The City of Salinas is located approximately 100 miles south of San Francisco and 60 miles south of San Jose within the Salinas Valley; surrounded by agricultural lands. Salinas is primarily an agricultural community with a major industrial area located in the southern section of the City. As the county seat, Salinas accommodates most of the Monterey County and all City of Salinas government operations. Additionally, Salinas provides regional shopping opportunities for Monterey County with such areas as Northridge Mall, Harden Ranch Plaza, the Westridge Shopping Center; and Salinas Auto Mall, all of which are located in the northern end of the City. Residential development has recently expanded in the north and northeastern sections of the City. The City of Salinas recently updated its General Plan, the Plan to identify future growth. The Plan also identifies housing opportunities for the next 10-20 years. Salinas' population, which is now 151,060, is expected to grow to around 183,783 by 2020, and 213,063 by General Plan Buildout.

Salinas itself is generally flat which makes walking a practical and convenient mode of travel. Schools and parks are dispersed throughout the community with most located within walking distance of the neighborhoods they serve. Major areas of employment are generally located in: the central city near Oldtown Salinas (professional businesses, government, shopping and restaurants); two hospital and medical office districts along Romie Lane and Natividad Road; and the industrial area in the southeastern section of Salinas (Airport Business Park, McCormick & Company, Mann Packing, Fresh Express and Household Card Services).

The City of Salinas has historically provided pedestrian facilities through the construction of new sidewalks and maintenance of those that exist. New sidewalks are either constructed by the City (as in redevelopment areas such as Downtown Salinas) or as a condition for new development.

As of December 2003, the City has approximately 500 miles of sidewalks on City streets for pedestrian travel with almost all streets having areas of pedestrian travel on both sides of the street. There are segments of streets that have sidewalks on one side only, such as Laurel Drive, Bernal Drive and segments of roads that are on the boundaries of the City such as Blanco Road,
Davis Road (south of Market Street and north of Westridge), Boronda Road and Williams Road.

The City also has an annual maintenance program for sidewalks providing for repair of cracks and upheaval of sidewalks, mostly due to growth of tree roots. The City Maintenance Services department has a concrete crew that replaced 1,342 square feet of sidewalks in 2003. In the recent years, however, the sidewalk repair program has not been adequately funded. There is a 7-10 year backlog in sidewalk repair requests. In addition, the existing State budget crisis has had a direct impact on this local program, which may not be able to continue until the crisis is over and economic conditions improve.

New development in the City is conditioned to provide sidewalks, street lighting and compliant ADA ramps in all projects. However, there is a need to provide these facilities in some existing or “built” areas of the City. Over the past four years the City installed over 120 streetlights in the East Salinas area to make walking conditions even safer in the evenings. The City continues to seek funding for and implementation of its ADA-compliant Pedestrian Access Ramp Program to make the streets walkable for everyone including citizens who use wheelchairs. Improvements include the construction of pedestrian ramps at intersections and where people need to gain access to crosswalks whether marked or not. Community Development Block Grant funds this program.

The City has also engaged in special projects that address specific needs to improve the walking environment in the City. To help children walk to school safely, the City has a crossing guard program that assigns adult crossing guards to help school-age children cross streets that have significant traffic. Certain schools, however, are located on/near busy arterial streets and the City has in many cases provided additional facilities to improve walking conditions. Some of the recent City projects that have been completed include:
• Installation of Smart Signs “Radar Speed Display Sign” to advise motorists of their present speed as they approach the intersection, on Sanborn Road for Jesse G. Sanchez Elementary School.
• Installation of traffic signals at intersections along the routes to schools (such as the Sanborn Road/Circle Drive and Sanborn/Freedom signals)
• Improvements at the Williams–Del Monte intersection and construction of drop off facilities with improvements for pedestrian (school children) traffic at Alisal Community School.

The redevelopment of downtown Salinas in the late eighties and nineties created pedestrian facilities that are an example of what improvements can be made to enhance the pedestrian environment. The Salinas Redevelopment Agency and City created a renovated downtown Salinas with wide sidewalks having a color scheme that delineates the pedestrian path of travel from sidewalk to crosswalk to sidewalk. Curb extensions at intersections decrease the distance a pedestrian travels to cross the street. There is an aesthetically pleasing streetscape with flowering trees, pedestrian rest and gathering areas, and pedestrian scale lighting and furniture.

