SALINAS

Safe Routes to School

CITY OF SALINAS

SAFE ROUTES TO SCHOOLS PLAN

FUNDED BY:

Caltrans

MEASURE X EXCELLENT TRANSPORTATION

IN PARTNERSHIP WITH:

TAMC

SALINAS CITY ELEMENTARY SCHOOL DISTRICT

COUNTY OF MONTEREY HEALTH DEPARTMENT

SANTA RITA UNION SCHOOL DISTRICT

ALISAL UNION SCHOOL DISTRICT

SUHSD

Ecology Action

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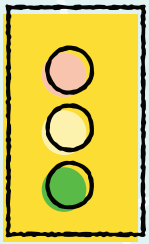


EXECUTIVE SUMMARY

The City of Salinas Safe Routes to Schools Plan describes community-identified needs and recommendations for infrastructure projects and programs that support walking, bicycling, and carpooling to 45 schools in Salinas. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting a healthy community, improving affordable transportation options for low-income and vulnerable residents, and helping the City of Salinas achieve its Vision Zero goal and statewide goals to address climate change by reducing vehicle miles traveled.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and local matching funds, and it is aligned with the regional and statewide plans and concepts that are included in the Caltrans District 5 Active Transportation Plan.

The vision for all students and families following the implementation of the City of Salinas Safe Routes to Schools Plan is as follows:

- I can walk or bike to school safely.
- I know that my trip to school helps our environment, builds healthy habits, and saves my family money.
- I am more connected to my neighborhood and community through my trip to school.
- I have the skills and confidence I need to travel to school safely without using a car.

OUR VISION

I CAN

walk or bike to school safely.

I KNOW

that my trip to school helps our environment, builds healthy habits, and saves my family money.

I HAVE

the skills and confidence I need to travel to school safely without using a car.

I AM

more connected to my neighborhood and community through my trip to school.

PLAN CONTENTS

Chapter 1: Introduction. The first chapter describes the purpose of the plan, the benefits of walking and biking to school, and the plan's relationship to other local planning efforts.

Chapter 2: Existing Conditions. This chapter outlines current conditions in the City of Salinas, including community demographics, commute trends, existing bicycle and pedestrian facilities, existing transit services, collision data, and current projects and programs.

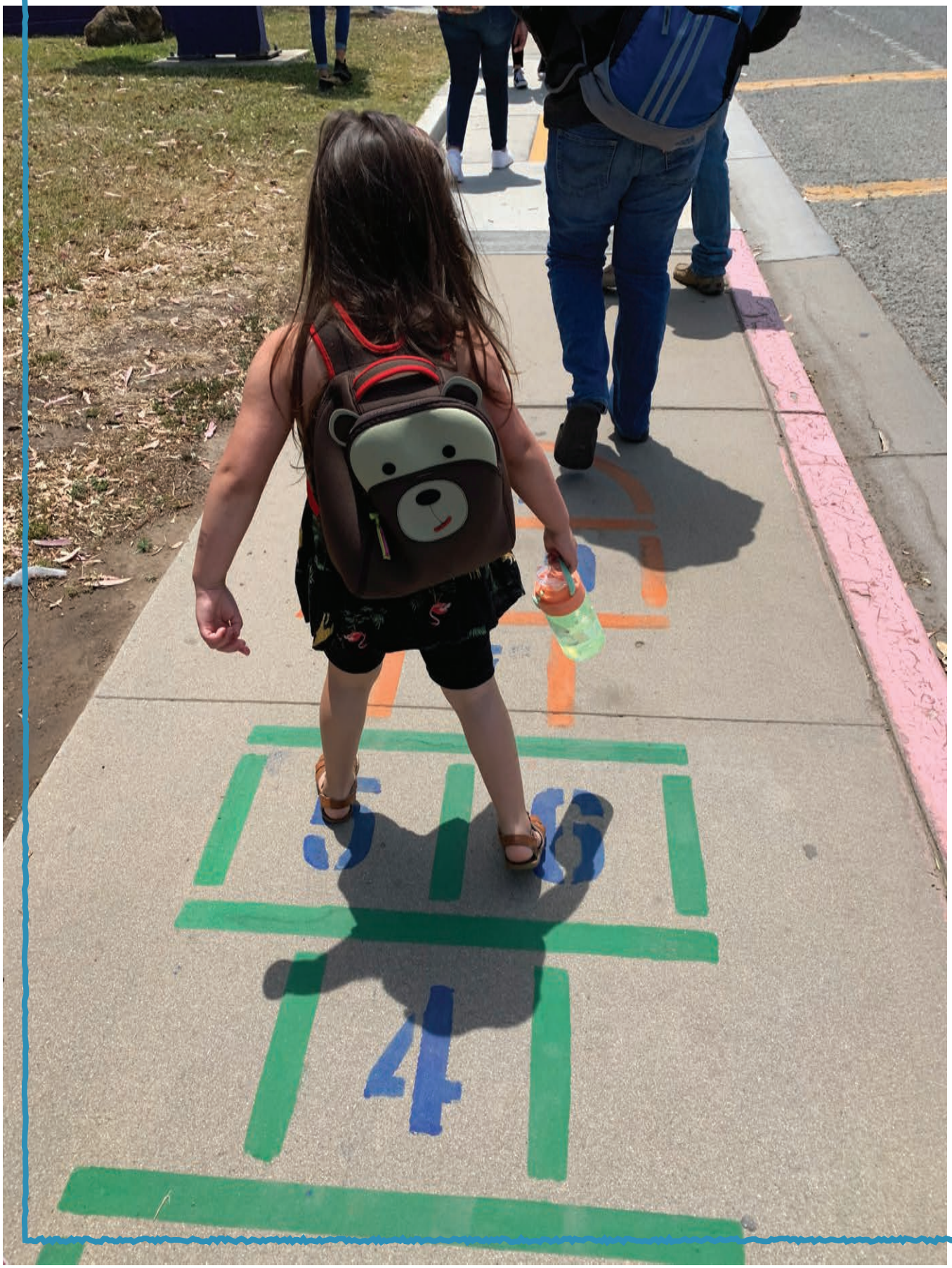
Chapter 3: Outreach. The third chapter describes the public outreach process. It also includes community survey data from the two temporary infrastructure demonstrations that were installed as part of the planning process.

Chapter 4: Citywide Infrastructure and Program Recommendations. This chapter includes goals related to walking, bicycling, and carpooling to school in Salinas and the process of developing the recommendations in this plan. It also contains recommendations that affect multiple schools, including the network of citywide routes that are recommended for future improvements, streets that have been identified as Safe Routes to Schools corridors, and programmatic recommendations that address education, encouragement, engagement, and equity.

Chapter 5: School Profiles. This chapter contains profiles of each of the 45 school sites, with information on the existing conditions at each school and infrastructure recommendations to make it easier and safer to walk and bike to school. It also includes a guide to the types of infrastructure that are recommended in this plan.

Chapter 6: Implementation and Maintenance. The final chapter discusses opportunities to fund and construct the recommended projects and programs and provides a high-priority project list. It also includes a list of funding sources that the City of Salinas can use to finance the recommended projects and programs, and the methods the City will use to maintain current and future pedestrian and bicycle infrastructure.

Appendices: The appendices include outreach materials, survey data from the parent survey and the temporary installations, the complete project list for all 45 schools, and public comments received for all school sites.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PLAN GOALS

1 ENCOURAGEMENT:

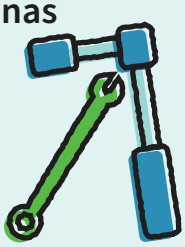
The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool

2 SAFETY:

Zero collisions involving bikes or pedestrians that result in injury or death

3 EDUCATION:

All children in Salinas will receive traffic safety education



4 ENGAGEMENT:

Engage the greater community to create safe environments around schools

5 EQUITY:

Ensure all community members have equitable access to schools and Safe Routes to Schools programming

GOALS AND OBJECTIVES

The City of Salinas and partner agencies have set the following goals and objectives for the future of Safe Routes to Schools, to be accomplished through the projects and programs in this plan.

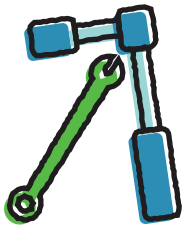
Goal 1. Encouragement: The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool.

- Objective 1.1: Identify and promote a broad spectrum of projects to provide a connected network of active transportation options along Safe Routes to Schools corridors and connections.
- Objective 1.2: Design and construct street improvements that are accessible and comfortable for all ages and abilities. Incorporate tree planting into active transportation projects to provide shade for people who are walking and bicycling and address City goals for increasing the urban tree canopy.
- Objective 1.3: Transportation Agency for Monterey County (TAMC), schools, and the City will support events that encourage active transportation to school, such as "Walk & Roll to School," at least twice each year.
- Objective 1.4: Work with schools and Safe Routes to Schools partners to provide walking school buses at all elementary schools.
- Objective 1.5: Work with schools and Safe Routes to Schools partners to promote Safe Routes to Schools corridors as the preferred routes to school.

Goal 2. Safety: Zero collisions involving bikes or pedestrians that result in injury or death

- Objective 2.1: Prioritize Safe Routes to Schools projects that address fatal and severe-injury crashes.
- Objective 2.2: Enhance low-stress route alternatives to high-stress corridors.
- Objective 2.3: Prioritize safety over travel delays, speed, congestion, and convenience in project design.
- Objective 2.4: Crossing guards will be present at all elementary schools.

Goal 3. Education: All children in Salinas will receive traffic safety education

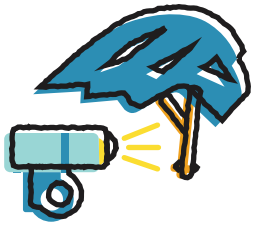


- Objective 3.1: Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools.
- Objective 3.2: By second grade, all children will receive pedestrian safety training in school; by fifth grade, all children will receive bike safety training in school.
- Objective 3.3: By high school, students will know the basics of bike maintenance and have opportunities to practice these skills at school or in the community.

Goal 4. Engagement: Engage the greater community to create safe environments around schools

- Objective 4.1: Run annual community-wide campaigns that encourage neighbors to keep eyes on the streets and drivers to reduce speeds around schools.
- Objective 4.2: Enforce traffic laws in school zones without overburdening offenders. One example would be a diversion program that requires school zone traffic offenders to assist with crossing guard duties (Austin, TX program model).
- Objective 4.3: Recruit volunteers from the community to assist with Safe Routes to Schools programs such as walking school buses and crossing guards.

Goal 5. Equity: Ensure all community members have equitable access to schools and Safe Routes to Schools programming.



- Objective 5.1: Prioritize infrastructure projects that will serve transportation-disadvantaged and special-needs populations.
- Objective 5.2: Provide opportunities for a diverse group of community members to take leadership roles in the development and implementation of Safe Routes to Schools projects and programs. An example would be participation in a Safe Routes to Schools steering committee.
- Objective 5.3: Provide access to active transportation and safety equipment such as bicycles, scooters, helmets, and lights.

OUTREACH SUMMARY

Public input was the foundation of the process for creating the Safe Routes to Schools Plan. The planning team 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.

Parent Outreach

- 140 presentations at virtual parent meetings.
- 2,425 responses to online parent survey
- 1,341 responses to draft recommendations survey
- 35,000+ parents reached through Parentsquare or social media

Student Outreach

- 474 responses to student survey
- 17 elementary schools distributed a traffic-safety scavenger hunt activity to students.

Temporary Installations

- 2 demonstration projects on East Alisal Street and McKinnon Street

SUMMARY OF RECOMMENDATIONS

The recommendations for the 45 school sites in Salinas include the following:

- 10 miles of Class IV separated bikeway
- 15.8 miles of bicycle boulevards
- 17 roundabouts
- 13 rectangular rapid flashing beacons
- 180 intersections upgraded to high-visibility crosswalks

Class III Bike Boulevard

Class IV separated bikeway

High-visibility Crosswalks

Rectangular Rapid Flashing Beacons

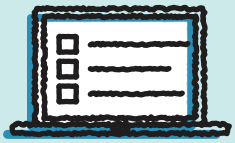
OUTREACH SUMMARY

35,000+

PARENTS REACHED

through Parentsquare or social media

2,425



RESPONSES

to online parent survey

474

RESPONSES

to student survey

1,341

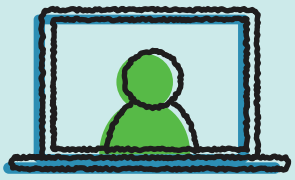
RESPONSES

to draft recommendations survey

140

PRESENTATIONS

at virtual parent meetings



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ELEMENTARY SCHOOLS

distributed a traffic-safety scavenger hunt activity to students

2

DEMONSTRATION PROJECTS

on East Alisal Street and McKinnon Street

CITYWIDE CORRIDOR RECOMMENDATIONS

The map on page 17 shows existing bicycle and pedestrian facilities along with recommendations for bicycle and pedestrian corridor improvements throughout the City of Salinas. A description of each facility type can be found below.

