



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: NOVEMBER 13, 2025

DEPARTMENT: PUBLIC WORKS DEPARTMENT

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TITLE: HARDEN PARKWAY PATH AND SAFE ROUTES TO SCHOOL PROJECT

RECOMMENDED MOTION:

No action is required. This is an informational report requesting feedback from the Traffic and Transportation Commission.

EXECUTIVE SUMMARY:

On December 6, 2022, City Council adopted the Salinas Safe Routes to School Plan as a key strategic planning document by Resolution No. 22533. At its meeting on May 16, 2023, City Council accepted \$8 million in Active Transportation Program (ATP) grant funds for the Harden Parkway Path and Safe Routes to School Project (Project). Staff released a Request for Proposal (RFP) for Engineering Services for the Project. On May 6, 2025, City Council approved an agreement with Kimley-Horn and Associates, Inc for Engineering Services for the Harden Parkway Path and Safe Routes to School (SRTS) Project.

BACKGROUND:

On December 6, 2022, the City of Salinas adopted the Salinas Safe Routes to Schools Plan as a strategic planning document by Resolution No 22533 (Attachment 1). Public input was the foundation of the process to create the Safe Routes to Schools Plan. Staff developed an outreach plan and sought input from community members to understand school transportation needs and barriers and refine the draft recommendations. Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed input on the barriers to walking and biking to schools in Salinas and the types of improvements that community members would like to see.

According to the 2021 Citywide safe routes to schools survey, the top barriers to children walking and bicycling in Salinas are “driver behavior” and “traffic speed”. These concerns have been validated through school site audits, speed surveys and photos. The feedback from the parent community clearly expresses a need for routes with slower traffic or more space and protection from motorized vehicles. This means that on certain streets, bicycle lanes are not comfortable enough to encourage children and less confident riders to take the trip by bicycle instead of by car.

Harden Parkway and McKinnon Street both currently have bicycle lanes and sidewalks but have safety issues that need to be addressed to encourage higher levels of bicycling and walking.

Harden Parkway provides access to the Harden Ranch Plaza and Northridge Mall, major shopping and employment hubs on busy North Main Street, a 6-lane arterial street which runs north-south through the community. Just a 10-minute bike ride to the south-side of the community is the Sherwood Park neighborhood. In combination with several other streets and paths, Harden Parkway and McKinnon Street provide one of the only routes for students and residents of the Sherwood Park neighborhood and Harden Plaza affordable housing complex to access Harden Middle School, North Salinas High School and the Northridge Mall while minimizing travel on dangerous North Main Street.

The intersection of Harden Parkway and McKinnon Street is currently controlled by an all-way stop with crosswalks on three approaches. During school hours, the intersection can be congested with both vehicular traffic, and platoons of students crossing the intersection. In 2020, City staff presented an intersection priority list to the City Council. Whereas the City Council approved Resolution No. 21915 (Attachment 2) prioritizing the intersection of Harden Parkway at McKinnon Street for improvements. The City conducted an Intersection Control Evaluation to test the benefit and cost performance of different intersection improvements for Harden Parkway at McKinnon Street over a 20-year period. The analysis found a roundabout-controlled intersection would be the preferred alternative.

As part of the Safe Routes to Schools planning effort, the City implemented a pop-up demonstration project for Harden Middle School. The pop-up event temporarily installed temporary cost-effective infrastructure recommendations from the Safe Routes to School Plan. These events were an opportunity for the community to try out recommendations from the Safe Routes to Schools Plan and provide feedback, before the City takes steps to install permanent improvements. Feedback from the community was used to help refine the recommendations in the Safe Routes to School Plan, before taking the Plan to City Council for adoption. After the pop-up demonstration project, the team conducted a survey (Attachment 3) and found that 60% of the respondents wanted to see the changes made permanent, 9% wanted to see the changes made permanent with some changes, 20% did not support the changes, and 11% were undecided. Additionally, students from California State University Monterey Bay (CSUMB) conducted a study (Attachment 4) to analyze how the pop-up demonstration project influenced student behavior. The study found that the pop-up demonstration project increased overall pedestrian traffic during the month the temporary improvements were installed. The data seems to suggest with the improvements more students would feel safe and comfortable walking to school, which could encourage a more active and sustainable transportation behaviors.

On June 15, 2022, the City in partnership with the Transportation Agency for Monterey County (TAMC) applied to the Active Transportation Grant Program to request funding for improvements identified in the Salinas Safe Routes to Schools Plan, including a 0.77-mile multi-use path with a road diet on Harden Parkway from El Dorado Drive to Regency Circle. The reconfiguration will transform a 4-lane roadway to a 2-lane roadway with a roundabout at McKinnon Street, 2-way multiuse path separated by a planted stormwater swale, and accessible sidewalks. Connecting to Harden Parkway, the Project includes safe routes to school improvements on McKinnon Street including protected bike lanes connecting the proposed multiuse path on Harden Parkway to newly

installed bike facilities on E. Alvin Drive, high-visibility crosswalk in front of Harden Middle School and curb extensions along Westminster Drive connecting McKinnon Street to El Dorado Park. As part of this effort, the City and TAMC also secured \$1,548,000 of grant funding for outreach and education tasks to help encourage and promote safe walking and biking to school.

In December 2022, City staff were notified that the Project was awarded \$8 million of ATP grant funds. On May 16, 2023, City Council approved Resolution No. 22665, authorizing the acceptance of ATP grant funds and appropriation to the CIP 9367 Harden Parkway Path and Safe Routes to School Project. The City also, applied for the 2023 RSTP Competitive Grant for the Harden Parkway Path and Safe Routes to School and in August 2023 the TAMC Board approved and the City was notified that it was awarded \$398,097(Attachment 5). The \$398,097 was awarded with the assumption FHWA Repurposed Funds were approved. Recently, the City received an update to these grant funds that the repurposed funds were allocated to another project which provided for the full RSTP grant funds of \$1,556,000 be awarded to the City (Attachment 6).

On February 11, 2025, City staff released an RFP for Engineering Services for the Harden Parkway Path and Safe Routes to School Project. The scope of work for this RFP includes preliminary engineering studies, surveys and mapping, environmental studies and documentation, utility coordination, design plans, outreach, and optional construction support. The deadline to submit proposals was March 4, 2025, and the City received one proposal from Kimley-Horn and Associates, Inc. A selection committee comprised of staff from the Public Works Department evaluated the proposal and found Kimley-Horn to be very competent. On May 6, 2025, City Council approved Resolution No. 23235 authorizing City Manager to execute an agreement between the City of Salinas and Kimley-Horn and Associates, Inc.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

This item supports the City Council’s goals of “Infrastructure”, “Public Safety”, and “Youth and Seniors”.

DEPARTMENTAL COORDINATION:

The Public Works Department and Finance Department manage the project accounting. The Public Works Department manages construction contract, inspection, and final acceptance of construction projects.

FISCAL AND SUSTAINABILITY IMPACT:

There is no cost to the General Fund. Project is grant funded.

ATTACHMENTS:

Attachment 1 Resolution No. 22533

Attachment 2 Resolution No. 21915

Attachment 3 Summary Report of Bicycle & Pedestrian Counts for Temporary Installations on McKinnon Street & Westminster Drive

Attachment 4 Temporary Demonstration Survey Results

Attachment 5 TAMC Master Funding Agreement Exhibit A
Attachment 6 TAMC Master Funding Agreement Exhibit A Updated