Bike lanes and/or intersections do not feel safe Amount of traffic or speed of traffic along route Debris or potholes in the bike lane No bike parking at my destination		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		Protected bike lanes, not just a green painted line on the road, and educate drivers on how to ride with riders.	I like what has happened so far just want to keep it going and again, providing protected bike lanes!
Jul 29, 26	123 18 – 35	i Male	White/Caucasiat	n Every day	Yes	Riker	Schools Parks Commercial areas Work Transit		Alisal street to Main Street. Riker to Alisal street.	Very knowledgeable	My destinations are too far to walk to intersections/crossing streets does not feel safe Amount of traffic or speed of traffic along route	Improved health improved fines telepiny wilding community or community or community or taking the bus Saving money on transportation expenses Walking is good for the environment		Bike lanes and/or intersections do not feel safe Amount of tartic or speed of traffic along route Debts or portoles in the Bike Debts or portoles in the Bike No Bike parking at my destination Nowhere to store a Bike at home There needs to be more Bike lanes connecting to different parts of the city. Also SAF bike lanes to the connecting dides like marking, sesside and Monteey for commuters.		Improved health Improved fitness I elegib blicyding Con Community Avoiding driving or taking the bus Saving money on transportation expenses Bilking is good for the environment Fun		Safer intersections in Salinas. More bike lanes connecting different areas of the community. Makes 4 lane roads 2 lane roads with bike lanes. Like what was done to Alsal street. Make community events that encourage cycling. Maybe even bike races in Salinas. More people riding bikes or walking creates less traffic.	Make a safe bike lane connecting to Fort Ord National monument. Also a bike lane going to Montery. Also a bike lane that is safe for students to commute to CSUMF time Safe and because parking at CSUMB is too expensive and is a hassie.
Jul 29, 20	36 – 50) Female	e Hispanic/Latinx	Every day	Yes	Rogge village loop	Schools Parks		Rogge village loop to San Juan grade rd	Very knowledgeable	Violence or crime Intersections/crossing streets does not feel safe	Improved health Improved fitness I enjoy walting Connecting with my community Saving money on transportation expenses Walking is good for the environment		My destinations are too far to blike to Violence or crime		Improved health Improved fitness I enjoy bicycling Connecting with my community Avoiding driving or taking the bus Saving money on transportation expenses Biking is good for the environment		For both pedestrian and bicyclists to feel safe while out on the streets	No

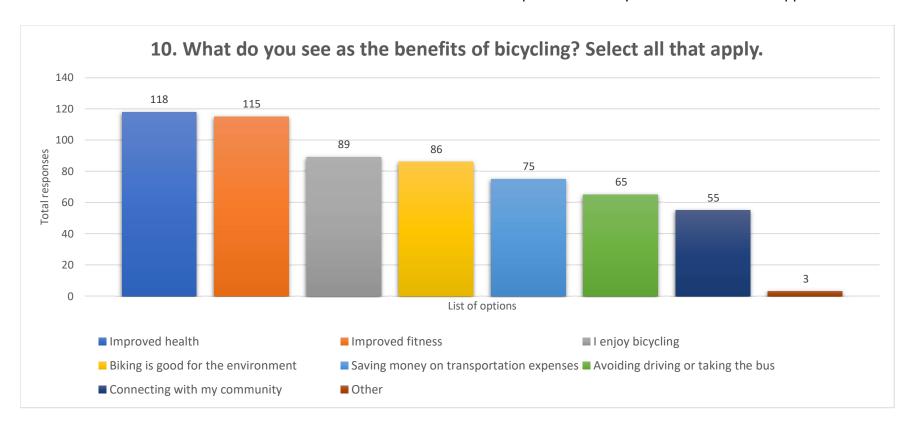
Submis Dat	sion is:		.What is your gender?	3. What is your race/ethnicity? (Select all that apply)	1.How often do you walk or bike now?	2. Would you like to walk or ride a bicycle in Salinas for your daily commute, errands, recreation, or other activities more than you do now?	3.What street do you live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











Pop Up Event Theme Responses

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

OUTDEACH		COMMENT LOCATION (STREET OR	DESTINATION (LOCATION NAME							
DATE	DUTREACH LOCATION	CLOSEST INTERSECTION)	OR CLOSEST INTERSECTION)	ROUTE	WALKING OR BIKING?	COMMENTS (HAZARDS, IDEAS FOR IMPROVEMENTS)	Language	District #	Theme 1	Theme 2
29-Jul	Oldtown Farmers Market Oldtown Farmers Market	Buena Vista St.	Central park	Dileas CA Marcas Luis CA	Walking Walking Biking	Broken sidewalk and pot holes on the street Trees (nothers make it have to use sidewalks	English English	3	SW Fixed	Pot Holes
	Oldtown Farmers Market	N Main St	Old Town Salinas	Riker St, W San Luis St	Walking/ Biking Walking/ Biking	Irrees/pointnes make it nard to use sidewaiks N. Main is hard to Walk and Bike. All the fast food chains drive through driveways make it difficult to get across.	English	4	Protected Bikelanes	Walking Paths
	Oldtown Farmers Market	N Main St	Old Town Salinas		walking and biking	It is terrible for Walking and Biking to get from North Salinas to old town	English	- 1	Protected Bikelanes	Walking Paths
	Oldtown Farmers Market Oldtown Farmers Market	Rossi Parkway Blanco Rd	Victor St Davis Rd	Rossi Rico Parkway	Walking/ Biking Biking	Too many street crossings on Rossi. Don't feel safe to walk or bike, build similar things to (path on) East garrison dr Wants to see dedicated bike trail on blanco rd	Spanish English	4	Protected Bikelanes Bikelanes	Walking Paths
	Oldtown Farmers Market		Old Town Salinas		Biking	Wants to see bike access on E. Alisal St.	English	4	Bikelanes	
	Oldtown Farmers Market		Market St		walking and biking	More bike paths like the ones in Monterey	English	1	Bikelanes	
	Oldtown Farmers Market Oldtown Farmers Market		Old Town Salinas		Biking Walking	more bike lanes like the ones on W. Alisal Theres no safe place to cross on John St.	English Spanish	3	Bikelanes Crosswalk	
	Oldtown Farmers Market	N Main St at E Lamar	Santa Rita park		Walking	Dangerous to cross on N. Main close to E. Lamar St.	Spanish	5	Crosswalk	
29-Jul	Oldtown Farmers Market Oldtown Farmers Market	Natividad Creek Park Trails South Salinas	Constitution Soccer complex Old Town Salinas		Walking/ Biking	no people around doesn't feel safe. Esp. on weekends.	English English	- 1	Feeling Unsafe	
29-Jul	Oldtown Farmers Market	South Salinas South Salinas, E Alisal St	Old Town Salinas	N. Main st to E. Alisal	Walking/ Biking walking	South Salinas is great for walking/biking but I won't go past Old Town Salinas Feels safe to walk in South Salinas, feels unsafe on E. Alisal St	English	2-3	Feeling Unsafe Feeling Unsafe	
29-Jul	Oldtown Farmers Market	Harkins Rd			Walking/ Biking	Move homeless housing to harkins rd	English	3	Homeless	
	Oldtown Farmers Market Oldtown Farmers Market	N. Main St, Monterey St N. Main St, Natividad Rd	Old Town Salinas		Biking Biking	Biking to old town is too dangerous, not enough safe routes create protected bike lanes with safety guards on main arteries in and through town.	English English	3	Protected Bikelanes Protected Bikelanes	
	Oldtown Farmers Market	Constitution Blvd, Independence, Nantu	Creekbridge neighborhood		Walking/ Biking	cas are always speeding. I don't feel safe	English	1	Speeding	
	Oldtown Farmers Market	W. Alisal St	Old Town Salinas		Walking	Cars go 70 mph don't stop for peds scary to walk	English	3	Speeding	
	Oldtown Farmers Market Oldtown Farmers Market	Acacia St. Central Ave	Hartnell College Central park	Acacia to W. Alisal	Walking Walking Biking	SW uplift from trees in South Salinas SW is lifted on central ave it is so bad for elders	English English	1	SW Fixed SW Fixed	
	Oldtown Farmers Market	Chestnut St.	Salinas High School	Chestnut St. To S. Main St.	Walking	SW is BAD, have to walk in the street	English	3	SW Fixed	
	Oldtown Farmers Market		Old Town Salinas		walking and biking	E. Alisal under bridge - steep, roots make it hard to bike, SW is broken	English	1	SW Fixed	
	Oldtown Farmers Market Oldtown Farmers Market	Los Palos St., San Jose St Rainer Dr.	Memorial Hospital Natividad Hospital	Los Palos St., San Jose St	Walking Walking	Fix SWs around memorial hospital neighborhood Broken sw, trees cause sw uplift	English English	4	SW Fixed SW Fixed	
29-Jul	Oldtown Farmers Market	Russell rd	San Juan Grade Rd		Walking	Russell road has no SWs	Spanish	5	SW Fixed	
	Oldtown Farmers Market Oldtown Farmers Market	South Salinas N Main St	Old Town Salinas S. Main		walking and biking	people in wheelchairs use lanes on street bc sidewalks are broken. Older men walk in the street bc they've fallen on the sidewalk Want to see better connection between downtown and the rodeo	English	3	SW Fixed	
	Didtown Farmers Market Cesar Chavez Library	N Main St Sanborn St.	5. WdIII	Sanborn to freedom	Biking walking	Want to see better connection between downtown and the rodeo Pedestrians are not respected/the beacon on freedom is great	English Spanish	1 -	Walking Paths Feeling Unsafe	Beacon
1-Aug	Cesar Chavez Library	Williams Rd.	Cardenas Market, 950 E Alisal	Williams to E. Alisal	Biking	People ride their bike on the SW because there is no bike lane	Spanish	1	Bikelanes	
	Cesar Chavez Library	Calle Del Adobe	DIAS Academy, 1114 Fontes Ln	Laurel st to Boronda	walking	Before the bridge going over Calle Del Adobe allowed families to cross the road, now (that the bridge is closed) they have to drive to school Clauselle on the depth is defined to accomplishing the steeller.	Spanish	5	Fix Adobe Bridge	
	Cesar Chavez Library Cesar Chavez Library	Del Monte Ave Towt St	Cesar Chavez Library Jesse G Sanchez Elementary, 901	Del Monte to Williams rd NTowt to Garner	walking Walking	Sidewalks are lifted make it difficult to get around with a stroller Sid by tree roots it hard to get around Wis lifted by tree roots it hard to get around	Spanish Spanish	1	SW Fixed SW Fixed	
1-Aug	Cesar Chavez Library	Williams Rd	Cesar Chavez Library	Acosta Plaza to Williams rd	walking and biking	getting to the library from Acosta plaza walking is not safe	Spanish	2	Walking Paths	
1-Aug	National night out at Closter Park National night out at Closter Park	Williams Rd. Del Monte Ave	Cardenas Market, 950 E Alisal La Plaza bakery, 107 Bardin Rd	Alisal to Williams rd Del Monte to Williams rd	walking and biking walking and biking	not safe to bike too many cars and no space for bikes. walking is hard crosswalks are not painted SW is lifted can't walk/cars are parked on the side walk	Spanish Spanish	2	Protected Bikelanes	Crosswalks Walking Paths
1-Aug	Vational night out at Closter Park	Rider Ave	Closter Park	bel worke to williams to	Biking and biking	JW 15 m recording with Cast are printed of the control of the cont	English	1	Protected Bikelanes	Wider SW
	National night out at Closter Park	Garner Ave	Closter Park	garner to williams rd	walking	the sw on garner are too crowded not enough space for pedestrians and strollers	Spanish	2	SW Fixed	Wider SW
	National night out at Closter Park National night out at Closter Park	Towt St at Dewey Ave Williams Rd at Grandhaven	Santa Maria Church, 424 Towt St Quickstop, 339 Williams Rd	Alma Ave. and Towt St. garner to williams rd	walking walking and biking	Wants to see a beacon in front of the Santa Maria church- it is hard to be seen at night really bad crosswalk	Spanish Spanish	2	Beacon Crosswalk	
	National night out at Closter Park		DIAS Academy, 1114 Fontes Ln	Bridge	Walking	rearry used CLOSSWEAK on Calle Del Adobe needs to be repaired and reopened kids used to get school going over the road. Now they must drive.	English	5	Fix Adobe Bridge	
1-Aug	National night out at Closter Park	Trail connection between Saratoga Dr.	Natividad Creek Park	*	Biking	More signage connecting the trails and streets	English	6	More Signage	
1-Aug	National night out at Closter Park National night out at Closter Park	Rossi Rico Parkway Garner ave	Rossi St. Closter Park	Garner to Beech St	walking and biking walking	The parkway is outdated a lot of pot holes and doesn't look pleasant lifted SW difficult to net around to waiking in	English Spanish	4	Pot Holes SW Fixed	
	National night out at Closter Park	La Mesa Dr.	Star Market, S Main St	Garrier to beech st.	Walking	inited switching to get around by warning was a warming and a state of the state of	English	3	SW Fixed	
1-Aug	National night out at Closter Park	Towt St	Closter park	Towt to Laurel	walking	lifted SW difficult to get around	Spanish	2	SW Fixed	
1-Aug	National night out at Closter Park National night out at Closter Park	Towt St/ Laurel Dr E. Market near Williams Rd	Closter Park Closter Park	Towt to Laurel	Walking walking and biking	lifted SW hard to get around by walking No se puede ver en las salidas de caros // It's not possible to see in the car exits	Spanish Spanish	2	SW Fixed Low Visibility	
4-Aug	Memorial Hospital Farmers Market	Circle Dr, Sanborn Rd			walking and biking	no se puede ver en las sanidas de caros // Its not possible to see in the car exits				Feeling Unsafe
		CITCLE DI , SALIDOLLI RU	Food 4 Less		Walking	neeed more lights in this area, it gets dark and it is hard to see and feels unsafe	Spanish	1	Low Visibility	
4-Aug	Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr	Memorial Hospital		Walking Walking	neeed more lights in this area, it gets dark and it is hard to see and feels unsafe lots of Traffic, low visibility, high speeds, lots of children in the area from apartments	English	1 3	Low Visibility Speeding	Low Visibility
4-Aug l	Memorial Hospital Farmers Market Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr Alisal St, Main St			Walking walking and biking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way	English Spanish	1 3 1	Speeding Wider SW	Pot Holes
4-Aug 4-Aug 4-Aug 4-Aug	Memorial Hospital Farmers Market Memorial Hospital Farmers Market Memorial Hospital Farmers Market Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr Alisal St, Main St Chaparral St Romie Ln at San Marino Way	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments		Walking walking and biking walking and biking walking and biking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels ursafe to bike with so many cars Hard to see cars coming on the crows walk, the cars never stop for pedestrians	English	1 3 1 4 3	Speeding Wider SW SW Fixed Crosswalk	Low Visibility
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug	Memorial Hospital Farmers Market Memorial Hospital Farmers Market Memorial Hospital Farmers Market Memorial Hospital Farmers Market Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr Alisal St, Main St Chaparral St Romie Ln at San Marino Way N Main St, Russell Rd, San Juan Grade R	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments	lew Middle, Bolsa Knolls Middl	Walking walking and biking walking and biking walking and biking walking and biking e, walking and biking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of port holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels unsafe to bike with so many cars Hard to see cars coming on the cross walk, the cars never stop for pedestrians adding bike lanes around these streets would be great for the elementary school and middle school kids	English Spanish English English English	1 3 1 4 3 5	Speeding Wider SW SW Fixed Crosswalk Bikelanes	Pot Holes Protected Bikelanes
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug	Memorial Hospital Farmers Market Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr Alisal St, Main St Chaparral St Romie Ln at San Marino Way N Main St, Russell Rd, San Juan Grade R Rider Ave	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilan Vi n/a		Walking walking and biking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels ursafe to bike with so many cars fart to see cars coming on the cross walk, the cars never stop for pedestrians adding bike lanes around these streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the loose dops in the area	English Spanish English English English Spanish	1 3 1 4 3 5 6	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe	Pot Holes Protected Bikelanes
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug	Memorial Hospital Farmers Market Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr Alisal St, Main St Chaparral St Romie Ln at San Marino Way N Main St, Russell Rd, San Juan Grade R Rider Ave Acacia St. Rider Ave, Williams Rd, Garner St	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilan Vi n/a Washington Middle School, Palma		Walking walking and biking walking and biking walking and biking walking and biking walking and biking walking and biking Walking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels unsafe to bike with so many cars Hard to see cars coming on the crows walk, the cars never stop for pedestrians adding bike lanes around these streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the loose dogs in the area Even with the speed bumbs, cars speed regardless Wis lifted, you can easily trip while walking	English Spanish English English English English English Spanish English Spanish	1 3 1 4 3 5 6 3	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed	Pot Holes Protected Bikelanes
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug	Memorial Hospital Farmers Market Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr Alisal St, Mains St Chaparral St Romie Ln at San Marino Way N Main St, Russell Rd, San Juan Grade R Rider Ave Acacla St. Rider Ave, Williams Rd, Garner St Riker St	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilan Vi n/a Washington Middle School, Palma n/a South Salinas		Walking walking and biking Walking Walking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and bixing but has lifted s/w and feels urafe to bixe with so many cars lard to see area coming on the cross walk. The cars newer stop for pedestrians adding bixe lanes around these streets would be great for the elementary school and middle school kids unsafe to walk and bixe because of the loose dogs in the area Even with the speed bumbs, can speed regardless SW is lifted, you can easily trip while walking Trees have lifted the s/w	English Spanish English English English English Spanish English Spanish English Spanish English	1 3 1 4 3 5 6 3 1	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed SW Fixed	Low Visibility Pot Holes Protected Bikelanes Speeding
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 8-Aug	Memorial Hospital Farmers Market Memorial Hospital Farmers Market	Romie Ln, Los Palos Dr Allisal St, Main St Chaparral St Romie Ln at San Marino Way N Main St, Russell Rd, San Juan Grade R Rider Ave Acacia St. Rider Ave, Williams Rd, Garner St Riker St Natividad Creek park trails	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilan Vi n/a Washington Middle School, Palma n/a South Salinas Laurel St		Walking walking and biking Walking Walking walking and biking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels unsafe to bike with so many cars Alard to see cars coming on the cross walk, the cars never stop for pedestrians adding bike lanes around these streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the loose dogs in the area Even with the speed bumbs, cars speed regardless Wis lifted, you can easily trip while walking Trees have lifted the s/w	English Spanish English English English Spanish English Spanish English Spanish Spanish English	1 3 1 4 3 5 6 3 1 3 1	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed Wrixed Proctected Bikelanes	Low Visibility Pot Holes Protected Bikelanes Speeding Feeling Unsafe
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug	Memorial Hospital Farmers Market Misal farmers market Misal farmers market	Romie Ln, Los Palos Dr Alisal SI, Main SI Chaparral SI Romie Ln at San Marino Way N Main SI, Russell Rd, San Juan Grade R Rider Ave Acacia SI. Rider Ave, Williams Rd, Garner SI Rikor SI Natividad Croek park trails E Alisal SI	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilan Vi n/a Washington Middle School, Palma n/a South Salinas Laurel ST Harthell College Alisal campus Market ST	High School	Walking walking and biking Walking walking and biking walking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels ursafe to bike with so many cars Hard to see cars coming on the cross walk, the cars never stop for pedestrians adding bike lanes around these streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the loose dogs in the area Even with the speed bumbs, cars speed regardless With lifted, you can easily trip while walking Trees have lifted the s/w regalt trails and add safety add protected bikelanes and sw add a bike leane on abbott	English Spanish English English English Spanish	1 3 1 4 3 5 6 3 1 3 1 2	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed SW Fixed Proctected Bikelanes Bikelanes Bikelanes	Low Visibility Pot Holes Protected Bikelanes Speeding
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug	Memorial Hospital Farmers Market Misal farmers market Misal farmers market	Romie Ln, Los Palos Dr Alisal St, Mahn St Chaparral St Romie Ln at San Marino Way N Main St, Russell Rd, San Juan Grade R Rider Ave Recacla St. Rider Ave, Williams Rd, Garner St Rider New, Williams Rd, Garner St Rider St Natividad Creek park trails E Alisal St Abbott st Williams Rd, Alisal John St	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilar Vi AV Washington Middle School, Palma RV South Salinas Laurel St Hartnell College Alisal campus Market St Cardenas Market, 950 E Alisal		Walking and biking walking walking walking and biking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and bixing but has lifted s/w and feels ursafe to bixe with so many cars lard to see cars coming on the crows walk. The cars newer stop for pedestrians adding bixe lanes around those streets would be great for the elementary school and middle school kids unsafe to walk and bixe because of the loose dogs in the area Even with the speed bumbs, cars speed regardless SW is lifted, you can easily trip while walking Trees have lifted the s/w repair trails and add safety add a protected blishclanes and sw add a bixe lane on abbott add a visible crosswalk at this intersection	English Spanish English English English Spanish English Spanish English Spanish English Spanish English Spanish English Spanish Spanish Spanish	1 3 1 4 3 5 6 3 1 1 2 1 2	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed Proctected Bikelanes Proctected Bikelanes Bikelanes Crosswalk	Low Visibility Pot Holes Protected Bikelanes Speeding Feeling Unsafe
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 8-Aug 8-Aug 8-Aug 8-Aug	Memorial Hospital Farmers Market Memorial Hospital Farmers Market Nisal Farmers market Nisal Farmers market	Romie Ln, Los Palos Dr Alisal SI, Main SI Chaparral SI Romie Ln at San Marino Way N Main SI, Russell Rd, San Juan Grade R Rider Ave Acacia SI. Rider Ave, Williams Rd, Garner SI Rikor SI Natividad Croek park trails E Alisal SI	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilan Vi n/a Washington Middle School, Palma n/a South Salinas Laurel ST Harthell College Alisal campus Market ST	High School	Walking walking and biking Walking walking and biking walking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels ursafe to bike with so many cars Hard to see cars coming on the cross walk, the cars never stop for pedestrians adding bike lanes around these streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the loose dogs in the area Even with the speed bumbs, cars speed regardless With lifted, you can easily trip while walking Trees have lifted the s/w regalt trails and add safety add protected bikelanes and sw add a bike leane on abbott	English Spanish English English English Spanish	1 3 1 4 3 5 6 3 1 1 3 1 2 1 2	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed SW Fixed Proctected Bikelanes Bikelanes Bikelanes	Low Visibility Pot Holes Protected Bikelanes Speeding Feeling Unsafe
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4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug	kemorial Hospital Farmers Market kemorial Hospital Farmers kemorial Hospital Farmers kemorial Hospital Farmers kemorial Hospital Farmers kemorial Hospital kemorial k	Romie Ln, Los Palos Dr Alliasl St, Main St Chaparral St Romie Ln at San Marino Way N Main St, Bossell Rd, San Juan Grade R Rider Ave Acacia St. Rider Ave, Williams Rd, Garner St Riker St Nathridad Creek park trails E alkiasl St Williams Rd/Alisal/John St East Alliasl St Williams Rd, Garner Ave Nathridad Creek park trails	Memorial Hospital Chase Bank, 425 Main ST Montclair Apartments Santa Rita Elementary, Gavilan Vi ya' Vashington Middle School, Palma n'a South Salinas Laureid SI Laureid SI Cardenas Market SI Market SI Constitution Bid Garner Awe Boronda Rd	High School	Waiking waiking and biking waiking and biking waiking and biking waiking and biking be waiking and biking	lots of Traffic, low visibility, high speeds, lots of children in the area from agartments There is not enough space on the sidewalk for pedestrians. All of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels uragle to bike with so many cars later to see cars coming on the crows walk, the cars hower stop for pedestrians adding bike lanes around three streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the folose dops in the area Even with the speed bunks, cars speed regardless Wis lifted, you can easily trip while walking I'read rave lifted this sort. All protected bikelanes and sw add a bike lane on abbott add a visite crosswalk at this intersection add a bike lane on East Aliasi st. add protected bikelanes did protected bikelanes did protected bikelanes did bike lane on East Aliasi st. did protected bikelanes did protected bikelanes did bike lane on East Aliasi st. did protected bikelanes Sidewalks need to be repaired connect trail system for the whole city	English Spanish English English English English Spanish English English English	1 3 1 4 3 5 6 3 1 1 2 1 2 1 1 1	Speeding Wirder SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed SW Fixed Proctected Bikelanes Crosswalk Proctected Bikelanes Froctected Bikelanes Sidewalks	Low Visibility Pot Holes Protected Bikelanes Speeding Feeling Unsafe
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4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug 8-Aug 9-Aug 8-Aug	Memorial Hospital Farmers Market Misal FARMERS MARKET MARKEN MARKET MARKET MARKEN MARKET M	Romie In, Los Palos Dr Alisal SI, Main SI Chaparral SI Romie In at San Marino Way N Main SI, Russell Rd, San Juan Grade R Rider Ave Acacia SI. Rider Ave, Williams Rd, Garner SI Riker SI Natividad Croek park trails E Alisal SI Abbott sI Williams Rd, Alisal John SI Esta Alisal SI Williams Rd, Areadom Parkway Williams Rd, Garner Ave Natividad Croek park Irails Natividad Croek park Irails Natividad Croek park Irails Constitution	Memorial Hospital Chase Bank, 25 Main 3T Montclair Apartments Santa Rita Elementary, Gavilan Vi n/a Washington Middle School, Palma n/a South Salinas Laurel S1 Harthell College Alisal campus Market S1 Cardenas Market, 950 E Alisal Market S1 Constitution Blvd Garner Ave Boronda Rd Independence Blvd Safeway, 1516 Constitution Blvd Old town Salinas	High School	Waiking waiking and biking waiking and biking waiking and biking waiking and biking be waiking and biking waiking and biking waiking waiking waiking waiking waiking waiking waiking waiking and biking waiking and biking waiking and biking waiking and biking waiking waiking and biking waiking	lots of Traffic, low visibility, high speeds, lots of children in the area from apartments There is not enough space on the sidewalk for pedestrians. A lot of pot holes along the way chaparral st would be great for walking and biking but has lifted s/w and feels uragle to bike with so many cars Hard to see cars coming on the cross walk, the cars never stop for pedestrians adding bike lances around these streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the loose dogs in the area Even with the speed bumbs, cars speed regardless With lifted, you can easily trip while walking Trees have lifted the s/w regalt trails and add safety add protected bikelanes and sw add a bike leane on abbott add a visible crosswalk at this intersection add a bike leane on East Alikas it. add protected bikelanes on East Alikas it. add protected bikelanes Sidewalks need on East Alikas it. add protected bikelanes on East Alikas it. add a blikas it. add blikas i	English Spanish English English English English English English English English Spanish English Spanish English Spanish English Spanish English Spanish English	1 3 1 4 4 3 5 6 6 3 1 1 2 1 2 1 1 1 1 1 1 1	Speeding Wirder SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed Sy Fixed Sy Fixed SW Fixed SW Fixed SW Fixed SW Fixed Crosswalk Proctected Bikelanes Bikelanes Sikelanes Sikelanes Trails Trails Trails Trails Proctected Bikelanes	Low Visibility Pool Holes Protected Bikelanes Speeding Feeling Unsafe Sidewalks
4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 4-Aug 8-	kemorial Hospital Farmers Market kisal Farmers market	Romie Ln, Los Palos Dr Alkias St, Main St Chaparral St Romie Ln at San Marino Way N Main ST, Russell Rd, San Juan Grade R Rider Ave Acacla St. Bider Ave, Williams Rd, Garner St Riker St Riker St Robert St Robert St Abbott St A	Memorial Hospital Chase Bank, 25 Main ST Monticlair Apartments Santa Rita Elementary, Gavifan Vi n/a Washington Middle School, Palma n/a South Salinas Laurel St Laurel St Laurel St Laurel St Laurel St Laurel St Loren St Market St Constitution Blbd Garner Ave Boronda Rd Independence Blbd Independence Blbd Independence Blbd Independence Blbd Independence Blbd	High School	Waiking waiking and biking be waiking and biking waiking waiking and biking waiking	lots of Traffic, low visibility, high speeds, lots of children in the area from agartments There is not enough space on the sidewalk for pedestrians. All of pot poles along the way chaparral st would be great for walking and bixing but has lifted s.w and feels uragle to bike with so many cars laterid to see cars coming on the cross walk, the cars here very top for pedestrians adding bike lanes around these streets would be great for the elementary school and middle school kids unsafe to walk and bike because of the loose dogs in the area Even with the speed bumbs, cars speed regardless Wis lifted, you can easily frip while walking I'rees have lifted the s/w regain trails and add safety add protected bikelanes and sw add a visitle crosswall at this intersection add a visitle crosswall at this intersection add a visitle crosswall at this intersection did a file late and on Est Alfald st. did protected bikelanes Sidewalls need to be repaired connect trails yets for the whole city connect trails to soccer complex did a protected bikelane or the steril connecting to the shopping center	English Spanish English English English English English Spanish Spanish English Spanish English Spanish English Spanish English Spanish English English Spanish English	1 3 1 4 4 3 3 5 6 6 3 1 1 2 2 1 1 1 1 1 1 1 1 6 6 6 6 4	Speeding Wider SW SW Fixed Crosswalk Bikelanes Feeling Unsafe Speeding SW Fixed Speeding SW Fixed Froctlected Bikelanes Proclected Bikelanes Proclected Bikelanes Crosswalk Froctlected Bikelanes Sidowalk Sidowalk Sidowalk	Low Visibility Pool Holes Protected Bikelanes Speeding Feeling Unsafe Sidewalks
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4-Aug 13-Aug	Memorial Hospital Farmers Market Missi Farmers Missi Rotaty Missi Rotaty Club Missi Rotaty Club Missi Rotaty Club Missi Farmers Missi Farmer Missi Rotaty Club Missi Farmers Missi Farmers Missi Rotaty Club Missi Farmers Missi Fa	Romie Ln, Los Palos Dr Alkiast St, Man St Chaparral St Romie Ln af San Marino Way N Main St, Russell Rd, San Juan Grade R Rider Ave Reder Ave Reder Ave Reder Ave Reder Ave Reder St Rider St Ri	Memorial Hospital Chase Bank, 25 Minis T Montclair Apartments Santa Rita Elementary, Gavidan Vi n/a Montclair Apartments Santa Rita Elementary, Gavidan Vi n/a Washington Middle School, Palma n/a South Salinas Laurel St Laurel St Laurel St Cardenas Market, 950 E Alisal Market St Cardenas Market, 950 E Alisal Market St Constitution Blvd Constitution Blvd Constitution Blvd Did town Salinas Rodon, 1034 M Main East Salinas Els Sper, 400 E Boronda Rd Old town Salinas Rodon, 1034 M Main East Salinas El Super, 640 E Boronda Rd Old town Salinas Constitution Socoer complex Skate park Cossar Chavez park Cossar Chavez park Sonta Rita Elementary Santa Rita Elementary Alisa High School	High School	Waiking and biking waiking and biking waiking and biking and biking waiking and bi	Into of Traffic, low visibility, high speed, lots of children in the area from agartments There is not oncupya space on the sidewalk for pedestrians. All of pot poles along the way Chaparral st would be great for walking and biking but has lifted s/w and feels uragle to bike with so many cars ladding bike lanes around three streets would be great for the elementary school and middle school kids unsafe to walk and fixe because or the loose dogs in the area Even with the speed burnts, cars speed regardities With lifted seven and the late of the seven sev	English Spanish English English English English English English English English English Spanish Spanish Spanish English Spanish English Spanish English	1 1 3 3 1 1 4 4 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Speeding Wilder SW SW Fixed Grosswalk Bik danes Feeling Umafe Speeding SW Fixed Grosswalk SW Fixed Speeding SW Fixed Froctice to Bikelanes Proceeding SW Fixed Trails	Low Visibility Pro Holes Protected Bikelanes Speeding Feeling Unsafe Sidewalks Trails Protected Bikelanes Sidewalks