BIKE BOULEVARD

Streets with traffic speed and volume management, designed to create low-stress conditions. In ideal conditions, cyclists share the road with motor vehicles. Bike boulevards manage speeds and volumes using traffic-calming features like diverters, medians, chicanes, and traffic circles. Bike boulevards are usually marked by signs and “sharrows” and may include branding and wayfinding signs to local destinations and other low-stress routes.

CLASS I SHARED-USE PATH

Paved rights-of-way that are completely separated from streets where motor vehicle traffic is prohibited. Shared-use paths are designed for people who are using wheelchairs, walking, bicycling, or skateboarding, or taking other forms of active transportation. Bike paths should offer opportunities not provided by the road system, such as recreational opportunities or direct high-speed commute routes if cross-flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications for shared-use paths are along waterfronts, canals, utility rights-of-way, abandoned railroad rights-of-way, within school campuses, and within and between parks. There may also be situations in which such facilities can be provided as part of planned developments.

CLASS II BICYCLE LANE

On-street facilities that use striping and stencils to designate space for bicycle travel. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each user. A more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where there is not sufficient room for side-by-side sharing of streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking to delineate bike lanes. In addition, other things can be done on streets with bike lanes to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities). In general, pavement markings alone will not measurably improve bicycling conditions.

CLASS IIB BUFFERED BICYCLE LANE

Buffered bike lanes are conventional bicycle lanes paired with designated buffer spaces separating them from adjacent motor vehicle travel lanes or parking lanes. Buffered bike lanes provide a greater distance between bicyclists and motor vehicle traffic and space for bicyclists to pass each other without encroaching into the motor vehicle lane. Buffered bike lanes appeal to a wider cross-section of users and abilities than conventional bike lanes.

CLASS III BICYCLE ROUTE

Routes designated for bicycle travel, with shared-use pavement markings, that are shared with motor vehicles. Shared lane markings help bicyclists with lateral positioning to reduce their chances of hitting the open door of a parked vehicle, to alert road users of the locations bicyclists are likely to occupy in the roadway, and to encourage safe passing of bicyclists by motorists. Shared-use markings are only feasible on streets with speed limits of 35 mph or less. Bike routes are identified through signage and shared-lane bicycle markings or “sharrows.”

CLASS IV CYCLE TRACK

Class IV facilities are protected bike facilities designated for the exclusive use of bicyclists. Cycle tracks are bike facilities separated from motor vehicle traffic by a physical barrier and are distinct from sidewalk and pedestrian areas. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor vehicle traffic, and different pavement colors or textures separate them from the sidewalk. If at street level, they can be separated from motor vehicle traffic by raised curbs or barriers. By separating cyclists from motor vehicle traffic, cycle tracks can offer greater security than bike lanes and are attractive to a wider spectrum of the public. However, cycle tracks can constrain the bikeway and limit the ability of bicyclists to pass each other.

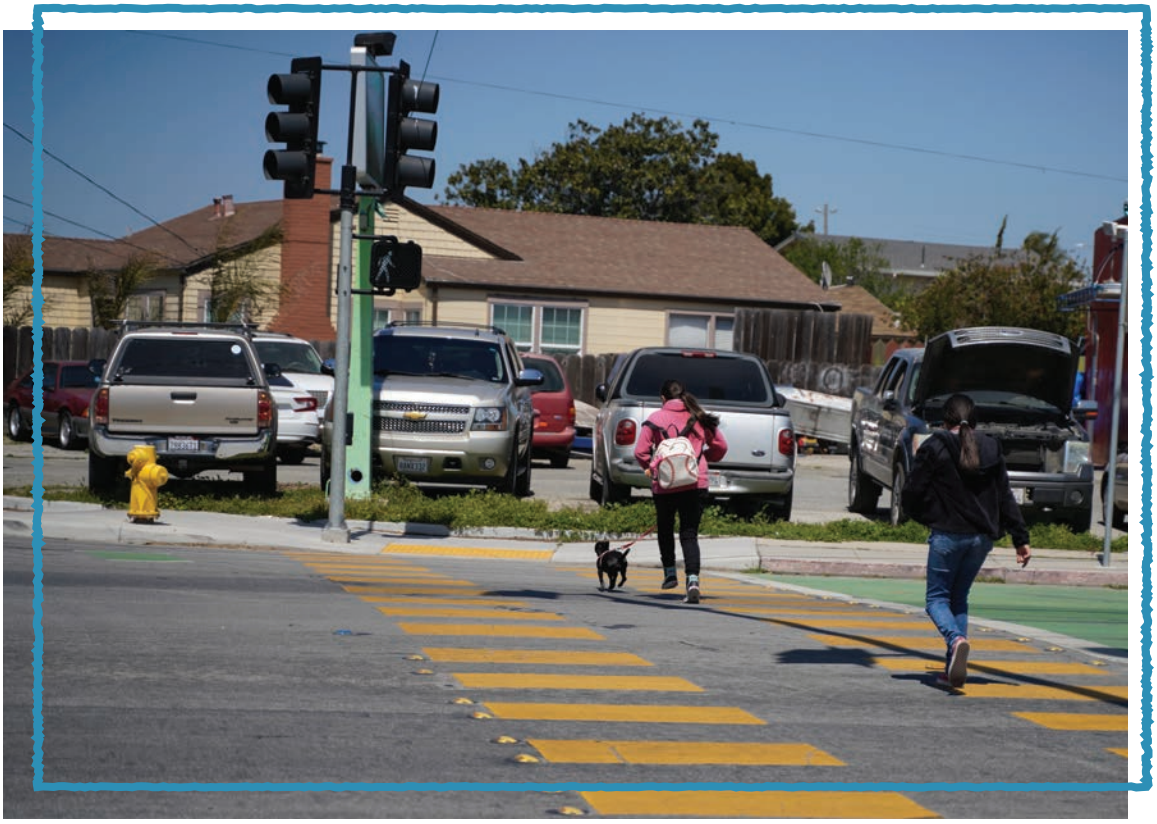
Citywide Corridor Recommendations

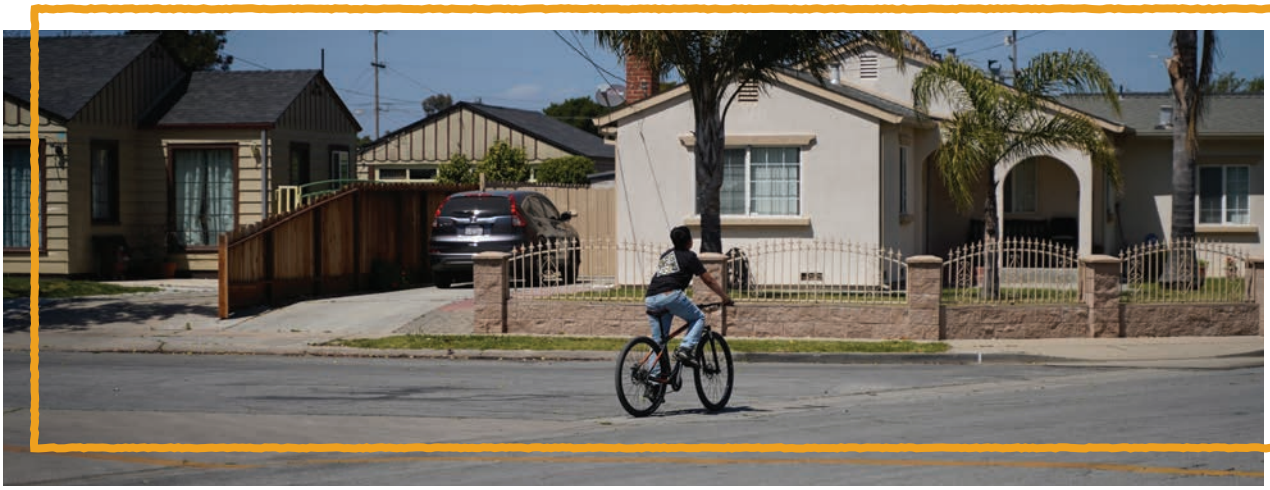
Existing Facilities

- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Regional Bike Route

Recommended Facilities

- Bike Boulevard
- Class I Path
- Class I or Sidewalk
- Class II Bike Lane
- Class II or Bike Boulevard
- Class IIB Buffered
- Class IIB or Class IV
- Class III Bike Route
- Class IV Separated Bikeway
- Class IV or Class I





SAFE ROUTES TO SCHOOLS CORRIDORS

Safe Routes to Schools corridors are streets that have been identified as key routes to Salinas schools. These streets may be good candidates for corridor-level improvements in the future to slow traffic speeds, improve intersections and crossings, and create a safe and comfortable environment for students to walk to school. Class I shared-use paths are completely separated from motor vehicles and offer the most comfortable environment for walking and biking. Existing and recommended shared-use paths are highlighted as Safe Routes to Schools corridors in the map below.

Safe Routes to Schools Corridors

- Safe Routes to Schools Corridor
- Safe Routes to Schools Corridor - Existing and Recommended Class I Shared Use Path

PROJECT PRIORITIZATION

This prioritized project list is meant to help decisionmakers and City staff prioritize projects and identify the most competitive projects for various grant funding opportunities. The recommended projects were evaluated using five criteria that are aligned with the vision and goals of this plan and with common grant application criteria. Equity scores are based on the Healthy Places Index map, which shows data on health indicators such as education, job opportunities, and clean air and water. Each project was assigned a number from 0 to 100 based on the criteria in Table 1.

Table 1: Criteria for Project Prioritization

CRITERIA	DESCRIPTION	MAX POINTS
Safety	The following points are awarded for bicycle and pedestrian collisions in the last 5 years within 150 ft of the project, for a max score of 30 points: • 5 points per fatal collision • 3 points per severe-injury collision • 1 point per complaint-of-pain collision	30
Access to Key Destinations	10 points for every school and 5 points for every park, library, and recreation center within 500 ft of the project, for a max of 15 points.	15
Connectivity and Low Stress Network	15 points if the project closes a gap in the existing bicycle or pedestrian network or upgrades an existing facility to a class IV bikeway or class I path.	15
Equity	20 points if the project is located within an area designated as <10% most disadvantaged.	20
	10 points if the project is located within an area designated as 10%–25% most disadvantaged.	
	0 points if the project is not located in a disadvantaged area (>25%).	
Community-Identified Need	20 points if the project or location was identified by members of the community during project outreach.	20
	10 points if the project or location was identified in one or more community planning documents.	
	Total	**100**

PRIORITIZED PROJECT LIST

The table below shows the top ten high-priority projects for the City of Salinas. The full project list, including project prioritization scoring, can be found in Appendix E. Tables 3 and 4 show the highest-scoring projects in the small and medium project categories as defined by the California Active Transportation Program, which is one of the primary grant funding sources for active transportation projects.

