



2018 Monterey County Active Transportation Plan

5.10 Salinas

Demographic Profile

The City of Salinas is the County seat and the most populous city with 154,720 people, as reported by the California Department of Finance 2015 data. Salinas is a young and majority-minority city; approximately 31% of Salinas' population is younger than 18 years old and approximately 76% of the Salinas' population is Latino, according to Census 2012-2016 estimates.

Disadvantaged Communities

Active transportation investments are particularly crucial for disadvantaged communities, as these tend to have higher walking and bicycling mode shares. East Salinas and North Salinas are considered disadvantaged or low-income, based on the California Environmental Protection Agency's CalEnviroScreen 3.0 analysis tool, which analyzes socioeconomic and pollution burden data for community census tracts statewide. The East Salinas Alisal community, in particular, is identified as a both low-income and among the top 25% of CalEnviroScreen statewide disadvantaged communities. The East Salinas Alisal and the North Salinas Bolsa Knolls communities are also identified as most disadvantaged, with percentile scores between 75-100, in the California Health Disadvantage Index tool that analyzes socioeconomic and health factors.

Safety Profile

In the City of Salinas, from 2010 to 2016, bicycle and pedestrian collisions made up a significant number of all collisions. Of the 1,826 collisions in the City of Salinas between 2010 and 2016 there were 640 collisions that involved bicyclists and pedestrians¹. Meaning that bicyclists and pedestrians accounted for 35% or roughly 3 out of every 10 collisions. This is alarming given the fact that bicycling and walking mode shares in Salinas are approximately 0.5% and 1.1% respectively².

Bicyclists and pedestrians are vulnerable users of the road. Another alarming indicator during this time, is that bicyclists and pedestrians represented 53% of all traffic collision fatalities in Salinas. Based on 2015 California Office of Traffic Safety rankings, which compares traffic safety statistics among similar sized cities, Salinas ranks:

- 3rd for injuries and fatalities of bicyclists under 15 years old
- 4th for injuries and fatalities of pedestrians over the age of 65 years old
- 8th for injuries and fatalities of pedestrians under 15 years old

¹ Source: UC Berkeley Traffic Injury Mapping System data <https://tims.berkeley.edu/>

² Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates, Commuting Characteristics by Sex Table S0801



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The following charts and maps provide a detailed statistical profile of bike and pedestrian collisions from 2010 to 2016 based on data from the UC Berkeley Traffic Injury Mapping System. A chart showing non-pedestrian and non-bicycle collisions is also presented to provide context for the analysis during this time period. Maps showing the locations of bicycle and pedestrian collisions are also included.

Salinas

Between 2010 and 2016*, there were:



276 bike collisions



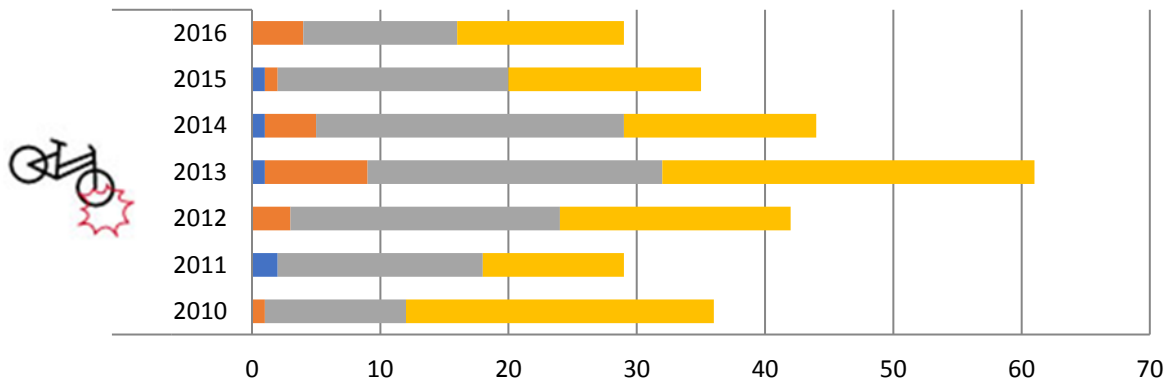
364 pedestrian collisions

1,826 vehicle collisions

Bike and pedestrian collisions accounted for 35% of all traffic collisions!

*Source: UC Berkeley Traffic Injury Mapping System. Note: 2015 and 2016 data is provisional and incomplete.

