

HARDEN MIDDLE

Harden Middle is located in north Salinas and draws students from neighborhoods throughout north Salinas (see map on the following page).

PARENT SURVEY

Harden parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 31 surveys were received. The full survey report is in Appendix B.

The survey asked parents to select the most important factors in whether they allow their children to walk or bike to school. The top issues for parents are listed in Figure 26, below.

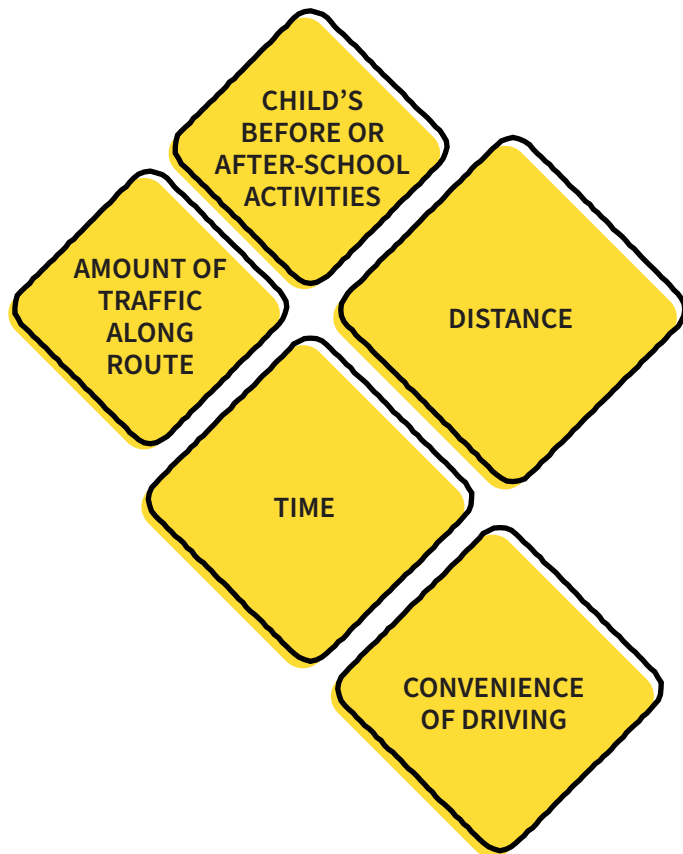


Figure 26. Parents' top concerns about letting children walk or bike to and from school.

This infographic provides key statistics from the survey, each accompanied by a colorful icon:

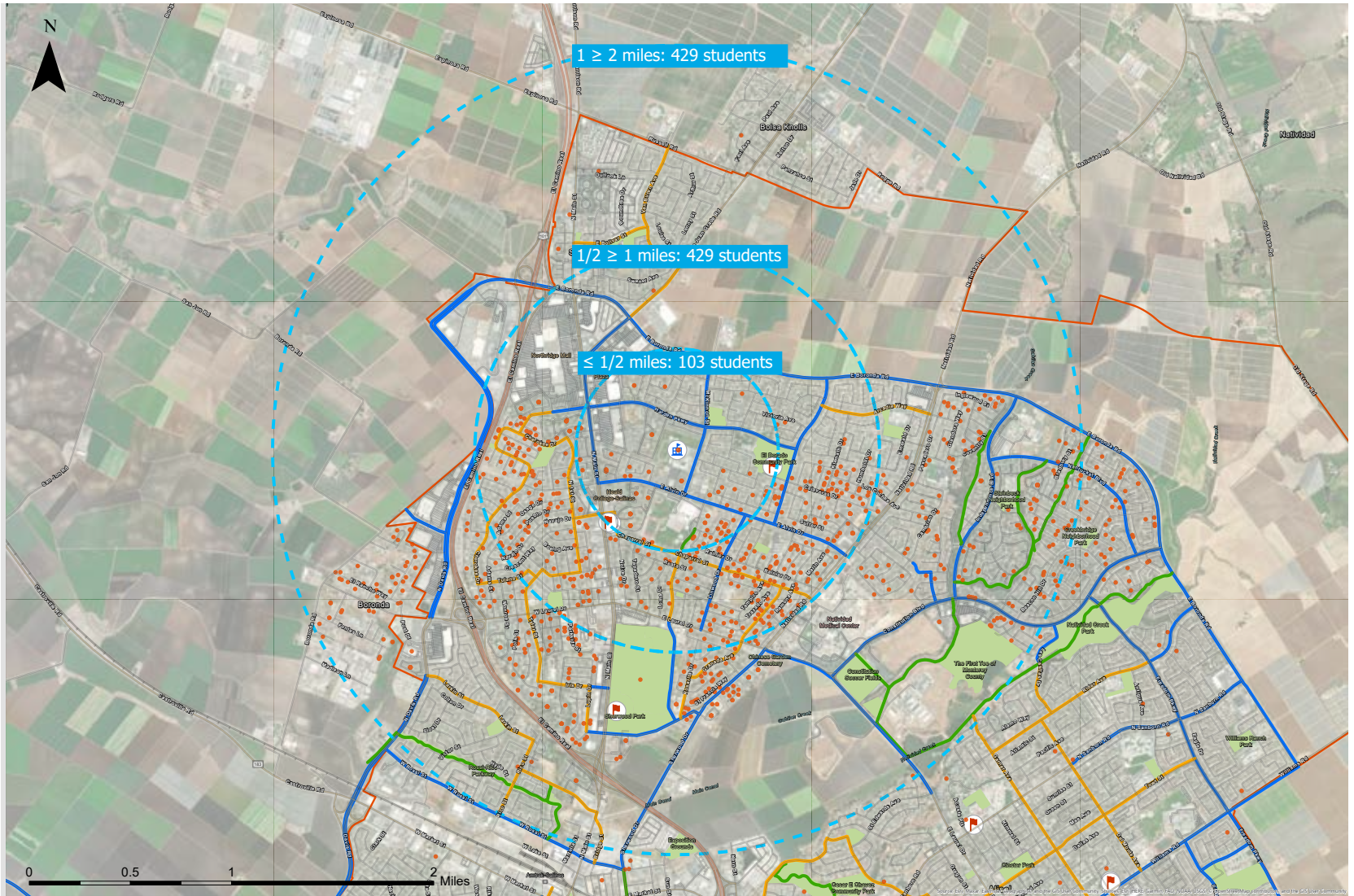
- GRADE LEVELS**: 7-8 (Icon: stack of books)
- NUMBER OF STUDENTS**: 1279 (Icon: three colorful triangles with stars)
- STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL**: 42% (Icon: green circle with white lines)
- STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS**: 75% (Icon: orange apple)
- STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 31 SURVEY RESPONSES)**: 26% (Icon: bicycle)



Parents park in the bike lane after school, blocking the bus stop

- Students
- 🏫 Harden Middle School
- 📖 Public Libraries
- 🏠 Community Centers
- 🌳 Parks
- 📏 Salinas Boundary
- Existing Bike Infrastructure
- 🚲 Bike Path
- 🚲 Bike Lane
- 🚲 Bike Route