Table 2: High-Priority Project List

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/El Sausal Middle	SE013/ ESM001	Consider protected pedestrian phases at Alisal/Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Kern St	Skyway Blvd	100	$2,717,020
2	Dr. Martin Luther King Jr. Elementary/ Jesse G. Sanchez Elementary	MLKA008	Short term: Install Class II bike lanes between Laurel and Del Monte. Long term: Widen sidewalk to create multi-use path from Laurel to Garner. Install bike-conflict markings at recreation center entrance and exit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	$1,799,520
3	Carr Lake Community Day/Mount Toro High/El Puente	CLCD005	Consolidate bike lanes to one side of the road for a two-way cycle track or multi-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways and install protected intersection treatments at Bernal to facilitate transition to cycle track.	Sherwood Dr	Bernal St	Rossi St	86	$12,541,180
4	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV.	Constitution Blvd	Boronda Rd	Indepen-dence	85	$5,458,680

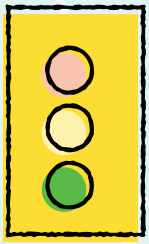
RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
4	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path.	W Laurel Dr	Davis Rd	N Main St	85	$1,200,000
4	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping and lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	$3,879,220
4	Sherwood Elementary	SE012	Install curb extensions and ramps along John St.	John St	S Wood St	Sanborn Rd	85	$3,102,005
5	Fremont Elementary	FE014	Install traffic calming, sharrow marking, and bike boulevard signage.	Towt St	Market St	Laurel Dr	81	$550,800
6	Santa Rita Elementary	SRE002	Consider bike boulevard with traffic calming between Main St and Van Buren Ave. Consider street trees. Consider sidewalk widening on south side to install multi-use path.	E Bolivar St	Main St	Van Buren Ave	79	$1,099,800
6	Virginia Rocca Barton Elementary	VRBE020	Install traffic calming (chicanes and removal of parking at those locations), sharrow markings, and bike route signage.	Del Monte Ave	Rider Ave	Williams Rd	79	$1,815,600

Table 3: Top Three Projects in Active Transportation Program Small Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/ El Sausal Middle	SE013/ ESM001	Consider protected pedestrian phases at Alisal/ Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Work St	Skyway Blvd	100	$2,717,020
2	Dr. Martin Luther King Jr. Elementary	MLKA008	Short term: install class II bike lanes between Laurel/Del Monte. Long term: widen sidewalk to create multi-use path between Laurel to Garner. Install bike conflict markings at Recreation Center entrance/edit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	$1,799,520
3	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path	W Laurel Dr	Davis Rd	N Main St	85	$1,200,000

Table 4: Top Three Projects in Active Transportation Program Medium Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV	Constitution Blvd	Boronda Rd	Independence	85	$5,458,680
2	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping/lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	$3,879,220
3	Lincoln Elementary	LE006	Install separated bikeways as proposed in Active Transportation Plan	Pajaro St	E Blanco Rd	E Market St	68	$6,522,660



CHAPTER 1

INTRODUCTION

The City of Salinas Safe Routes to Schools Plan describes community-identified needs and recommendations for infrastructure projects and programs that support walking, bicycling, and carpooling to 45 schools in Salinas. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan are aimed at supporting a healthy community, improving affordable transportation options for low-income and vulnerable residents, and helping the City of Salinas achieve its Vision Zero goal and statewide goals to address climate change by reducing vehicle miles traveled.

Public input was the foundation of the planning process to identify transportation needs and opportunities. The recommendations in this plan were developed through engagement with school staff, parents, and other stakeholders, and an analysis of walking and biking needs.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and local matching funds, and it is aligned with the regional and statewide plans and concepts that are included in the Caltrans District 5 Active Transportation Plan. Some of the recommended improvement opportunities are within Caltrans's right of way, and as the owner and operator of the state highway system, Caltrans will require further analysis of these planning-level concepts and final approval if the City of Salinas seeks implementation.

BENEFITS OF SAFE ROUTES TO SCHOOLS

The simple act of traveling to school can have a tremendous positive impact on the health of students and families. Salinas faces challenges from traffic around schools, youth obesity rates, and collisions involving youths who are walking or bicycling. More carpooling and active-transportation[1] trips will provide the following benefits:

- **Healthier students**: Walking or riding a bike, scooter, or skateboard to school is good exercise, improves fitness, and has been demonstrated to improve academic performance.
- **Safer trips**: Shifting trips to walking, biking, or carpooling reduces traffic congestion and increases safety.
- **Lower transportation costs**: Carpooling, walking, and biking provide low- or no-cost alternatives to driving.
- **Cleaner air and environment**: Transportation is the largest source of greenhouse gas emissions in California.[2] Shifting car trips to walking and biking improves air quality around schools and helps our planet.

1 Active-transportation trips are any trips made by human-powered transporation, including walking, bicycling, and riding scooters and skateboards.
2 California Air Resources Board: https://ww2.arb.ca.gov/ghg-inventory-data.

VISION ZERO

Vision Zero is a strategy for eliminating severe traffic injuries and fatalities while increasing safe, healthy, and equitable mobility, and it has been implemented in cities around the world. Vision Zero starts with the belief that traffic deaths are preventable and brings together traffic engineers, policymakers, and public health professionals to work toward engineering and enforcement solutions. The Salinas City Council adopted a Vision Zero policy in 2020 and developed a Vision Zero Action Plan later that year. The action plan identifies the city streets with the highest concentrations of fatal and severe-injury collisions, and actions that can be taken to reduce those. Learn more here: https://www.cityofsalinas.org/our-city-services/public-works/current-projects/vision-zero

THE SIX ES

This plan's recommendations are grouped into the Six Es of Safe Routes to Schools, as defined by the Safe Routes Partnership. The Six Es are a nationally recognized framework for increasing walking and biking to schools.

- **Engagement**: Start the process of developing Safe Routes to Schools initiatives by listening to families, students, teachers, and other community members, and include ongoing opportunities for participation in program structures.
- **Equity**: Ensure that Safe Routes to Schools initiatives benefit everyone, with particular attention to low-income students, students of color, students with disabilities, and other transportation-disadvantaged populations.
- **Engineering**: Make physical improvements to streets and neighborhoods that improve traffic flow near schools and make walking and biking safer, more comfortable, and more convenient.
- **Education**: Provide students and families with the skills to get to school safely, and inform them on the wide range of transportation options.
- **Encouragement**: Provide events, activities, and programs that raise awareness and build support for safe and healthy transportation such as walking and biking.
- **Evaluation**: Regularly assess which approaches to Safe Routes to Schools are more and less successful.

RELATIONSHIP TO OTHER PLANS

As part of the development of this Safe Routes to Schools Plan, other relevant plans were consulted to ensure consistency with their recommendations. Consistency with these plans is discussed below.

2022 MONTEREY COUNTY REGIONAL TRANSPORTATION PLAN

The 2022 Regional Transportation Plan (RTP) was produced by the Transportation Agency for Monterey County (TAMC). The RTP identifies transportation needs for the county, estimates the available funding through 2045, and sets goals for the future of our transportation system. This Safe Routes to Schools Plan is aligned with the vision and goals of the RTP, including access and mobility, safety and health, and equity.

MONTEREY COUNTY ACTIVE TRANSPORTATION PLAN (ATP)

The 2018 Monterey County ATP, developed by TAMC, identifies gaps in the bicycle and pedestrian network and areas of opportunity for improving the design of bicycle facilities. The ATP is used to pursue grant funding for bicycle and pedestrian projects and to prioritize projects that are funded through Measure X, the Monterey County transportation sales tax measure.

The Safe Routes to Schools Plan aligns with the goals of the ATP, including increased active-transportation trips, improved safety for people who are walking and biking, and equitable access to active-transportation facilities. The ATP project list was reviewed during the development of this plan, and some ATP projects were incorporated into the project list.

CITY OF SALINAS GENERAL PLAN

The Safe Routes to Schools Plan is aligned with the goals of the 2002 General Plan, including the goal of providing a safe and extensive bicycle network and providing safe routes to schools and other destinations for people who are walking. The City of Salinas is currently updating its general plan, and the updated plan will be released after the completion of this Safe Routes to Schools Plan. The recommendations of the Safe Routes to Schools Plan support the guiding principles for the updated general plan as described in Visión Salinas, including goals for connectivity, access, and mobility.

SALINAS BIKEWAYS PLAN

The 2002 Bikeways Plan describes existing and proposed bicycle facilities within the city, some of which have been installed since the plan was published. Although the TAMC Active Transportation Plan has updated the proposed bicycle network, the Bikeways Plan was also reviewed and used for context during the development of this Safe Routes to Schools Plan.

SALINAS CROSSWALK POLICY GUIDELINES

The Salinas Crosswalk Policy provides a methodology for responding to crosswalk requests and lays out the criteria for the installation of a marked crosswalk. It also includes a toolbox of treatments that can be used to enhance crosswalks. All the recommendations for new marked crosswalks in this plan require further analysis and must meet the guidelines of the crosswalk policy in order to be installed.

SALINAS NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The Neighborhood Traffic Management Program sets policies for traffic calming in residential neighborhoods and lays out the process for residents to request traffic-calming treatments in their neighborhoods. Neighborhood support and cost-sharing are required for new traffic-calming measures to be installed. The document also includes a toolbox of approved traffic-calming measures. The traffic-calming measures recommended in this Safe Routes to Schools Plan are aligned with the approved measures from the Neighborhood Traffic Management Program. Learn more here: https://www.cityofsalinas.org/our-city-services/public-works/current-projects/traffic-calming

SALINAS PEDESTRIAN PLAN

The 2004 Pedestrian Plan outlines goals and strategies for improving walkability in Salinas and reducing collisions with people who are walking. The proposed walking districts and project list were reviewed and used for context during development of this Safe Routes to Schools Plan.

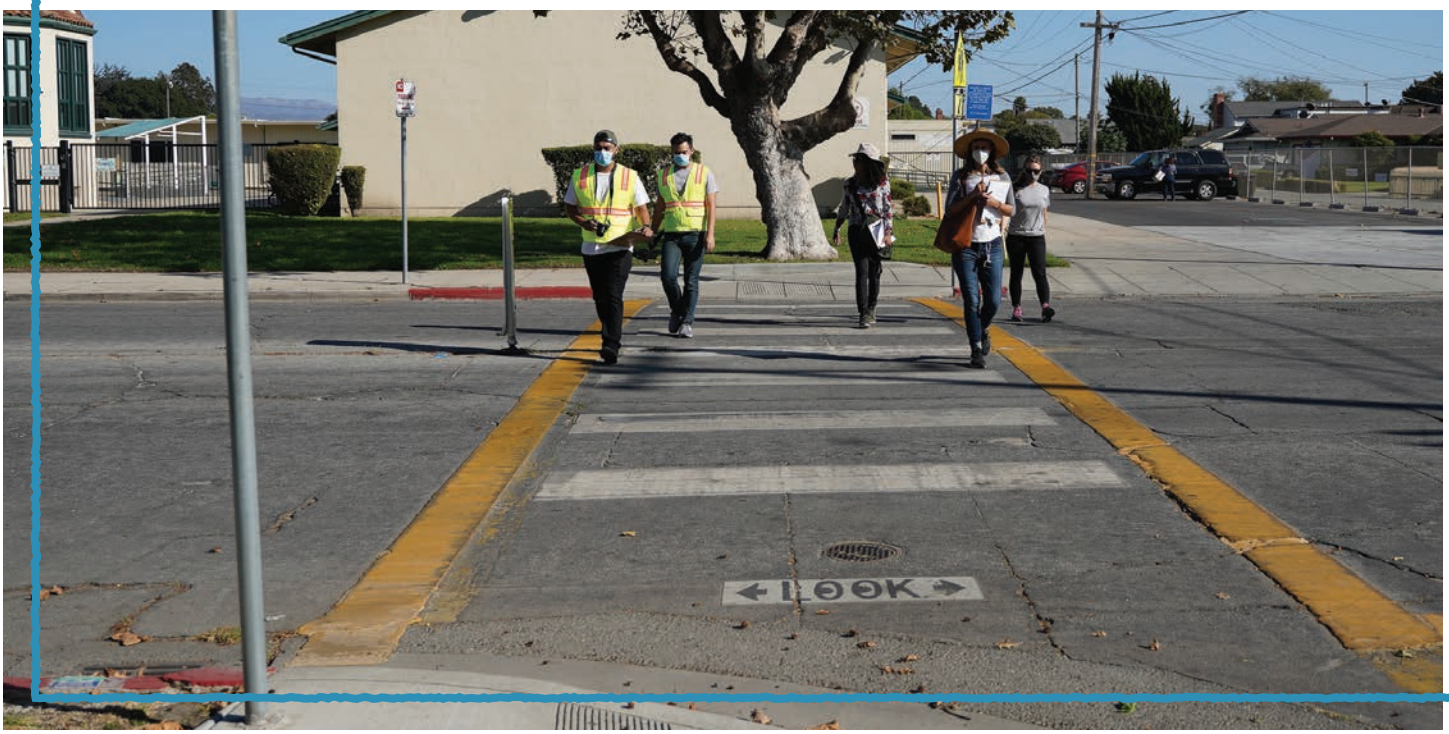
SPECIFIC AREA AND NEIGHBORHOOD PLANS

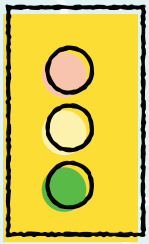
Specific plans for various areas of the city were reviewed during the preparation of the Safe Routes to Schools Plan, and relevant bicycle and pedestrian projects were incorporated into the plan's project list. The plans reviewed included the following:

- Alisal Vibrancy Plan
- Central Area Specific Plan
- Downtown Vibrancy Plan
- East Alisal Street Corridor Plan
- Salinas Bike Lane VMT Banking Projects
- Urban Greening Plan
- West Area Specific Plan

COORDINATION WITH NEIGHBORING JURISDICTIONS

The City of Salinas Safe Routes to Schools Plan includes recommendations for roadways in unincorporated Monterey County. All recommendations for county roadways were reviewed with County staff.