Bicycle Collisions by Injury Severity: 2010 - 2016

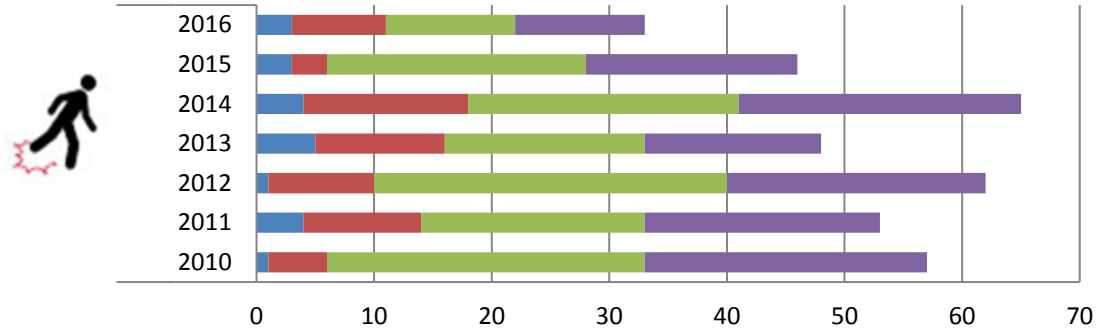


	Y						
	2010	2011	2012	2013	2014	2015	2016
1-Fatality		2		1	1	1	
2-Severe Injury	1		3	8	4	1	4
3-Complaint of Pain	11	16	21	23	24	18	12
4-Other Visible Injury	24	11	18	29	15	15	13



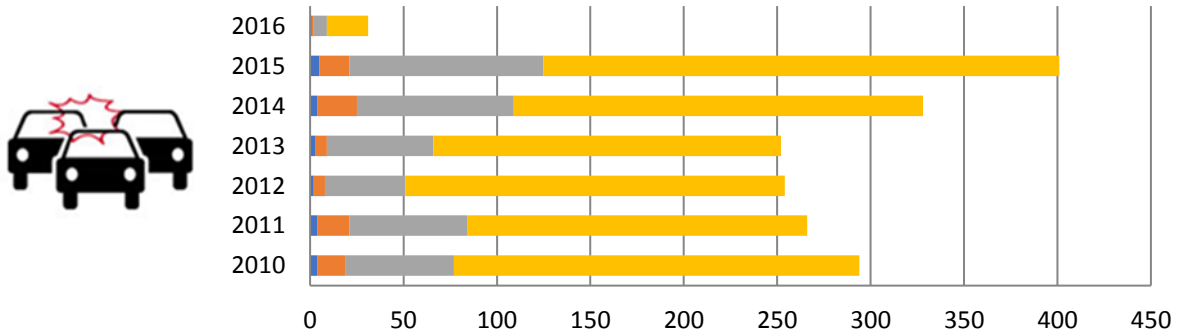
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Pedestrian Collisions by Injury Severity: 2010 - 2016