COMMENT LOCA								
COMMENT LOCAL	TION (STREET OR DESTINATION (LOCATION NAT	ME						
N. Main	Santa Fe Mercado	ROUTE	WALKING OR BIKING? walking and biking	COMMENTS (HAZARDS, IDEAS FOR IMPROVEMENTS) the intersections here are not visible no space for bikes	Language English	District #	Theme 1 Low Visibility	Theme 2 Bikelanes
N. Main	Gabilan Library		walking and biking	The microscutions need are not visible not space for visible and to get the decidence of the space of the decidence of t	English	4	Walking Paths	Bikelanes
N Davis Rd	Costco		walking and biking	add sw, add a protected bike lane	English	4	Sidewalks	Protected Bikelanes
Boronda Rd. N. Main	El Super, 640 E Boronda Rd Tatum's Garden		walking and biking walking and biking	repair s/w and proctected bike lane add a bike lane so they won't ride on the sidewalk	English English	6	SW Fixed Bikelanes	Protected Bikelanes
E Laurel Dr at Ma			walking and biking	add a bine rate at or they work the stoewark. This intersections is hard to cross	English	4	Crosswalk	
N. Main	Rodeo, 1034 N Main		walking and biking	the intersections here are not visible	English	4	Low Visibility	
Alvin Dr Alvin Dr	El Dorado park		walking and biking	needs more visibility an eight	English	5	Low Visibility	
Laurel Dr	El Dorado park Costco, N Davis Rd		walking and biking walking and biking	add protected bike lane add protected bike lane	English English	5	Protected Bikelanes Protected Bikelanes	
Rossi Parkway			walking and biking	needs to be repaved	English	4	SW Fixed	
Williams Rd	Outdoor Medical OFO F Allical		walking and biking	add better walking infrastructure through out williams/ no space for bikes	english	3	Walking Paths	Bikelanes
East Alisal St Blanco Rd	Cardenas Market, 950 E Alisal Nob Hill Foods		walking and biking walking and biking	add a protected bikelane for students at alisal high/ better crosswalk for students add protected bike lane on blanco goes too fast for bikes and theres no good sw	english english	5	Protected Bikelanes Protected Bikelanes	Crosswalks Speeding
central ave	Old Town Salinas		biking	add a bike lane from Hartnell to Old town	english	1	Bikelanes	Specung
Market St near E			walking and biking	no way to safely cross market st. coming from hartnell	english	3	Crosswalk	
N Main St North Main St	Target Northridge Mall		walking and biking walking and biking	needs more visible crosswalks on N. Main better visibility at night on north main	english english	5	Crosswalk Low Visibility	
Old town Salinas			walking and biking	Detter visionity at night on not in them on visibility at night on streets around old town at night	english	3	Low Visibility	
Blanco Rd	Memorial Hospital		biking	add protected bikelane for med students	english	3	Protected Bikelanes	
Davis Rd.	In-Shape, N Davis Rd		biking	add protected bikelane on davis	english	1	Protected Bikelanes	
East Alisal St Market St at Fron	Hartnell Alisal Campus t St Natividad hospital		walking and biking biking	add protected bikelane the under pass on market is not safe for bikes	english english	5 4	Protected Bikelanes Protected Bikelanes	
S. Main	Luckys		walking and biking	no space for bikes on road or sw need a space for bikes	english	3	Wider SW	Bikelanes
North Main St	Rodeo, 1034 N Main		walking and biking	add protected bikelane and more space for bikes on SW	spanish	5	Protected Bikelanes	Wider SW
W Alisal S Main	Old Town Salinas Salinas High School		walking and biking walking and biking	make W. alisal bike a protected bike lane sw's are broken and lifted	english english	1	Protected Bikelanes SW Fixed	
N. Main	Rodeo, 1034 N Main		walking and biking	the store driveways are dangerous for pedestians	spanish	4	Sidewalks	Crosswalks
N. Main	Walmart		walking and biking	add more visibility for crosswalks	english	5	Crosswalk	
N. Main Boronda Rd.	Target		walking and biking	add more visibility for crosswalks	spanish	5	Crosswalk Protected Bikelanes	
Boronda Rd. Laurel	Food 4 Less Natividad hospital		walking and biking walking and biking	add protected bikelane / bikes ride on sw add protected bikelane there is no space for bikes	english english	6	Protected Bikelanes Protected Bikelanes	
N. Main	Old Town Salinas		walking and biking	add protected bikelane	english	5	Protected Bikelanes	
Towt St at Dewe			walking	Crossing is not safe at night	Spanish			
Acosta St Beacon Hill Dr	Creekside Elementary		walking and biking walking	Sidewalk is never safe enough for riding and cars are constantly taking up sidewalk space Cars drive too fast we need better walking paths to school	Spanish English			
Market St, Alisal	it. Sanborn Rd		walking and biking	Cars unive tool rask we need better warning battis to school. Wants to see more paths on these roads.	Spanish			
Citywide			walking	People biking on the sidewalk make it unsafe to walk	English			
East Alisal St			biking	Bike lane should continue on E Alisal	Spanish			
Williams Rd at G Towt St, Alisal St			walking biking	Need a light at this crosswalk, drivers don't stop All these streets need better bike lanes	English Spanish			
East Alisal St	Williams Nu		walking	All cross-surets are unafe	Spanish			
E Alvin Dr			biking	E Alvin has new buffered bike lanes but drivers park their cars in the bike lane, still not usable. Wants to see more enforcement of this issue.	English			
Paths near Const	tution idad Creek and Upper Carr Lake		walking and biking walking and biking	Restore Constitution paths from homeless camps, it is not safe to walk and bike now. People need to feel safe when using these paths. Don't feel safe now.	english Spanish			
Laurel St	dad Creek and Upper Carr Lake		walking and biking	propie need to reir sate when using these patris. Don't reer sare now. Needs improvement	Spanish			
Old town Salinas			walking and biking	Speeding traffic is common	Spanish			
San Juan Grade F			walking	Necisita una acera para poder caminar en ella / Needs a sidewalk so she can walk	Spanish			
Intersection of N W Alisal St	tividad and Laurel		walking	Drivers don't stop for pedestrians. People have been run over. Not safe to cross. Thank you <u>so much</u> for the bike lane on W. Alisal!! I use it and am so grateful.	english english			
Pajaro St			Biking	Bike lanes really need to be restriped for safety	english			
S Sanborn Rd			walking	No safe walking paths on Sanborn. Especially unsafe near truck stop at Sanborn/Work St	Spanish			
Williams Rd Cross Ave and W	E Dd		walking and biking	not safe to walk or bike sidewalks don't feel safe	Spanish Spanish			
williams rd	llams Rd		walking walking	sidewalks don't feel safe	Spanish			
All of Alisal St an			walking and biking	not safe to walk or bike	Spanish			
Trails along Nati			walking and biking	trails need to be clean	Spanish			
Market St, Alisal	it, Maryal St		walking and biking Biking	wants to see these streets be safer bike lanes are full of branches, grass - not safe	Spanish Spanish			
Davis Rd.			Biking	Uner laries are tuit of unancies, yiass - not safe wants to see dedicated bike path with a barrier	English			
Williams Rd and	lisal		Biking	need better bike lanes	English			
Sanborn Rd	La Paz Middle		walking	we need walking paths	Spanish			
Sanbord Rd at Ar	igua La Paz Middle		walking walking	Can't cross Sanborn Rd to get to school Sidewalks are broken, not safe, people fall	Spanish Spanish			
N Madeira Ave			walking and biking	Cars drive too fast, we need bumps	Spanish			
E Laurel Dr betw	en Granada and Linwood		walking and biking	Wants crosswalks that light up. No bike lanes and no lights currently	English			
Creek Bridge nei John St.	hborhood		walking	wants better and safer public transportation we need paths to cross the street	English			
John St. S Main St			walking walking	we need parts to cross the street From Salinas HS to Alias 15t, lifted sidewalk, not ADA accessible	Spanish English			
328 Addington Lr			walking	cars drive too fast. We need better paths	Spanish			
Citywide E Laurel Dr	Citywide	East Salinas East Salinas	biking	Need places to park bikes if to implement plan	English		Security	
E Laurel Dr N Sanhorn Rd		East Salinas East Salinas	walking and biking walking and biking	Concern about safety, homelessness, lighting, Like the proposed plan for E. Laurel Dr. Would like to see N Sanbror Rd finished	English English		Safety	
Near mall	Northridge Mall	North Salinas	walking	Would like to see in sampor not impared.	Ligital			
Harden Parkway	Harden Middle	North Salinas	biking	Like bike lanes on Harden				
Davis Rd	Citywide	South Salinas	biking	Recommend a class IIB with a physical barrier scary to ride Would ride bike more if it was safer				
Citywide Harden Parkway	N Main St	North Salinas	biking biking	Would ride blike more if if was safer is upport the protected blike lanes on Harden and Main!				
Citywide	Citywide	South Salinas	biking	Maintenance plan for existing lanes. Some areas have paint that faded or worn out				
Pajaro St	nott South of Laurel	South Salinas	biking	We need new bicycle lane striping on Pajaro St it is really faded				<u> </u>
Sanborn Rd to Ab E Market St	out South of Laurel	South Salinas East Salinas	biking walking and biking	Need bike connectivity on Sanborn to Abbott, south of Laurel Any proposed infrastructure				
Citywide	Citywide	Citywide	biking and biking	Any proposed diversariations of the Company of the				
Natividad Rd		North Salinas	biking	Connectivity N/S near Natividad Hospital				
N Sanborn Rd	S Sanborn Rd	Fast Salinas	Biking	Consider connection from N Sanborn to S Sanborn				
E Alisal St Citywide	Kings St Citywide	East Salinas Citywide	Biking biking	Intersection unsafe when crossing through lots of traffic. Difficult to cross. King St is very narrow for bikes Allow electric bikes on bike facilities				
	Citywide	Citywide	biking	Please take into account traffic. People will start taking alternate routes and cause heavy traffic				
citywide		North Salinas	walking and biking	EA High should have traffic lights. There is only a stop.				
		South Salinas	biking					
Independence BI Davis Rd	de Bull							0
Davis Rd Market St and Da	vis Rd Market/Davis overpass bridge	South Salinas South Salinas	biking walking	There's a trail near the Market/Davis bridge that you can connect to with Clark. Issues with transients There used to be an at-grade crossion at the north end of Paiaro into chinatown				
Independence BI Davis Rd	vis Rd Market/Davis overpass bridge	South Salinas South Salinas South Salinas South Salinas	biking walking biking walking and biking	There's a trail near the Market/Davis bridge that you can connect to with Clark. Issues with transients. There used to be an alt-grade crossing at the north end of Pajaro into chinatown Prefer 2-way class IV on south side of Blanco People speeding to hospital white people are walking to work. Pajaro and just east of San Juan, there's a weind curve and nothing slowling vehicles. Can't do speed bumps because ambulat				
	Independence Blv	Independence Blvd Everett Alvarez High Davis Rd	Independence Blvd Everett Alvarez High North Salinas Davis Rd South Salinas	Independence Blvd Everett Alvarez High North Salinas walking and biking Davis Rd South Salinas biking	Independence Bird Everett Alvarez High North Salinas valking and biking EA High should have traffic lights. There is only a stop. Davis RR O South Salinas biking don't like having to energe to the left of right turn vehicles at the intersections on Davis	Independence Blvd Sverett Alvarez High North Salinas walking and buiking SA High should have traffic lights. There is only a stop. Davis Rd South Salinas walking and buiking Under It light should have traffic lights. There is only a stop. Gost High should have traffic lights. There is only a stop. Gost High should have traffic lights. There is only a stop. Gost High should have traffic lights. There is only a stop. Gost High should have traffic lights. There is only a stop. Gost High should have traffic lights. There is only a stop.	Independence Blvd Sverett Alvarez High North Salinas walking and bliking Salinas walking and bliking Salinas walking and south Salinas walking and s	Independence Bird Everett Alvarez High North Salinas walking and king EA High should have traffic lights. There is only a stop. Davis RB South Salinas biking lident like having to energe to the left of right turn vehicles at the intersections on Davis

Pop-Up Outreach Tracker

POP EVENT LINE UP

JULY

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

AUGUST

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

SEPTEMBER

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

SALINAS ATP – Survey responses from website

Do you have any comments on the recommended bike network?

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

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

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

Do you have any comments on the recommended bike network?

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

SALINAS ATP – Stakeholder Committee

Overview:

- o 12 core members
- o Committee formed by members of various organizations and businesses
- Most are also Salinas residents
- o Participate in a total of 6 meetings to review and provide input on plan specifics
- Participant groups/organizations
 - Salinas Resident
 - Blue Zones Project, Senior Policy Lead
 - MORCA, Vice President
 - Big Sur Land Trust, Conservation Projects Manager
 - Salinas City Center, District Coordinator
 - City of Salinas Parks and Recreation, Neighborhood Services Coordinator
 - Transportation Agency for Monterey County, Principal Transportation Planner
 - Bobcat Bicycles, Co-owner
 - Watsonville Bike Shack, Founder and Bike Mechanic
 - Alliance on Aging, Transportation Coordinator
 - MST, Director of Planning/Innovation
 - Salinas Soccer Complex, Manager

Selection Process

- A general invitation was shared with Salinas community through established communication channels
- Potential members who expressed interest in participating in steering committee were immediately contacted by staff to offer details and answer questions
- An introductory virtual call was coordinated to offer details about commitment and overall committee purpose and expectations
- o Core committee was identified and formally introduced in committee communication
- Committee Member Expectations
 - Members expected to participate in all 6 meetings over a 10 month period
 - Purpose of members is to provide detailed input on active transportation challenges throughout the city and offer ideas towards solutions









YOUR VOICE MATTERS! HELP SALINAS PLAN

FOR SAFE, COMFORTABLE WALKING AND BIKING.

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

John Street

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

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



Learn more letsmodo.org/salinas

#YourVoiceYourSalinas









¡SU OPINION ES IMPORTANTE! AYÚDENOS A CONSTRUIR UNA CIUDAD MÁS SEGURA Y ACCESIBLE PARA CAMINAR Y ANDAR EN BICICLETA.

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

Calle John Street

Miércoles, 6 de Diciembre 9:00am - 10:00am

Favor de reunirse al frente de la escuela primaria Los Padres.

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



Aprende más letsmodo.org/salinas

#TuVozTuSalinas



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

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









YOUR VOICE MATTERS! HELP SALINAS PLAN

FOR SAFE, COMFORTABLE WALKING AND BIKING.

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

Laurel Drive

Thursday, December 7th 9:00am - 10:00am Meet at the corner of Laurel Drive and Constitution Boulevard.

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



Learn more letsmodo.org/salinas

#YourVoiceYourSalinas









¡SU OPINION ES IMPORTANTE! AYÚDENOS A CONSTRUIR UNA CIUDAD MÁS SEGURA Y ACCESIBLE PARA CAMINAR Y ANDAR EN BICICLETA.

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

Calle Laurel Drive

Jueves, 7 de Diciembre 9:00am - 10:00am

Favor de reunirse en la esquina de Laurel Dr y Constitution Blvd.

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



Aprende más letsmodo.org/salinas

#TuVozTuSalinas



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

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

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

Public comments from CET students/staff and residents

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

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

Public comments:

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









YOUR VOICE MATTERS! HELP SALINAS PLAN

FOR SAFE, COMFORTABLE WALKING AND BIKING.

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

Sherwood Drive

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

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



Learn more letsmodo.org/salinas

#YourVoiceYourSalinas









¡SU OPINION ES IMPORTANTE! AYÚDENOS A CONSTRUIR UNA CIUDAD MÁS SEGURA Y ACCESIBLE PARA CAMINAR Y ANDAR EN BICICLETA.

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

Calle Sherwood Drive

Miercoles, 6 de Diciembre

12:00pm - 1:00pm

Favor de reunirse en el estacionamiento de la escuela secundaria Mount Toro High.

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



Aprende más letsmodo.org/salinas

#TuVozTuSalinas





Sherwood Drive Walk and Talk Meeting

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

Salinas ATP Outreach Event Summary

SALINAS ATP OUTREACH EVENTS

Kick Off Workshop

- Held at the Salinas Police Department Community Room
- Approximately 45 attendees
- The workshop provided an opportunity for community members to learn about the planning process, validate the network recommendations, select corridors and areas for further design and analysis, and discuss goals and priorities. Members from the housing development community, local agencies and the public in general were invited to participate. Materials were available in both English and Spanish, Spanish interpretation was provided and childcare was made available for families wishing to participate.

• Pop Up Community Events

- o Events held citywide
- Outreach was conducted at nineteen pop up events (<u>Pop Up Event List</u>), such as farmers markets, community school festivals, community centers, and senior centers. These events provided an opportunity for community to learn about the Plan and for the team to solicit feedback from the community about their goals and priorities for active transportation in Salinas.

Walk and Talk Events

- o Corridors: John St, Laurel St, Sherwood Dr, N Main St, Alvin Dr
- Group size between 4-10
- Outreach was conducted at each of the priority project locations in order to inform the community of the Plan, present design alternatives, discuss tradeoffs, and solicit feedback from the community about the design alternatives for active transportation in Salinas. The Walk and Talks allowed the City and consultants to facilitate discussion about potential improvements and potential impacts. The feedback from these events will be used to develop concept design plans for the priority project corridors and areas.

Stakeholder Advisory Committee

- Meetings held at the Permit Center, City of Salinas
- Active committee members = 10
- The Stakeholder Advisory Committee provided guidance on outreach strategy and reviewed project deliverables at key milestones, in addition to serving as ambassadors for the Plan to share resources with stakeholders about outreach activities, opportunities to review deliverables, and other ways to engage with the project. SAC members included representatives from Caltrans, the City of Salinas, TAMC, Monterey County Public Health, County Housing Authority, developers, community organization staff, school administrators, students, employers, homeless or social services providers, transit agencies and seniors. The SAC reviewed items such as the introduction to project, current networks and priorities, design alternatives and programs, design concepts, funding and phasing, and the implementation plan.

