

TRANSPORTATION INFRASTRUCTURE Chapter Summary

	Ideas from working groups, public workshops or other outreach
	Ideas from consultant team or city staff

INTRODUCTION AND CONTEXT:

The Alisal is an important cultural and commercial destination within Salinas and the Monterey County region. Pedestrians, bicyclists, transit riders, and motorists use the arterials and neighborhood streets throughout the day, though the streets are designed to primarily serve people driving vehicles. East Alisal Street and East Market Street are important parallel transit corridors with busy commercial areas, and the residential streets to the north and south connect to schools, neighborhood parks and secondary commercial corridors. Gaps in the pedestrian and bicycle network make it difficult to encourage more active transportation choices, and unique commute needs limit the utility of local transit for many who live in the Alisal and work in the agricultural sector in the surrounding areas. Existing bus service and some locations with street-fronting commercial uses create an inviting pedestrian environment, but large parking lots, wide intersections and many other barriers to walking, biking and taking transit make driving the most appealing option for many. Despite these existing conditions, the East Alisal corridor and many other streets in the area are often busy with pedestrians and transit riders during the day. Reallocating the roadway to accommodate more multimodal infrastructure and high-comfort designs for walking and biking will better serve the people who live in, work in, and visit the Alisal. Traffic calming, new bike lanes, better pedestrian crossings, wider sidewalks, parklets, bus waiting areas, and parking management will make the street safer and more inviting for all users. The following policy summary provides a framework for developing specific project recommendations in the future, which would be evaluated on a case-by-case basis to address feasibility, constraints, and design detail needs.

ISSUES AND OPPORTUNITIES:

- Many intersections do not have marked crosswalks or pedestrian signals
- Pedestrian crossing distances are long and expose pedestrians to vehicle traffic
- Sidewalks are narrow or interrupted by driveways and utility poles
- Bicycle facilities are scattered and disconnected, and most do not provide physical separation from vehicle traffic
- Parking is very constrained on both residential and commercial streets; no parking management program in place
- Lack of pedestrian amenities such as street trees, benches, trashcans, etc.

GOALS:

- TI 1. DESIGN AND MAINTAIN SAFE STREETS
- TI 2. ESTABLISH A CONNECTED AND EQUITABLE MULTIMODAL TRANSPORTATION NETWORK
- TI 3. PROVIDE ATTRACTIVE STREETS WITH PEDESTRIAN AMENITIES
- TI 4. IMPROVE PARKING MANAGEMENT FOR BOTH RESIDENTS AND BUSINESSES

TIMEFRAME CATAGORIES

- Ongoing – already started
- Immediate – within a year
- Short – 1-3 years
- Middle – 4-6 years
- Long Term – more than 6 years
- Future – beyond 10 years or more

TRANSPORTATION AND INFRASTRUCTURE IMPLEMENTATION MATRIX

GOAL TI 1: DESIGN AND MAINTAIN SAFE STREETS				
POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	PRIORITY	TIMEFRAME
TI 1.1 – Improve pedestrian safety at crosswalks, intersections and key crossing points.	TI 1.1.a – Reduce crossing distances. Install bulbouts and pedestrian refuges at intersections. Work with residents to help identify high-priority improvements.	Public Works Community Groups		Medium to Long
	TI 1.1.b – Improve pedestrian visibility at intersections. Update busy crosswalks with high visibility markings and pedestrian-scale lighting. Enhance Towt Street and East Alisal Street pedestrian crossing <i>to protect the students of El Sausal Middle School(?)</i> .	Public Works; local businesses		Short to Medium

	<p>TI 1.1.c – Provide pedestrian-oriented signals. Update signal timing at intersections to accommodate pedestrians and include countdown signals.</p>	Public Works		Short to Medium
	<p>TI 1.1.d – Design for better driver yielding behavior and traffic calming. Install more bulbouts and pedestrian sidewalk extensions, and vertical traffic calming elements such as raised intersections and raised crosswalks, especially at unsignalized intersections. Install bulbouts and new crossing lights at East Alisal Street and Sanborn.</p>	Public Works		Short to Long
	<p>TI 1.1.e – Provide midblock crossings at high demand locations. Identify locations where midblock crossings would provide important links for the pedestrian network and build infrastructure to maximize pedestrian visibility and driver yielding, through vertical design details such as raised crosswalks, or midblock bulbouts.</p>	Public Works		Medium to Long
<p>TI 1.2 – Improve pedestrian safety on sidewalks and neighborhood streets.</p>	<p>TI 1.2.a – Improve pedestrian visibility and lighting on neighborhood and commercial streets. Install pedestrian-scale lighting on commercial streets to illuminate sidewalks, and at intersections on residential streets so pedestrians can cross streets in lighted areas.</p>	Public Works		Medium to Long
	<p>TI 1.2.b – Complete sidewalk network and keep sidewalks in good repair. Prioritize repairs and new sidewalks where they are missing. Specifically, complete the Laurel sidewalk extension, and replace the missing sidewalk on Sanborn. Prioritize immediate repairs in areas with a lot of pedestrian traffic and create a long-term repair and maintenance plan.</p>	TAMC and the California Endowment (TCE) (for the Laurel sidewalk extension); Public Works		Short to Medium