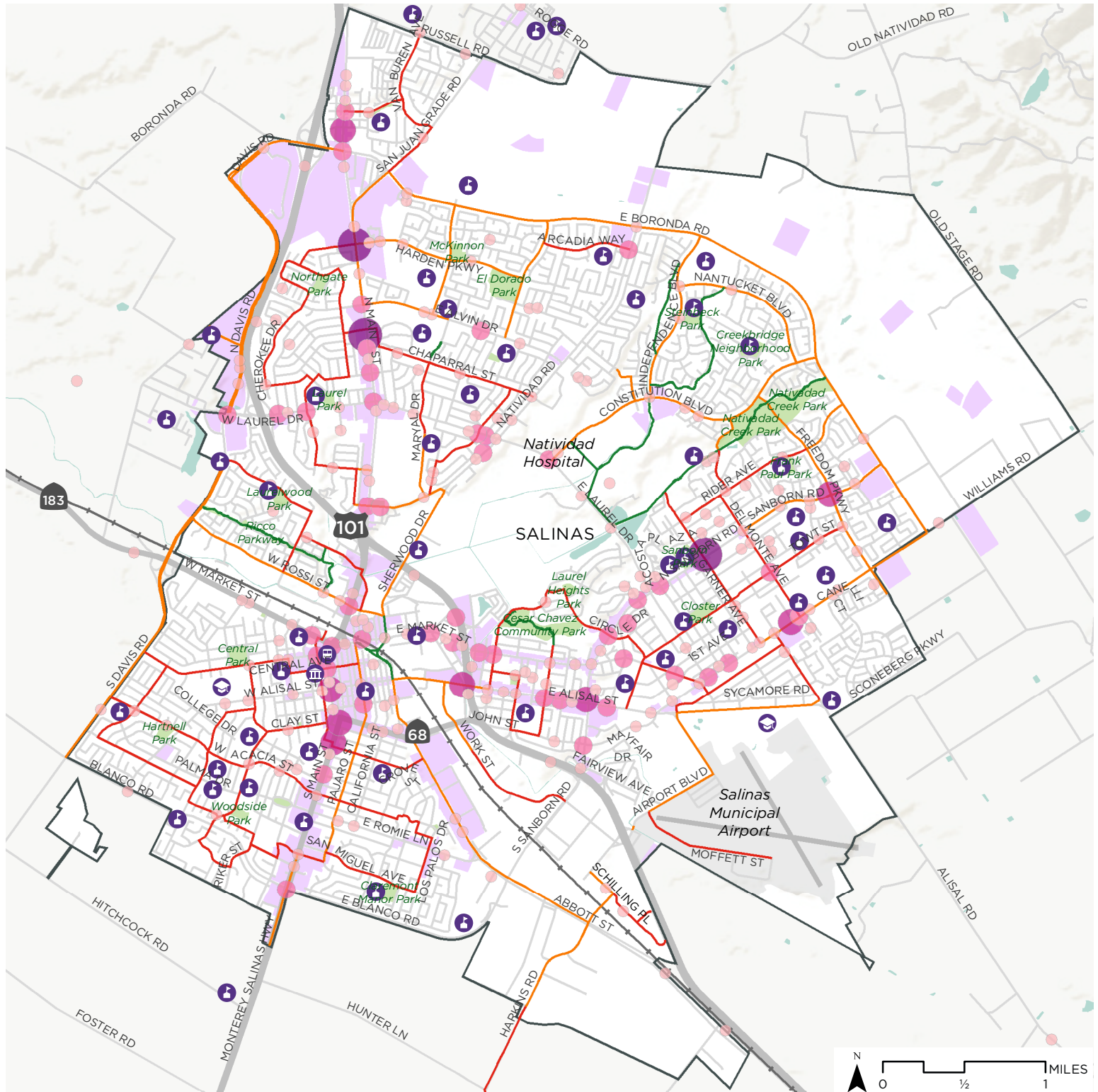


	Y						
	2010	2011	2012	2013	2014	2015	2016
1-Fatality - SALINAS	1	4	1	5	4	3	3
2-Severe Injury - SALINAS	5	10	9	11	14	3	8
3-Other Visible Injury - SALINAS	27	19	30	17	23	22	11
4-Complaint of Pain - SALINAS	24	20	22	15	24	18	11

Vehicle Only Collisions by Severity: 2010 - 2016



	2010	2011	2012	2013	2014	2015	2016
1- Fatality	4	4	2	3	4	5	1
2-Severe Injury	15	17	6	6	21	16	1
3-Other Visible Injury	58	63	43	57	84	104	7
4-Complaint of Pain Injury	217	182	203	186	219	276	22



Salinas

Monterey County Active Transportation Plan

- Existing Bikeways**
- Class I Shared Use Path
 - Class II Bike Lane
 - Class III Bike Route
- Points of Interest**
- K-12 School
 - College/University
 - City Hall
 - Transit Center