1 mile | 1/4 mile
 6 minutes | 5 minutes



Salinas
 Safe Routes
 to School Plan

Harden Middle School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

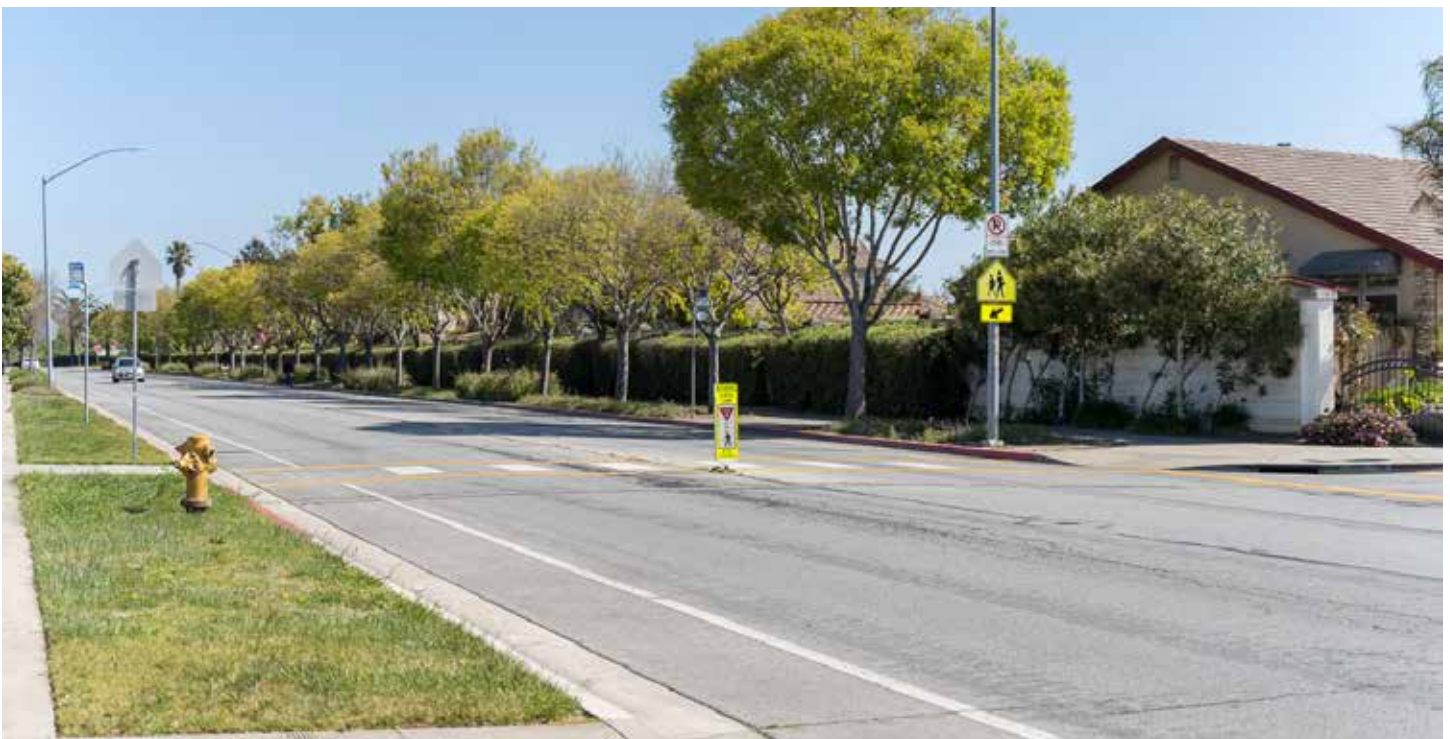
- Harden is located on McKinnon Street, a two-lane roadway with no parking on either side. McKinnon Street is very congested before and after school.
- There are two drop-off areas and parking lots on the school campus. The smaller loop is reserved for bus drop-off, and the smaller parking lot is reserved for staff and visitors. The larger loop is designated for student drop-off. Left turns are prohibited out of the larger parking lot.
- As of the writing of this plan, the speed limit in front of the school is 35 miles per hour.

Pedestrian Conditions

- There are complete sidewalks on both sides of McKinnon Street near the school.
- There is a high-visibility crosswalk across McKinnon Street at Westminster Drive.
- There are yellow high-visibility crosswalks on all legs of the intersection of McKinnon Street and East Alvin Drive.
- There are standard crosswalks on all legs of the intersection of McKinnon Street and Harden Parkway.
- There are curb ramps at most of the intersections surrounding the school.