• Stakeholder Interviews

- o Interviews held at the Ecology Action office, Old Town Salinas
- Total number of participants = 6

Salinas ATP Outreach Event Summary

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

TRANSPORTATION WORKSHOP

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



Active Transportation



Circulation



Streetscapes



Food



Raffle



Interactive activites



First ten (10) people receive gift bag!

FEB 1

REISER REISHE OUTSEE

6PM-8PM

FIREHOUSE REC CENTER

1330 E ALISAL ST

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

Take our survey!





Q 831-758-7409 (letsmodo.org/salinas











TRANSPORTE

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



Transporte Activo



Circulación



Paisaje Urbano



DETERM REISHE DETERM

6PM-8PM

FIREHOUSE REC CENTER

1330 E ALISAL ST



Comida



Rifa



Actividades interactivas



¡Las primeras diez (10) personas reciben una bolsa de regalo! ¿Trabaja o es dueño de un negocio en E Alisal St, E Market St, Williams Rd o Sanborn Rd?

¡Responde a nuestra encuesta!





831-758-7409 (#) letsmodo.org/salinas









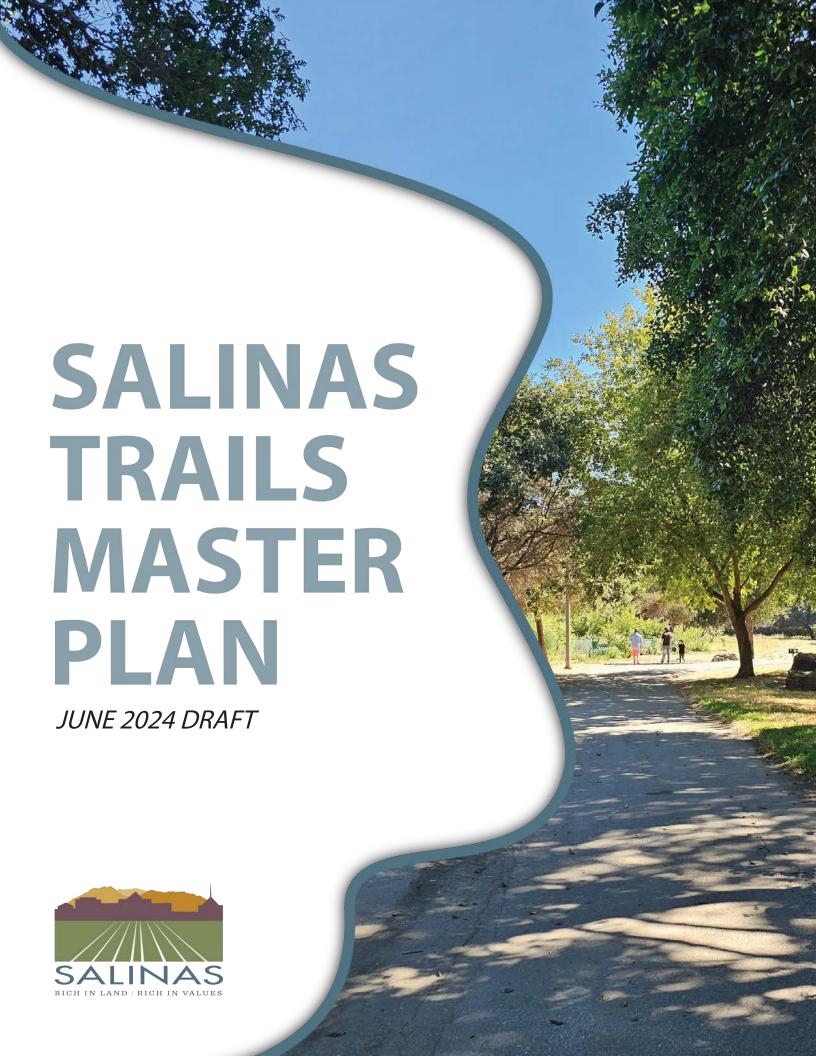








Appendix D: Trails Master Plan



ACKNOWLEDGEMENTS

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A Very Special Thanks To:

All stakeholders and community members that participated in the planning process.





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1.1 PLAN OVERVIEW

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

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

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

Plan Goals

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

The TMP addresses the following goals:

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

Study Area

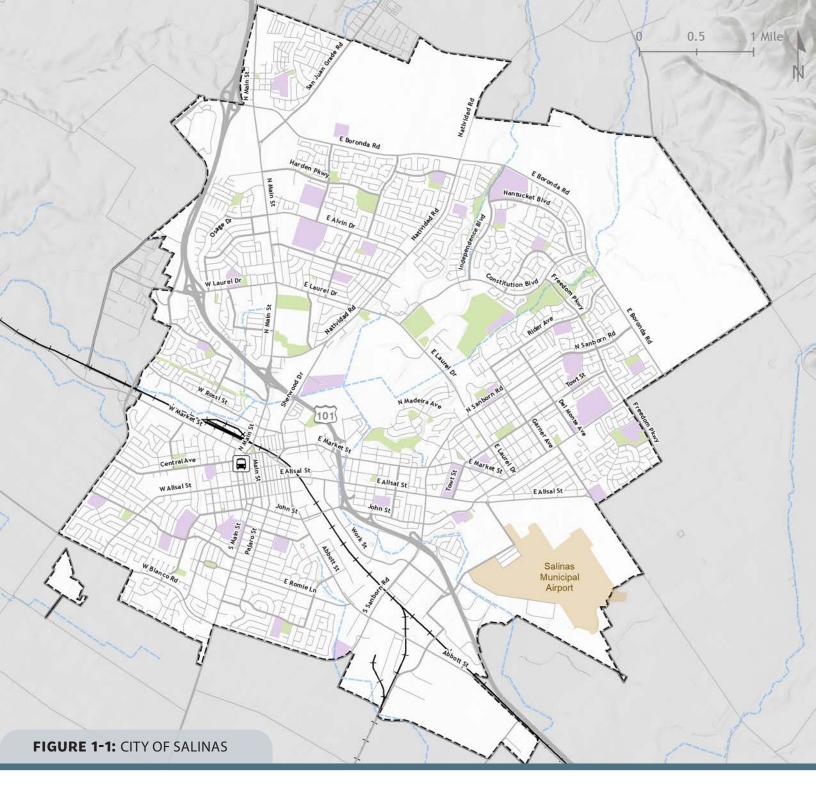
Salinas is a 23.52-square mile city located in northern Monterey County, roughly ten miles east of Monterey Bay between the Gabilan Range to the northeast and the Santa Lucia Range to the southwest. Salinas is bisected by Highway 101, which connects the city to the San Francisco Bay Area to the north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

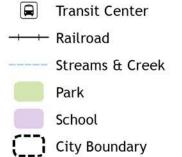
Excitingly, Salinas contains the right ingredients for a robust and well-used trail and active transportation network. It has a mild climate most of the year, is relatively flat, has a well-connected public transit system, a large network of existing sidewalks, and a fast-growing network of on-street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

PLAN SCOPE

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

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





1.2 MULTIMODAL FACILITIES AND TRAILS TRENDS

Trends in multimodal planning and design have evolved significantly over the last decade. Communities across the country and throughout California have seen the growth of both conventional and progressive multimodal transportation infrastructure. Local leaders, community members, and advocates are showing ongoing interest in ensuring that walking, biking, and new mobility facilities are not only included, but prioritized in their built environment. The State of California continues to show its commitment to this movement through programs such as The Recreational Trails Program (RTP) which draws from federal and state funds for the development and maintenance of recreational trails and trail related facilities. Since the program was launched in 2013, over 800 active transportation projects across California have been funded.² Along the same lines, the United States Congress authorized the Active Transportation Infrastructure Investment Program as part of the Infrastructure Investment and Jobs Act and appropriated \$45 million in funding to kick-start the program in 2023, with more funding to come in 2024.3

Interest in Multimodal Facilities Soars

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



Trail users stopping at trail head



Child bicycling up steep trail

Investment in Multimodal Facilities

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

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

Electric Bicycles Have Changed the Game

In the last several years, electric bicycles (e-bicycles) both personal and shared - have swept the nation. The increasing prevalence of e-bicycles and e-scooters has welcomed an influx of new active transportation users by providing people with disabilities, seniors, and others with viable mobility options for reaching destinations near and far. People across the country now use personal and shared e-bicycles and e-scooters to get to work and school, run errands, and access community services, leisure activities, and recreational opportunities. The National Association of City Transportation Officials (NACTO) reported that shared e-bicycle and e-scooter trips in the United States and Canada have grown by 40 percent since 2018 and have increased 35-fold from 2010.10 In 2021 and 2022, there were 112 and 113 million shared e-bicycle and e-scooter trips in the United States, respectively. Along the same lines, e-bicycle sales in the United States increased over 145 percent between 2019 and 2020.11 NACTO also underscored the reality that more people ride when cities build high-quality, protected bicycle lanes. As e-bicycles become commonplace on our streets, and trails, it is important to design active transportation infrastructure, amenities, policies, and enforcement to facilitate the safe use of shared-use facilities for both motorized and non-motorized users.



Wayfinding signage along trail



People riding bicycles along paved trail

1.3 BENEFITS OF PATHS AND TRAILS

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

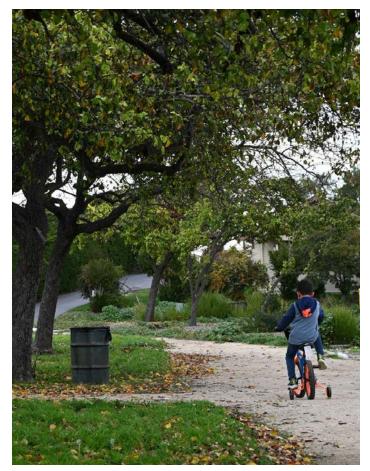
Environmental Benefits

According to the United States Environmental Protection Agency (EPA), the transportation sector accounted for the largest portion of greenhouse gas (GHG) emissions (29 percent) in the United States in 2021.12 Light-duty vehicles (i.e., sports utility vehicles, passenger cars, minivans, and light-duty trucks) account for 58 percent of transportation-related GHG emissions and medium-and-heavy-duty trucks account for 23 percent. 13 With roughly 81 percent of transportation-related GHG emissions in the U.S. attributed to personal and single-occupancy vehicles, reducing the number of vehicle miles traveled in cars is imperative to mitigating climate change and can be accomplished, in part, by making active transportation a viable travel option. Additionally, the construction of new bikeways or pedestrian infrastructure will also provide opportunities to design and introduce green infrastructure into the public realm. The EPA acknowledges the many benefits of green infrastructure, including treating stormwater at its source, reducing flooding, adding street trees, improving air quality, creating new habitats, and improving community pride.

Health Benefits

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

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



Child bicycling on a trail with a vast tree canopy



Salinas resident bicycling on Rossi-Rico Parkway

Safety Benefits

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

Equity & Accessibility Benefits

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

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



Physical trail separation created by landscape



ADA Accessible curb ramp

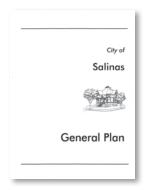
1.4 PREVIOUS PLANNING EFFORTS

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

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

Salinas General Plan (2002)

The Salinas General Plan was adopted in 2002 as a long-range policy guide for determining the appropriate physical development and character of Salinas as it grows over time. The General Plan is comprised of seven State-mandated elements: Land Use, Community



Design, Housing, Conservation/Open Space, Circulation, Safety, and Noise. The Circulation Element, in particular, is most relevant to this TMP.

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

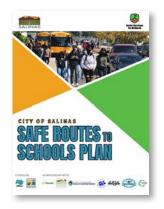
The Circulation Element established two overarching goals to address bicycle and pedestrian facilities in Salinas:

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

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

Salinas Safe Routes to School Plan (2022)

The Salinas Safe Routes to School (SRTS) Plan (2022) is comprised of community-identified needs and recommendations for infrastructure projects and programs to support safe walking, bicycling, and carpooling to 45 schools in Salinas. The SRTS plan was developed to support



community health, improve affordable transportation options for low-income and vulnerable residents, and help the City achieve its Vision Zero goals, as well as statewide goals to mitigate climate change.

The SRTS plan is guided by five powerful goals:

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

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

Salinas Vision Zero Action Plan (2021)

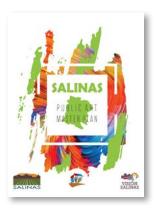
Tragically, between 2009 and 2018, 62 community members were killed while traveling on Salinas streets, with pedestrians and bicy-



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

Salinas Public Art Master Plan (2020)

The Salinas Public Art Master Plan (2020) provides the framework for future public art installations and performances in Salinas. The plan recognized the importance of public art in supporting alternative forms of transportation and established two policies relevant to this TMP:



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

Alisal Vibrancy Plan (2019)

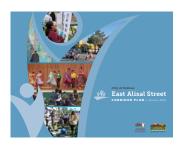
The Alisal Vibrancy Plan (2019) is a community-driven planning document for the Alisal neighborhood, also known as East Salinas.



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

East Alisal Street Corridor Plan (2019)

The East Alisal Street Corridor Plan (2019) was developed to guide future investment into East Alisal Street and to provide complete streets recommendations for



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

North of Boronda Road Specific Area Plans

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

Chinatown Revitalization Plan(2019)

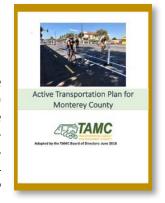
The Chinatown Revitalization Plan (2019) contains community-driven policies and implementation actions to alleviate and reverse the



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

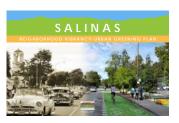
Monterey County Active Transportation Plan (2018)

The Monterey County Active Transportation Plan (MCATP) was developed in 2018 by the Transportation Agency for Monterey County (TAMC) as an update to the 2011 Bicycle and Pedestrian Master Plan. The MCATP identified gaps in the bicycle



and pedestrian network, collision rates, and opportunity areas for facility improvements for municipalities and unincorporated areas throughout Monterey County. Across the county, the MCATP proposed over 590 miles of additional bikeways, including 26.3 miles of Class I shared-use paths. For Salinas, the MCATP proposed 38 miles of bikeways, including 4.8 miles of Class I shared-use paths.

Salinas Urban Greening-Neighborhood Vibrancy Plan (2017)



The goal of the Salinas Urban Greening-Neighbor-

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

Downtown Vibrancy Plan (2015)

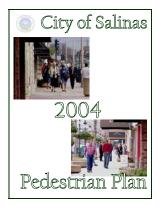
The Salinas Downtown Vibrancy Plan (2015) was created to restore activity, commerce, and vitality to downtown Salinas. One of



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

Salinas Pedestrian Plan (2004)

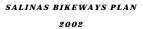
The Salinas Pedestrian Plan (2004) outlines goals and strategies to "make walking a preferred choice of travel by creating a safe, convenient, and pedestrian-friendly environment." The plan includes recommendations that support developing new sidewalks and shared-use paths; reducing the



number of pedestrian-related accidents; incorporating traffic calming measures in residential and commercial areas; promoting walking as a viable form of transportation; identifying the unique needs of nine proposed "walking districts" in Salinas; and more.

Salinas Bikeways Plan (2002)

The Salinas Bikeways Plan (2002) describes existing and proposed bicycle facilities within Salinas, many of which have been installed in the 20+ years since the plan was published. The plan includes recommendations to improve and expand bikeways, bicycle





CITY OF SALINAS

parking facilities, bicycle support facilities, and routes for buses with bicycle racks. The plan also includes design requirements for proposed facilities. Additionally, the City adopted a framework that includes education, engineering, and enforcement to make bicycling a safe and viable mode of transportation in Salinas.

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

Carr Lake Park and Restoration Project (In Progress)

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



Source: BFS Landscape Architect

ENDNOTES

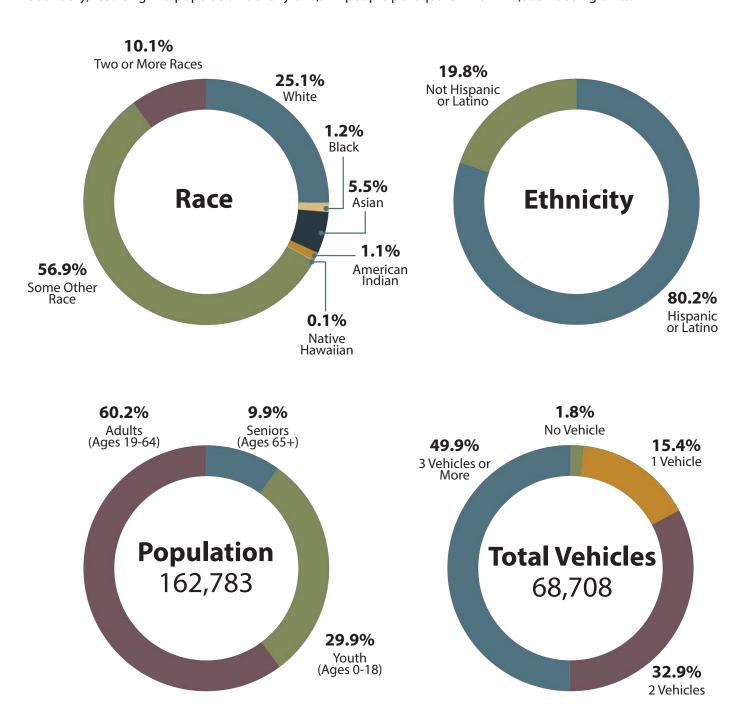
- ¹ California State Parks. (2023). Recreational Trails Program (RTP) Non-motorized.https://www.parks.ca.gov/?page_id=24324
- ² Metropolitan Transportation Commission. (2023). Active Transportation Program. https://mtc.ca.gov/funding/invest-ment-strategies-commitments/climate-protection/active-transportation-program
- ³ Rails to Trails Conservancy. (2023). Connecting America's Active Transportation System. https://www.railstotrails.org/media/1344243/caats_factsheet_12323.pdf
- ⁴ Rails to Trails Conservancy. (2022). New Rails-to-Trails Conservancy Data Shows Strong Demand for Places to Walk, Bike and Be Active Outside. https://www.railstotrails.org/resource-library/resources/new-rails-to-trails-conservancy-data-shows-strong-demand-for-places-to-walk-bike-and-be-active-outside/#:~:text=Nationwide%2C%20RTC′s%20 trail%20counters%20showed,for%20trails%20across%20the%20country
- ⁵ StreetLight Data. (2023). Walking in America: Metro & Statewide Pedestrian & Mode Share Trends.
- ⁶ StreetLight Data. (2023). Bike Boom or Bust?: Metro & Statewide U.S. Bicyle Activity Trends.
- ⁷ Rails to Trails Conservancy. (2023). New Data Illustrates Importance of Connected Trail Infrastructure to the Nation. https://www.railstotrails.org/resource-library/resources/connected-trail-infrastructure/
- ⁸ Rails to Trails Conservancy. (2023). New Data Illustrates Importance of Connected Trail Infrastructure to the Nation. https://www.railstotrails.org/resource-library/resources/connected-trail-infrastructure/
- ⁹ Rails to Trails Conservancy. (2023). New Data Illustrates Importance of Connected Trail Infrastructure to the Nation. https://www.railstotrails.org/resource-library/resources/connected-trail-infrastructure/
- ¹⁰ NACTO. (2022). Shared Micromobility in the U.S. and Canada: 2022. https://nacto.org/wp-content/uploads/2023/11/NACTO_sharedmicromobilitysnapshot_correctedNov3-2023-1.pdf
- ¹¹ Glusac, E. (2021). Farther, Faster and No Sweat: Bike-Sharing and the E-Bike Boom. The New York Times. https://www.nytimes.com/2021/03/02/travel/ebikes-bike-sharing-us.html
- ¹² United States Environmental Protection Agency. (2023). Fast Facts on Transportation Greenhouse Gas Emissions. https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions
- ¹³ United States Environmental Protection Agency. (2023). Fast Facts on Transportation Greenhouse Gas Emissions. https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions
- ¹⁴ American Trails. (2020). Why Trails? https://www.americantrails.org/why-trails
- ¹⁵ U.S. Department of Transportation. (2023). Traffic Safety Facts Pedestrians. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813458; U.S. Department of Transportation. (2023). Traffic Safety Facts Bicyclists and Other Cyclists. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813484
- ¹⁶ The League of American Cyclists. (2022). Benchmarking Bike Networks. https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf
- ¹⁷ California Transportation Commission. (n.d.). Active Transportation Program. https://catc.ca.gov/programs/active-transportation-program
- ¹⁸ American Trails. (2020). Why Trails? https://www.americantrails.org/why-trails
- ¹⁹ Rails to Trails Conservancy. (2019). Active Transportation Transforms America. https://www.railstotrails.org/media/847675/activetransport_2019-report_finalreduced.pdf



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

2.1 COMMUNITY PROFILE

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





Source: City of Salinas

Key Demographics

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

2.2 TRANSPORTATION MODE SHARE

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

Walking Mode Share

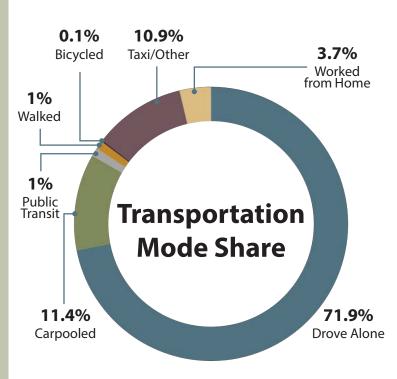
The walking mode share measures the percentage of workers aged 16 years and over who commute to work by foot. Mode share reflects how well infrastructure and land-use patterns support travel to work by foot. Walking mode share patterns are connected to the relative proximity of housing to employment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

Bicycling Mode Share

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

Public Transit Mode Share

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



2.3 HEALTH AND EQUITY

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

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

CalEnviroScreen

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



Source: City of Salinas

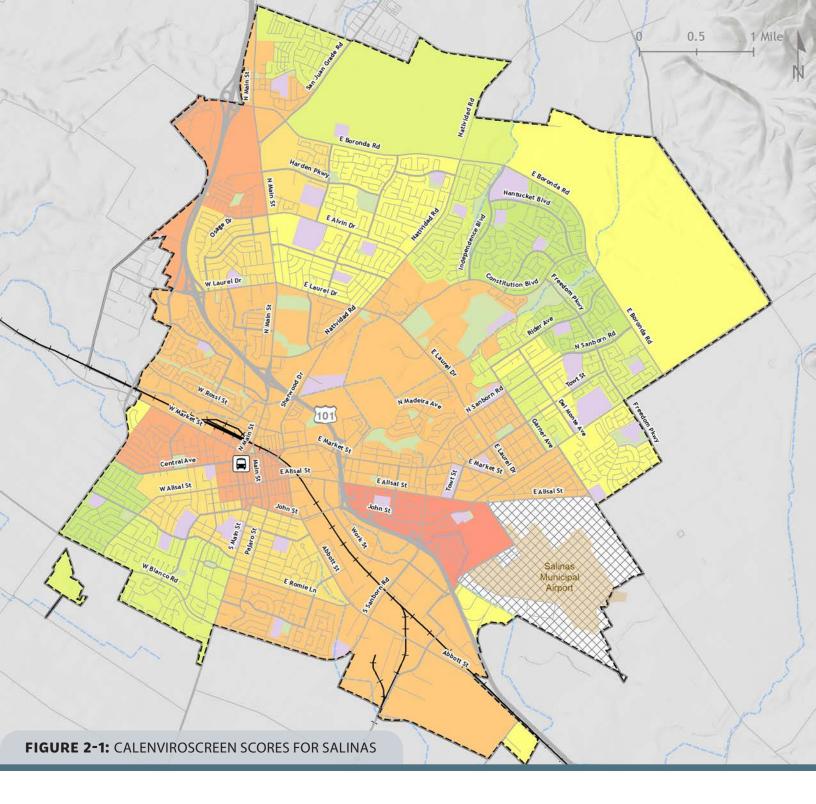
Healthy Places Index

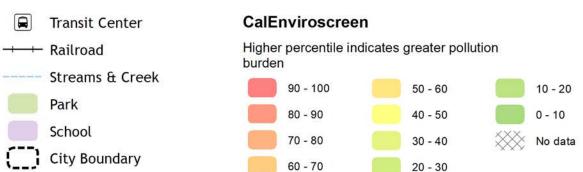
The California Healthy Places Index (HPI) is a peer-reviewed data mapping platform created by the Public Health Alliance of Southern California. The HPI maps data for social indicators that impact health, such as education, job opportunities, access to clean air and water, and more. Similar to CalEnvioScreen,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