The City has also built a pedestrian trail system that not only provides recreational walking opportunities but also functions as connectors to the pedestrian network. Examples are the Rossi-Rico Linear Park and the more recently completed Gabilan/Natividad Creek Trail. Completed in June 2003, the Gabilan/Natividad Creek Trail consists of 1.4 miles of trails connecting the Northeast and East Salinas Area and its residents to the Constitution Boulevard Soccer Fields, Veterans Memorial Park, the Twin Creeks Golf Course, Natividad Medical Center services, county offices and the new Creekbridge Shopping Center. This trail also provides access to the previously existing 1-mile long Natividad Creek Trail, which provides access to recreation areas as it runs through Natividad Creek Park. This park provides recreational facilities like basketball and tennis courts, an amphitheater, skateboard/bicycle park, wilderness areas, and picnic areas.
Newer communities in northeast Salinas have trails that link older neighborhoods to the newer neighborhoods. A trail also provides access to John Steinbeck Elementary School from adjacent neighborhoods. Linear park expansion is planned as part of the Miramonte development.

These new paths provide direct access to four Monterey Salinas Transit (MST) routes (41A, 41B, 45 and 46) along Constitution Boulevard and at the Natividad Medical Center enhancing transportation choices for pedestrians. To complete the Gabilan/Natividad Creek Trail, the City’s Development and Engineering Transportation Services Department secured funding from various sources. These sources included Transportation Enhancement Activities (TEA) funds, Air District Grant (AB2766) funds and State Non-Motorized Trails Programs funds; with matching funds coming from gas tax money.

With its partners in the County Health Department and schools, the City has also participated in walking promotions in the past. Most recently, the City and County Health Department partnered with Safe Kids Coalition and the Alisal School District to provide the Radar Speed Display Signs on Sanborn Road by Jesse Sanchez School. Both the City and the Safe Kids Coalition provided the needed funding to install these electronic signs that provide feedback to the motorists about the speeds they are traveling when approaching the school.

In order to encourage public participation in the planning process, the Salinas Bicycle and Pedestrian Advisory Committee (SBPAC) was created in 1988 to review bicycle and pedestrian related issues and provide input on bicycle and pedestrian related programs/projects throughout the City of Salinas. The Committee’s input was solicited in the development of this first Pedestrian Plan for the City of Salinas.

Finally, the City continually works with Monterey Salinas Transit in the provision of facilities that help the transit rider. MST has provided bus shelters and benches along the bus routes in the City that provide resting areas and temporary protection from the elements for those traveling by foot, whether using transit or not.
Even with all these efforts in the past, the City has not had a comprehensive plan that would address the needs of pedestrians citywide. The adoption of the Salinas General Plan in September 2002 was groundbreaking for Salinas pedestrians. The General Plan espouses “new urbanism” principles that promote a pedestrian friendly and livable community. Guiding policies for City growth now contain specific language impacting land use, community design and transportation that emphasizes the creation of neighborhoods that encourage walking and bicycling.

In support of this General Plan, the first Salinas Pedestrian Plan sets out to determine goals and strategies that will increase walking in the City.

**THE FOUR E’S**

Accomplishing the goals of the Pedestrian Plan and efforts to increase walking will require a mix of programs and projects that will be focused on the four E’s (Engineering, Education, Enforcement and Encouragement). This will entail cooperative work involving City Departments such as Public Safety, Development/Engineering Services and Maintenance Services; and partners in the public health community, pedestrian advocacy groups and schools.

*Engineering* – providing safe and convenient pedestrian facilities, conditioning new developments to integrate pedestrian-friendly design in their projects, creating a traffic calming policy that will provide for the evaluation and implementation of measures to slow traffic in residential areas, and consideration/evaluation of new tools and technology in the development of design standards for streets that enhance the pedestrian environment and encourage more walking trips.

*Education* – providing pedestrian and motorist traffic safety education. As discussed in earlier sections, a large number of pedestrian collisions are caused by inappropriate behavior by pedestrians and motorists. A change in behavior may be affected through successful marketing of pedestrian safety. Staff and the SBPAC have been looking at other public information programs in other jurisdictions for consideration as future programs for the City. One such program is the *Street Smarts* Program, currently being used in San Jose. *Street Smarts* is a public education campaign targeted toward changing driver, pedestrian and bicyclists behavior to improve safety on our streets. The program works in conjunction with engineering and enforcement to calm traffic and addresses many behaviors at their root cause: with drivers,
pedestrians and bicyclists. Street Smarts is comprised of two major elements: a media campaign and a community relations campaign. Future education programs should include information on the wide range of benefits of walking, such as improved health, a decrease in an individual’s transportation costs and creating a more inviting, healthy community.

**Enforcement** – continue working with the City and County Public Safety Departments to increase enforcement of traffic regulations that discourage unsafe pedestrian and motorist behavior in Salinas and in the City’s immediate surrounding areas, and promote compliance with traffic safety laws and practices.