CHAPTER 2

EXISTING CONDITIONS

This chapter discusses current conditions in Salinas related to walking, bicycling, and transit use. This includes citywide demographics and commute trends, land use and community destinations, existing bicycle and pedestrian facilities, current transit options, collision data related to walking and bicycling, bicycle and pedestrian projects that are currently in progress, and existing programs.

DEMOGRAPHICS

Salinas is the largest city in the Monterey Bay region and was home to an estimated 160,206 residents in 2021.[1] The city has a large youth population, with 31% of residents being under the age of 18.[2] Seniors represent a smaller proportion of city residents, with 9% of residents being over the age of 65.[2] The median age of the residents is 30.5, which is lower than the median age for Monterey County as a whole.[2]

Among Salinas residents, 13% identify as white, 80% as Hispanic or Latino, and 6% as Asian. Forty-one percent of residents did not finish high school, and 23% completed high school as their highest level of education. About one-third of residents have at least some higher education, and 13% have either a bachelor's or a graduate degree.[2]

Active transportation investments are especially important in disadvantaged communities, which tend to have higher rates of walking and bicycling. According to the California Department of Education, 81% of students in Salinas public schools qualify for free and reduced meals, which is a sign of low-income status.[3] Thirty-nine percent of households have incomes of less than $50,000 per year, and 20% of families with children under the age of 18 have incomes below the poverty level.[4]

COMMUTE TRENDS

An estimated 67,399 Salinas residents over the age of 16 are employed, and nearly three-quarters of those drive to work alone. Salinas has a higher rate of driving to work alone than the neighboring City of Monterey but a similar rate to Monterey County as a whole.[5]

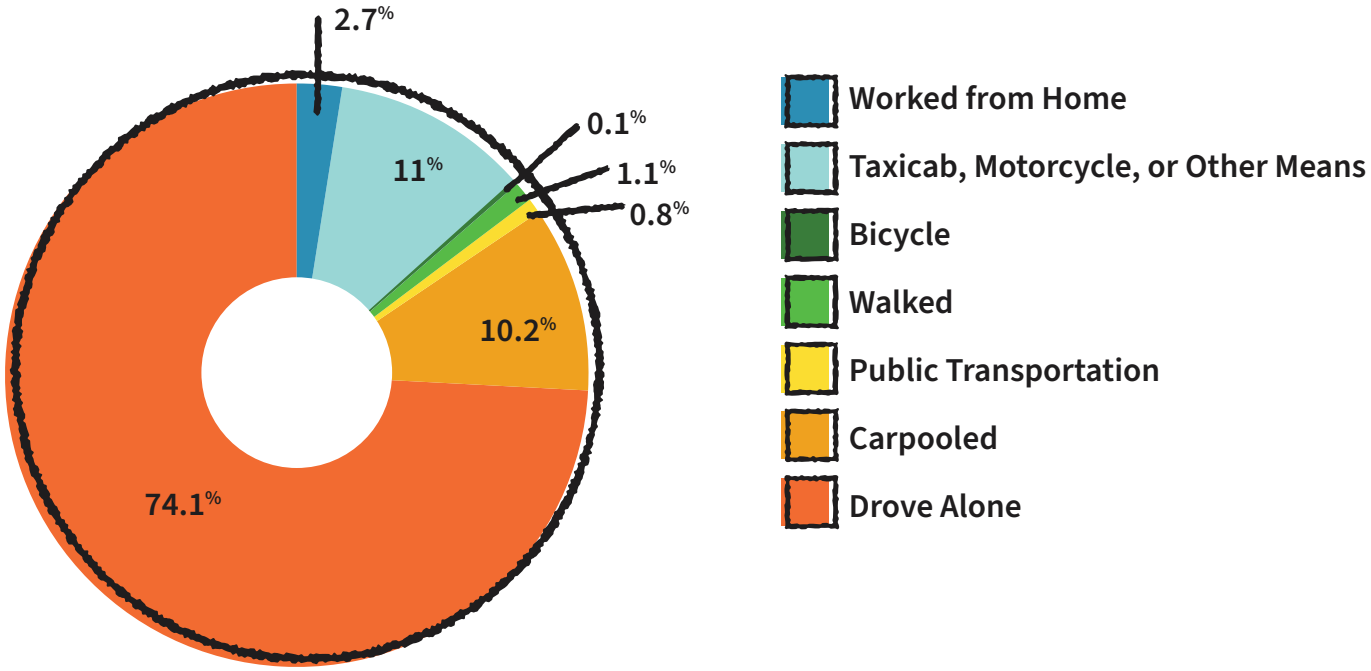
Overall, 10% of Salinas residents carpool to work, and 1.1% walk to work. Fewer than 1% bike to work or take public transit. Before the covid-19 pandemic, nearly 3% of residents worked from home, and that number is assumed to have increased since 2020.[5]

Although some Salinas commuters travel outside Monterey County for work, the majority (91%) stay within the county for their work trips. The average commute time to places of employment for Salinas residents is 24 minutes. Twenty-six percent of commuters travel for more than 30 minutes daily, and 10% of commuters travel for 45 minutes or more.[5]

Although commute trips offer the best available data on travel modes, they represent only a percentage of trips. Comprehensive data on the percentage of Salinas residents walking or bicycling for other daily trips are not available.

1 State of California Department of Finance, 2021. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/
2 Census American Community Survey 2015–2019 Selected Characteristics of US Populations, Table SO601.
3 State of California Department of Education, 2021. https://www.cde.ca.gov/ds/ad/filessp.asp
4 Census American Community Survey 2015–2019 Selected Economic Characteristics, Table DP03.
5 Census American Community Survey 2015–2019 Commuting Characteristics by Sex, Table SO801.

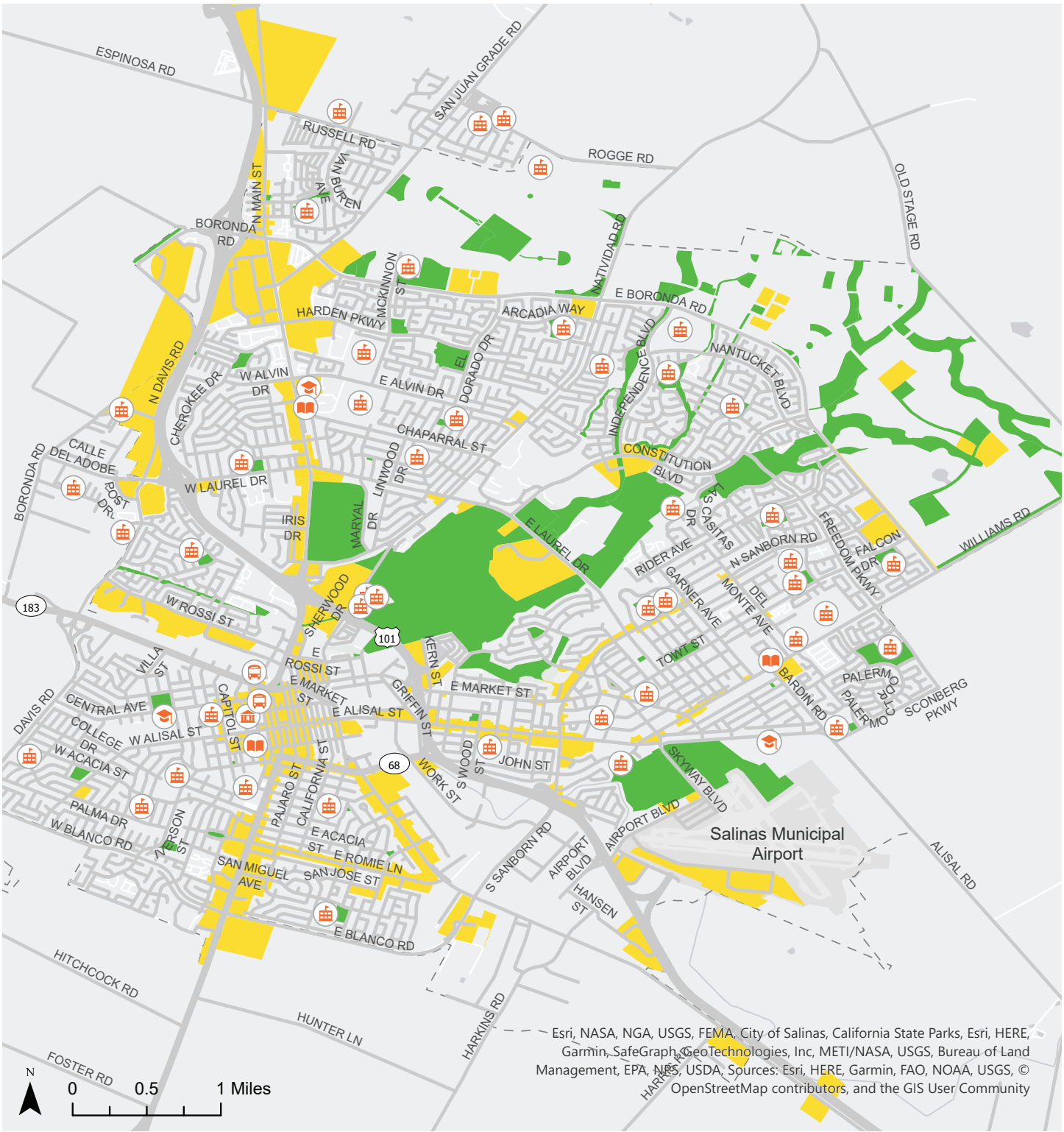
Figure 1. Work Commute Travel Modes in Salinas



Source: U.S. Census Bureau

LAND USE AND COMMUNITY DESTINATIONS

Public K–12 schools are located throughout the City of Salinas, and there are several colleges and universities within the city. Commercial areas are located along North Main Street, East Alisal Street, and Sanborn Road, and in the historic downtown. Other key destinations include parks and recreation centers, libraries, transit centers, and medical facilities.



Land Use & Key Destinations

Points of Interest

- K-12 School
- College/University
- Library
- City Hall
- Transit Center

Land Use*

- Park/Open Space
- Commercial Area
- City Limits

*Includes future growth area.

EXISTING BICYCLE NETWORK

There are currently four types of bicycle facilities in Salinas: Class I shared-use paths, Class II bicycle lanes, Class IIB buffered bike lanes, and Class IV separated bikeways. Other streets have been designated as Class III bicycle routes or regional routes. See below for definitions of each type of bicycle facility.

CLASS I SHARED-USE PATH

Paved rights-of-way that are completely separated from streets, and where motor vehicle traffic is prohibited. Shared-use paths are designed for people who are using wheelchairs, walking, bicycling, or skateboarding, or taking other forms of active transportation. Bike paths should offer opportunities not provided by the road system, such as recreational opportunities or direct high-speed commute routes if cross-flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications for shared-use paths are along waterfronts, canals, utility rights-of-way, and abandoned railroad rights-of-way, within school campuses, and within and between parks. There may also be situations in which such facilities can be provided as part of planned developments.

CLASS II BICYCLE LANE

On-street facilities that use striping and stencils to designate space for bicycle travel. Bike lanes are intended to delineate the rights-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each user. A more important reason for constructing bike lanes is to better accommodate bicyclists in corridors where there is insufficient room for side-by-side sharing of streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking to delineate bike lanes. In addition, other things can be done on streets with bike lanes to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities). In general, pavement markings alone do not measurably enhance bicycling conditions.

CLASS IIB BUFFERED BICYCLE LANE

Buffered bike lanes are conventional bicycle lanes paired with designated buffer spaces separating them from adjacent motor vehicle travel lanes or parking lanes. Buffered bike lanes provide a greater distance between bicyclists and motor vehicle traffic and space for bicyclists to pass each other without encroaching on the vehicle lane. Buffered bike lanes appeal to a wider cross-section of users and abilities than conventional bike lanes.

CLASS III BICYCLE ROUTE

Routes designated for bicycle travel, with shared-use pavement markings, that are shared with motor vehicles. Shared-lane markings help bicyclists with lateral positioning to reduce their chances of hitting the open door of a parked vehicle, to alert road users to the locations bicyclists are likely to occupy in the roadway, and to encourage safe passing of bicyclists by motorists. Shared-use markings are only feasible on streets with speed limits of 35 mph or less. Bike routes are identified with signage and shared-lane bicycle markings or “sharrows.”