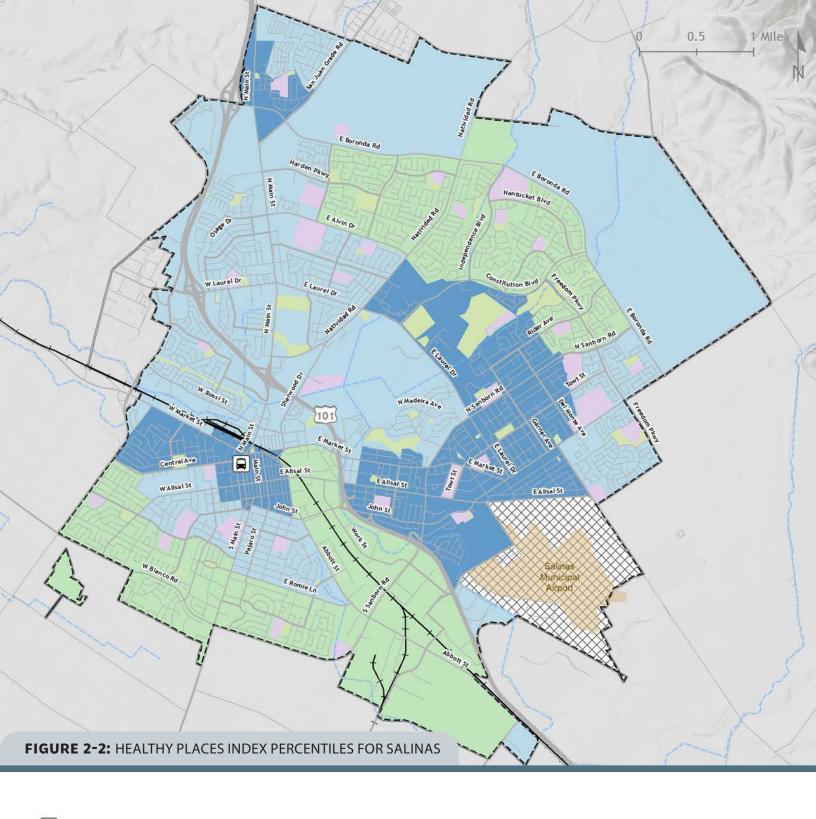
Figure 2-2 shows that the majority of neighborhoods in Salinas have very low to moderate percentile rankings, indicating less healthy conditions than other communities in California, especially in the areas colored in dark and light blue. This score reflects a variety of factors, including, but not limited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

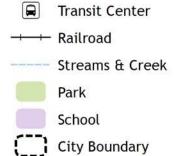


Source: City of Salinas









Healthy Places Index Lower percentile indicates less healthy conditions 76 - 100 51 - 75 26 - 50 0 - 25

No data

2.4 LAND USE

Existing Land Use

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

Adopted Land Use

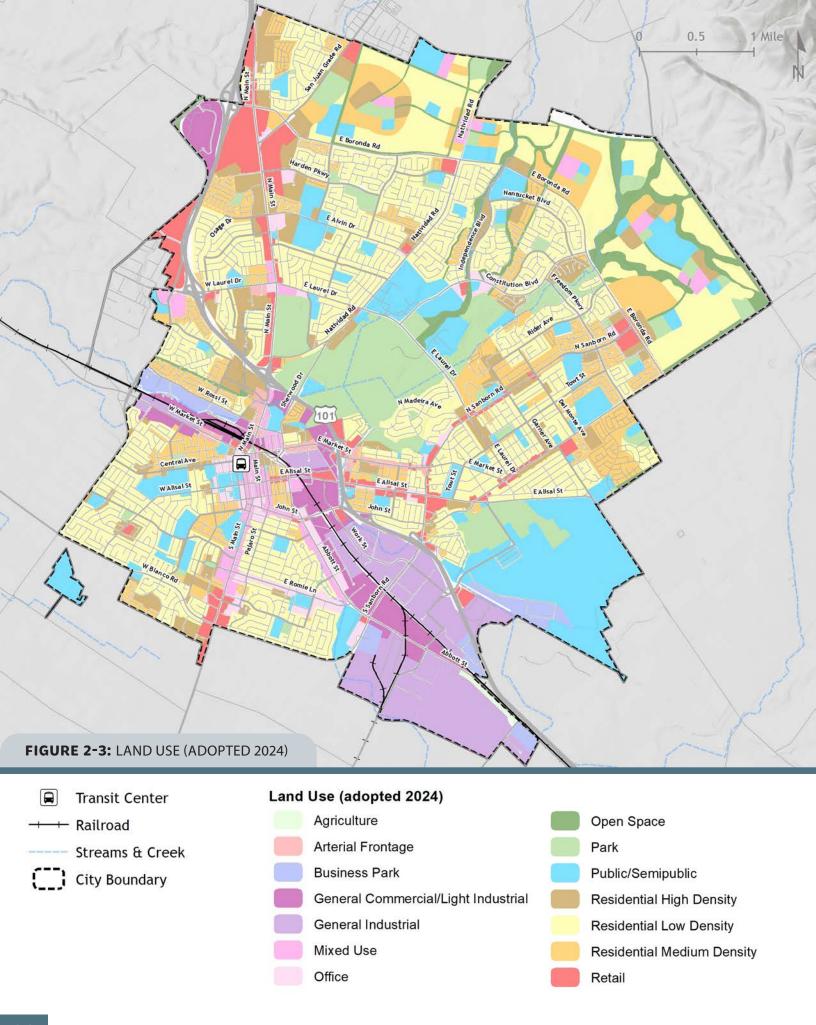
Figure 2-3 shows land use adopted in 2024 with notable changes made to land uses north of Boronda Road as agricultural land is expected to change into new residential communities. In addition to new housing, the neighborhoods north of Boronda Road will also include new schools, parks, open spaces, and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







Source: City of Salinas



2.5 EXISTING AND PREVIOUSLY PROPOSED BICYCLE FACILITIES

The existing bicycle facility network in Salinas, displayed in **Figure 2-4**, consists of roughly 90 miles of multiuse paths, bicycle lanes, and shared bicycle routes within city limits. Previously proposed projects include shareduse paths (Class I), bicycle lanes (Class II), buffered bicycle lanes (Class IIB), shared bicycle boulevards and routes (Class III), and bikeways (Class IV). Existing and previously proposed bicycle facilities were reviewed to assess opportunities to close gaps and upgrade existing facilities with shared-use paths and trails.



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



Class II bicycle lane in Salinas

2.6 EXISTING AND PREVIOUSLY PROPOSED TRAILS

The existing trail network in Salinas, displayed in **Figure 2-5**, consists of roughly 9.55 miles of Class I shared-use paths. Shared use paths exist in Rossi Rico Parkway, Cesar Chavez Community Park, along and adjacent to Gabilan Creek, and along Natividad Creek. Small segments of Class I shared-use paths also exist along portions of E. Laurel Drive and E. Alisal Street. Additional unpaved trails (soft-surface) used by residents and visitors include trails and walking loops inside City parks.

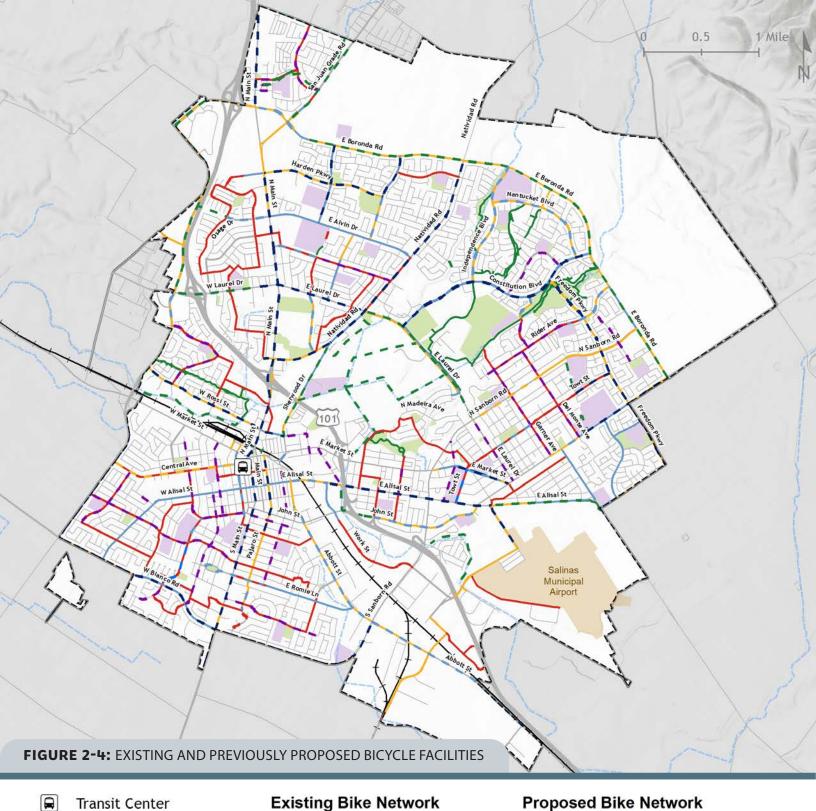
Previous planning efforts have proposed the installation of several new Class I shared-use paths in different locations throughout Salinas. This TMP has reviewed proposed projects and incorporated them into the recommendations, where applicable.



Natural surface trail in Salinas



Paved trail in Salinas

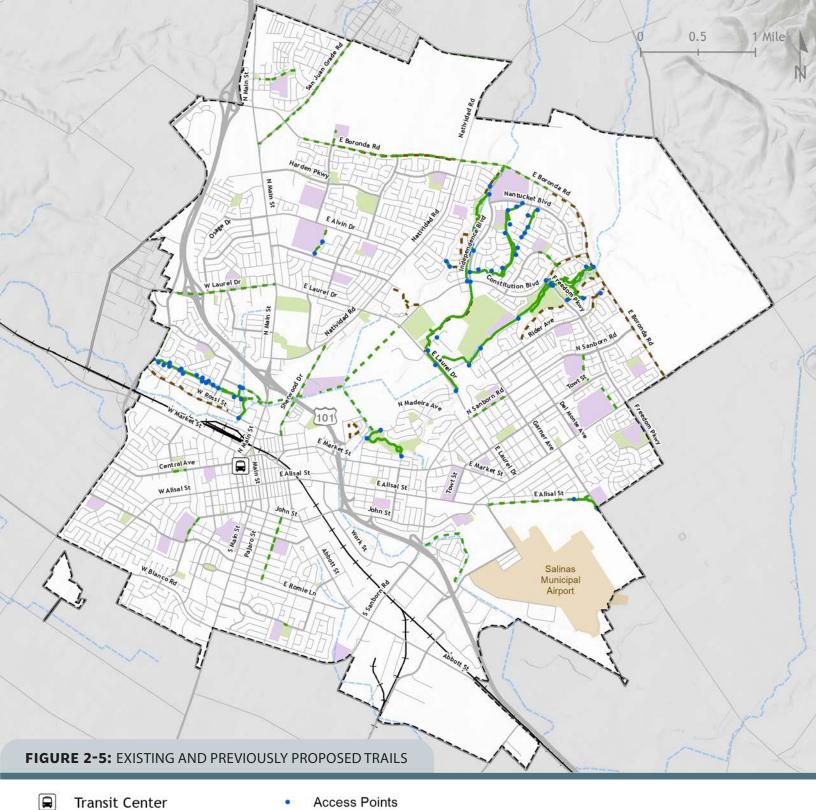






- - · Class I Path - - · Class II Bike Lane - - · Class IIB Buffered Bike Lane - - · Class III Bike Boulevard - - · Class III Bike Route - · Class IV Bikeway (Two-Way)

· Class IV Bikeway (One-Way)





ENDNOTES

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

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



3.1 RECOMMENDATIONS OVERVIEW

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

Trail and Path Types

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

Nature Trail

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

Multi-Use Recreation Trail

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

Class I Shared-Use Path

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



Nature Trail



Shared-use Recreation Trail



Class I Shared-Use Path

Wide Dirt Trail / Utility Roadbed

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

Roadside/Connector Trail

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

Connector Sidewalks/ Special Street Crossing

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



Wide Dirt Trail/Utility Roadbed



Roadside/Connector Trail



Connector Sidewalks/Special Street Crossing

3.2 PROPOSED PROJECTS

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

Project Identification Process

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

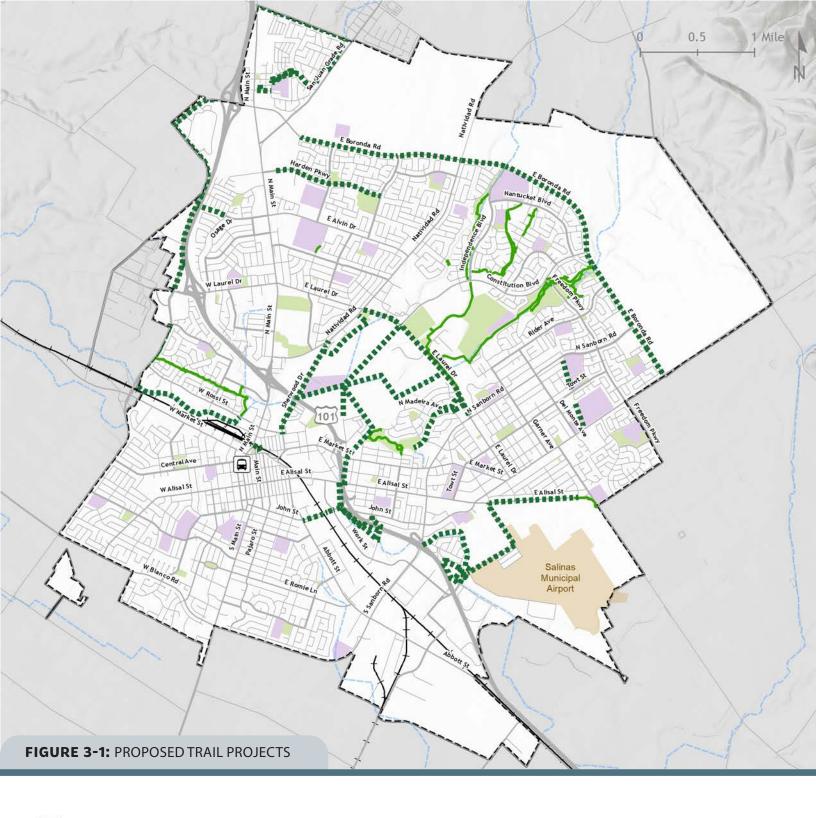
- "Community Demand Has the community expressed a need for a trail or path along this corridor?
- Connectivity Will a project along this corridor provide connections to key destinations, such as schools, parks, commercial centers, and community services?
- >> Feasibility Is a trail or shared-use path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

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

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



Trail under construction





Prioritized Projects

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

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

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

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



 $Pedestrian\ running\ on\ decomposed\ granite\ (DG)\ surface\ trail$

Natividad Creek Trail

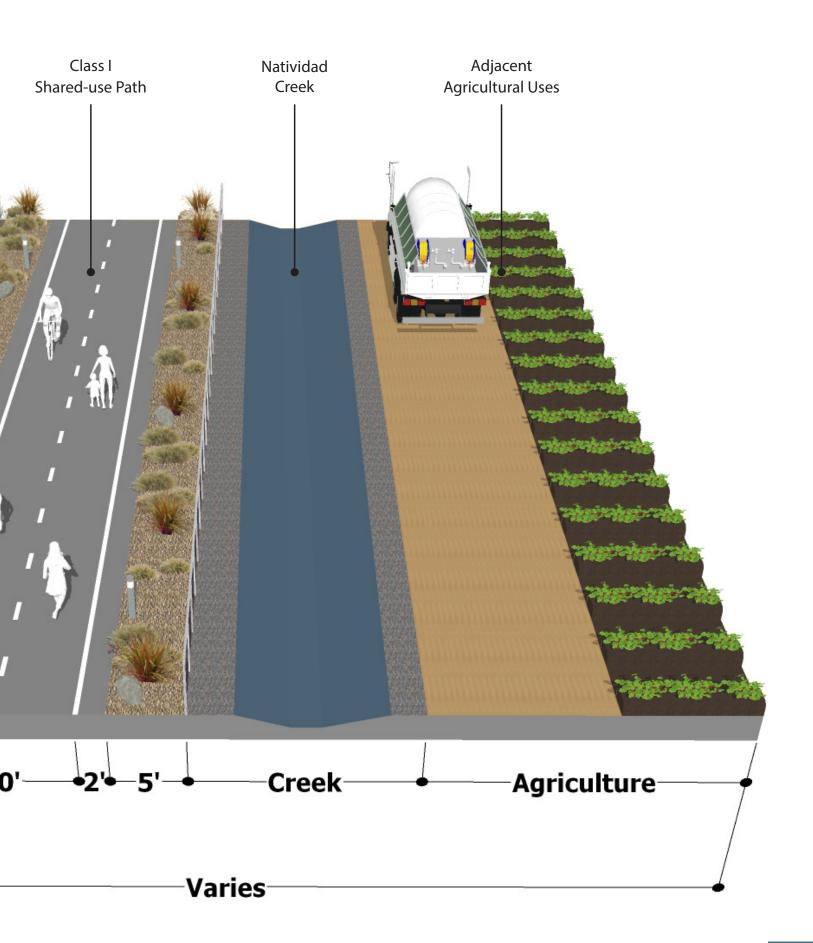
Existing Conditions

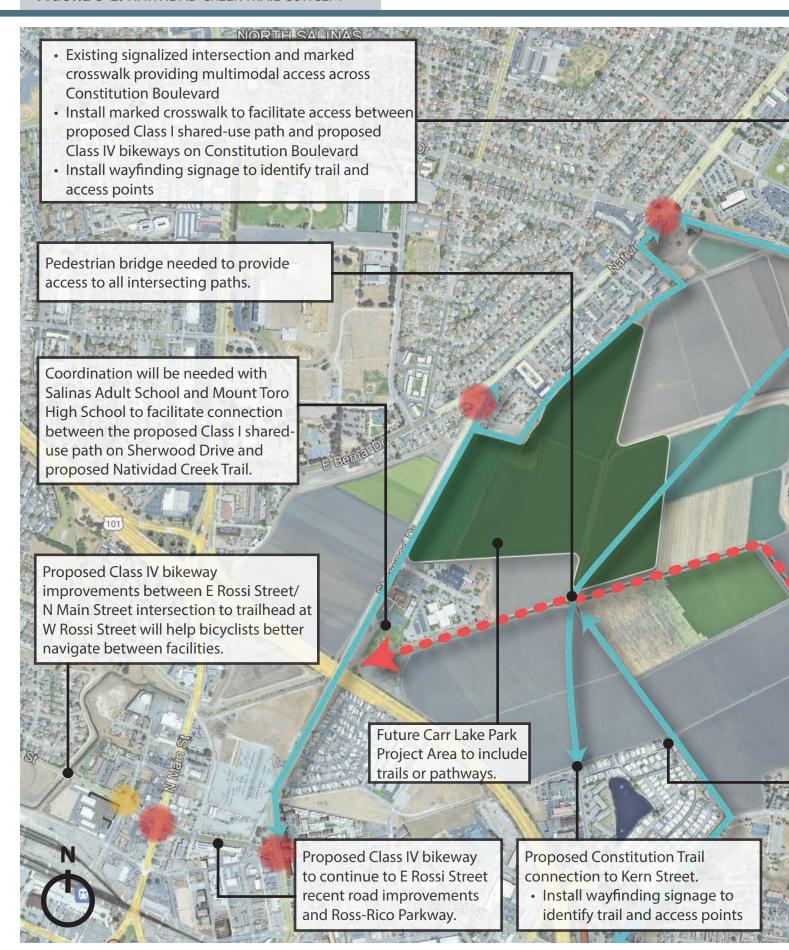
Located in the heart of Salinas is the Carr Lake Basin, a seasonally-dry lakebed of approximately 480-acres. The primary corridors that provide access to local destinations such as Mount Toro High School, Salinas Adult School, Natividad Medical Hospital, Veterans Memorial Park, and the Salinas Regional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

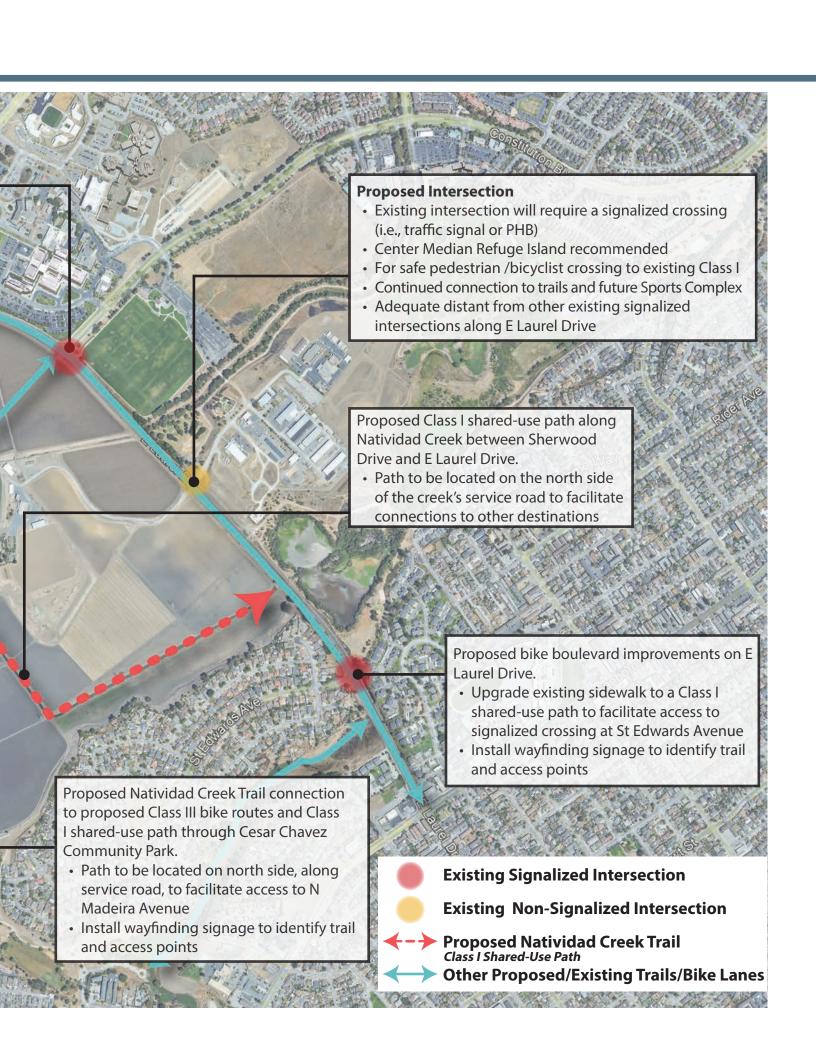
Recommendations

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









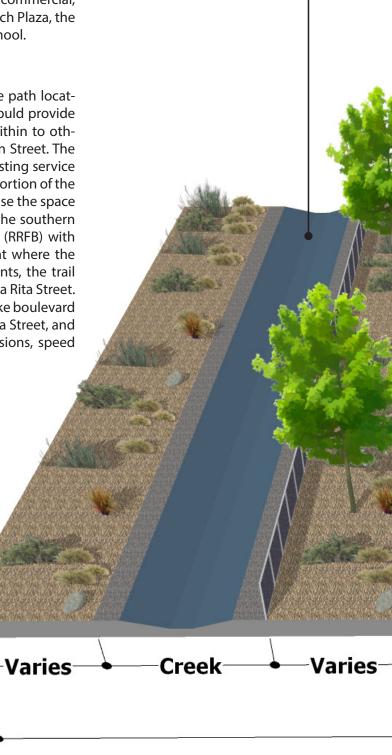
Santa Rita Trail

Existing Conditions

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

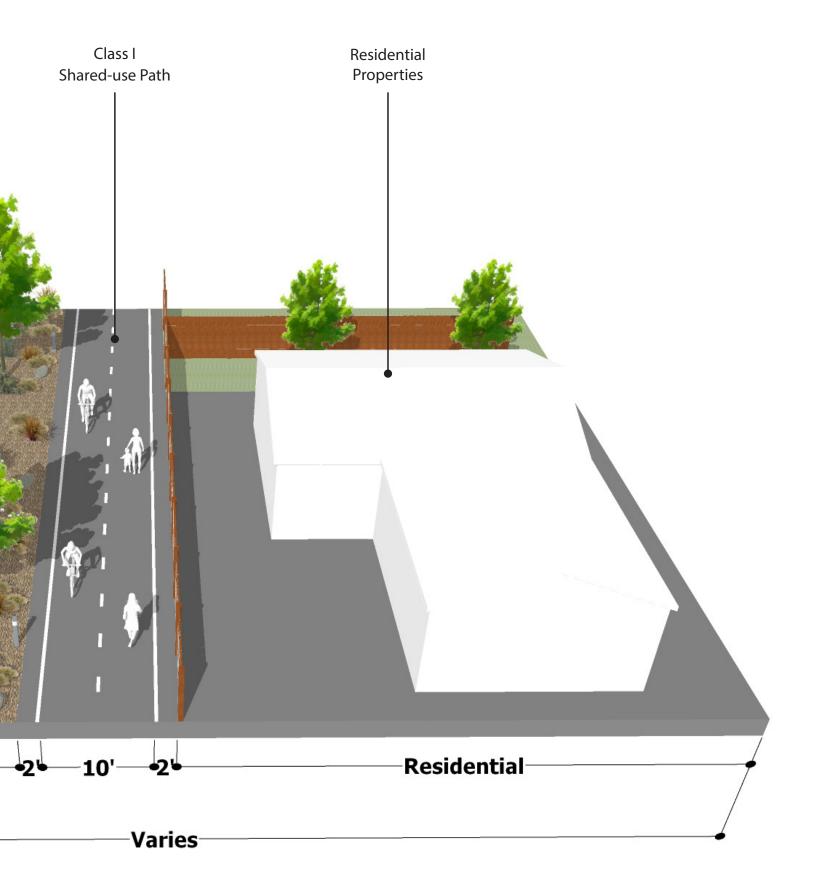
Recommendations

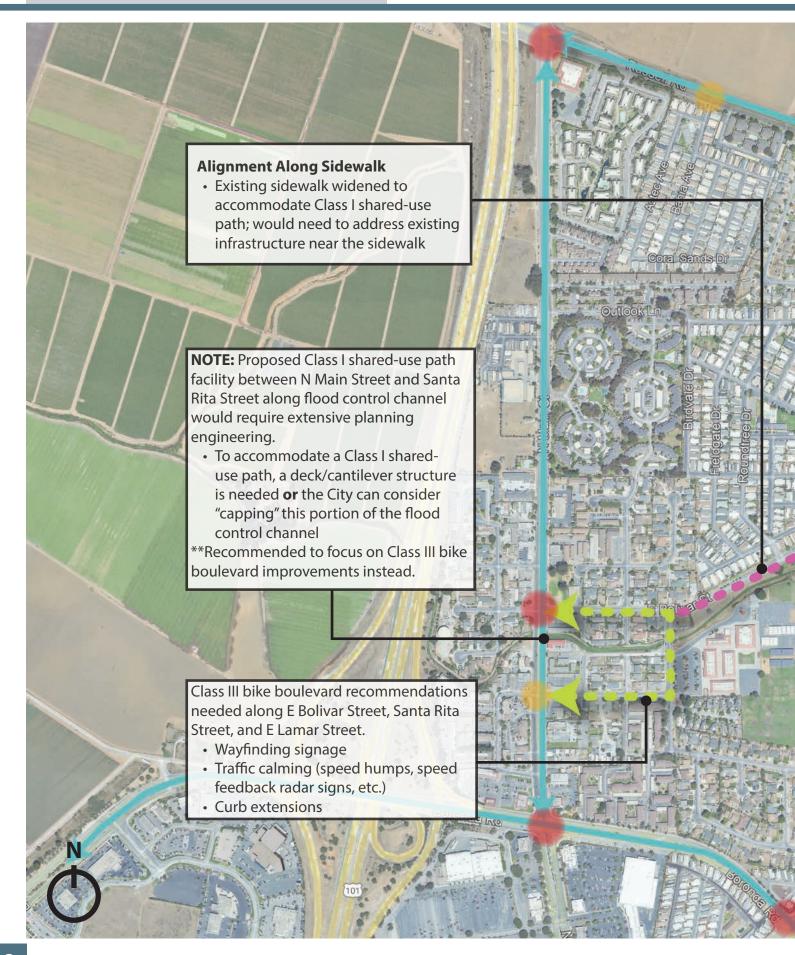
The proposed Santa Rita Trail is a 1.08-mile Class I shared-use path located along the north/west side of Santa Rita Creek. This trail would provide valuable connections from the residential area it's located within to other proposed bicycle facilities such as Russell Road and N Main Street. The northern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