- Land Use**
- Park/Open Space
 - Commercial Area
 - City Boundary

Pedestrian Collisions

- 1
- 2 - 3
- 4 - 6
- 7 - 9

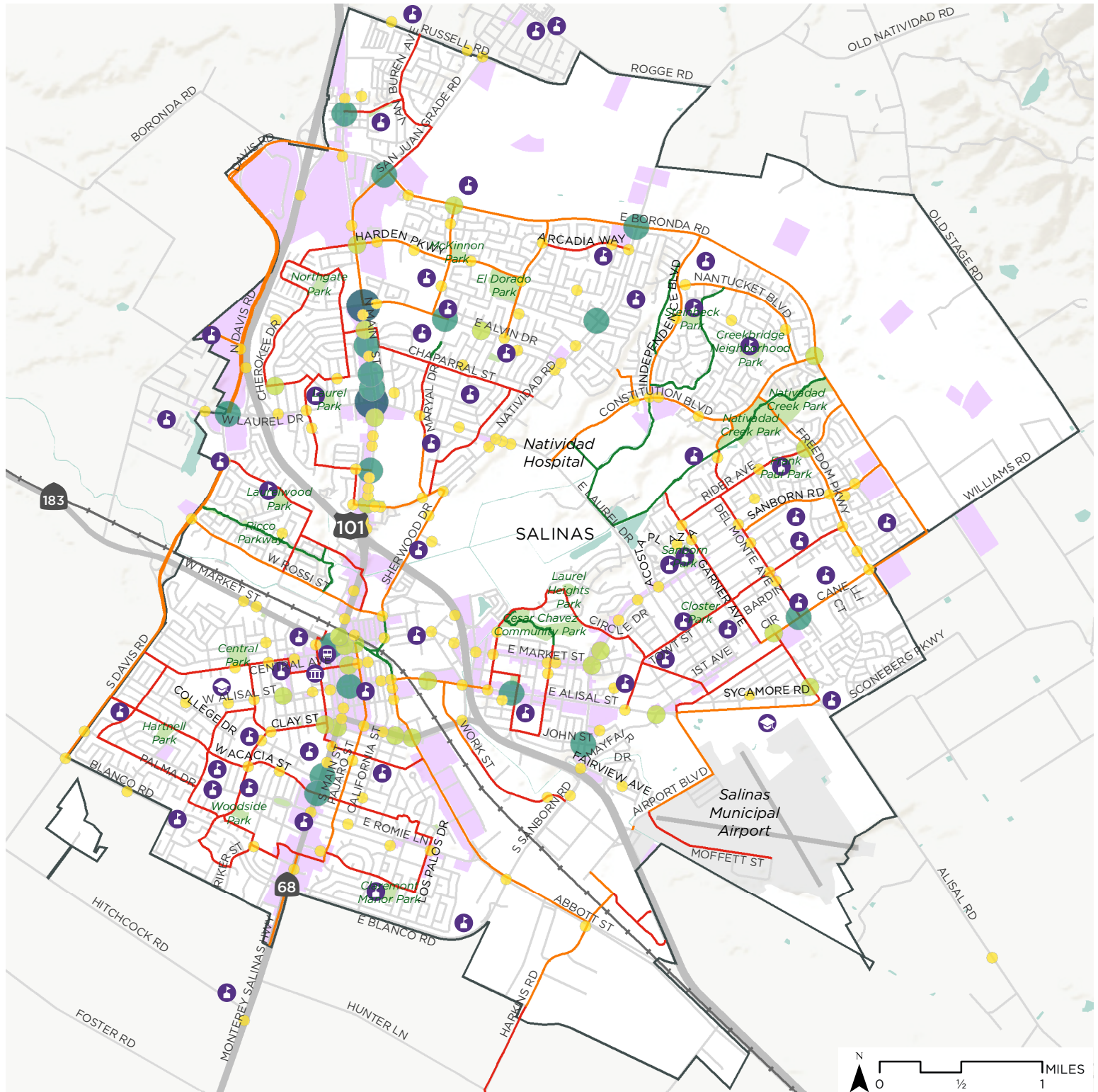
>>> Uphill bikeway (Slope > 4%)



Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.





Salinas

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- Existing Bikeways**
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 - Class III Bike Route
- Uphill bikeway (Slope > 4%)** >>>

- Points of Interest**
- K-12 School
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- Land Use**
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- Bicycle Collisions**
- 1
 - 2
 - 3 - 5
 - 6 - 8



Data provided by Monterey County TAMC, UC Berkeley TIMS 2010-2016. Terrain data by ESRI, NOAA.

Map produced October 2017 by Alta Planning + Design.





2018 Monterey County Active Transportation Plan

Plans, Programs & Policies

This Active Transportation Plan builds on the goals, policies, objectives and programs of other City of Salinas Plans. The bicycle and pedestrian improvements identified in the City's Plans are included in this Active Transportation Plan.

City of Salinas General Plan Salinas

The City of Salinas adopted its most current General Plan in 2002. The General Plan's Circulation Element goals, policies and plans aim to address the City's major transportation issues that include:

- Ensuring an extensive public bicycle network; as well as
- Ensuring an extensive and safe pedestrian system.

The following bicycle and pedestrian goals and policies included in the General Plan that are relevant to this Plan:

- 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.
- Policy C-1.9: Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system.
- Policy C-1.11: Continue to enforce traffic laws, including those addressing bicycle and pedestrian traffic, to ensure a circulation system that is safe for motorized, bicycle and pedestrian traffic.

2002 Bikeways Plan

The Salinas 2002 Bikeways Plan was prepared in coordination with the Salinas Bicycle and Pedestrian Advisory Committee to implement the bicycle circulation policies and goals of the 2002 Salinas General Plan. The Plan identified 25.95 miles of bikeway projects to be implemented in the City. Additionally, the City adopted a framework that includes Education, Engineering and Enforcement to make bicycling a safe and viable mode of transportation.