<p>TI 1.3 – Improve bicyclist safety.</p>	<p>TI 1.3.a – Prioritize protected or separated bikeways, paths shared with pedestrians, and buffered bike lanes. Expand the bicycle network with facilities that minimize exposure to vehicle traffic with physical separation on streets that have high volumes and a significant speed differential between cars and bikes. Only use shared space on streets with very low speeds and low vehicle volumes, where people driving will be traveling at nearly the same speed as people riding bikes.</p>	Public Works		Short to Long
	<p>TI 1.3.b – Educate both drivers and bicyclists about safe behavior and road rules. Ensure that all users of the road understand traffic rules, and positioning and yielding requirements, especially for using new street design elements such as parking protected bike lanes, neighborhood traffic circles, shared lanes, etc. Introduce driving for bicycle safety in driver training/driver education curriculum at local high schools.</p>	Salinas Union High School District and Salinas PD		Short to Medium
<p>TI 1.4 –Reduce vehicle traffic speeds, especially in residential neighborhoods and around schools.</p>	<p>TI 1.4.a – Design street improvements to encourage safe vehicle speeds and calm traffic. Use vertical and horizontal design elements to calm vehicle traffic and reduce the design speed of the street. This includes narrower lanes, tighter turning radii, traffic circles at neighborhood street intersections, speed humps, raised crosswalks and raised intersections.</p>	Public Works		Short to Long
	<p>TI 1.4.b – Educate all users about new traffic infrastructure and associated enforcement. Work with the County and others to implement Safer Routes to Schools projects at more Alisal schools. Introduce driving for bicycle safety in</p>	Salinas Union High School District; County Safe Routes to School program		Short to Medium

	driver training/driver education curriculum at local high schools.			
	TI 1.4.c – Enforce speed and driver yielding to pedestrians and bicyclists. Allocate more resources for physical/in-person or digital enforcement. Consider automated ticketing and enforcement cameras at intersections. Expand school crossing guard program at Alisal schools.	Salinas PD; TAMC or other crossing guard funding agency		Short to Medium

GOAL TI 2: ESTABLISH A CONNECTED AND EQUITABLE MULTIMODAL TRANSPORTATION NETWORK

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	PRIORITY	TIMEFRAME
TI 2.1 – Expand choices for getting around without a car, to meet the needs of Alisal residents.	TI 2.1.a – Update transit routes and schedules to make bus transit work for more residents. Work with MST to identify primary challenges for current and potential transit riders, including route, schedule, frequency and cost. Explore the potential for Bus Rapid Transit along East Alisal Street.	MST Public Works CDD		Short to Medium
	TI 2.1.b – Promote affordable and accessible carpool/rideshare programs to the Alisal community. Work with the County and other agencies and companies to explore opportunities to establish carpool and rideshare programs such as RideAmigos; ensure they are accessible and usable by the Alisal community, addressing potential cost barriers. These programs should maximize vehicle capacity and focus on addressing gaps in the transit network to make taking transit and getting around without a personal vehicle a more attractive option for Alisal residents. Work with riders to see how	MST, Community Development Department (CDD)		Short

	apps can be updated to more closely meet the needs of the local population.			
	TI 2.1.c – Identify opportunities to provide public transit to farmworker employment locations or encourage private buses and shuttles to use existing bus stops. Work with MST and farm employers to overcome barriers to providing public transit connections to rural/farm employment locations. Update transit operations schedules to address early morning commute needs.	MST; CDD; local agricultural employers and bus operators		Short to Medium
TI 2.2 – Expand the network of bicycle facilities to create connected routes throughout the neighborhood and connecting to other parts of Salinas.	TI 2.2.a – Create a network of dedicated bike lanes connecting important parts of the Alisal and the rest of Salinas. Fill gaps in the existing bicycle network and establish a more robust network of dedicated bike lanes on local streets, to make biking safe and comfortable for people of all ages and skill levels. Add bike lanes to East Alisal Street.	Public Works		Short to Long Term
	TI 2.2.b – Provide bike parking at destinations. Provide bike parking in front of businesses and community activity hubs such as schools, libraries, and recreation centers.	Public Works; local businesses		Short to Medium
	TI 2.2.c – Promote the new bike-share program. Work with businesses and activity hubs to identify priority locations for bike share and incentives for residents and customers to use bike share. Emphasize opportunities to connect to areas of interest via the bike network, especially as additional dedicated bicycle facilities provide more connectivity and comfortable routes linking within the Alisal and to other destinations.	Public Works; CDD; local businesses		Short to Medium
TI 2.3 – Incorporate trails into the local bicycle and pedestrian plans.	TI 2.3.a – Include the Alisal in the current/ongoing plans for local and regional trail networks. Engage Alisal residents in the planning process for the local Active Transportation Plan, which will update plans	Planning Department/ Active Transportation Plan team		Short to Medium