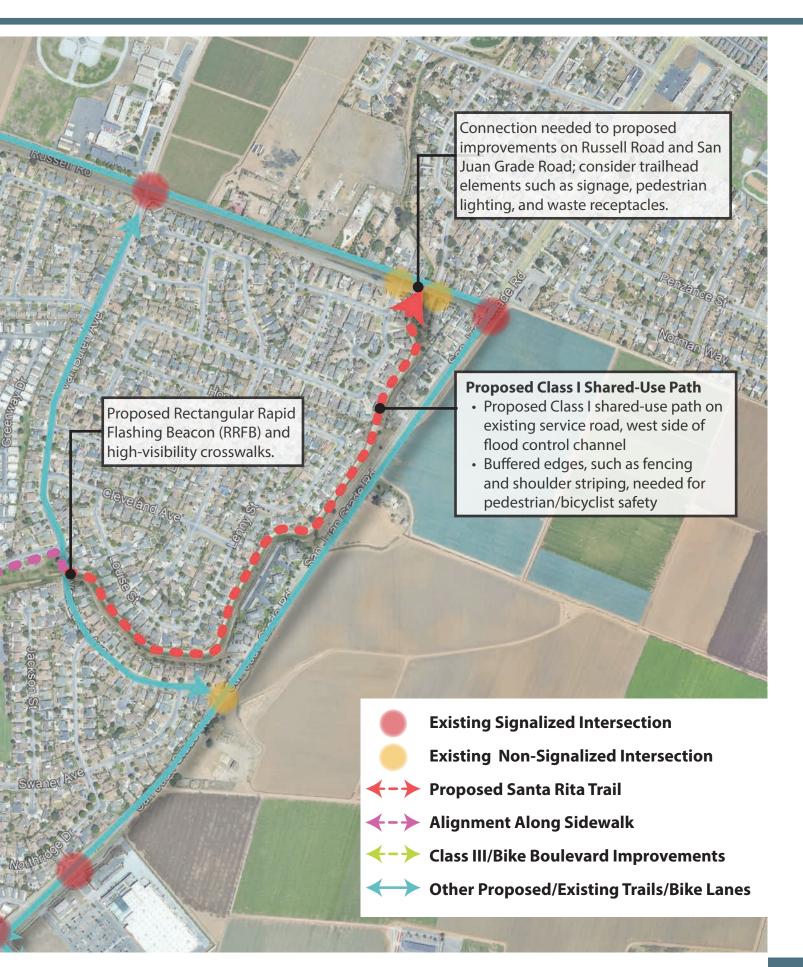


Santa Rita

Creek







W Alvin Trail with Linear Park

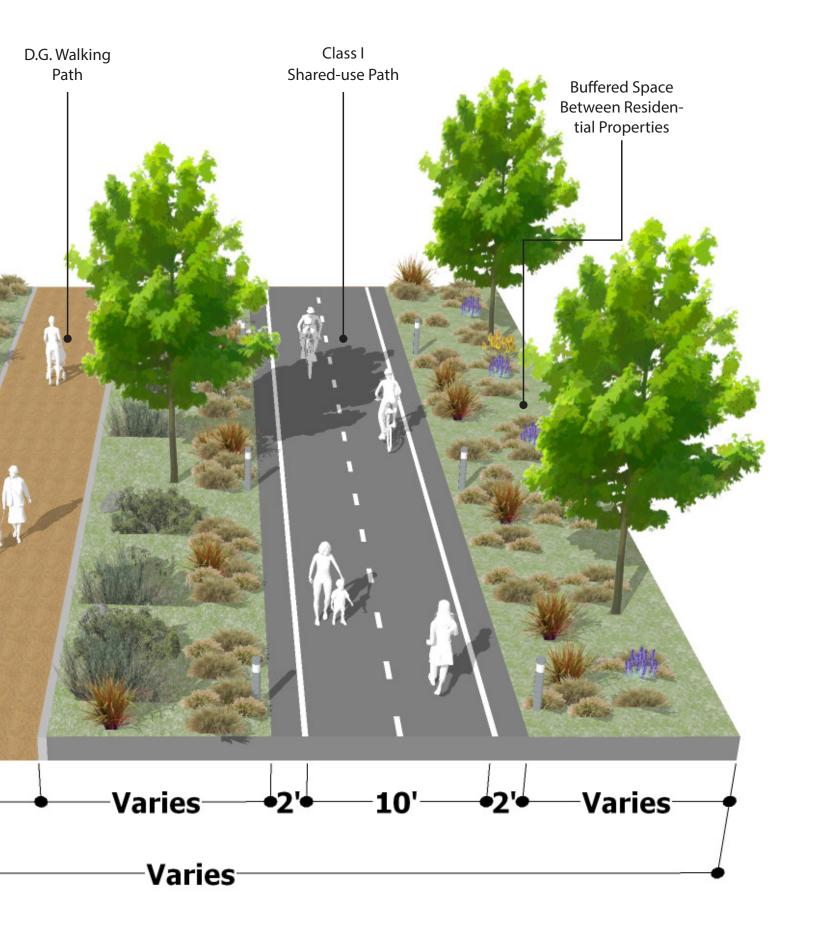
Existing Conditions

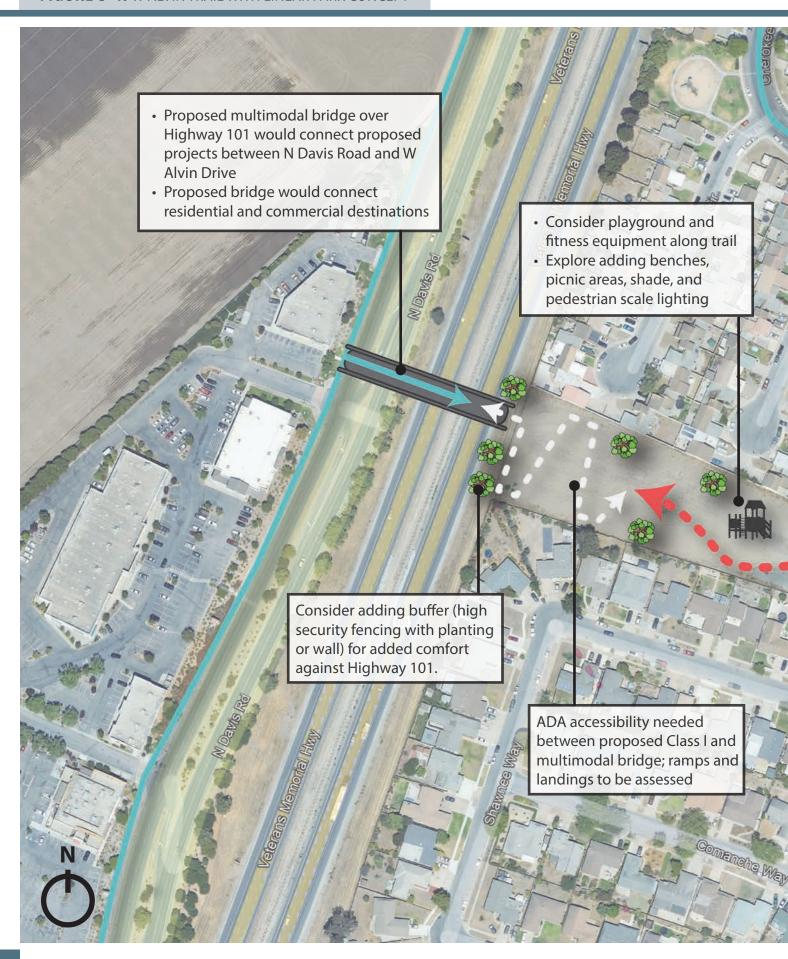
The location of the proposed W Alvin Drive Trail is currently an empty lot nestled between single-family homes and Highway 101. The corridors serving the residential neighborhood include W Alvin Drive, Cherokee Drive, N First Street, and N Main Street. Highway 101 is located immediately to the west,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

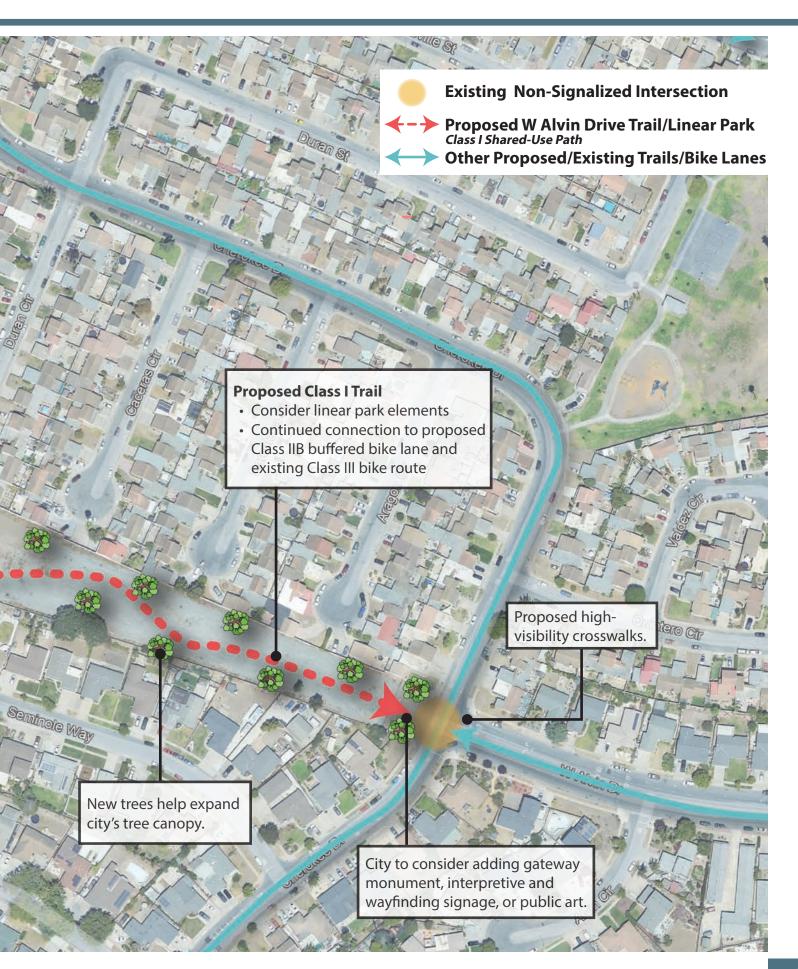
Recommendations

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

Varies







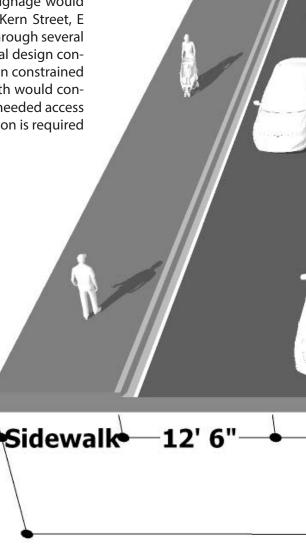
Main Canal Path (Alisal Creek)

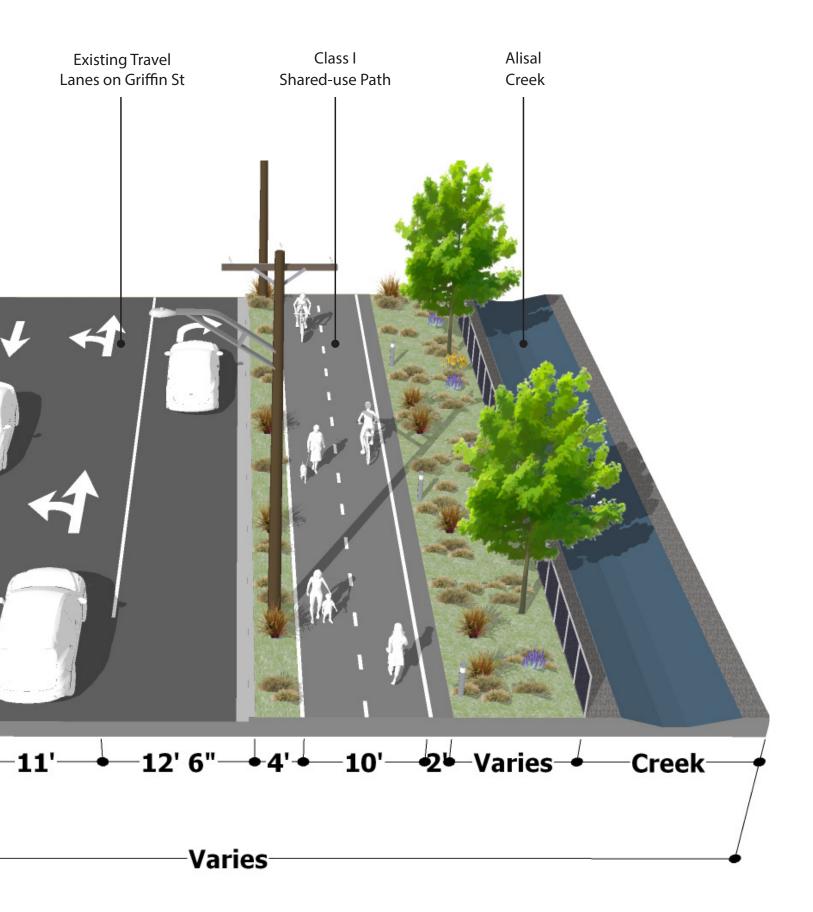
Existing Conditions

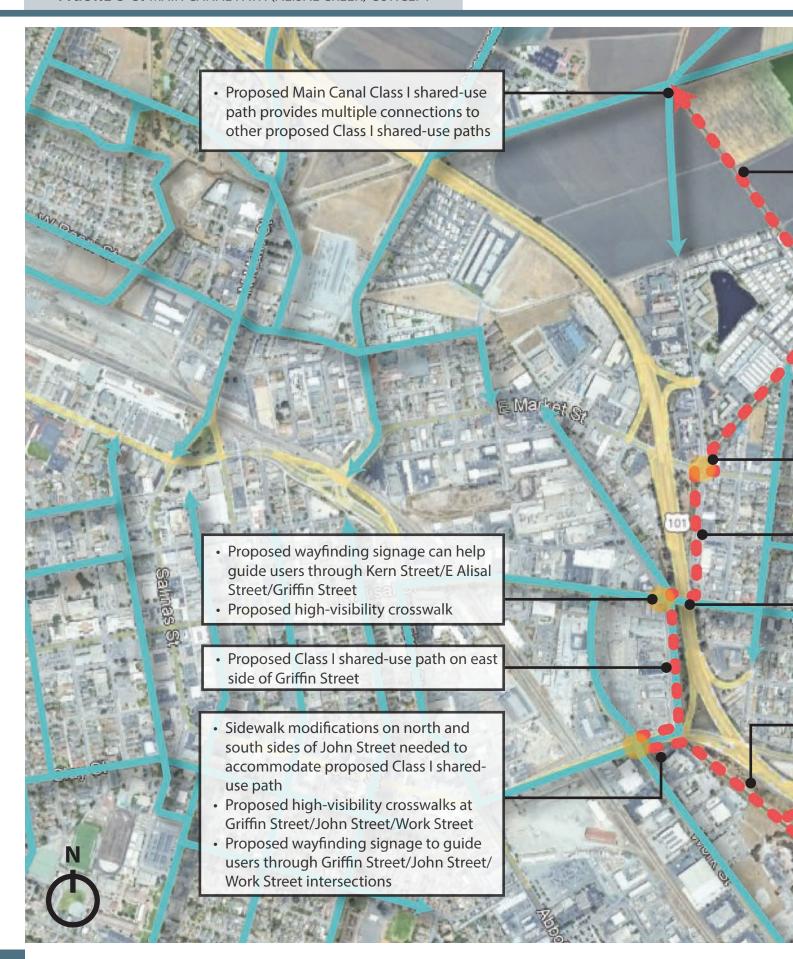
The location of the proposed Main Canal Path (Alisal Creek) is in an area with diverse uses such as Carr Lake, the Sherwood Lake Mobile Home Park, Cesar Chavez Community Park, single-family and multi-family residences, and a variety of commercial and industrial uses. Primary corridors in the area include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

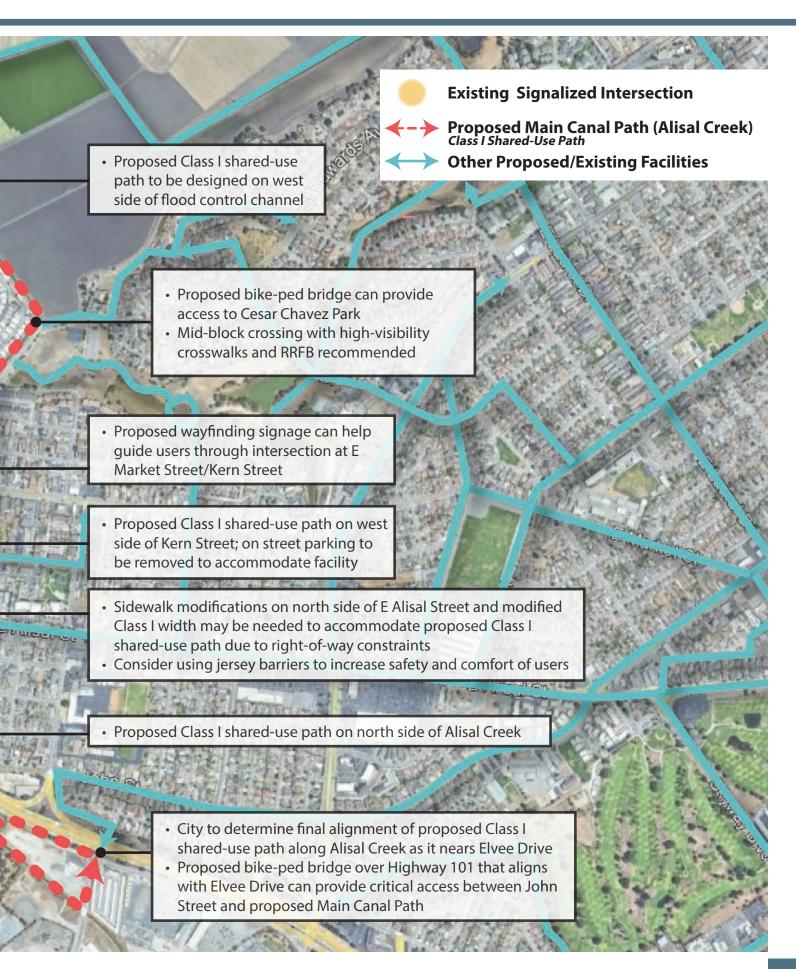
Recommendations

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









3.3 PROGRAM RECOMMENDATIONS

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

Encouragement Programs

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

Participate in National Trails Day

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

Participate in National Bike Month

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

Host Guided Walks, Hikes, & Bike Rides

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

Host Open Streets Events

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



Walk with a Doc Program. Source: Salinas Valley Health



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

Run Creative Campaigns and Challenges

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

Create a Trail System Map

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

Install Interpretive and Wayfinding Signage Along Trails

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

Install Public Art Along Trails

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

Encourage Bike-friendly Businesses

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



Salinas Mural. Source: Eduardo Cuevas (The Californian)



Wayfinding signage and mile markers along trail.