**Encouragement** – Implementing programs that increase walking trips in the City such as Walk to School Days and Rideshare Week, Bike Week and Clean Air Month. Supporting programs that encourage the use of alternate modes of travel such as using transit, bicycling to work and ridesharing all of which potentially increase walking trips.
GOALS AND STRATEGIES

The objective of the first Salinas Pedestrian Plan is to set the goals that will increase walking activity in the City and identify actions that need to be taken to achieve these goals. The plan will be updated periodically (approximately every 5 years) to refine these goals as more information and evaluation of City Pedestrian facilities are available. Future updates will identify pedestrian facilities projects and programs that are needed. The updates are also expected to set or recommend standards for enhancements in pedestrian facilities.

The Goals for the Salinas Pedestrian Plan are:

1. Promote the development and design of pedestrian facilities that are convenient, safe, attractive, comfortable, interesting, and interconnected to provide continuity of travel
2. Reduce the number of pedestrian-related accidents in Salinas
3. Condition New Development to install appropriate streets, sidewalks, pedestrian access ramps, traffic calming measures, lighting and related facilities to encourage walking
4. Develop a Traffic Calming Policy to address vehicular speeds in residential areas
5. Develop a Suggested Routes to School Program for all elementary schools in Salinas
6. Educate the general public to increase the number of overall walking trips within Salinas
7. Identify needs of walking districts or areas to increase walking trips
GOAL 1: PROMOTE THE DEVELOPMENT AND DESIGN OF PEDESTRIAN FACILITIES THAT ARE DIRECT, SAFE, ATTRACTIVE, COMFORTABLE, INTERESTING, AND INTERCONNECTED TO PROVIDE CONTINUITY OF TRAVEL

Strategy 1: Provide direct pedestrian connections by developing a completely integrated sidewalk and shared-use trail system.

- Identify the locations and interfaces between the sidewalk network, regional/linear parks and other shared-use trails. Promote linkages between these systems.
- Promote retrofitting existing streets to add sidewalks and pedestrian access ramps at curb returns, and seek funding for their construction.
- Promote the concept of interconnecting pathways and walkways as a way to improve neighborhood safety and encourage longer walking trips.
- Promote the concept of using transit to bridge or connect walking districts.

Strategy 2: Promote pedestrian friendly land use planning and development.

- Create development standards and Zoning Code requirements that promote pedestrian, bicycle and transit use.
- Develop a uniform set of standards for the design and construction of pedestrian facilities (Zoning Code and Salinas Design Standard updates).
- Provide direct, safe pedestrian access from neighborhoods to adjoining shopping centers, retail areas, park facilities, and schools.
- Monitor other uses of the sidewalk area, such as landscaping and cafes, to ensure they support rather than obstruct a continuous pedestrian network.
- Locate signal poles, signs, utility appurtenances and related facilities so they do not conflict with safe pedestrian circulation and access for the mobility impaired.
- Design and support traffic calming measures on local streets to reduce vehicular speeds and potential conflicts with alternative modes of transportation.

Strategy 3: Construct all pedestrian facilities in compliance with American with Disabilities Act (ADA) standards, AASHTO guidelines, and City policies/requirements.

- Construct new pedestrian facilities conforming to City Standards and Title24/ADA requirements.
• Construct paved pathways (minimum 8 feet wide; 12 feet desired) along at least one side of creeks and the reclamation ditch.
• Consider constructing pedestrian bridges/grade-separated pathways across facilities that prevent convenient, safe, and direct pedestrian travel such as roadway crossings, or focus these crossings at traffic-signalized intersections with pedestrian facilities.

GOAL 2: REDUCE THE NUMBER OF PEDESTRIAN-RELATED ACCIDENTS IN SALINAS

Strategy 1: Promote citywide accessible sidewalks and street crossings.

• Install ADA accessible walkways on both sides of the street and access ramps at all appropriate curb returns.
• Install ADA compliant pedestrian-actuated push buttons, audible pedestrian signal indicators and comply with all other relevant Caltrans/MUTCD standards at all signalized intersections.
• Install signalized pedestrian crossings and lighting in high pedestrian activity zones, utilizing international symbols.
• Provide accessible and convenient wheelchair loading areas at public transit stops.
• Adopt design standards that create safe and convenient facilities to encourage walking.
• Reduce the number of poles and vertical obstructions within sidewalk areas and mount street/traffic signs on street light poles when available and appropriate.

Strategy 2: Improve safety and convenient access for pedestrians around construction zones

• Provide clear access through or marked detours around construction zones by using signs and other directional facilities.

Strategy 3: Design for pedestrian safety and provide direct and visible pedestrian connections across major barriers such as bridges, railroads, freeways, major roadways and other features that impede or challenge pedestrian travel.