Bicycling Conditions

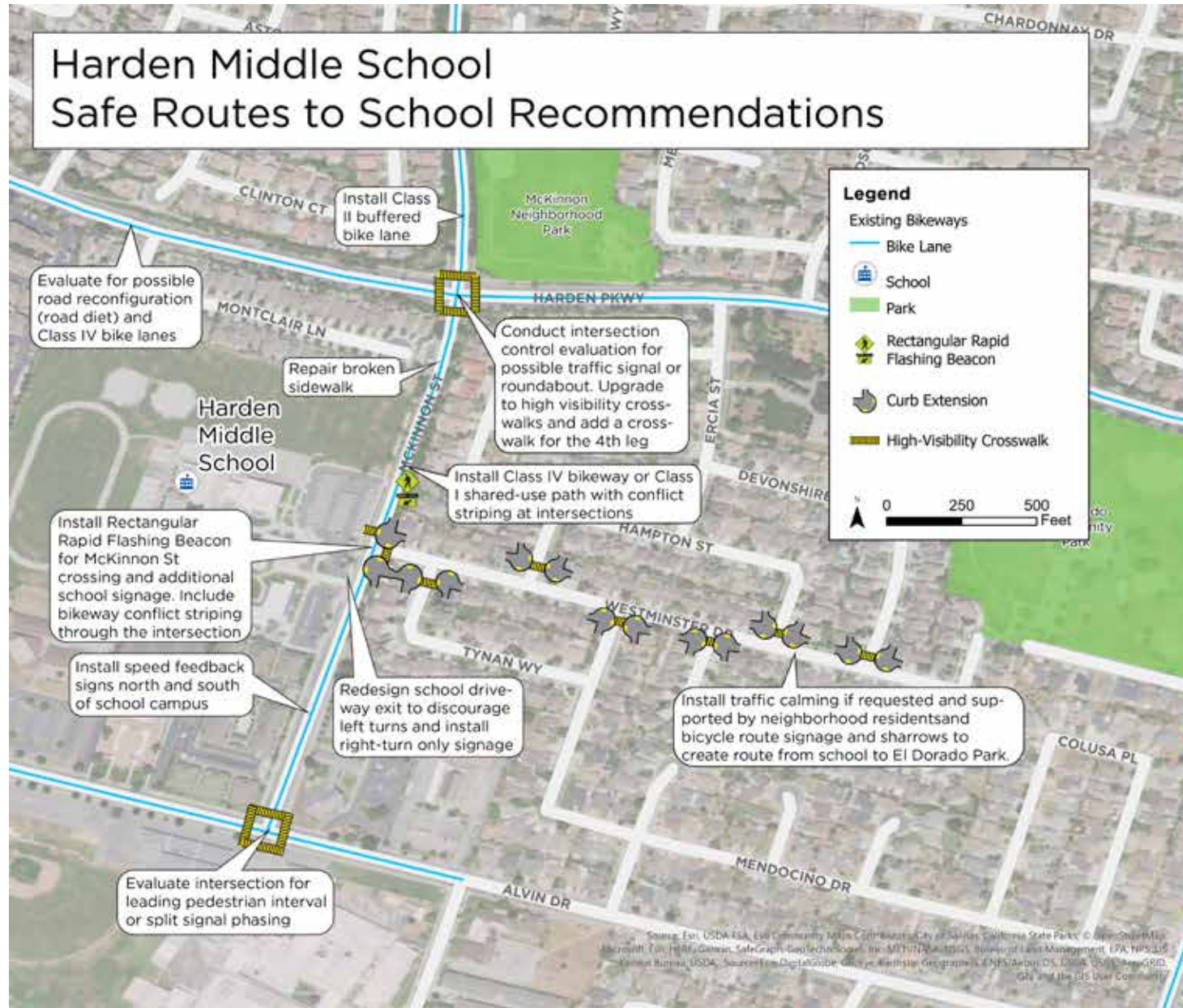
- There are Class II bicycle lanes on McKinnon Street and Harden Parkway. There are also Class II buffered bicycle lanes on East Alvin Drive.
- There are no bicycle facilities on Westminster Drive or other residential roadways near the school.



The crosswalk at McKinnon St and Westminster Dr was the top safety concern for school staff

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND HARDEN MIDDLE

The following table lists recommendations for Harden Middle, and the map below shows their locations in relation to the school.