Bicyclists repairing bicycle in Oldtown Salinas

Education Programs

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

Host Hiking Basics Workshops

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

Host Bicycle and Pedestrian Safety Workshops

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

Host Bicycle Maintenance Workshops

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

Promote Motorist-targeted Messaging

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



Source: City of Salinas



Bicycling on E Alisal Street during Ciclovía Event



Source: City of Salinas

Equity Programs

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

Encourage Public Involvement

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

Support Comfortable Trail Use for People of Color

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

Prioritize the Transportation Needs of Traditionally Underserved Populations

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

Distribute Hiking and Bicycling Equipment

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

Shared Stewardship Programs

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

Launch a Volunteer Program

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

Host Regular Volunteer Events

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

Engage the Community in Streetscape Improvements

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



Source: City of Salinas

Safety and Maintenance Programs

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

Regularly Monitor Trail Conditions

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

Maintain Safe Trail Conditions

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



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

ENDNOTES

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



4.1 PHASING AND IMPLEMENTATION

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

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



Trail leading to Independence Boulvard and Everett Alvarez High School

Available Funding

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

Public-Private Partnerships

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

Future Corridor Studies and Preliminary Engineering

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

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

Project Phasing Strategies

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

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

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

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

Maintenance Costs

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

- Maintaining pavement quality through spot repairs, regular overlays, and longer-term repaving
- » Maintaining trails and sidewalks to ADA standards
- » Regular sweeping and litter removal
- >> Vegetation trimming and landscaping maintenance
- » Re-striping paths as needed
- » Lighting feature maintenance, including electricity costs

- Repair of damage due to storms, floods, collisions, and other unforeseen events
- » Repair and replacement of wayfinding or other signage

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

4.2 TRAIL/MOBILITY RESOURCES

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

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

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







4.3 FUNDING

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

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

Matching Funds

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

Private Funding Sources

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

Dedicated City Staff

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



Source: City of Salinas

Potential Funding Sources

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

TABLE 4-1: Trail Funding Sources

FUNDING	FUNDING	DDGCDAM DESCRIPTION	FUNDING	PR	OJECT 1	ГҮРЕ	PROJECT
PROGRAM	SOURCE	PROGRAM DESCRIPTION	CYCLE	INF	PLN	PGM	EXAMPLES
		FEDERAL GOVERNMENT P	ROGRAMS				
Highway Safety Improvement Program	Federal Highway Administration /Caltrans	The Highway Safety Improvement Program funds work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members, that improves the safety for its users.	Two year cycle	X			Install hybrid pedestrian signals at trail crossings Install RRFBs at locations adjacent to parks, trails, and schools Improve pedestrian and bicycle safety at locations with uncontrolled crossings
Congestion Mitigation and Air Quality Improvement Program	Federal Highway Administration	The Congestion Mitigation and Air Quality Improvement Program provides funding to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and congestion relief.	Annual		X	X	Travel Demand Management to promote clean commutes Public Education and Outreach Bicycle amenities; Class I, II, III, & IV bike lanes
Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program	U.S. Department of Transportation	The Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program funds projects for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.	Annual	X	X		Trail and active transportation construction projects Planning and engineering work for bicycle, pedestrian, and trail planning
Reconnecting Communities and Neighborhoods Grant Program	U.S. Department of Transportation	The Reconnecting Communities and Neighborhoods Program provides grant opportunities to redress the legacy of harm from transportation infrastructure including: construction-related displacement, environmental degradation, limited access to goods and services, degraded public health due to air and noise pollution, limited opportunities for physical activity, and hampered economic vitality of the surrounding community.	Annual (through 2026)	X	X		Study for the removal, retrofit or mitigation of a highway or transportation facility that acts as a barrier to community connectivity Replacement or mitigation of a transportation barrier with a linear park and trail

FUNDING	FUNDING		FUNDING	PRO	DJECT 1	ГҮРЕ	PROJECT
PROGRAM	SOURCE	PROGRAM DESCRIPTION	CYCLE	INF	PLN	PGM	EXAMPLES
Safe Streets and Road for All https://www. transportation. gov/grants/ SS4A	U.S. Department of Transportation	The Safe Streets and Road for All program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The program offers two grant types: Implementation Grants and Planning and Demonstration Grants.	Annual	X	X	X	• Eligible Implementation Grant projects include developing bikeway networks, safety treatments, creating safe routes to school and public transit services, installing pedestrian safety enhancements, closing network gaps, running an education campaign, and more. • Eligible Planning and Demonstration Grants fund the development or supplementation of an Action Plan which is a comprehensive safety action plan.
Transportation Alternatives	Federal Highway Administration	The Transportation Alternatives Set-Aside from the Surface Transportation Block Grant Program provides funding for a variety of generally smaller-scale transportation projects.	Annual	X	X		Pedestrian and bicycle facilities Construction of turnouts, overlooks, and viewing areas Community improvements such as historic preservation and vegetation management Environmental mitigation related to stormwater and habitat connectivity Recreational trails Safe Routes to School projects Vulnerable road user safety assessments
Urban and Community Forestry Program	U.S. Forest Service	The Urban and Community Forestry Program delivers nature-based solutions to ensure a resilient and equitable tree canopy in cities, towns, and suburbs where more than 84 percent of Americans live. 40 percent of the program's investments are delivered through established and new partnerships working to support disadvantaged communities experiencing low tree canopy and environmental justice issues.	Varies	X	X		 Urban tree planting projects Urban forest planning and management and related activities (particularly in disadvantaged communities)

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

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

^{*} INF - Infrastructure PLN - Planning and Design PGM - Programming

FUNDING	FUNDING	DDGCDAM DESCRIPTION	FUNDING	PRO	OJECT 1	ГҮРЕ	PROJECT
PROGRAM	SOURCE	PROGRAM DESCRIPTION	CYCLE	INF	PLN	PGM	EXAMPLES
Outdoor Equity Grants Programs	California Department of Parks and Recreation	The Outdoor Equity Grants Program (OEP) provides funding to improve the health and wellness of Californians through new educational and recreational activities, service learning, career pathways, and leadership opportunities that strengthen a connection to the natural world. The OEP funds the creation, operation, and transportation costs of outdoor programs in underserved communities. Outdoor programs should include activities in the community AND natural area trips. OEP will not fund capital projects.	Annual			X	Activities in the community can include: • Environmental education activities • Educational nature discovery walks • Preparation for natural area trips Natural area trips can include traveling to a regional, state, national park, tribal land, river or lake, beach, forest, mountain, or desert area for day or overnight trips within California.
Outdoor Recreation Legacy Partnership Program	National Park Service (NPS)/ California Department of Parks and Recreation	The Outdoor Recreation Legacy Partnership Program is a federal National Park Service grant program administered by the California Department of Parks and Recreation. ORLP focuses on communities with little to no access to publicly available, close-by, outdoor recreation opportunities in urban areas. ORLP funds the acquisition or development of new parks/outdoor spaces, or substantial renovations to parks/outdoor spaces in economically disadvantaged cities or towns of at least 30,000 people.	Annual	X		X	Land acquisition for outdoor recreation Development of recreation features and amenities for outdoor recreation
Recreational Trails Program	U.S. Department of Transportation Federal Highway Administration /California Department of Parks and Recreation	The Recreational Trails Program (RTP) is a federal U.S. Department of Transportation grant program administered by the California Department of Parks and Recreation. The RTP provides funding to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	Annual	X			Land acquisition Development/ rehabilitation of trails, trailheads, and trail amenities Construction of new trails Maintenance of existing trails (motorized projects only)
State Highway Operations and Protection Program	California Transportation Commission	The State Highway Operations and Protection Program funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System.	Annual	X			 Upgrade sidewalks to ADA compliance Reconstruct damaged pavement Add bike lanes to updated corridors Upgrade pedestrian push buttons, refresh striping, and improve pedestrian and bicycle access

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

^{*} INF - Infrastructure PLN - Planning and Design PGM - Programming

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

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

FUNDING	FUNDING	22252	FUNDING	PR	OJECT 1	ГҮРЕ	PROJECT
PROGRAM	SOURCE	PROGRAM DESCRIPTION	CYCLE	INF	PLN	PGM	EXAMPLES
		PHILANTHROPIC PROC	GRAMS				
Community Change Grants	America Walks	The Community Change Grants program supports the growing network of advocates, organizations, and agencies working to advance walkability. Grants are awarded to innovative, engaging, and inclusive programs and projects that create change and opportunity for walking and movement at the community level.	Annual	X		X	 Trail or walking path development Guided or self-guided walking, hiking, or cycling tours Design and installation of public art
Energize the Environment Grant Program	Quadratec	Quadratec offers small one-time grants for projects that promote environmental connection, responsibility, and/or stewardship.	Annual			X	 Trail building or restoration projects Park beautification events Environmental education projects Youth educational engagement events
Fruit Trees For Your Community	The Fruit Tree Planting Foundation	The Fruit Tree Planting Foundation donates fruit orchards where the harvest will best serve communities for generations, at places such as community gardens, public schools, city/state parks, lowincome neighborhoods, Native American reservations, international hunger relief sites, and animal sanctuaries.	Ongoing	Х			• Plant high-quality fruit-trees and shrubs at a local park
Hometown Grants	T-Mobile	Hometown Grants fund shovel-ready projects in rural towns that foster local connections, including technology upgrades, outdoor spaces, the arts, and community centers.	Quarterly	Х			Improvements to outdoor parks or trails Adaptive uses of older buildings into community centers
PeopleForBikes Community Grant Program	PeopleForBikes	The PeopleForBikes Community Grant Program supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to ride.	Annual	X			Bike paths, lanes, trails and bridges Mountain bike facilities Bike parks and pump tracks BMX facilities End-of-trip facilities such as bike racks, bike parking, bike repair stations and bike storage
Outdoor Access Initiative	Yamaha	Yamaha provides funding to non-profit or tax exempt groups (clubs & associations), public riding areas (local, state and federal), outdoor enthusiast associations and land conservation organizations, and communities with an interest in protecting, improving, expanding and/or maintaining access for safe, responsible and sustainable use by motorized off-road vehicles.	Quarterly	X			• Trail development • Trail signage • Trail mapping/map production • wildlife and habitat management • Establishing public access to land for outdoor recreation (including motorized recreation)
Rails to Trails *dNFt-Ploffastru	Rails to Trails cture PLN - P	Rails to Trails provides funding to langing ពេល ជាខាច្បា age ស្រី៤s traegeam working to develop and connect equitable trail network.	Annual iming	Х	Х		Rail-trailGreenwayMulti-use trailShared-use path

Funding Tools for Local Governments

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

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

- » Community Facilities District
- » Equipment Rental Fees
- » Facilities Benefit Assessment District
- Facility Use Permit Fees
- » Recreation Service Fees
- >> Food and Beverage Tax
- » General Fund
- » General Obligation Bonds
- » Infrastructure Financing District
- » In-Lieu Fees
- » Intergovernmental Agreements
- » Lease Revenues
- » Mello Roos District

- » Park Impact Fees
- » Residential Park Improvement Fees
- » Revenue Bond Revenues
- » Sales Tax Revenues
- » Surplus Real Estate Sale Revenues
- » Traffic Impact Fees
- Transient Occupancy Tax Revenues
- Willity Taxes
- >> Vehicle Miles Traveled Banking Program
- » Wastewater Fund Reserves
- » Maintenance Assessment District
- » Targeted Fundraising Activities





Appendix E: Design Guidelines

Appendix to be included in final version of report.



Appendix F: Priority Project Concept Plans

Alvin Drive (Project #6) Concept



Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical Separation Element)





Proposed Red Curb

Remove Existing

Bus Stop Location









Fraffic Signal

//,

Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical Separation Element)





Remove Exi

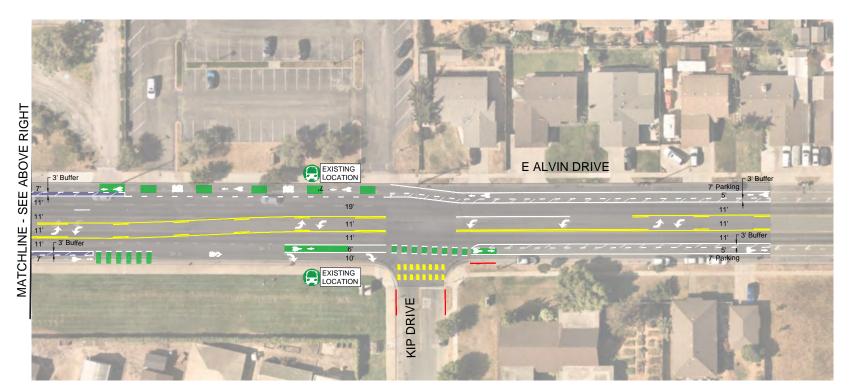
Remove Existing Raised Median

Bus Stop Location



Alvin Drive (Project #6) Concept





LEGEND







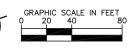
Proposed Red Curb



Protected Bike Lane (Flex Posts Delineators, Concrete Curb/Median, or other Vertical Separation

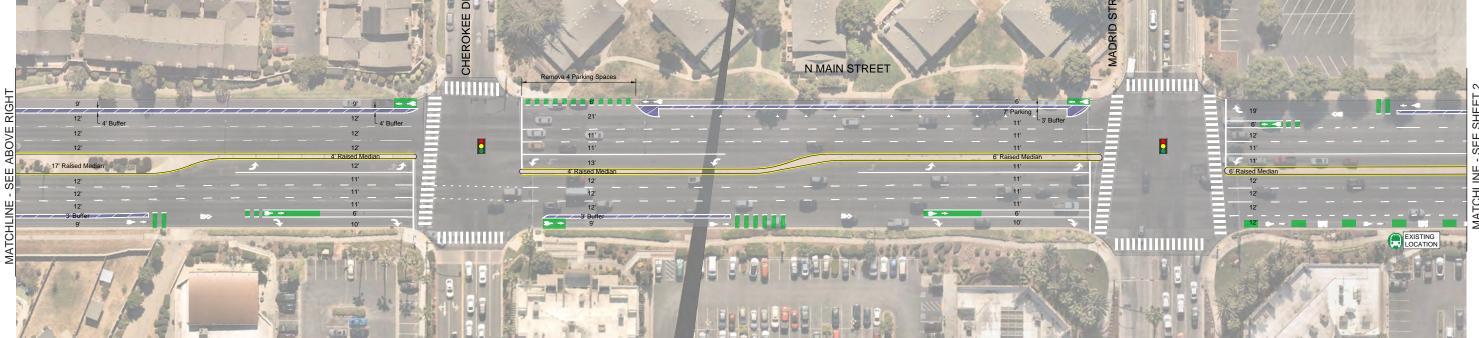
Bus Stop Location











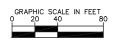
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Traffic Signal

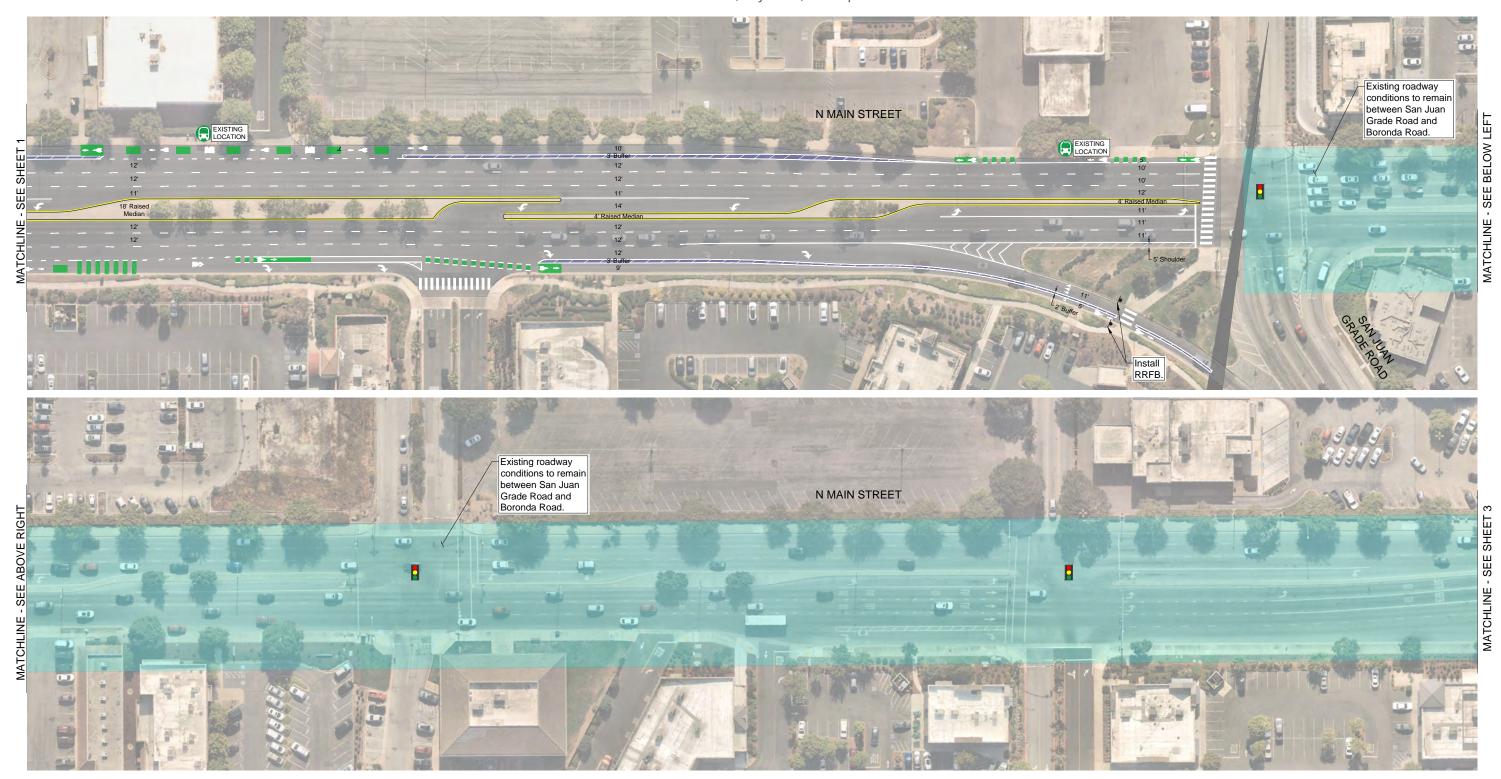
Protected Bike Lane
(Flex Posts Delineators, Concrete Curb/Median, or other Vi

Remove Existing Raised Median





N Main Street (Project #7) Concept





Traffic Signal

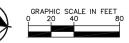
affic Signal

Bus Stop Location

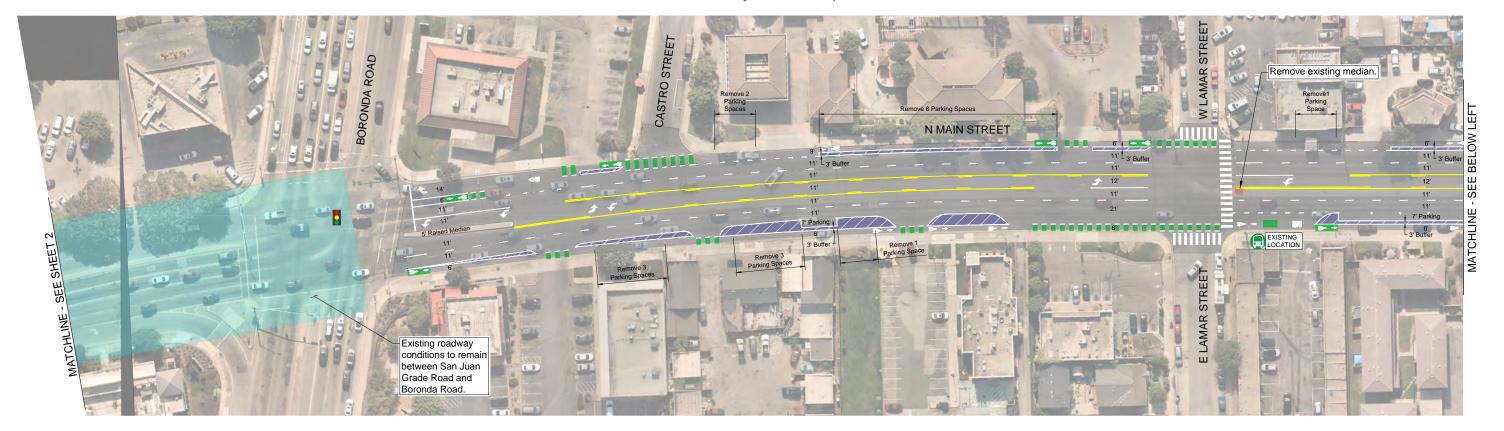
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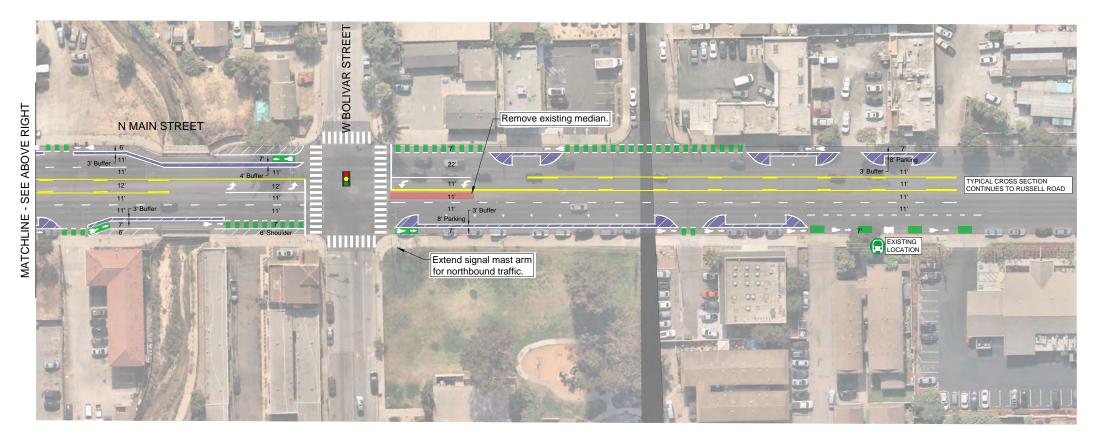
Remove Existing Raised Median

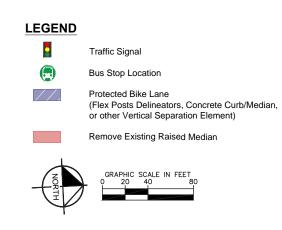




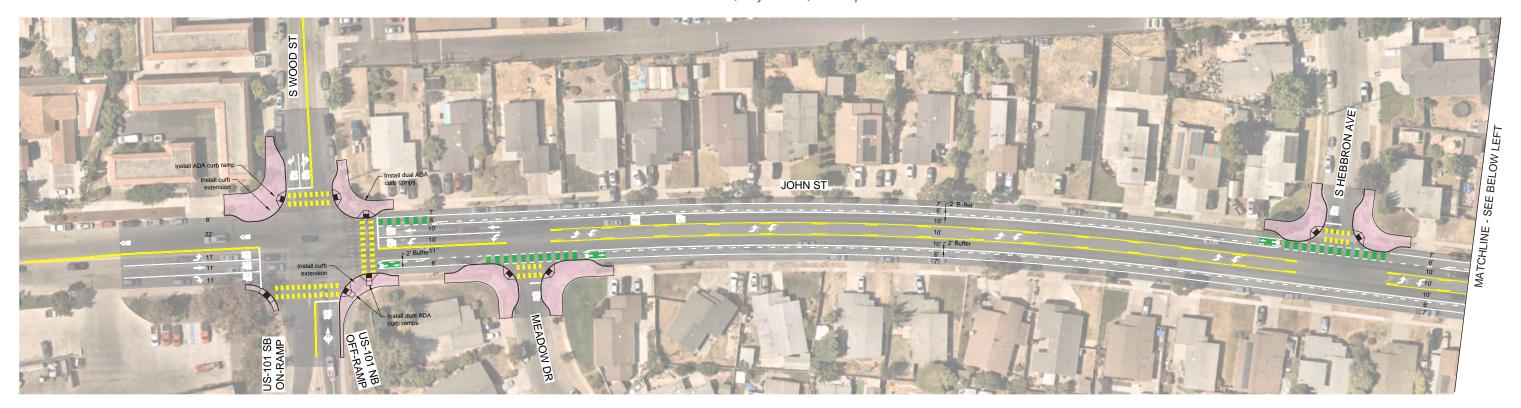
N Main Street (Project #7) Concept







John Street (Project #12) Concept





LEGEND

TRAFFIC SIGNAL

RAISED MEDIAN



PEDESTRIAN IMPROVEMENTS

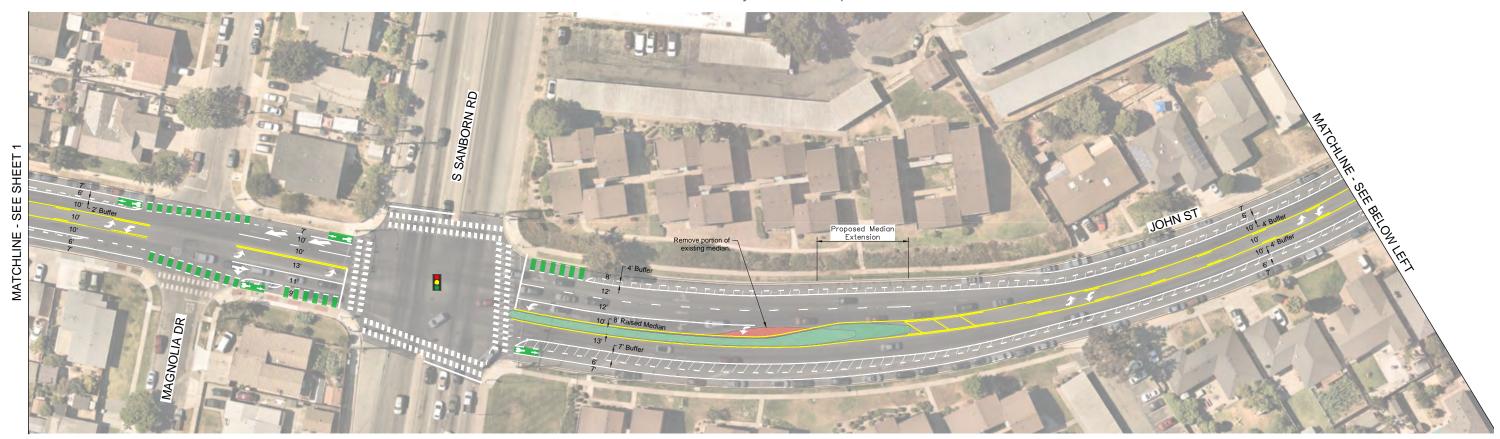


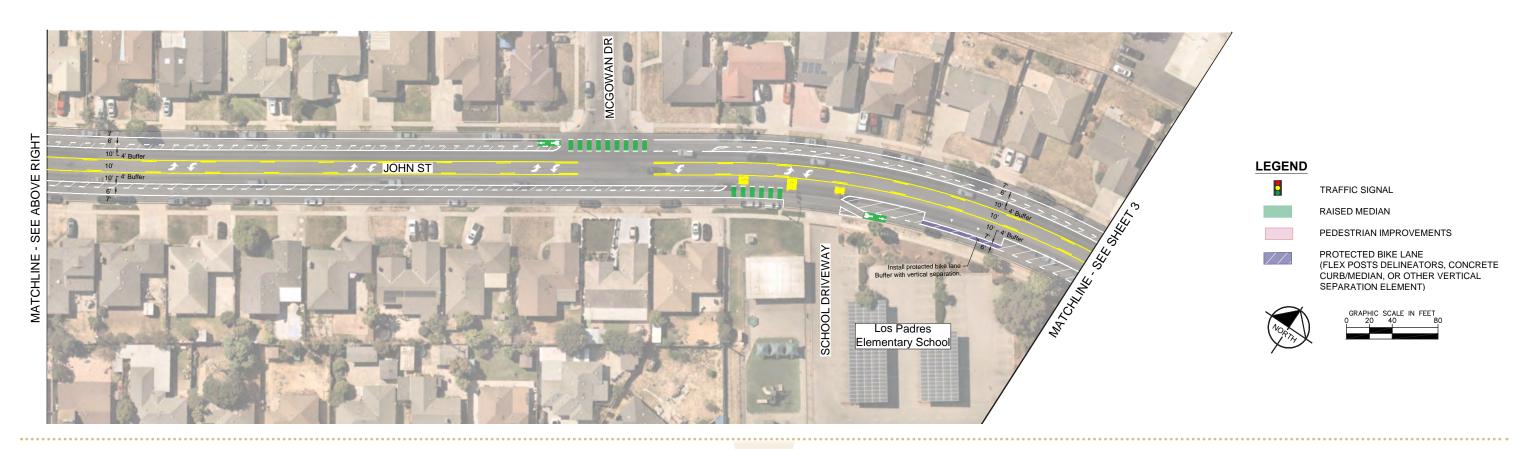
PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)