CLASS IV CYCLE TRACK

Class IV facilities are protected facilities designated for the exclusive use of bicyclists. Cycle tracks are separated from motor vehicle traffic by a physical barrier and are distinct from sidewalk and pedestrian areas. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor vehicle traffic, and different pavement colors or textures separate them from sidewalks. If at street level, they can be separated from motor vehicle traffic by raised curbs or barriers. By separating cyclists from motor vehicle traffic, cycle tracks offer greater security than bike lanes and are attractive to a wider spectrum of the public. However, cycle tracks can constrain bikeways and limit the ability of bicyclists to pass each other.

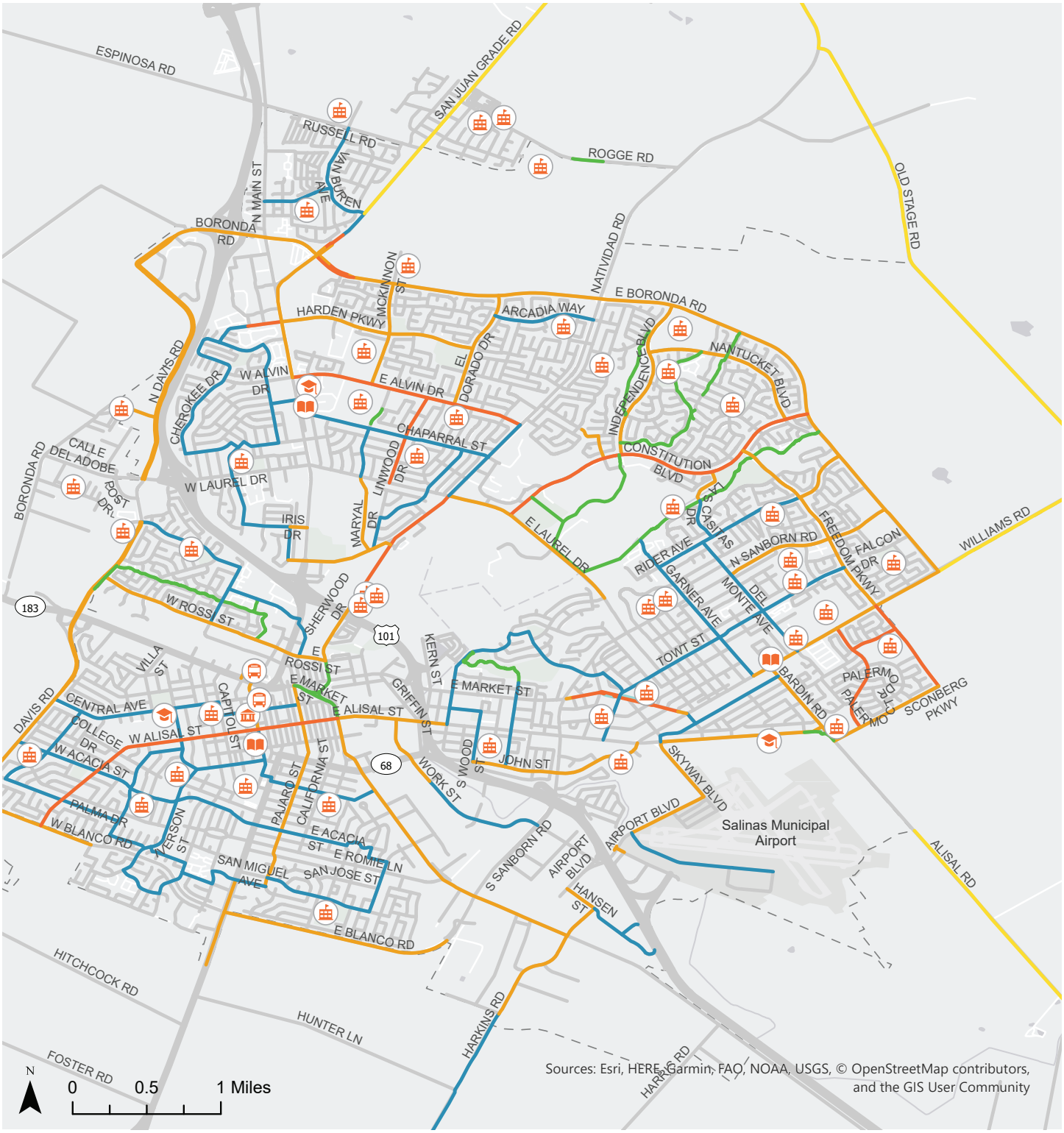
REGIONAL BIKE ROUTES

The Transportation Agency for Monterey County (TAMC) developed a Pedestrian and Bicyclist Wayfinding Plan for Monterey County in 2016, which identified a network of regional bicycle routes. Regional routes connect key destinations within the county and either currently have Class I, Class II, or Class III bicycle facilities, or are planned to have bicycle facilities in the future.

Class I shared-use paths in Salinas are mostly located within parks and open spaces, including the Rossi Rico Linear Parkway, Cesar Chavez Community Park, Constitution Soccer Complex, Natividad Creek Community Park, and the Gabilan Creek Wilderness Sanctuary. There are also several short connectors, such as the path connecting North Salinas High School with Chaparral Street and paths adjacent to East Market Street between Front Street and Sherwood Drive. The Creekbridge neighborhood is especially well-served by Class I paths, with four paths connecting schools, parks, and wilderness areas.

Class II bicycle lanes are located primarily on arterial streets, including Boronda Road, McKinnon Street, Independence Boulevard, Davis Road, and Blanco Road. Over the last five years, the City of Salinas has also installed buffered bicycle lanes on several streets, including Alvin Drive, Linwood Drive, East Rossi Street, John Street, Bardin Road, Constitution Boulevard, portions of Sherwood Drive, Monte Bella Boulevard, Blanco Road, Boronda Road, and East Alisal Street. The City also installed the first Class IV separated bikeway on East Market Street in front of Fremont Elementary in 2017.

Class III bicycle routes in Salinas have been identified primarily for wayfinding purposes to guide people on bikes to preferred routes when there are no streets with bicycle lanes. Many streets near schools, including Acacia Street, Towt Street, Las Casitas Drive, and Van Buren Avenue, have been identified as bicycle routes.



Existing Bikeways

- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Regional Bike Route
- K-12 School
- College/University
- Library
- City Hall
- Transit Center
- City Limits

ADA compliant curb ramps near Monte Bella Elementary

Class I path near North Salinas High

EXISTING PEDESTRIAN NETWORK

The City of Salinas has good sidewalk coverage, with sidewalk present on nearly all roadways. There is missing sidewalk on some roadways on the edge or outside of city limits, such as East Blanco Road between North Main Street and Blanco Circle, Natividad Road north of Boronda Road, and San Juan Grade Road north of Boronda Road. Natividad Road and San Juan Grade Road have seen increased pedestrian traffic since the construction of Rancho San Juan High School, which is located on the northern edge of Salinas city limits.

The City of Salinas conducted a sidewalk conditions analysis in 2017 to determine whether existing sidewalks met Americans with Disabilities Act (ADA) standards. Factors such as obstructions, vegetation, and slope were used to score each segment of sidewalk, and these data were used to prioritize sidewalk repair projects.

Curb ramps provide access between the sidewalk and the street for people with disabilities, children on bicycles, and people pushing strollers. Under the ADA, upgraded curb ramps must include warnings that are detectable by people with vision impairments. As the City repaves streets and installs roadway improvements, upgraded curb ramps are installed at intersections to comply with ADA standards.

In addition to sidewalks, Salinas contains 8.2 miles of Class I shared-use paths. These paths are mostly located in parks and open spaces, including the Rossi Rico Linear Parkway, Cesar Chavez Community Park, Constitution Soccer Complex, Natividad Creek Community Park, and the Gabilan Creek Wilderness Sanctuary. There are also several short connectors, such as the path connecting North Salinas High School with Chaparral Street and paths adjacent to East Market Street between Front Street and Sherwood Drive. The Creekbridge neighborhood is especially well-served by Class I paths, with four paths connecting schools, parks, and wilderness areas.

EXISTING TRANSIT SERVICES

Each of the four school districts in Salinas has a different policy on school busing, though all the districts provide transportation for students with disabilities.

Salinas Union High School District (SUHSD) offers busing to students who live more than two miles away from their home school, including service to rural areas outside Salinas. Regular service is offered to all SUHSD schools except for La Paz Middle, where all students lived within two miles of the school as of the 2021–22 school year.

Salinas City Unified School District offers bus transportation for students who live more than 1.25 miles from school. El Gabilan, Kamman, Laurel Wood, Lincoln, Mission Park, and Sherwood Elementary Schools are not served by regular bus routes because all students at those schools lived within the 1.25-mile boundary during the 2021–22 school year.

Santa Rita Union School District offers bus service to all students in grades K–3 who live more than 0.75 miles from school, and all students in grades 4–8 who live more than one mile from their school. Bus routes serve all Santa Rita schools except Santa Rita Elementary, where all students live within one mile of the school. Routes include service to rural neighborhoods north and east of the Bolsa Knolls neighborhood.

Alisal Union Elementary School District provides transportation to students in grades K–3 who live at least one mile from their school, and to all students in grades 4–6 who live at least 1.5 miles from school.

In addition to transportation offered by school districts, Monterey-Salinas Transit offers bus transportation to the public, including some students traveling to school in Salinas. Youths aged 18 and younger receive discounted fares for all trips. In summer 2022, bus routes included service to about half of the middle and high schools. Rancho San Juan High School, Gutierrez Middle School, Gavilan View Middle School, Mount Toro High School, El Puente, Carr Lake Community Day School, and Washington Middle were not served directly by MST routes.

ACTIVE TRANSPORTATION SAFETY

Bicycle and pedestrian-related collision data can be used to identify high-level collision trends and locations with high rates of bicycle and pedestrian collisions. This analysis uses data from UC Berkeley's Transportation Injury Mapping System (TIMS) over the ten-year period from 1/1/2010 to 12/31/2019. It is important to note that the TIMS data include reported injury collisions only. Many bicycle and pedestrian collisions are not reported and therefore are not represented in this analysis.

Salinas has high rates of collisions involving both bicyclists and pedestrians, with 554 pedestrian collisions and 385 bicyclist collisions between 2010 and 2019.[6] In the 2018 California Office of Traffic Safety crash rankings report, Salinas ranked among the top ten for pedestrian collisions and third-worst for pedestrian collisions involving youths under 15, among cities of similar size.[7] Salinas also ranked in the top ten for bicycle collisions involving youths under 15 and was one of the top five cities for alcohol-related collisions, again in comparison to cities of a similar size.[7]

People walking and bicycling in Salinas are disproportionately involved in collisions relative to people who are driving. Data from the Salinas Vision Zero Action Plan show that between 2009 and 2018, 38% of serious-injury and fatality collisions in Salinas involved pedestrians and 11% involved bicyclists.[8] This is disproportionate to walking and biking rates in the city; less than 2% of work trips are made by walking or bicycling.[9]

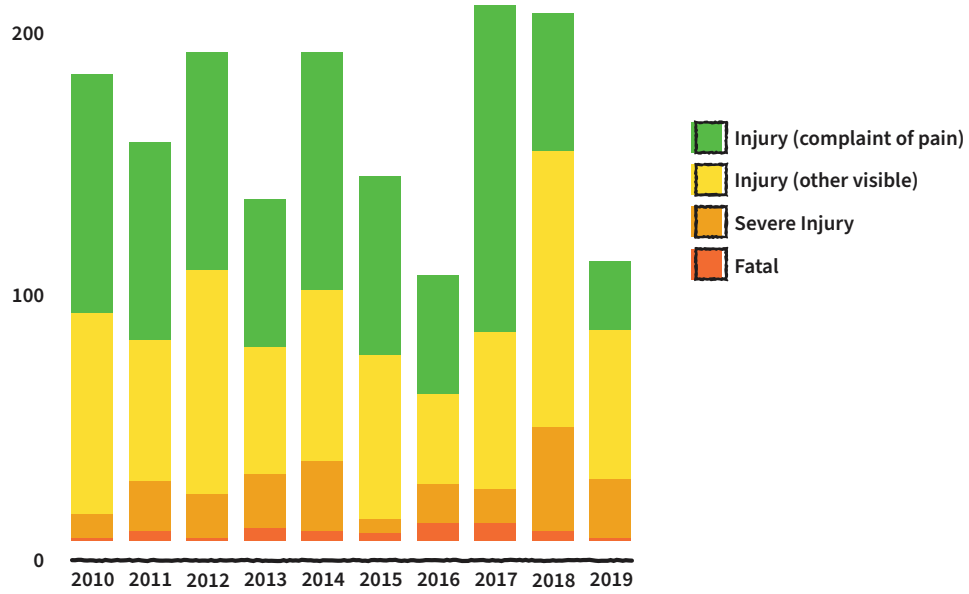
In response to these high collision rates, the Salinas City Council adopted a Vision Zero policy in 2020 and developed a Vision Zero Action Plan later that year. The action plan identifies the city streets with the highest concentrations of fatal and severe-injury collisions and actions that can be taken to reduce those collisions. Vision Zero is a strategy for eliminating severe traffic injuries and fatalities while increasing safe, healthy, and equitable mobility, and brings together traffic engineers, policymakers, and public health professionals to work toward engineering and enforcement solutions.