• Install curb extensions, raised medians or sidewalk treatments at strategic arterial street crossings to reduce the distance pedestrians need to cross, as appropriate.
• Continue to expand, upgrade and maintain arterial street lighting.
• Provide a median refuge when crossing distances cannot be reduced for safe crossing in a single signal phase.
• Install street lighting at intersections.
• Minimize curb radii at intersections and driveways at specific high pedestrian activity locations to reduce speed of right-turning vehicles.
• Provide pedestrian actuation buttons at all traffic signals.
• Design well-marked and well-lit crosswalks.
• Provide audible signal indicators for visually impaired pedestrians, where warranted.
• Evaluate and consider successful innovative solutions from other communities

Strategy 4: Improve the understanding of motorists, bicyclists, and pedestrians regarding traffic laws and proper ways to share the right of way.

• Encourage the traffic unit of the City Police Department to find ways to increase enforcement related to pedestrian and bicycle laws.
• Develop safety education programs aimed at motor vehicle drivers to improve awareness of the needs and rights of bicyclists and pedestrians
• Reduce the number of pedestrian-related traffic collisions by addressing high incident locations.

GOAL 3: CONDITION NEW DEVELOPMENT TO INSTALL APPROPRIATE STREETS, SIDEWALKS, PEDESTRIAN ACCESS RAMPS, TRAFFIC CALMING MEASURES AND RELATED FACILITIES TO ENCOURAGE WALKING


Strategy 2: Update the City of Salinas Design Standards and Standards Specifications to reflect desired and/or standard pedestrian, bicycle and transit design guidelines.

GOAL 4: DEVELOP A TRAFFIC CALMING POLICY TO ADDRESS VEHICULAR SPEEDS IN RESIDENTIAL AREAS

Strategy 1: A traffic calming policy is being prepared separately.
GOAL 5: DEVELOP A SUGGESTED ROUTES TO SCHOOL PROGRAM FOR ALL ELEMENTARY SCHOOLS IN SALINAS

Strategy 1: Develop standard information to be provided to students and parents.

Strategy 2: Secure funds to develop Suggested Routes Maps for each public elementary school.

GOAL 6: EDUCATE THE GENERAL PUBLIC TO INCREASE THE NUMBER OF OVERALL WALKING TRIPS WITHIN SALINAS

Strategy 1: Promote the education and general public’s public awareness of pedestrian issues.

- Develop school educational programs and provide Police enforcement that will reduce accidents, and provide more security and confidence for bicyclists and pedestrians. Distribute Suggested Routes to School Maps to each School as available.
- Work with Civic organizations and Neighborhood Associations to increase their understanding of the benefits walking has as a mode of transportation. Provide information for newsletters, or presentations/meetings.
- Build liaisons/partnerships with other communities, organizations and agencies to address pedestrian issues. Pursue the Street Smarts educational program as funding allows.
- Develop a safety education program aimed at pedestrians to promote safe walking habits on City streets and improve awareness of the dynamics of vehicle/pedestrian interaction.

Strategy 2: Develop databases useful for pedestrian planning, prioritization of pedestrian improvements and collision prevention.

- Develop street inventories of pedestrian facilities, sidewalks, access ramps and walkways. Compile into a citywide report, and use inventories as a basis to update this Plan in the future.
• Implement a citywide pedestrian collision database (crossroads software) using the information efficiently to assist in educational programs, and street/pedestrian facilities improvement planning/prioritization.

Strategy 3: Support regional pedestrian facility development.

• Provide input to incorporate pedestrian facilities in the Regional Transportation Planning process.

Strategy 4: Implement a Public Information Campaign

• Publicize the environmental, social and health related benefits of walking.
• Sponsor events such as a 'Walk Your Child to School' or 'Walk to Work' day.
• Encourage and/or publicize walking events such as historic walking tours in neighborhoods.
• Support neighborhood watch programs and Peace Builders to address pedestrian safety and security concerns.

GOAL 7: IDENTIFY NEEDS OF WALKING DISTRICTS OR AREAS TO INCREASE WALKING TRIPS

Strategy 1: Develop a maintenance request program to ensure routine maintenance of trails, walkways, street crossings and other pedestrian facilities.

• Continue funding the City’s Sidewalk Repair Program to correct damaged sidewalks throughout Salinas.
• Respond to re-stripping/marking requests within two weeks.
• Continue maintenance efforts on existing sidewalks, crosswalks, and pedestrian signals/controls through more efficient reporting methods and asset management.

Strategy 2: Enhance the pedestrian environment.

• Provide amenities that improve the character of the pedestrian environment such as trees for shade, landscaping, seating, shelters and fountains.
• Form partnerships with the Arts Community to develop streetscape art to add character and interest to pedestrian pathways.
• Develop target goals for the placement of trees and seating along major pedestrian routes throughout the City (as the budget and grant funding allows).
• Set target goals and identify funding sources for the development of walkways and streetlights.
• Develop pedestrian scale gateways and thresholds for pedestrian travelers.