2004 Salinas Pedestrian Plan

The 2004 Salinas Pedestrian Plan provides goals, strategies and objectives to "make walking a preferred choice of travel by creating a safe, convenient pedestrian-friendly environment." The Pedestrian Plan highlights the health, transportation, quality of life, social, environmental and economic benefits of walking. The Pedestrian Plan identifies nine walking districts in Salinas that have higher pedestrian traffic due to surrounding activity centers such as school, recreation destinations, shopping and employment centers. The Pedestrian Plan includes ongoing programs that promote walking in Salinas such as: the City Sidewalk Maintenance Program, the Community Development Block Grant Street Light Program, the ADA Pedestrian Access Ramp Program, The Traffic Calming Policy and the Reclamation Ditch System Trails.

Salinas Neighborhood Vibrancy Urban Greening Plan

The Salinas City Council adopted the Salinas Neighborhood Vibrancy-Urban Greening Plan in February 2017 with the goal of creating vibrant, resilient communities at the neighborhood level. The neighborhoods included in the Urban



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Greening Plan are the Creekbridge Neighborhood, the Eastside Neighborhood, and the Southside Neighborhood. The Plan's objectives outlined below support active transportation:

1. Create places people care about.
2. Integrate the natural environment with the built environment.
3. Facilitate alternative mobility.
4. Increase the urban canopy.
5. Manage stormwater on-site.

Visión Salinas

The City of Salinas is currently undergoing three planning effort to help shape the future of Salinas:

- The Alisal Vibrancy Plan
- The Chinatown Revitalization Plan
- The Parks, Rec & Libraries Master Plan

These plans will help guide the update of the Salinas General Plan in 2018. The plans will also include active transportation improvement recommendations.

TAMC Bike Share Feasibility Study

The City of Salinas is one of the recommended bike share priority areas. The City is currently identifying a vendor to begin a citywide bike share program.

Neighborhood Traffic Calming

The City of Salinas' Neighborhood Traffic Management Program addresses neighborhood traffic concerns by implementing physical improvements such as speed bumps, speed cushions, speed feedback signs, traffic circles and striping improvements. These improvements reduce speeding and make walking and biking safer on neighborhood streets. Neighborhoods submit requests for a traffic calming study, which is then reviewed by the City's Traffic and Transportation Commission. Since the Program's adoption in 2010, neighborhoods throughout Salinas have participated in the traffic calming program.

Traffic calming example on Nacional Street





Source: City of Salinas



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Public Comments

In addition to including projects identified in other City of Salinas Plans, the improvements included in the Active Transportation Plan draw from this Plan’s extensive public outreach campaign. The following table describes the comments received from the TAMC Bicycle and Pedestrian Committee, the TAMC Technical Advisory Committee and through public participation via the online Wikimapping tool.

 Pedestrian Improvements	 Bicycling Improvements
<ul style="list-style-type: none"> • Central Ave sidewalk improvements • Riker St traffic calming near Salinas High School • US 101 bike and pedestrian visibility improvements at on ramps: <ul style="list-style-type: none"> ○ W Laurel Dr ○ Main St ○ Work St ○ John St • Alisal St & Wood St pedestrian crossing intersection improvements • Sanborn Rd & Abbott St intersection improvements • Abbott St railroad crossing sidewalk gap 	<ul style="list-style-type: none"> • Bike route (sharrow) and wayfinding sign improvements along: <ul style="list-style-type: none"> ○ Cherokee Dr ○ N First St ○ W Curtis Ave ○ Tyler St ○ Iris Dr ○ Marayal Dr ○ Monterey St • Bike lanes on: <ul style="list-style-type: none"> ○ Lincoln Ave (Alisal & W. Market) ○ John St (Wood St & John St) ○ S. Wood St (Alisal St to John St) ○ Tuscany Blvd (Freedom Pkwy & Monte Bella Blvd) ○ Bardin Rd (Williams Rd & Alisal Rd) ○ Freedom Pkwy (Tuscany Blvd & Padova Dr) ○ E Laurel Dr (Constitution Blvd & St. Edwards Dr) ○ San Juan Grade Rd ○ Old Stage Rd • Protected bike lanes on: <ul style="list-style-type: none"> ○ Natividad Rd (Sherwood Dr & E Laurel Dr) ○ Alisal St (Blanco Rd & Skyway Blvd) ○ Pajaro St ○ S Main St • Harkins Rd bike improvements • Spreckles Ave on ramp improvements • Better access from Salinas to Fort Ord National Monument via Davis Rd



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Proposed Projects

Bicycle Infrastructure Improvements

The following tables and map represents recommended active transportation projects. The projects are ranked based on their priority within the City of Salinas. Many of the bike lane and route improvement projects can be implemented as part of street and road repavement projects.