6 Safe Transportation Research and Education Center, University of California, Berkeley, 2021
7 California Office of Traffic Safety, 2018
8 City of Salinas Vision Zero Action Plan, 2021. https://www.cityofsalinas.org/our-city-services/public-works/current-projects/vision-zero/news/salinas-vision-zero-action-plan
9 Census American Community Survey 2015–2019 Commuting Characteristics by Sex, Table SO801.

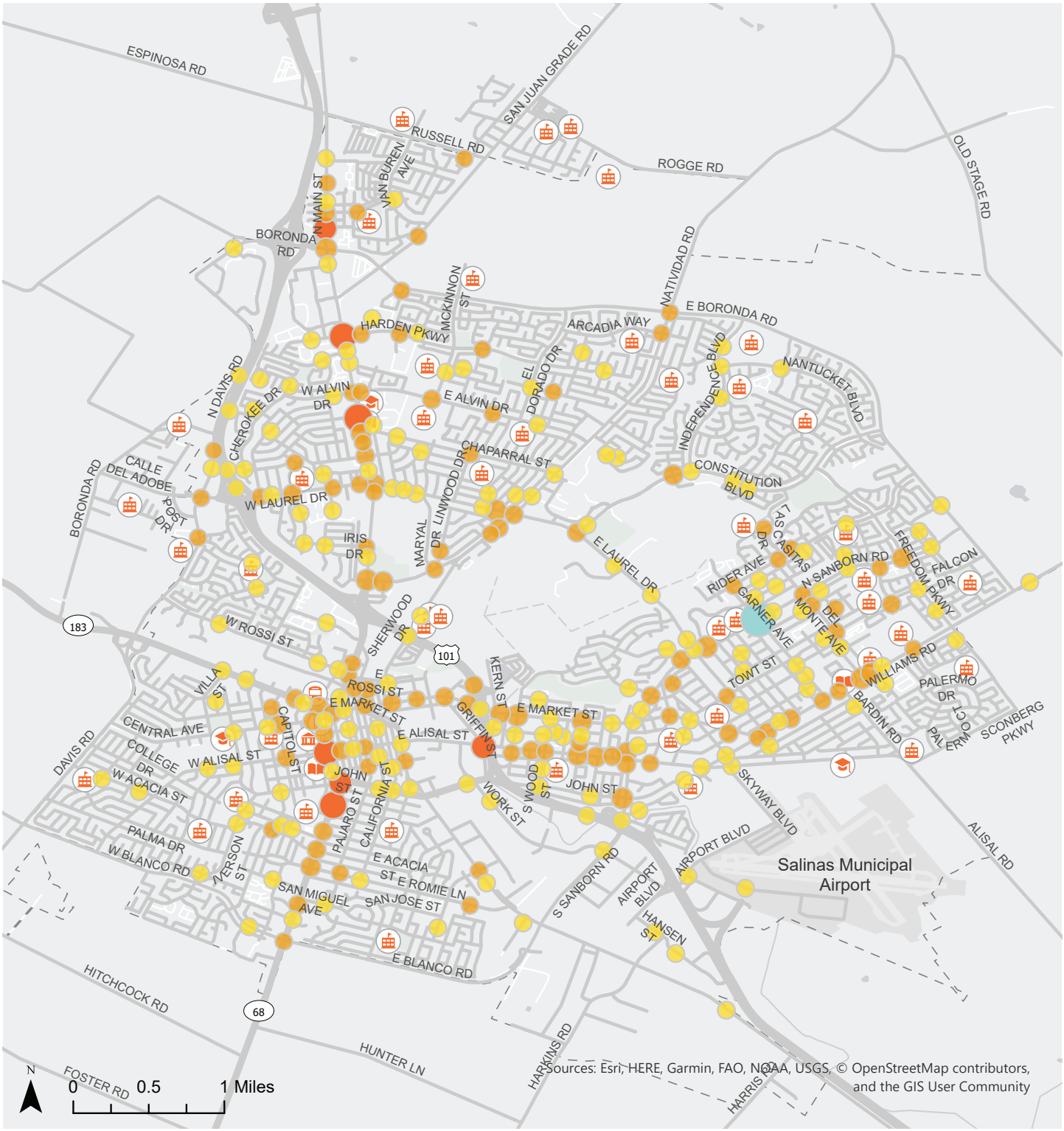
PEDESTRIAN SAFETY

Over the ten-year study period, there were 554 pedestrian collisions in Salinas, with an average of 55 per year. The number increased to 76 in 2018, but the upward trend did not continue in 2019. There were 37 fatal pedestrian collisions in the ten-year period. One hundred collisions caused severe injuries, 228 resulted in some "other visible injury," and 189 resulted in a "complaint of pain."

Figure 2. Annual Pedestrian Collisions



Source: UC Berkeley Transportation Injury Mapping System (TIMS)



Pedestrian Collisions, 2010 - 2019

Pedestrian Collisions

- 1
- 2 - 5
- 6 - 10
- 11 - 14

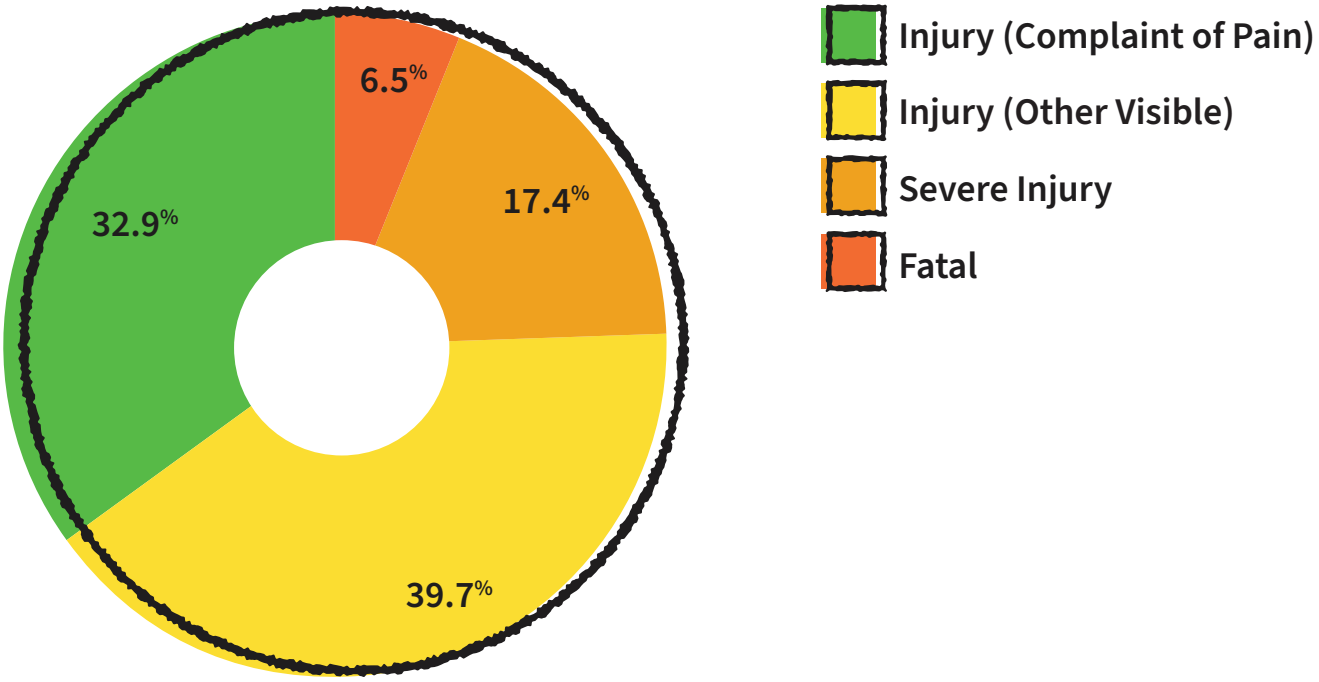
- K-12 School
- College/University
- Library
- City Hall
- Transit Center
- City Limits

PEDESTRIAN COLLISION TRENDS

Pedestrian collision locations are shown in Map 3. Key takeaways of the analysis include the following:

- **46% of fatality collisions in Salinas involved people walking**, though only 12% of collisions in total involved pedestrians. Pedestrians are more likely to be killed in collisions than people who are driving.
- **36% of pedestrian collisions involve youths aged 19 or younger**. People in this age group were more than twice as likely to be involved in a pedestrian collision as people in their 20s. Twenty-two percent of collisions involved youths under 14.
- **North Main Street was the location with the most pedestrian collisions, with 10% of all pedestrian collisions occurring on North Main Street**. East Market Street and North Sanborn Road were the second- and third-most common pedestrian collision locations.
- **North Main Street was the top locations for fatal pedestrian collisions**, followed by East Laurel Drive and Highway 101.
- **The most common type of violation**, according to the reporting law enforcement officer, was driver failure to yield to pedestrians at a marked or unmarked crosswalk, which accounted for 40% of all collisions. The second most common violation was pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk, which accounted for 30% of collisions. The third most common violation was driver speed, which accounted for 3% of collisions.

Figure 3. Severity of Pedestrian Collisions



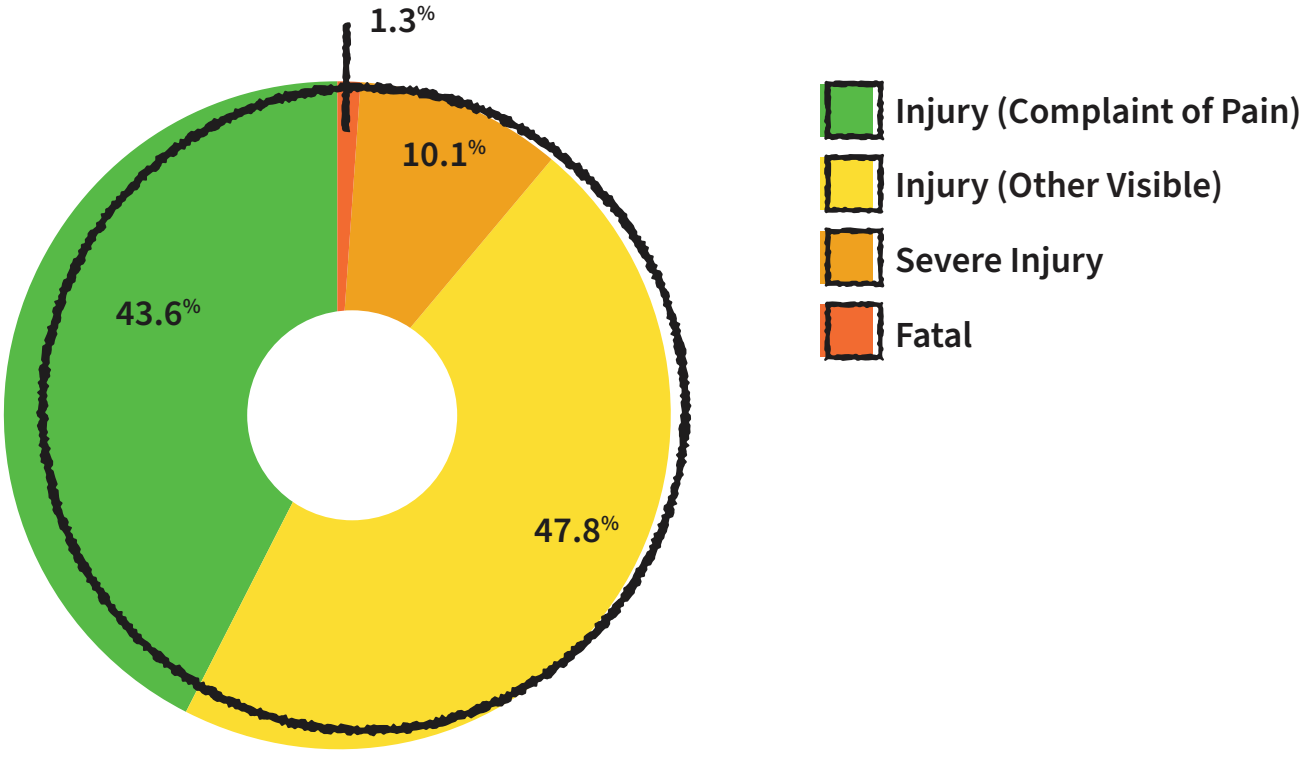
Source: UC Berkeley Transportation Injury Mapping System (TIMS)

BICYCLE SAFETY

Over the ten-year study period, there were 385 bicycle-related injury collisions in Salinas, with an average of 38 collisions per year. The number of collisions increased to 61 in 2013, but this trend did not continue in subsequent years. In 2018, the number of bicycle-involved collisions increased again, and more data monitoring will be needed to see whether this trend continues.