John Street (Project #12) Concept





John Street (Project #12) Concept



LEGEND

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TRAFFIC SIGNAL



RAISED MEDIAN

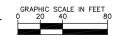


PEDESTRIAN IMPROVEMENTS

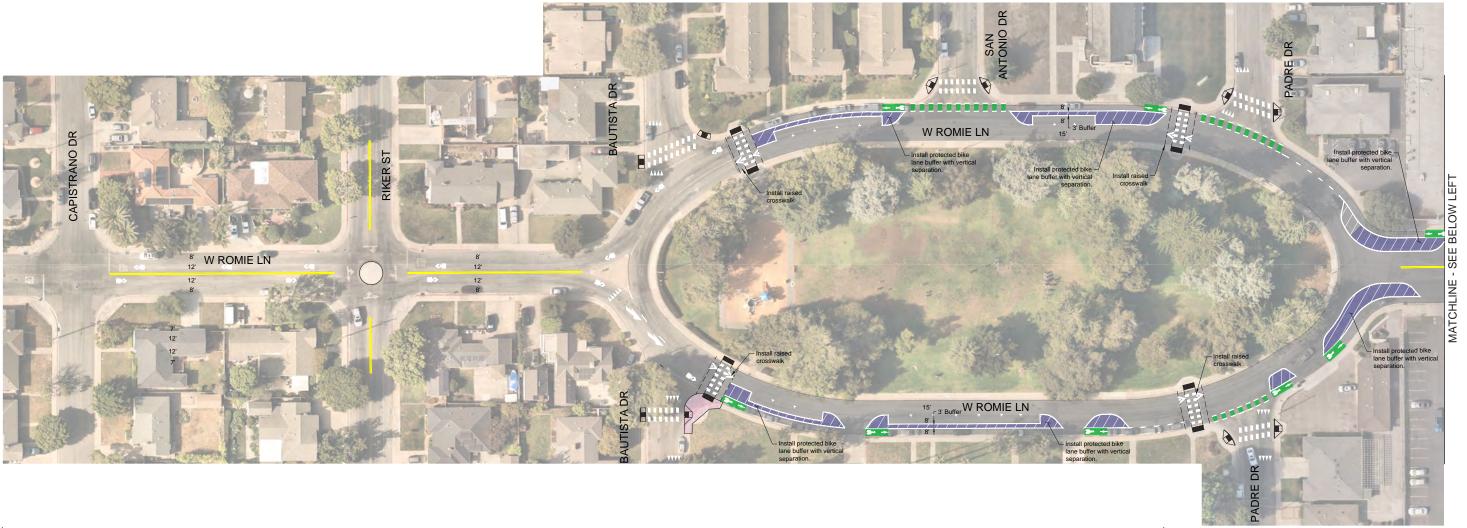


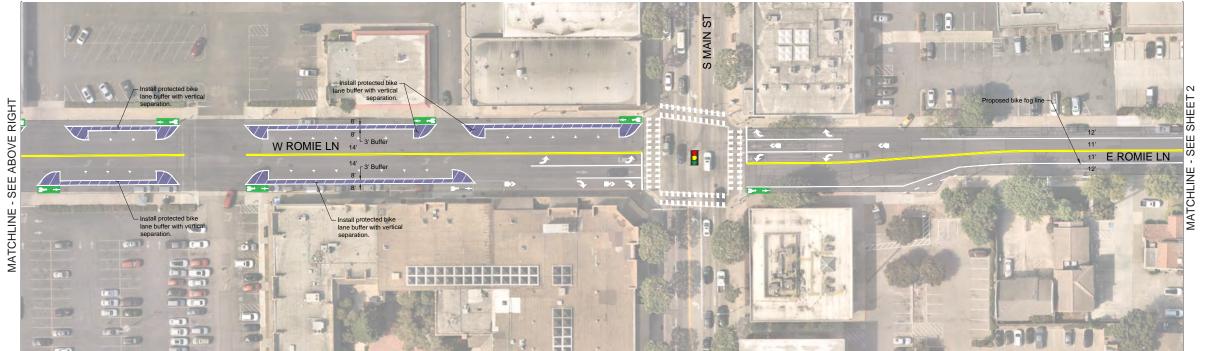
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Romie Lane (Project #14) Concept





LEGEND

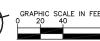
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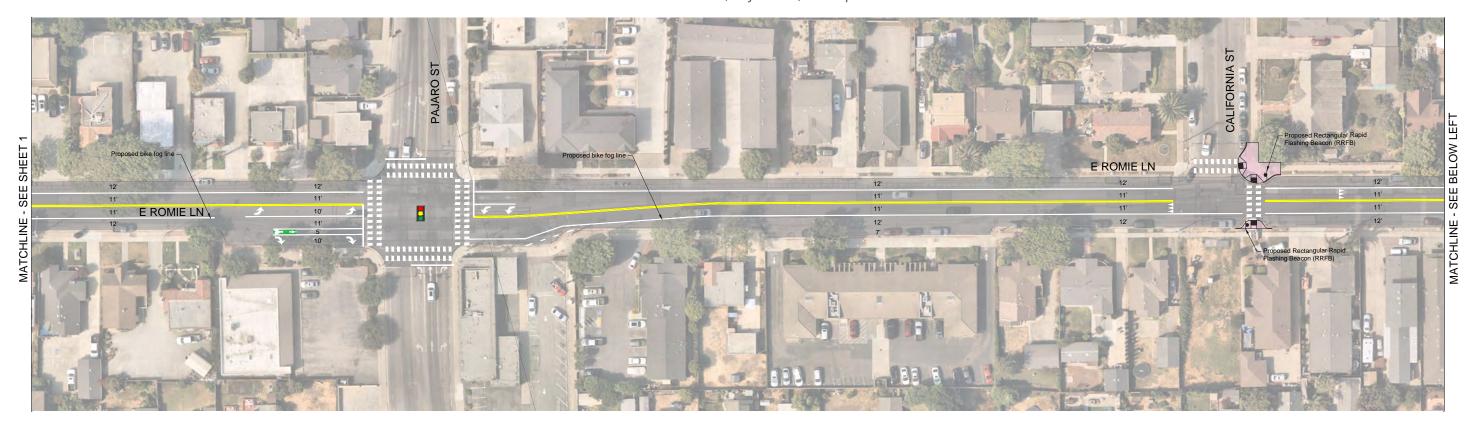
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PEDESTRIAN IMPROVEMENTS





Romie Lane (Project #14) Concept





Sherwood Drive (Project #18) Concept



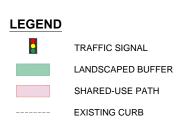


LANDSCAPED BUFFER
SHARED-USE PATH
EXISTING CURB

Sherwood Drive (Project #18) Concept

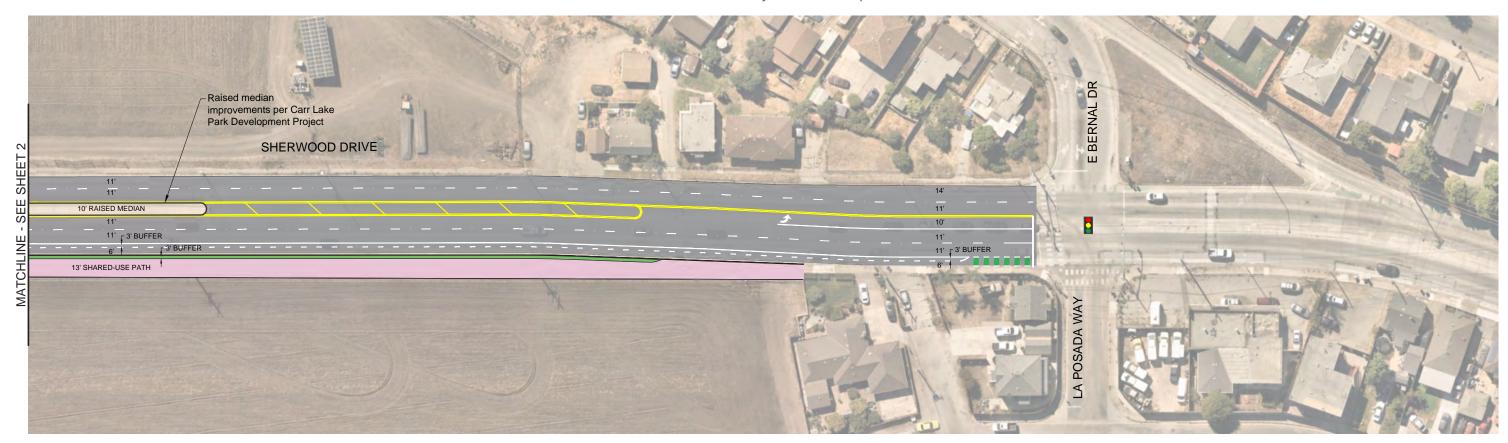








Sherwood Drive (Project #18) Concept



LEGEND



TRAFFIC SIGNAL

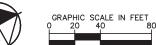


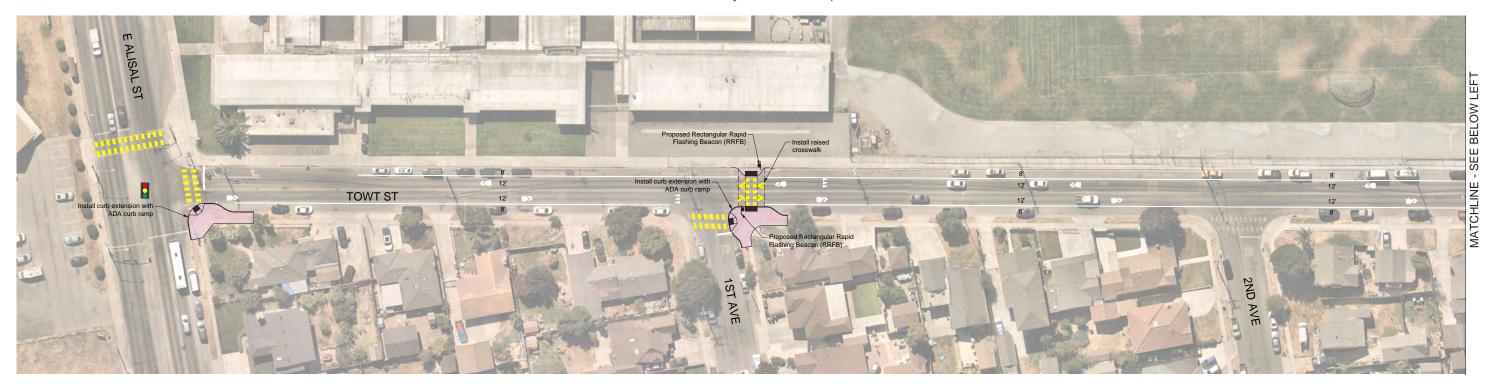
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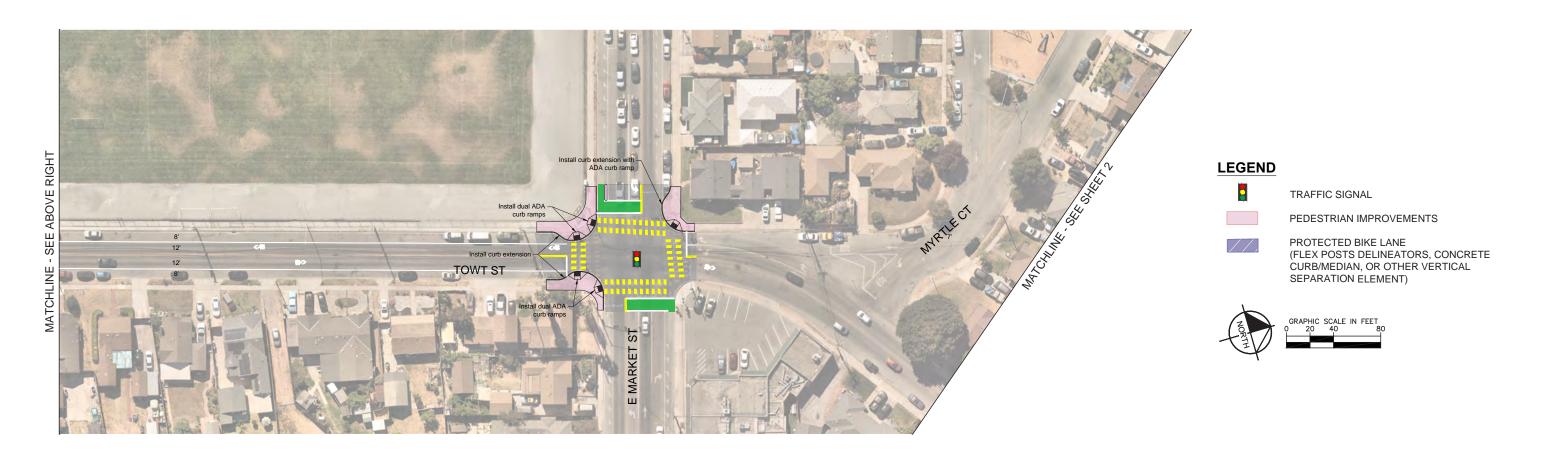


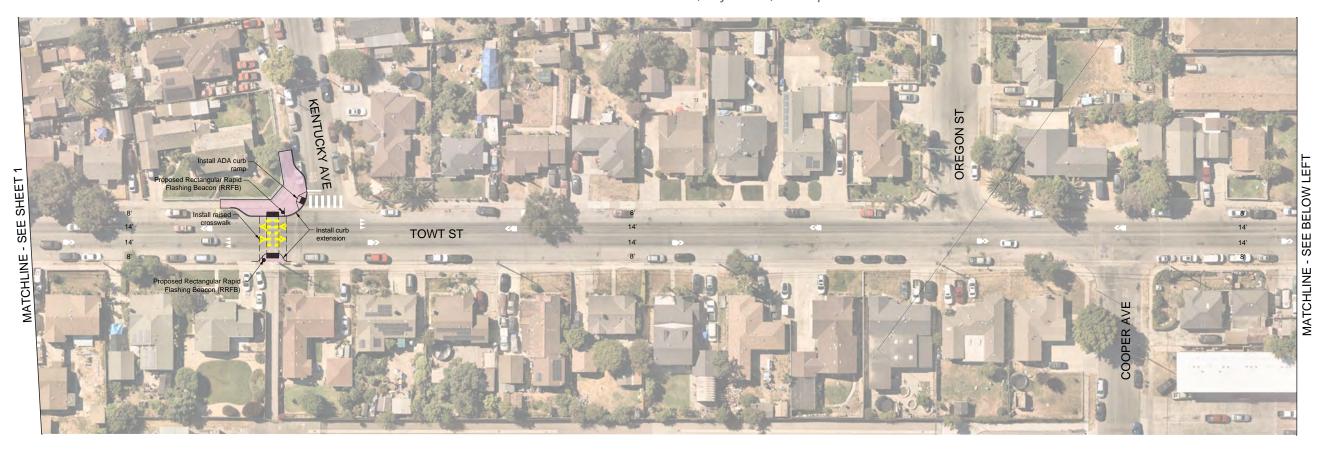
SHARED-USE PATH EXISTING CURB

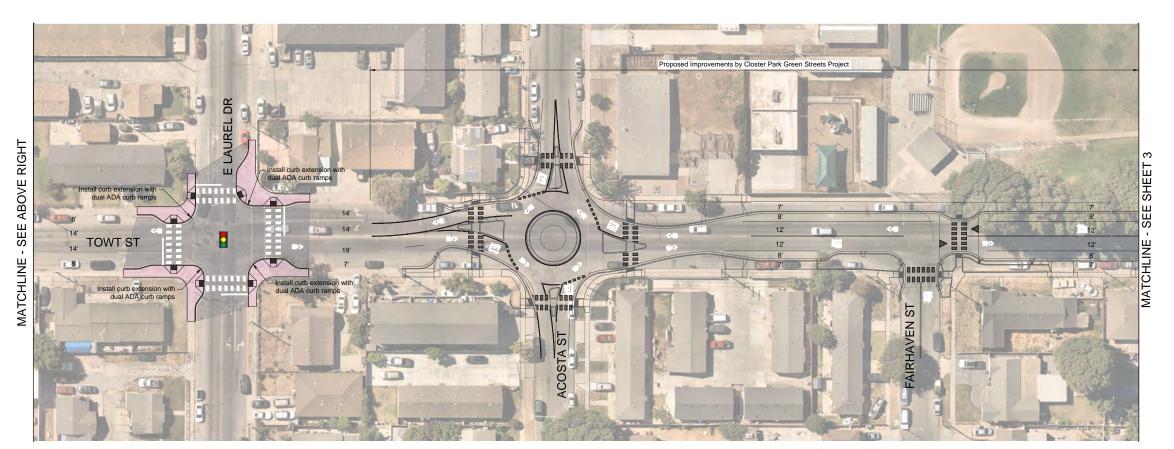












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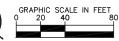


PEDESTRIAN IMPROVEMENTS

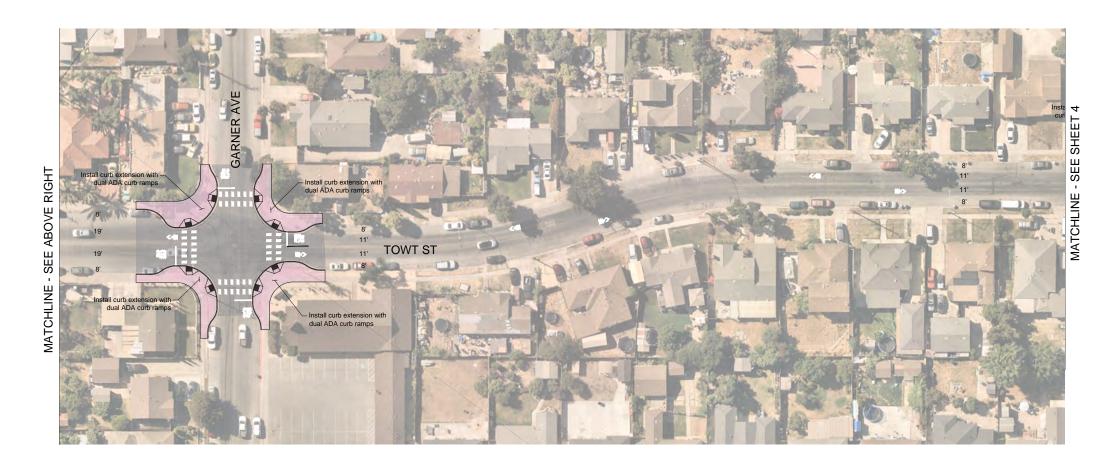


PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL









LEGEND

TRAFFIC SIGNAL



PEDESTRIAN IMPROVEMENTS

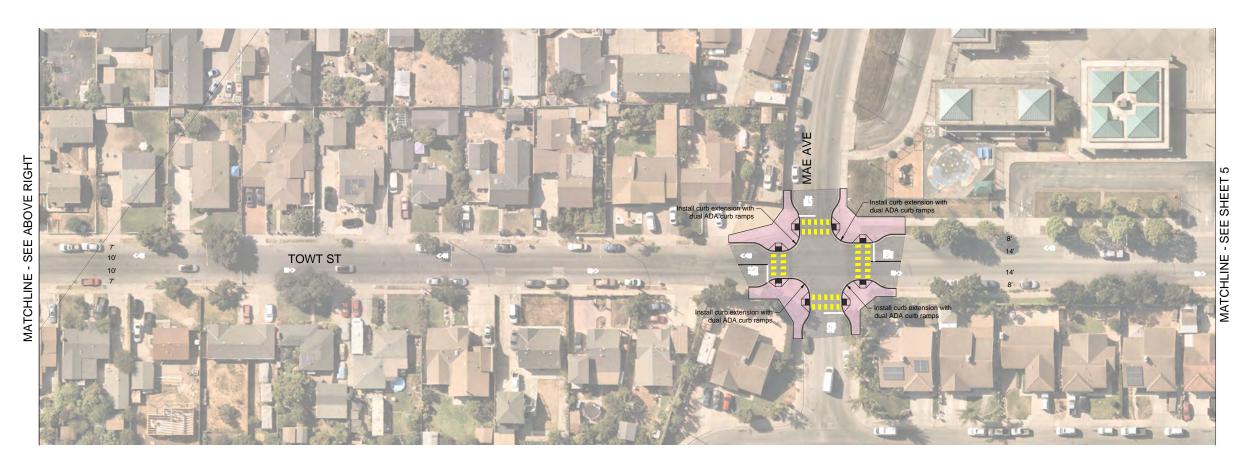


PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)









LEGEND



TRAFFIC SIGNAL

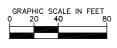


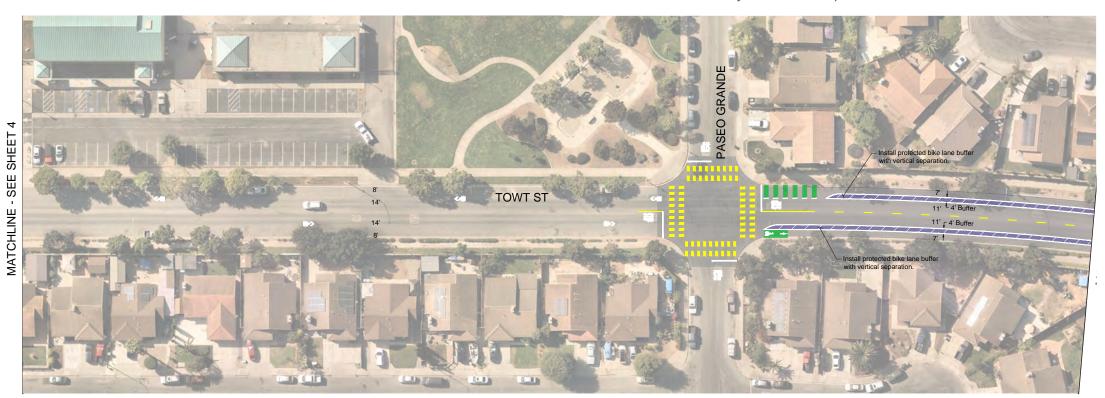
PEDESTRIAN IMPROVEMENTS

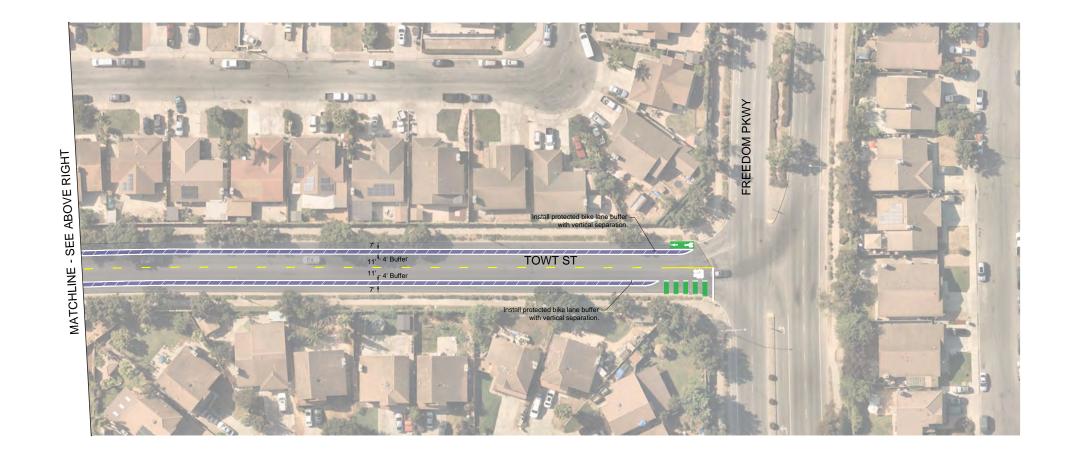


PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)