Summary of Salinas Bikeway Improvements



<u>Bikeway Types</u>	<u>Miles</u>	<u>Cost</u>
Class 1 - bike/ped path	4.8	\$3,708,017
Class 2 - bike lane	10.1	\$530,667
Class 3 - bike route/sharrow	5.3	\$64,257
Class 4 - protected bike lane	17.8	\$21,229,819
TOTAL	38.0	\$25,532,761

<u>RANK</u>	<u>ATP ID#</u>	<u>name</u>	<u>Start</u>	<u>End</u>	<u>miles</u>	<u>Class</u>	<u>CONSTRUCTION COST</u>	<u>Notes</u>
1	SNS-8	E Alisal St	N Madeira Ave	Skyway Blvd	1.16	4	\$1,385,852	
2	SNS-10	Laurel Dr	Adams St	Williams Rd	3.39	4	\$4,050,033	
3	SNS-4	Chinatown Bridge/ Crossing	Soledad St	E Market St		1		*Further analysis required for cost estimate
4	SNS-6	Natividad Rd	Sherwood Dr	Boronda Rd	2.03	4	\$2,425,241	
4	SNS-7	Alisal St	College Dr	Front St	1.22	4	\$1,457,534	
6	SNS-36	Martella St Path	Rossi St	Station Pl cul-de-sac	0.21	1	\$158,921	
7	SNS-5	E Laurel Dr	Constitution Blvd	St Edwards Dr	0.73	1	\$564,519	
8	SNS-9	Williams Rd	E Alisal St	E Boronda Rd	1.95	4	\$2,329,665	
9	SNS-11	N Main St	E Bernal Dr	E Alvin Dr	1.25	4	\$1,493,375	
10	SNS-12	N Main St	San Juan Grade Rd	Russell Rd	1.22	4	\$1,457,534	
11	SNS-2	E Romie Ln	Pajaro St	Abbott St	0.94	4	\$1,119,434	



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RANK	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST	Notes
12	SNS-14	N Sanborn Rd	Del Monte Ave	Abbott St	2.73	4	\$3,261,531	
13	SNS-26	Boronda Rd	proposed Rossi St Extension	Davis Rd	1.15	3	\$13,954	
13	SNS-27	Davis Rd Path	Larkin St	Rossi St	0.41	1	\$315,298	
15	SNS-1	Pajaro St	E San Joaquin St	Market St	1.39	4	\$1,660,633	
15	SNS-28	Davis Rd Median Path	Larkin St	Calle del Adobe	0.30	1	\$231,287	
17	SNS-13	Bardin Rd	Alisal Rd	Williams Rd	0.49	4	\$588,987	
17	SNS-19	Boronda Rd	San Juan Grade Rd	Main St	0.32	2	\$16,709	
17	SNS-50	Natividad Creek	Boronda Rd	Las Casitas Dr	0.59	1	\$455,595	
20	SNS-51	Gabilan Creek	Danbury St	Constiution Blvd	0.88	1	\$673,608	
21	SNS-18	San Juan Grade Rd	Russell Rd	Boronda Rd	0.91	2	\$47,796	
22	SNS-16	Alisal St	Blanco Rd	College Dr	0.65	2	\$33,944	*Project to be constructed
23	SNS-17	Russell Rd	Main St	San Juan Grade Rd	0.89	2	\$46,451	
23	SNS-22	Alvin Dr	Kip Dr	Natividad Rd	0.75	2	\$39,497	*Existing facility.
23	SNS-32	Constitution Blvd Extension	Laurel Dr	Proposed Sherwood Pl Extension	0.83	2	\$43,330	