There were five fatal bicycle collisions within the ten-year period. Thirty-eight collisions caused severe injuries, 179 resulted in an "other visible injury," and 163 resulted in a "complaint of pain."

Figure 4. Severity of Bicycle Collisions



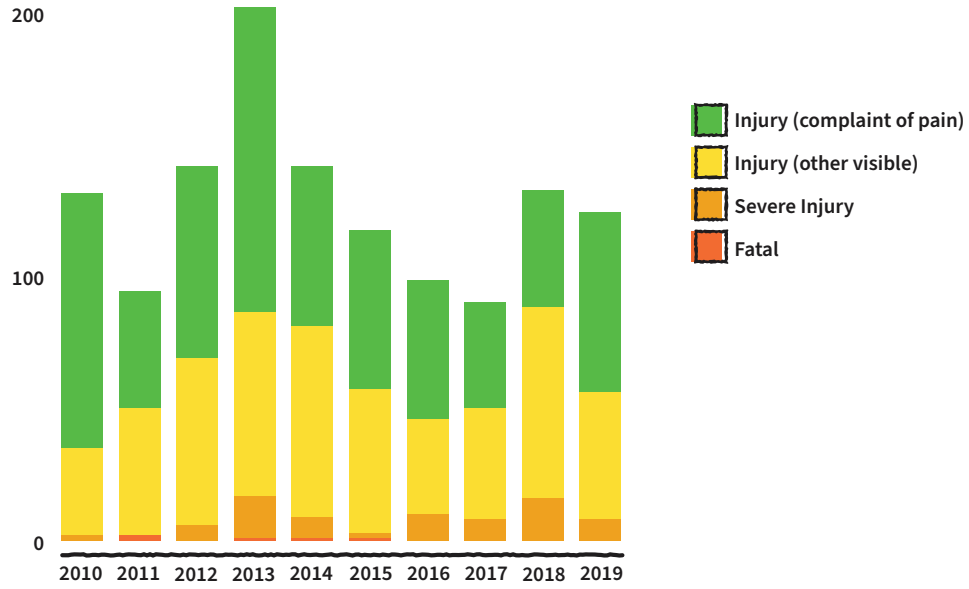
Source: UC Berkeley Transportation Injury Mapping System (TIMS)

BICYCLE COLLISION TRENDS

Bicycle-related collision locations are shown in Map 4. Key takeaways from the analysis include the following:

- **11% of collisions resulting in severe injury or fatality in Salinas involved people on bikes**. Although bicycle trips make up only a small percentage of the trips in Salinas, cyclists are disproportionally involved in severe-injury and fatal collisions.
- **North Main Street was the location with the most bicycle-related collisions**, with 15% of collisions taking place on this major arterial street. East Alisal Street and East Market Street were the second and third most common collision locations.
- **The top five streets for bicycle collisions** were all major arterials that did not have complete bicycle lanes in 2019. Thirty percent of collisions took place on these five streets: North Main Street, East Alisal Street, East Market Street, John Street, and East Alvin Drive.
- **Youths aged 19 or younger were involved in 36% of bicycle collisions**. Youths aged 15–19 were the top age group for bicycle collisions and were involved in 21% of collisions. Male cyclists were much more likely to be involved in collisions and made up 73% of crash victims.
- **The three most common bicycle collision factors**, according to the reporting law enforcement officer, were riding or driving on the wrong side of the road (37%), automobile right-of-way violations (21%), and traffic signals and signs (13%).

Figure 5. Annual Bicycle Collisions



Source: UC Berkeley Transportation Injury Mapping System (TIMS)

Bicycle Collisions, 2010 - 2019

Bicycle Collisions
- 1
- 2 - 3
- 4 - 5
- 6 - 8

Existing Bikeways
- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Regional Bike Route

- K-12 School
- College/University
- Library
- City Hall
- Transit Center
- City Limits

CURRENT AND RECENTLY COMPLETED PROJECTS

There are several major projects that have been completed recently or are underway to provide new bicycle and pedestrian facilities in Salinas. The City of Salinas continues to apply for and be awarded grant funding for Safe Routes to Schools improvements.

ALVIN DRIVE/LINWOOD DRIVE SAFE ROUTES TO SCHOOLS PROJECT

The City of Salinas received a grant to make improvements along the Alvin Drive and Linwood Drive corridors, which are routes to four schools. On Alvin Drive, the project included reducing the number of vehicle lanes from four to two and installing buffered bike lanes, green bicycle boxes and conflict markings, high-visibility crosswalks, rectangular rapid flashing beacons, pedestrian curb ramps, and new traffic signals with pedestrian countdown signal heads. The project also included new bicycle lanes or buffered bicycle lanes and high-visibility crosswalks on Linwood Drive, Maryal Drive, and Chaparral Street. The project started construction in 2020 and was completed in 2021.

BARDIN ROAD SAFE ROUTES TO SCHOOLS PROJECT

The City of Salinas received federal and local grant funding to redesign Bardin Road near Bardin Elementary and East Alisal Street near the Hartnell College East campus. The project includes two roundabouts, which slow down traffic and reduce the crossing distance for pedestrians. On Bardin Road, the project also includes a reduction in vehicle lanes from four to two, buffered bicycle lanes, high-visibility crosswalks, curb extensions, pedestrian curb ramps, and a rectangular rapid flashing beacon. On East Alisal Street, the project includes buffered bike lanes, high-visibility crosswalks, curb extensions, a rectangular rapid flashing beacon, and a new pedestrian path between the Hartnell College driveway and Sconberg Parkway. The project also includes a new two-lane drop-off and pick-up area in front of Bardin Elementary School. The project started construction in spring 2021 and is expected to be completed in fall 2022.

BORONDA ROAD CONGESTION RELIEF PROJECT

The City of Salinas is planning a project to widen East Boronda Road and install bicycle lanes and a landscaped median. The project also includes four roundabouts at the intersections of Boronda Road with McKinnon Street, El Dorado Drive, Natividad Road, and Independence Boulevard. These projects include protected-intersection treatments and high-visibility crosswalks and are intended to increase safety for people walking and biking to McKinnon Elementary School and Everett Alvarez High School. This project is in the design and permitting phase, with construction anticipated in the next few years.

DOWNTOWN COMPLETE STREETS PROJECT

The City of Salinas received federal and local grant funding to redesign the West Alisal Street and Lincoln Street corridors in downtown Salinas. The West Alisal Street phase of the project included a reduction in vehicle lanes from four to two, buffered bicycle lanes, high-visibility crosswalks, and signal improvements. This project provides an improved route for people walking and biking to Roosevelt Elementary, Washington Middle School, and Salinas High School. Construction started in 2020 and finished in spring 2021.

The second phase of the project is planned for Lincoln Street and will include buffered bicycle lanes and high-visibility crosswalks on this key route to Salinas High School. Construction is planned for Lincoln Street in summer 2022.

EAST LAUREL DRIVE AND CONSTITUTION BOULEVARD SIDEWALK AND NATIVIDAD TRAIL IMPROVEMENTS

This project was initiated by community members who saw a need for pedestrian improvements on East Laurel Drive near the soccer fields. The project includes new sidewalks, bike paths, lighting, and crosswalk enhancements on East Laurel Drive, and new sidewalk and curb ramps on Constitution Boulevard. This project started construction in spring 2021 and completed construction in fall 2021.

PEDESTRIAN CROSSING ENHANCEMENTS PROJECT

The City of Salinas received state grant funding for improvements to existing uncontrolled crossings: Sanborn Road at Buckhorn Drive, Natividad Road at Pacheco Street, West Laurel Drive at Parkside Street, Wood Street at Santa Maria Street, and Iverson Street at Lang Street. These crossings provide access to Oscar Loya Elementary, Kamman Elementary, Sherwood Elementary, and Washington Middle School. Improvements will include high-visibility striping, signage, and rectangular rapid flashing beacons. This project is expected to start construction in winter 2022.

WILLIAMS ROAD RESURFACING AND PEDESTRIAN HYBRID BEACON

The City of Salinas is planning to repave Williams Road, which is a route to Alisal High School and Alisal Community School. The project will add buffered bicycle lanes on Williams Road, bicycle-conflict markings, high-visibility crosswalks, and a loading zone in front of Alisal High. This project is planned to start construction in 2023.

The uncontrolled crosswalk across from the Alisal High football field is planned to be removed until a pedestrian hybrid beacon can be installed in late 2023. Pedestrian hybrid beacons are overhead beacons that flash red when pedestrians are crossing and signal drivers to stop. This treatment will increase the safety of students crossing at the current crosswalk location.

VISION ZERO INTEGRATED INTO MAINTENANCE (VZIM) PROGRAM

Vision Zero Integrated into Maintenance (VZIM) is one of the most cost-effective ways the City can invest in traffic safety. Vision Zero is a multidisciplinary approach to eliminating severe and fatal collisions, but an often-overlooked program with a substantial opportunity to make incremental safety improvements in the City's pavement maintenance program. What is the difference between the City's capital improvement program (CIP) and its maintenance program? Reconstructing roads often involves moving flow lines, upgrading drainage systems, rebuilding sidewalks, relocating utilities, and planting trees, all of which are very expensive. Resurfacing, restoration, and rehabilitation projects are typically regularly planned maintenance projects initiated on the basis of current or anticipated pavement conditions. Maintenance funds are already programmed, and additional striping changes have only a nominal cost to the City. Because of the low additional cost, VZIM is one of the most cost-effective approaches to improving traffic safety.

When a resurfacing, restoration, and rehabilitation project is planned, the City is given a blank canvas to determine how best to restripe the roadway. This is an opportunity to implement desired traffic-safety improvements, reduce crash frequency and severity, and improve traffic operations. Recent improvements have included road diets with buffered bike lanes on the following streets:

- John Street between Wood Street and East Alisal Street
- East Rossi Street between Main Street and Sherwood Drive
- Madrid Street between Northridge Mall and Main Street
- West Alisal Street between Front Street and Blanco Road

Other recent projects have installed narrower lanes and added buffered bike lanes on Blanco Road between San Vincente Avenue and Main Street, and on Constitution Boulevard between East Laurel Drive and East Boronda Road.

EXISTING PROGRAMS

The City of Salinas offers programs for residents seeking sidewalk repair or traffic calming in their neighborhoods. In addition, a variety of program offerings provide active-transportation education and encouragement to Salinas residents. Some programs are focused on school-aged youths, but there are also programs offering safety information, encouragement, and events for the general public.

CITY PROGRAMS

City Neighborhood Traffic Management Program

The City of Salinas has an adopted the Neighborhood Traffic Management Program to address concerns about traffic speeds and other safety issues on Salinas residential streets. The program is driven by neighbors and requires that the residents themselves support the traffic calming plan. It requires a petition from the community to begin the process and support of at least 50% of neighbors for the proposed changes. Learn more here: https://www.cityofsalinas.org/our-city-services/public-works/current-projects/traffic-calming

City Sidewalk Repair Program

Homeowners in the City of Salinas, like those in many communities in California, are responsible for maintaining the sidewalk fronting their property. Some funding is available from the City for a 50/50 sidewalk repair program, in which the City will pay half the cost of curb, gutter, and sidewalk repair, up to a maximum of $2,500. The City also allocates maintenance funds for sidewalk repair through its capital improvement program and pursues funding for sidewalk repair through other sources. Public Works staff members respond to maintenance requests in the order that services are requested. There is currently a nineteen-year backlog for sidewalk repairs. Learn more here: https://www.cityofsalinas.org/our-city-services/public-works/pw-maintenance-services/document-lists/sidewalk-repair

EDUCATION AND ENCOURAGEMENT PROGRAMS

Bicycle Secure Program

The Transportation Agency for Monterey County (TAMC) provides free racks for bicycle and skateboard parking, bike lockers, and bicycle repair stands to businesses, organizations, and schools throughout Monterey County. The goal of the program is to increase the amount of secure bicycle parking and ensure that it is distributed equitably throughout the county. Interested businesses and others can apply for funding to purchase a rack at any time here: https://www.tamcmonterey.org/bicycle-secure-program.