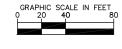
LEGEND

TRAFFIC SIGNAL



PROTECTED BIKE LANE (FLEX POSTS DELINEATORS, CONCRETE CURB/MEDIAN, OR OTHER VERTICAL SEPARATION ELEMENT)





PEDESTRIAN IMPROVEMENTS



Appendix G: Funding Matrix

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Areas of Persistent Poverty Program	Federal	FTA	Through the Areas of Persistent Poverty Program, FTA will award grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under chapter 53 of title 49, United States Code to assist Areas of Persistent Poverty or Historically Disadvantaged Communities.	Eligible activities may include, planning, engineering, or development of technical or financing plans for improved transit services; new transit routes; engineering for transit facilities and improvements to existing facilities; innovative technologies; planning for low or no emission buses; planning for a new bus facility or intermodal center that supports transit services; integrated fare collections systems; or coordinated public transit human service transportation plans to improve transit service in an Area of Persistent Poverty or Historically Disadvantaged Community, or to provide new service such as transportation for services to address the opioid epidemic, as well as increase access to environmental justice populations, while reducing greenhouse gas emissions and the effects of climate change	https://www.transportation.gov/ rural/grant-toolkit/areas- persistent-poverty-program	
Bridge Investment Program (BIP)	Federal	FHWA	The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition.	Bridge Project Grant: projects to replace, rehabilitate, preserve, or protect one or more bridges on the NBI under 23 U.S.C. 144(b) (See 23 U.S.C. 124(a)(1)(A)), or a project under the BIP Program includes bridge bundling and culverts (23 U.S.C. 124(a)(1)(B)) Planning Grant: projects for planning, feasibility analyses, and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for assistance under the BIP (See Division J, Title VIII of BIL).	https://www.fhwa.dot.gov/bridg e/bip/	
Community Development Block Grants (CDBG)	Federal	HUD	CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities.	Projects address affordable housing needs and fair housing issues, assist homeless persons, provide adequate infrastructure, and support programs that enhance civic/community design. Bicycle and pedestrian facilities are eligible uses of these funds.	https://www.hudexchange.info/ programs/cdbg/	Annually; CDBG funds only pay for projects in areas of economic need.
Community Project Funding/Congressionally Directed Spending (CPFCDS)	Federal	N/A	In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed into law. With the passage of IIJA, the Community Project Funding / Congressionally Directed Spending (CPFCDS) program was created, to support specific community projects as part of the annual appropriations process.	Community projects supported by the legislature.	https://dot.ca.gov/programs/loca l-assistance/fed-and-state- programs/earmark-programs	Annual
Innovative Finance and Asset Concessions Grant Program (IFACGP)	Federal	US DOT	The grants will enable recipients to develop and evaluate public-private partnerships - including asset concessions - to explore opportunities for innovative finance and delivery.	Facilitating and evaluating public-private partnerships and exploring opportunities for innovative financing and delivery for eligible transportation infrastructure projects, including highway, transit, passenger rail, certain freight facilities, certain port projects, rural infrastructure projects, airports, and transitoriented development projects.	https://www.transportation.gov/buildamerica/innovativefinanceg	5 year program
Land and Water Conservation Fund (LWCP)	Federal		America's most important program to conserve irreplaceable lands and improve outdoor recreation opportunities throughout the nation.	Projects that preserve working forests and ranchlands; local parks and playgrounds; battlefields and other historic and cultural sites.	https://www.parks.ca.gov/?page id=21360	Annual
National Highway Performance Program (NHPP)	Federal	Caltrans	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.	Bicycle and pedestrian projects associated with a National Highway System facility are eligible. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plans.	https://leg.wa.gov/JTC/Documen ts/Studies/IIJA%20Workgroup/N HPP.pdf	Annual until 2026
Pilot Transit-Oriented Development (TOD) Planning Program	Federal	FTA	Promote planning projects that aim to improve pedestrian and bicycle access to transit hubs.	Projects that foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	https://www.transit.dot.gov/TOD Pilot	Seems to be annual. Still labeled as a pilot.

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Federal	стс	The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate change.	Eligible projects increase climate resiliency and protect at-risk transportation infrastructure using California's climate projections, as specified in Planning and Investing for a Resilient California: A Guidebook for State Agencies; are consistent with state, regional, or local climate adaptation reports, plans, and the Adaptation Planning Guide, including meeting the climate resiliency goals of the region where the project is located; include outreach conducted by the local agency to under-resourced and vulnerable communities related to the proposed project, consistent with the California State Adaptation Strategy; and incorporate environmental equity, protects vulnerable and under-resourced communities, and provide meaningful benefits to underserved communities, consistent with the California State Adaptation Strategy.	https://dot.ca.gov/programs/loca l-assistance/fed-and-state- programs/protect	The PROTECT Program provides California with approximately \$252.5 million dollars over five years through 2026 with funds for resilience improvements that protect surface transportation assets.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	US DOT	The Rebuilding American Infrastructure with Sustainability and Equity (or RAISE) program provides funding for capital investments in surface transportation that will have a significant local or regional impact.	Eligible projects include highway, bridge, or other road projects eligible under Title 23, United States Code; public transportation projects eligible under Chapter 53 of Title 49, United States Code; passenger and freight rail transportation projects; port infrastructure investments (including inland port infrastructure and land ports of entry); the surface transportation components of an airport project eligible for assistance under part B of subtitle VII (see FAQ # 10 for details); Intermodal projects; projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program; projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.	https://www.transportation.gov/ rural/grant-toolkit/rebuilding- american-infrastructure- sustainability-and-equity-raise	
Reconnecting Communities and Neighborhoods Grant Program (RCN)	Federal	OST	The Office of the Secretary of Transportation (OST) has released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, which will	Capital Construction grants fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address a dividing facility, mitigating a "burdening" facility (a source of air pollution, noise, stormwater, or other burden), or improving access and building or improving Complete Streets. Community Planning grants provide funds for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address planning to restore community connectivity, community/public engagement, assessing environmental impacts from transportation in underserved communities (i.e., air quality, greenhouse gas emissions, extreme heat hotspots, gaps in tree canopy coverage, or flood prone transportation infrastructure), or developing local anti-displacement policies and community benefit agreements. Regional Partnerships Challenge incentivizes stronger partnerships between local governments, Tribal governments, MPOs/RPOs, State DOTs, and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions. Applicants must consist of a partnership between two or more eligible agencies.	https://www.transportation.gov/ grants/rcnprogram	
Rivers Trails, & Conservation Assistance (RCTA) Program	Federal	National Park Service	RCTA staff members provide technical expertise and assistance to local jurisdictions to help preserve watersheds, open space, and develop bicycle and pedestrian trails.	Bicycle way plans, corridor studies, public outreach, and trail assistance.	Rivers, Trails, and Conservation Assistance Program (U.S. National Park Service) (nps.gov)	Assumed annual. Last call was 3/1/2024

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Safe Streets and Roads for All (SS4A) Grant Program	Federal	US DOT	The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.	Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. The grant is limited to comprehensive planning, not construction or specific project planning.		\$5 billion in appropriated funds over 5 years, 2022-2026
The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD)	Federal	US DOT	The Advanced Transportation Technologies and Innovative Mobility Deployment (ATTIMD) program, also known as the Advanced Transportation Technology and Innovation (ATTAIN) program, provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Grant recipients may use funds under this program to deploy the following advanced transportation and congestion management technologies: Advanced traveler information systems; Advanced transportation management technologies; Advanced transportation technologies to improve emergency evacuation and responses by federal, state, and local authorities; Infrastructure maintenance, monitoring, and condition assessment; Advanced public transportation systems; Transportation system performance data collection, analysis, and dissemination systems; Advanced safety systems, including V2V and V2I communications, technologies associated with automated vehicles, and other collision avoidance technologies, including systems using cellular technology; Integration of intelligent transportation systems with the smart grid and other energy distribution and charging systems; Integrated corridor management systems; Advanced parking reservation or variable pricing systems or systems to assist trucks in locating available truck parking; Electronic pricing, toll collection, and payment systems; Technology that enhances high-occupancy-vehicle toll lanes, cordon pricing, or congestion pricing; Integration of transportation service payment systems; Advanced mobility access and on-demand transportation service technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals; Retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or Advanced transportation technologies, in accordance with the research areas described in section 6503 of Title 491.	https://www.transportation.gov/ rural/grant-toolkit/advanced- transportation-technologies-and- innovative-mobility-deployment	Funded through 2026.
Online Fundraising Program	Private	IOBY	IOBY gives local leaders the ability to crowdfund the resources they need to build real, lasting change from the ground up.	Clear air programs , clean water programs, climate change programs, compost programs, education programs, mutual aid programs open space & greening program, public health & nutrition programs, recycling programs.	https://ioby.org/matches	
PeopleForBikes	Private	PeopleFor- Bikes/Partners	Make every ride bike safer and more accessible.	Grants for planning, design, and construction of bicycle improvements, support facilities, and related programs.	Grants PeopleForBikes	Requires 50% matching funds from recipient.
Robert Wood Johnson Foundation	Private	REI	To build a Culture of Health, the Robert Wood Johnson Foundation funds a wide array of research and initiatives focused on achieving health equity.	Active funding opportuniteis evolve. Current funding opportunities include projects with the potential to support, sustain, and evolve the field in promoting systems-level change to prevent childhood obesity, address structural racism, and advance health equity.	https://www.rwjf.org/en/grants/ active-funding- opportunities.html?o=1&us=1	
Wal-Mart Foundation	Private	Walmart	Local community grants are awarded through an open application process and provide funding directly from Walmart and Sam's Club facilities to local organizations in the U.S.	Community and Economic Development, Education, Environmental Sustainability, Health and Human Service, Hunger Relief and Healthy Eating, Public Safety, Quality of Life.	https://walmart.org/how-we- give/grant-eligibility	
Regional Surface Transportation Program (RSTP)	Regional	TAMC	Established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code.	Improvements for highways, capital costs for transit projects, carpool projects and surface transportation planning or enhancement programs.	https://www.tamcmonterey.org/ funding-and-planning	The next Competitive Grants call for projects is Spring 2026.

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Sustainable Communities Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.	Active Transportation; Corridor and Freight; Social Equity; Integrated Housing, Land Use, and Transportation; Multimodal; Safety; Technical; and Transit.	https://dot.ca.gov/programs/tra nsportation-planning/division-of- transportation-planning/regional- and-community- planning/sustainable- transportation-planning-grants	
The Transportation Safety and Investment Plan (Measure X)	Regional	TAMC	The Transportation Safety and Investment Plan (Measure X) from the Transportation Agency for Monterey County was approved on November, 2016. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through a retail transactions and use tax of a three-eighths of one-percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County. The revenues are split with 60% dedicated to local road maintenance, pothole repairs and safety projects, and 40% dedicated to regional safety and mobility projects. The estimated 30-year distribution for the City of Salinas is \$91,383,000.	Eligible projects include transportation safety and mobility projects in Monterey County	https://www.tamcmonterey.org/ measure-x	
Active Transportation Program (ATP)	State	Caltrans	Encourage increased use of active modes of transportation, increase the safety and mobility of non-motorized users, help achieve greenhouse gas reduction goals, enhance public health benefits.	Eligible infrastructure projects include capital improvements and combination projects. Eligible non-Infrastructure (NI) projects include education, encouragement, and enforcement activities. Eligible plans include the development of a community wide bicycle, pedestrian, safe routes to school, or ATP.	https://www.grants.ca.gov/grants/active-transportation-program/	
Climate Adaptation Planning Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project- level adaptation planning to identify adaptation projects and strategies for transportation infrastructure	Examples of eligible projects include climate vulnerability and risk assessments, planning for extreme weather events, natural and green infastructure planning, technical feasibility studies required to advance project-level adaptation planning, and more.	https://dot.ca.gov/programs/tra nsportation-planning/division-of- transportation-planning/regional- and-community- planning/sustainable- transportation-planning-grants	
Affordable Housing and Sustainable Communities Program (AHSC)	State	California Strategic Growth Council		AHSC provides funding for affordable housing developments (new construction or renovation) and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.	https://www.grants.ca.gov/grant s/affordable-housing-sustainable- communities-round-8/	Approximately anually
Clean Mobility Options	State	Air Resources Board	For zero-emissions shared mobility projects in disadvantaged and low-income communities, including some tribal and affordable housing communities.	Bikeshare programs, "Quick build" right-of-way safety improvements for bicycles and scooters.	Home - Clean Mobility Options	
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	State	FHWA	contribute air quality improvements and provide congestion	While the legislation places emphasis on air quality projects or other elements of flexible federal aid highway spending such as diesel engine retrofits and alternative fuel infrastructure, funds may also be used for bicycle and pedestrian-related projects such as bikeways, bicycle parking, crosswalks, sidewalks, signs and signals.		20% local or state match is required for these funds

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Inflation Reduction Act Environmental and Climate Justice Program	Federal	EPA	The Environmental and Climate Justice Program (ECJ Program), created by the Inflation Reduction Act (IRA) under Clean Air Act (CAA) Section 138, provides funding for financial and technical assistance to carry out environmental and climate justice activities to benefit underserved and overburdened communities.	Trhis program funds environmental and climate justice activities to benefit underserved and overburdened communities. This is very broad, with examples including developing or expanding vegetative barriers, installing working water fountains where there are none, or implementing urban designs that promote air flow and reduce the concentration of pollution along street corridors.	https://www.epa.gov/inflation- reduction-act/inflation-reduction act-environmental-and-climate- justice-program	Many, but not all, census tracts in Salinas are considered disadvantaged according to https://screeningtool.geoplatform.gov/en/#12.76/36.67621/-121.65787. EPA must award all by 9/30/2026
Highway Safety Improvement Program (HSIP)	State	Caltrans	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.	Any public road or publicly owned bicycle or pedestrian pathway or trail that improves safety for its users.	https://dot.ca.gov/programs/loca l-assistance/fed-and-state- programs/highway-safety- improvement-program/apply- now	Available annually, call for projects open in the spring.
Local Partnership Program (LPP)	State	стс	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements.	The Local Partnership Program provides funding to local and regional agencies to improve Aging Infrastructure, Road Conditions, Active Transportation, Transit and rail, and Health and Safety Benefits	https://www.grants.ca.gov/grant s/local-partnership-program- competitive/	Seems to be every 2 years.
Local Streets and Roads (LSRP) Program	State	стс	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Implement enhanced crosswalk signing and striping, create safety separation between motorists, bicyclists and pedestrians, design and construction of school access and safety improvements to six schools. (SRTS)	https://catc.ca.gov/programs/sb 1/local-streets-roads-program	Available annually, to be eligible cities must submit an adopted proposed project list to the California Transportation Commission.
Office of Traffic Safety (OTS) Grant Program	State	OTS	Funds education, enforcement, and engineering projects that improve safety on existing facilities.	Projects which implement the safe system approach to reduce injurues and fatalities for bicylists and pedestrians.	https://www.ots.ca.gov/grants/	Applications must be submitted January 31, annually.
Recreational Trails Program (RTP)	State	California Department of Parks and Recreation	Provides funds annually for recreational trails and trails- related projects.	Eligible applicants are Cities and Counties, Districts, State Agencies, Federal Agencies, Non-Profit Organizations.	https://www.parks.ca.gov/?page id=24324	Annual until 2026
Clean Air Management Program	Regional	Monterey Bay Air Resources District	These projects are identified as fixed assets for which travel activity data is available to calculate the expected reductions in motor vehicle emissions.	Typical projects include roundabout construction, adaptive traffic signal control system installation, and new transit.	https://www.mbard.org/ab2766- motor-vehicle-emission- reduction-grants	
Strategic Partnerships Grants	State	Caltrans	Part of the Sustainable Transportation Planning Grant Program. Identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans	Grants are for transportation planning activities such as planning for freight, corridors, regional, and interregional travel.	https://dot.ca.gov/programs/tra nsportation-planning/division-of- transportation-planning/regional- and-community- planning/sustainable- transportation-planning-grants	Annually
Transformative Climate Communities	State	California Strategic Growth Council	The TCC Program funds development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities	Development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	https://sgc.ca.gov/grant- programs/tcc/	About annually. Checked that this could apply to areas of Salinas.
Transit and Intercity Rail Capital Program (TIRCP)	State	CalSTA and Caltrans Division of Rail and Mass Transportation	The TIRCP provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems.	Pedestrian and bike trail, First/last mile connections via bike lanes and separated paths, Bike share programs, Bike parking facilities Plans.	https://calsta.ca.gov/subject- areas/transit-intercity-rail-capital prog	Cycle 7 will likely open soon
Urban Greening	State	California Natural Resources Agency	Funding will support projects that reduce greenhouse gas emissions, provide multiple benefits, and create more sustainable communities using natural and green infrastructure approaches.	Eligible urban greening projects will reduce GHG emissions, mitigate the effects of extreme heat, and provide multiple additional benefits, including, but not limited to, a decrease in air and water pollution or a reduction in the consumption of natural resources and energy.	https://resources.ca.gov/grants/ urban-greening	Potential for annual program

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Trade Corridor Enhancement Program (TCEP)	State	СТС	to provide funding for infrastructure improvements on	Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria: Freight System Factors – Throughput, Velocity, and Reliability; Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology; Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth; The overall need, benefits, and cost of the project Project Readiness – ability to complete the project in a timely manner; Demonstration of the required 30% matching funds; The leveraging and coordination of funds from multiple sources; and Jointly nominated and/or jointly funded.	https://catc.ca.gov/programs/sb 1/trade-corridor-enhancement- program	About every two years
Local Transportation Climate Adaptation Program (LTCAP)	State	СТС	The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes.	Resilience Improvements, Community Resilience and Evacuation Route Activities, At-Risk Coastal Infrastructure, or System Resilience Elements.	https://catc.ca.gov/programs/loc al-transportation-climate- adaptation-program	Annual
Railroad Crossing Elimination (RCE) Grant Program	Federal	FRA	Provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.	Eligible uses include grade separation or closure that may use a bridge, embankment, tunnel, or combination thereof, track relocation projects, improvement or installation of protective devices, signals, or signs, safety improvements related to separation, closure, or track relocation projects, other safety projects related to the mobility of people and goods at highway-rail grade crossings (including technological solutions), and the planning, environmental review, and design of an eligible project type.	https://railroads.dot.gov/grants- loans/competitive-discretionary- grant-programs/railroad-crossing- elimination-grant-program	Annual for 2022-2026
Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program	Federal		This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	Many eligible project types, including any project necessary to enhance multimodal connections or facilitate service integration between rail service and other modes.	https://railroads.dot.gov/grants- loans/competitive-discretionary- grant-programs/consolidated-rail- infrastructure-and-safety-2	
Thriving Communities Program	Federal	1 15 13631	The Department of Transportation created this program to provide technical assistance and capacity building.	The program supports communities with planning and project development of transformative infrastructure projects that increase affordable transportation options, enhance economic opportunity, reduce environmental burdens, improve access and quality of life, and provide other benefits to disadvantaged communities.	https://www.transportation.gov/ grants/thriving-communities	
Active Transportation Infrastructure Investment Program (ATIIP)	Federal	FHWA	to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines	Both types of grants can go towards planning, designing, and constructing active transportation networks and active transportation spines. Active transportation networks are active transportation facilities that connect between destinations within a community or metropolitan region, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas (BIL \$sect; 11529(I)(2)). Active transportation spines are active transportation facilities that connect between communities, metropolitan regions, or States (BIL \$sect; 11529(I)(3)).	https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/	Possibly annual
Land and Water Conservation Fund (LWCF)	State	Parks & Recreation	Land and Water Conservation Fund (LWCF) grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians. Since 1965, over one thousand parks throughout California have been created or improved with LWCF assistance.	Funds can be used to buy park land for public use or make existing parks more enjoyable. Examples include adding a restroom, playground, or system of wayfinding signage.	https://www.parks.ca.gov/?page _id=21360#:~:text=Land%20and %20Water%20Conservation%20F und%20(LWCF)%20grants%20pro vide%20funding%20for,or%20im proved%20with%20LWCF%20assi stance.	Approximately annual. Next deadline June 2025.

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Environmental Education (EE) Grants	Federal	EPA	EPA seeks grant applications from eligible applicants to support environmental education projects that promote environmental awareness and stewardship and help provide people with the skills to take responsible actions to protect the environment.	This grant program provides financial support for projects that design, demonstrate, and/or disseminate environmental education practices, methods, or techniques.	https://www.epa.gov/education/ grants	Annual
State of Good Repair (SGR)	State	Caltrans	The State of Good Repair Program was created to provide a consistent and dependable revenue source to transit operators to invest in the upgrade, repair, and improvement of their respective agency's existing transportation infrastructure and services.	Examples of projects include transit capital projects, services to maintain or repair existing transit fleets and facilities, new vehicles or facilities that improve existing transit services, transit services that complement local efforts to repair and improve local transportation infrastructure	https://dot.ca.gov/programs/rail- and-mass-transportation/state- transit-assistance-state-of-good- repair	Annual
Clean Mobility in Schools	State	CARB	The Clean Mobility in Schools Project (CMIS) facilitates funds a variety of clean transportation and supporting projects in and around school communities.	Scalable clean transportation and mobility strategies, including zero-emission vehicles, equipment, and infrastructure in schools (K $-$ 12); active and alternative modes of clean transportation; workforce training and curriculum development; and outreach to students, parents, and the community. The City can partner with the public schools to apply.	https://ww2.arb.ca.gov/our- work/programs/clean-mobility- schools/about	
Clean Mobility Options Voucher Pilot Program (CMO)	State	CARB	The Clean Mobility Options Voucher Pilot Program (Clean Mobility Voucher Pilot Program, or CMO) is intended to improve clean transportation access and to increase zero-emission mobility choices for disadvantaged and low-income communities.	CMO provides funding for community-driven mobility projects that increase residents' access to key destinations by providing various clean transportation options. The program also provides funding for community transportation needs assessments to support communities in assessing unmet transportation needs and develop community-driven solutions to fill the community's transportation gaps by centering the residents' primary needs. Using the community transportation needs assessments, eligible applicants may will be better situated to apply for and receive funding for electric carsharing, carpooling, regular bicycle and electric bicycle sharing, scooter-sharing, vanpools, innovative transit services, fixed route transit, and other clean mobility options that best suit their communities.	https://ww2.arb.ca.gov/our- work/programs/clean-mobility-	
Planning and Capacity Building (Planning)	State	CARB	Planning and Capacity Building projects are intended to increase transportation equity in disadvantaged and low-income communities by improving the local understanding of residents' transportation needs, helping develop organizational and community capacity building so communities are ready to plan for clean transportation solutions, and preparing communities to implement community-identified projects that fill transportation gaps and improve clean transportation access.	A variety of community-led planning and capacity building projects that increase transportation equity and achieve a community's vision — including but not limited to projects focused on clean mobility transportation planning, community transportation needs assessments, community capacity building, outreach, workforce training and development, ongoing technical assistance, and other critical community-led clean mobility investment needs.	https://ww2.arb.ca.gov/resource s/fact-sheets/planning-and- capacity-building	
Sustainable Transportation Equity Project (STEP)	State	CARB	Funded projects are designed and implemented with community residents to address community needs, reducing GHG emissions and vehicle miles traveled while increasing access to key destinations and services.	STEP funds a variety of clean transportation and supporting projects, such as public transit and shared mobility services, active transportation infrastructure, land use planning and housing policy, workforce development, and clean transportation planning and education.	https://ww2.arb.ca.gov/our- work/programs/sustainable- transportation-equity-project	
Transformative Climate Communities (TCC)	State	Strategic Growth	The Program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities.	Project examples include, but are not limited to affordable and sustainable housing developments, transit stations and facilities, electric bicycle and car share programs, solar installation and energy efficiency, water-energy efficiency installations, urban greening and green infrastructure, bicycle and pedestrian facilities, recycling and waste management, health equity and well-being projects, brownfields redevelopment, community microgrids, indoor air pollution reduction.	https://www.sgc.ca.gov/grant- programs/tcc/	
Transportation Alternatives (TA) Set-Aside	Federal	FHWA	The Transportation Alternatives (TA) program is the nation's largest dedicated source of funding for trail and active transportation projects.	Variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.	https://www.fhwa.dot.gov/envir onment/transportation_alternati ves/	

Funding Program	Source	Agency	Description	Eligible Projects	Link	Notes
Carbon Reduction Program (CRP)	n Regional	AMBAG.	rederal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO2)	Caltrans' Carbon Reduction Strategy directs Local and State CRP funds to be invested in projects that support bicycle and pedestrian, rail and transit, and zero-emission vehicles and infrastructure.	https://ambag.org/program/carb on-reduction-program	