SAFETY IMPROVEMENTS



Curb Extensions are installed at intersections or mid-block crosswalks to shorten the crossing distance for people walking and make them more visible to people driving.



Leading Pedestrian interval allows pedestrians to cross an intersection a few seconds before cars are given a green light, making them more visible to drivers who are making a left turn.



Separated bikeways include a physical barrier such as parked cars, planters, or plastic posts between the bicycle lane and the vehicle lane, providing separation and safety for cyclists.



Bicycle boulevards are streets with low traffic volumes and speeds that are designed to prioritize bicycle travel. They can include traffic calming measures like speed bumps or chicanes.



Rectangular Rapid Flashing Beacons are used at uncontrolled intersections or mid-block crosswalks to alert drivers to people who are waiting to cross the street.

ILLUSTRATION CREDIT: NACTO.ORG

| NO. | STREET | ISSUE | RECOMMENDATION | COST EST. | IMPLEMENTING AGENCY |
|-------|---|---|--|-------------|---------------------|
| HM001 | E Alvin Dr at McKinnon St | High volumes of pedestrians and vehicles. Conflicts between students crossing and drivers turning left. | Evaluate intersection for leading pedestrian interval or split signal phasing. | \$200,000 | City |
| HM002 | Harden Parkway from Main St to El Dorado Dr | Four-lane roadway with low traffic volumes. | Evaluate for possible road reconfiguration (road diet) and Class IV bike lanes. | \$4,903,560 | City |
| HM003 | Harden Parkway at McKinnon St | Students crossing, long pedestrian crossing distances. | Conduct intersection control evaluation for possible traffic signal or roundabout. Upgrade to high-visibility crosswalks, and add a marked crosswalk to the fourth leg of the intersection. | \$215,000 | City |
| HM004 | McKinnon St from Harden Parkway to E Alvin Dr | Drivers parked in the bike lane before and after school. | Install Class IV bikeway or Class I shared-use path and conflict striping at intersections and driveways. | \$1,080,000 | City |
| HM005 | McKinnon St from Harden Parkway to E Alvin Dr | Reports of speeding. | Install speed feedback signs north and south of school campus. | \$1,700 | City |
| HM006 | McKinnon St from Boronda Rd to Harden Parkway | Standard Class II bike lanes provide less separation from cars than buffered bike lanes. | Install Class II buffered bike lane. | \$255,420 | City |
| HM007 | McKinnon St from Harden Parkway to E Alvin Dr | Broken sidewalk. | Repair broken sidewalk. | \$125,000 | City |
| HM008 | McKinnon St at Westminster Dr | Key pedestrian route to school. Reports of speeding traffic and drivers not yielding to pedestrians, especially when students are crossing outside of drop-off and pick-up times. | Install rectangular rapid flashing beacon for McKinnon St crossing and assembly B signage to complement existing assembly A. Upgrade to high-visibility crosswalk and curb extensions across Westminster Dr. Include bikeway conflict striping through the intersection. | \$149,480 | City |
| HM009 | School Driveway exit on McKinnon St | Drivers trying to turn left out of school parking lot create traffic back-up in school loop. | Redesign school driveway exit to discourage left turns, and install right-turn-only signage. | \$2,850 | School |

| NO. | STREET | ISSUE | RECOMMENDATION | COST EST. | IMPLEMENTING AGENCY |
|-------|---|--|---|-----------|---------------------|
| HM010 | Westminster Dr from McKinnon St to Cambridge Ct | Key pedestrian route to Harden Middle, North Salinas High, and El Dorado Park. | Install curb extensions and high-visibility crosswalks on all side streets. | \$728,000 | City |
| HM011 | Westminster Dr from McKinnon St to Cambridge Ct | Key pedestrian route to Harden Middle, North Salinas High, and El Dorado Park. | a Install traffic calming if requested and supported by neighborhood residents, and bicycle route sharrows and signage. | \$612,000 | City |