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<u>RANK</u>	<u>ATP ID#</u>	<u>name</u>	<u>Start</u>	<u>End</u>	<u>miles</u>	<u>Class</u>	<u>CONSTRUCTION COST</u>	<u>Notes</u>
26	SNS-40	Airport Blvd Path	Airport Blvd	Hansen St	0.30	1	\$232,735	
27	SNS-15	Davis Rd	Laurel Dr	Larkin St	0.60	2	\$31,322	
27	SNS-35	Casentini - Bridge	Main St	Rossi St	0.24	2	12325	
29	SNS-45	Alisal Rd	Bardin Rd	City Limits	0.86	3	10408	
30	SNS-25	Calle del Adobe	Davis Rd	Boronda Rd	0.57	2	30025	
31	SNS-33	Cesar Chavez Park - Natividad Creek MUP	Cesar Chavez Park	Natividad Creek	1.08	1	831505	
32	SNS-20	Alvin Dr	Main St	Hwy 101	0.61	2	32092	
33	SNS-49	Riker St	Woodside Dr	Alisal St	0.90	3	10854	
34	SNS-3	Pajaro St	Blanco Rd	E San Joaquin St	0.24	2	12471	
34	SNS-52	Central Ave	David Rd	Hartnell College	0.45	2	23389	
36	SNS-31	Madeira Ave Path	Madeira Ave	Yorkshire Way	0.18	1	139235	
37	SNS-44	Market St	Cross Ave	Alisal St	0.11	3	1383	
38	SNS-21	Kip Dr	Block Ave	Alvin Dr	0.14	3	2381	
38	SNS-24	Calle del Adobe	Adams St	Davis Rd	0.31	3	9143	
38	SNS-34	John St	Abbott St	Wood St	0.63	3	22189	
41	SNS-42	Los Palos Dr	Manor Dr	Abbott St	0.20	3	2173	
41	SNS-48	Hemingway Dr	Nantucket Blvd	Boronda Rd	0.17	2	60002	



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RANK	ATP ID#	name	Start	End	miles	Class	CONSTRUCTION COST	Notes
43	SNS-37	Terven Ave	Sanborn Pl	Airport Blvd	0.42	2	6427	
44	SNS-23	Adams St	Tulane St	Laurel Dr	0.18	3	6935	
45	SNS-43	Freedom Pkay + Extension	Tuscany Blvd	Alisal Rd	1.15	2	1728	
46	SNS-38	Airport Blvd	Terven Ave	de la Torre	0.12	2	26766	
46	SNS-39	Airport Blvd	Moffett St	existing bike lane on Airport Blvd	0.13	2	29856	
48	SNS-29	Rossi St Extension	Davis Rd	Boronda Rd	0.51	2	7632	
48	SNS-30	Sherwood Pl Extension	Sherwood Dr	Yorkshire Way	0.57	2	2979	
50	SNS-46	Madeira Ave	Circle Dr	St Edwards Ave	0.25	3	6159	
51	SNS-47	St Edwards Ave	Circle Dr	Laurel Dr	0.51	3	3710	
52	SNS-41	Maplewood Dr	Grove St	Sierra Dr	0.07	3	897	