	for bicycle and pedestrian routes and trails. Focus on opportunities to connect the Alisal to existing parks and other nearby trail networks. Consider links between Cesar Chavez Park and nearby neighborhoods through Carr Lake to the Constitution Soccer Complex Area and Natividad Creek Park.			
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GOAL TI 3: PROVIDE ATTRACTIVE STREETS WITH PEDESTRIAN AMENITIES				
POLICY		DEPARTMENT/ORG	PRIORITY	TIMEFRAME
TI 3.1 – Make sidewalks more inviting for pedestrians.	TI 3.1.a – Increase space for outdoor seating, dining and greenery. Partner with East Alisal Street businesses to pilot temporary demonstration parklets and find the best locations for permanent locations. Where on street parking must be relocated or reduced to improve visibility and sight lines for pedestrian crossings and bike lanes, consider sidewalk expansions to formally allocate the space for pedestrians or street furniture.	Public Works		Short to Medium
	TI 3.1.b – Incorporate Green Infrastructure into pedestrian improvements. When designing pedestrian amenities, incorporate green infrastructure elements such as filtration planters, to add vegetation to the sidewalk while sustainably managing stormwater.	Public Works		Short to Long
TI 3.2 – Increase street tree coverage throughout the Alisal.	TI 3.2.a – Plant street trees. Focus on gaps in the tree canopy network and underserved areas, especially blocks where local residents do not have greenspace.	Public Works		Short to Long Term

GOAL TI 4: IMPROVE PARKING MANAGEMENT FOR BOTH RESIDENTS AND BUSINESSES

POLICY	IMPLEMENTATION ACTION	DEPARTMENT/ORG	PRIORITY	TIMEFRAME
<p>TI 4.1 – Improve parking availability for residents.</p>	<p>TI 4.1.a – Implement a residential parking permit (RPP) program. Work with local community groups to identify unique RPP registration needs and number of permits per household. Develop local registration requirements based on home address rather than vehicle registration address to accommodate temporary residents and migrant farm workers who have no reason to register their vehicle locally and/or are weary of formally tracking their vehicle location.</p>	<p>Finance Department/ parking permit managing entity</p>		<p>Short to Medium</p>
	<p>TI 4.1.b – Improve alternatives to driving alone. If it is easier to get around the neighborhood and to other parts of Salinas without a car, households in the Alisal will be able to rely on fewer vehicles and the demand for residential parking will decrease as vehicle ownership rates go down. Alternatives to driving alone may include transit, ride sharing programs, carpool incentives, comfortable bike facilities, and more inviting sidewalks for short trips.</p>	<p>MST; Public Works</p>		<p>Short to Long Term/Future</p>
<p>TI 4.2 – Improve parking availability for customers at local businesses.</p>	<p>TI 4.2.a – Implement a parking management system on commercial streets in the Alisal. Consider time limits for on-street parking to increase turnover in high demand areas, and incentivize longer-term parking in low demand areas. Time limits support employees parking in lower demand locations rather than adjacent to businesses, keeping those most valuable parking spaces available for customers and visitors. Implement commercial street time limits in parallel with an employee parking permit program in</p>	<p>Finance Department/ parking permit managing entity</p>		<p>Short to Medium</p>

	designated areas, and an RPP program to mitigate spillover onto residential streets.			
	TI 4.2.b – Preserve existing parking supply as possible. When considering other street design improvements, explore options that preserve existing on-street parking supply to assess the feasibility of maintaining on-street parking even as other part of the right of way may be reallocated.	Public Works and planning		Short to Medium
	TI 4.2.c – Consider price-based parking management strategies on commercial streets. Over the long-term, consider demand-based pricing as an alternative to time limits as the local business environment allows (understanding that there is a preference for time limits right now). Demand-based pricing incentivizes shorter parking in the highest demand/higher price locations, and longer parking in the low demand/lower price locations, rather than enforce time limits. Conduct a detailed parking study, including supply and occupancy data collection, to identify opportunities for shared parking, and variations in demand.	Finance Department/ parking permit managing entity		Short to Long Term
	TI 4.2.d – Consolidate park and ride parking for farmworker shuttles in low demand locations. Coordinate with farmworker employers and shuttle operators to identify opportunities for parking consolidation so pickup locations function as informal park and ride facilities. This will pull the all-day parkers away from the commercial core where on-street parking spaces are high demand, to locations where they will not displace would-be customers.	CDD; local agricultural employers and bus operators		Short to Medium

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