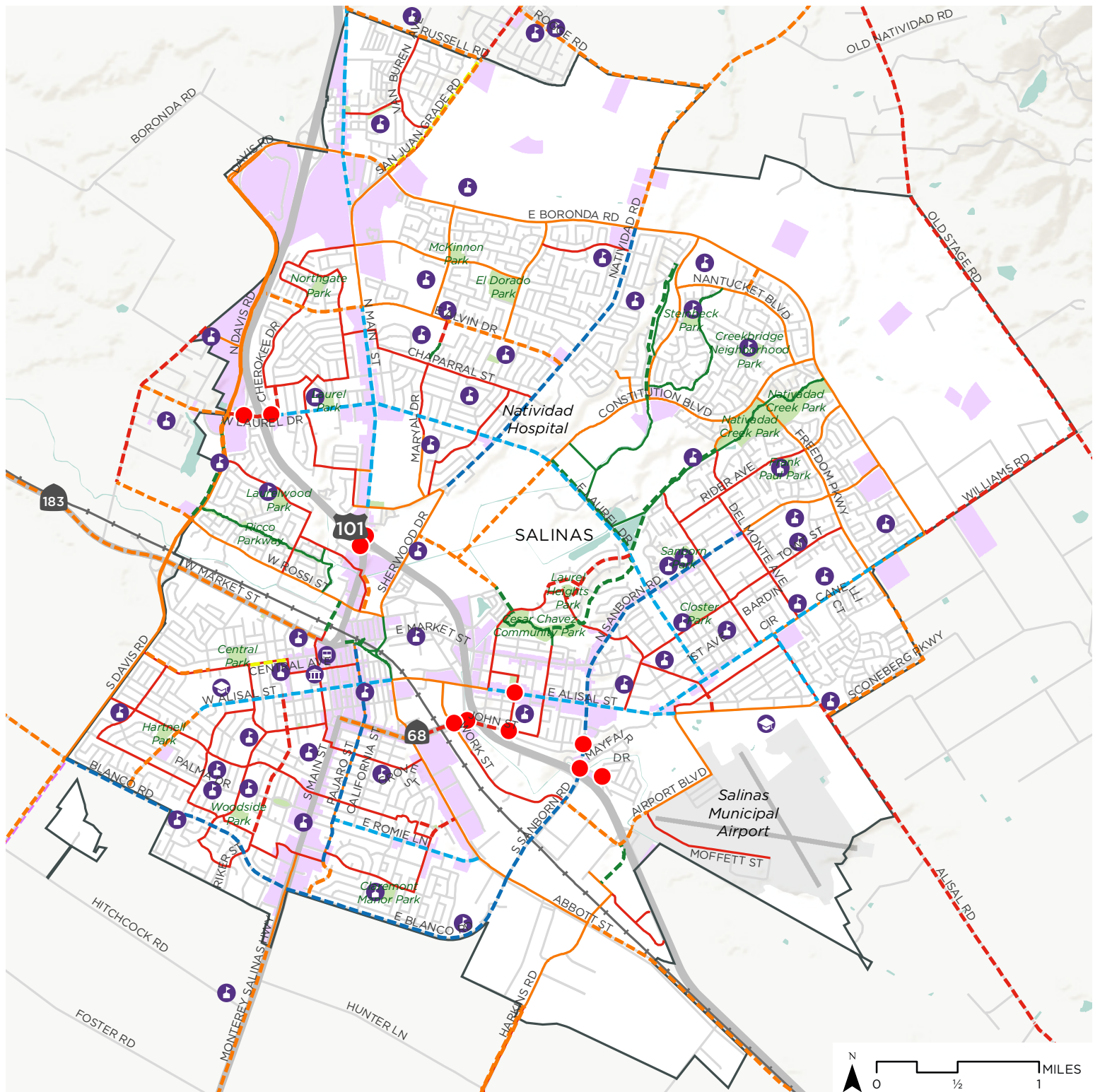


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Pedestrian Infrastructure Improvements

The pedestrian improvements listed here are unranked. The pedestrian improvements presented here have a planning-level cost estimate of approximately \$5 million for approximately 0.24 miles of sidewalk and gutter improvements and pedestrian intersection improvements. Many of these pedestrian improvement projects can be implemented as part of street and road improvement projects. A partnership with Caltrans will be important to address the improvements identified at the US 101 on and off ramps

ATP ID#:	start:	end:	description:	feet:	CONSTRUCTION COST
SNS-53	Boronda Rd	Russell Rd	sidewalk		\$3,272,369
SNS-54	S Wood St	E Alisal St	4 curb ramps. 4 push buttons, ac imporvement, signal mod		\$71,600
SNS-55	Homestead Ave	Capitol St	sidewalk	1234	\$861,253
SNS-56	W Laurel Dr	US 101 N	curb ramps only, 1 push button		\$71,600
SNS-57	W Laurel Dr	US 101 S	2 curb ramps only		\$71,600
SNS-58	N Main St	US 101 N	2 curb ramps only		\$71,600
SNS-59	N Main St	US 101 S	2 curb ramps only		\$71,600
SNS-60	John St	US 101 S	pedestrian intersection improvement		\$71,600
SNS-61	John St	US 101 N	4 curb ramps		\$71,600
SNS-62	John St	Work St	4 curb ramps 6 push buttons		\$71,600
SNS-63	Fairview Ave	S Sanborn Rd	6 curb ramps 5 push buttons		\$71,600
SNS-64	Fairview	US 101 N	2 curb ramps		\$71,600
SNS-65	Growers St	railroad track gap	sidewalk	140	\$97,711
SNS-66	John St	S Sanborn Rd	pedestrian intersection improvement		\$71,600



Salinas

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- | | | |
|---|---|--|
| <p>Existing Bikeways</p> <ul style="list-style-type: none"> — Class I Shared Use Path — Class II Bike Lane — Class III Bike Route | <p>Proposed Pedestrian Improvements</p> <ul style="list-style-type: none"> - - - Sidewalk ● Intersection | <p>Proposed Bikeway Improvements</p> <ul style="list-style-type: none"> - - - Class I Shared Use Path - - - Class II Bike Lane - - - Class IIB Buffered Bike Lane - - - Class III Bike Route - - - Class IV Protected Bike Lane - - - Fort Ord Rec Trail and Greenway |
| <p>Points of Interest</p> <ul style="list-style-type: none"> K-12 School College/University City Hall Transit Center | <p>Land Use</p> <ul style="list-style-type: none"> Park/Open Space Commercial Area City Boundary | <p>>>> Uphill bikeway (Slope > 4%)</p> |



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