Bike Smart and Walk Smart

The Bike Smart and Walk Smart programs, led by Ecology Action, provide on-the-ground training in safe walking and bicycling to second- and fifth-grade students, with the goal of empowering students and parents to walk and bike and to reduce collisions. Learn more here: https://ecoact.org/about-us/community-engagement/youth-programs

Blue Zones Project Monterey County

Blue Zones Project is a national organization that works with communities to encourage changes that lead to healthier options for residents. Blue Zones works with governments, employers, restaurants, and school sites to encourage healthy eating, exercise, and community building. Blue Zones was launched in Monterey County in 2019 and works with schools throughout Salinas to encourage healthy habits. Learn more here: https://info.bluezonesproject.com/montereycounty

Ciclovía Salinas

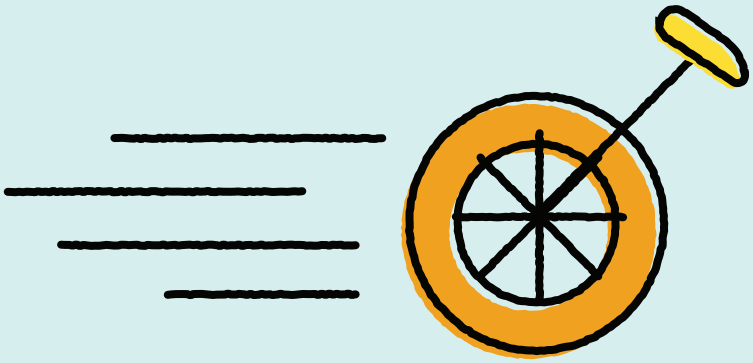
Ciclovía Salinas is an annual event held on East Alisal Street that creates space for walking and biking, connecting with community and local organizations, and supporting local businesses. Ciclovía events began in Bogotá, Colombia, and have spread around the world. Ciclovía Salinas is the only fully youth-led Ciclovía event and is currently in its ninth year. Learn more here: https://cicloviasalinas.org/

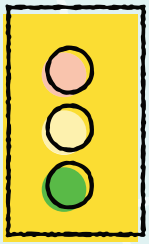
Go 831

Go831 is a free transportation-demand management program led by the Transportation Agency for Monterey County. The program is offered countywide and provides resources and incentives for commute trips made by biking, walking, carpooling, vanpooling, or public transit. Go831 also provides resources for employers who want to start incentive programs to reduce drive-alone commute trips. Learn more here: http://www.go831.org/

Measure X Safe Routes to Schools Program

Local sales tax Measure X, which was approved by Monterey County voters in 2016, includes $20 million for Safe Routes to Schools projects and programs through 2040. The Transportation Agency for Monterey County has developed a comprehensive Safe Routes to Schools program that offers tools, programming, and resources to schools, guardians, and communities aimed at improving safety and traffic around schools. Learn more here: https://saferoutesmonterey.org/





CHAPTER 3
OUTREACH

Public input was the foundation of the process of creating the Safe Routes to Schools Plan. The planning team developed an outreach plan and sought input from community members to accomplish the following outreach goals:

- **Adapt outreach strategies during covid-19:** Outreach for this plan took place in fall 2020 and spring 2021, during the covid-19 pandemic. The planning team shifted its outreach strategies away from in-person outreach to virtual parent meetings and online surveys.
- **Understand school transportation needs and barriers:** 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. This helped the planning team understand the key issues around each school site and the gaps in the biking and walking networks.
- **Refine draft recommendations:** Maps of the draft recommendations for each school site were sent out to parents along with a short survey asking for their feedback. Each school was also offered a presentation opportunity at an already-planned parent meeting to share the draft recommendations and hear feedback from parents and school staff. Finally, the planning team hosted two temporary demonstration projects to test the draft recommendations and get feedback from the community. This feedback was used to adjust the draft recommendations and add new recommendations for locations that were brought up by community members.
- **Collect representative community input:** All outreach materials were provided in English and Spanish, and most parent presentations were given in Spanish. The planning team worked closely with school staff to reach parent communities and provide opportunities for input.

PUBLIC OUTREACH

Public outreach was originally planned to start in spring 2020 and to focus on in-person community meetings. That strategy was adjusted due to the covid-19 pandemic to focus on presentations at virtual parent meetings and digital parent surveys. Walking audits were held at each school site to review current infrastructure conditions and discuss safety issues with school staff. Finally, the planning team hosted two temporary demonstration projects to test the draft recommendations and get feedback from the community.

WALKING AUDITS

Walking audits were held at each of the 45 schools in fall 2020 and spring 2021. Typically, audits are held during school drop-off or pick-up to observe traffic conditions. This was not possible because school was happening remotely due to covid-19, so instead the planning team met with school staff to observe infrastructure conditions around the school and discuss key safety issues. School principals, community liaisons, and crossing guards shared information on typical traffic patterns and safety issues for people walking and biking. These meetings were held outside, and covid-19 protocols were maintained to ensure participants' safety.

PARENT MEETINGS

At the beginning of the planning process, the team contacted school staff to request time on the agendas of pre-scheduled virtual parent meetings, such as coffee klatches, site councils, and the English Learner Advisory Committee (ELAC). During the presentations, staff members shared information about the planning process and asked parents and school staff for input on any safety issues or challenges with biking and walking around the school. After the draft recommendation list was developed, another round of presentations at virtual parent meetings was conducted to get feedback on the draft recommendations. In total, 140 virtual presentations were given to all 45 schools.

PARENT AND STUDENT SURVEYS

An initial survey was shared with parents through school communication channels, the project website, and on social media and received 2,425 responses. The survey asked about how students typically traveled to school before covid, top concerns about letting students walk or bike to school, and current barriers to traveling to school safely. A similar survey was sent to high school students, and 474 responses were received. After the draft recommendation list was developed, recommendations maps in English and Spanish were shared with parents along with a short survey asking for their feedback. 1,341 responses were received with feedback on the draft recommendations.

TEMPORARY INSTALLATIONS

After the draft recommendations were developed, the planning team selected two locations for temporary installation projects. These installations were designed to test the draft project recommendations, see how the designs worked in practice, and get feedback from the community on whether they should be made permanent. The first installation took place on East Alisal Street near Sherwood Elementary from October 14 to October 25, 2021, and the second took place on McKinnon Street and Westminster Drive near Harden Middle School from April 20 to May 18, 2022.

OUTREACH SUMMARY

35,000+

PARENTS REACHED

through Parentsquare or social media

2,425

RESPONSES

to online parent survey

474

RESPONSES

to student survey

1,341

RESPONSES

to draft recommendations survey

140

PRESENTATIONS

at virtual parent meetings

17

ELEMENTARY SCHOOLS

distributed a traffic-safety scavenger hunt activity to students

2

DEMONSTRATION PROJECTS

on East Alisal Street and McKinnon Street

TEMPORARY INSTALLATION SURVEY RESULTS

Highlights of the community survey data for the East Alisal Street and McKinnon Street installation projects are provided below. The full survey data can be found in Appendix B.

East Alisal Street

The temporary installation on East Alisal Street was located between Griffin Street and North Hebbron Avenue, a section that connects nearby residents with Sherwood Elementary School. East Alisal Street is one of the top streets for pedestrian and bicycle collisions in Salinas, with 25 pedestrian and 16 bicycle collisions between 2010 and 2019. East Alisal Street was also identified as a priority during the planning process for the Alisal Vibrancy Plan, which was developed with extensive community input starting in 2017. The design of the temporary installation was based on a concept plan from the Alisal Vibrancy Plan.

At the time of the installation, there were no bicycle facilities along this section of East Alisal Street. The speed limit was 30 mph, but public comments indicated that drivers frequently travelled faster. The temporary installation included a Class IIB buffered bike lane on one side of the street and a Class IV separated bikeway on the other. The Class IV bikeway was separated from motor vehicles by construction barrels, wave delineators, and decorative planters that were painted by Los Padres Elementary students. To create space for bicycle facilities, the road was narrowed from two travel lanes in each direction to one, with a center turn lane. Green conflict markings were installed at intersections to alert drivers when they crossed bike lanes. The installation also included high-visibility crosswalks at the intersections of East Alisal Street at South Wood Street and Hebbron Avenue, which were installed permanently by the City.

The East Alisal installation ended early and was in place for less than two weeks before it was damaged by heavy rain. The planning team received 114 community survey responses during the East Alisal Street installation. The following methods were used to promote the project and collect survey responses:

- Distribution of fliers and a survey link through Sherwood Elementary, Los Padres Elementary, and El Sausal Middle School.
- Community ribbon-cutting event, which had approximately 30 attendees.
- Door-to-door distribution of fliers with the survey link to neighborhood businesses.
- Mass mailings to nearly 5,000 households in the neighborhoods around the demonstration.
- Social media posts.
- Pre-stamped surveys placed along the installation route.

Survey Results

- Nearly 40% of survey respondents walked through the installation, and 74% experienced the installation in a car. Twelve percent of respondents bicycled through the installation.
- More than two-thirds of respondents reported having a positive experience with the high-visibility crosswalks, and approximately half had a positive experience with the buffered bike lane and separated bikeway.
- Just over half of respondents said that they walked or biked more because of the temporary installation.
- Nearly 60% indicated that they would like to see the temporary changes made permanent
- 61% said that they would either definitely or probably use the new facility if it became permanent.

Figure 6. East Alisal Street Installation Survey Data

Would you like to see the temporary improvements made permanent?

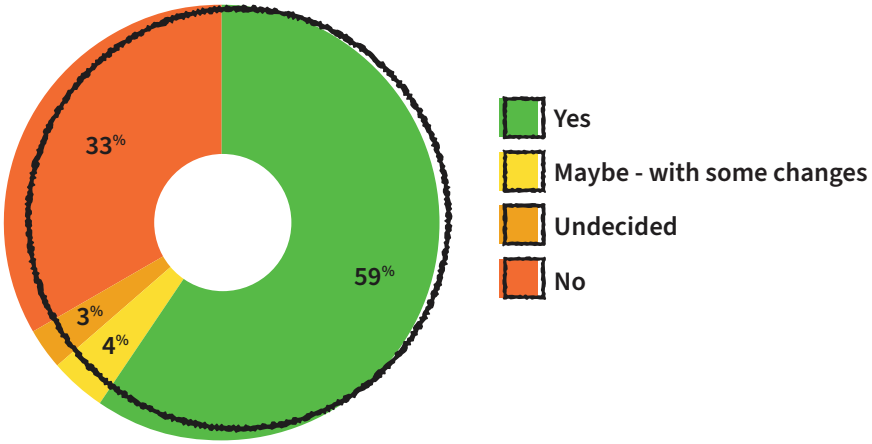
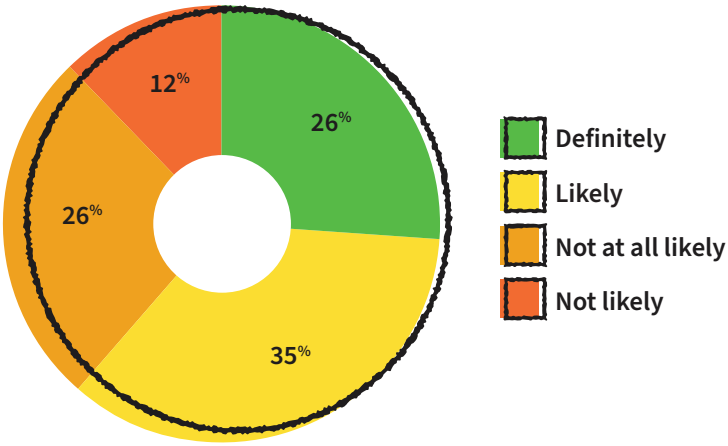


Figure 7. East Alisal Street Installation Survey Data

How likely would you be to walk or bike through this area if the changes became permanent?



East Alisal Street: Next Steps

Before implementing any changes to roadway design, the City of Salinas will conduct additional planning for the East Alisal Street corridor, including additional community outreach. In spring of 2022, the City received grant funding for improvements on East Alisal Street, including litter abatement, new street trees and landscaping, wayfinding signage, public art, sidewalk art to highlight safe routes through the neighborhood, and community education programming. Improvements are expected to be implemented in 2023.

McKinnon Street and Westminster Drive

McKinnon Street and Westminster Drive were selected as the second installation location to test out concepts that were being considered for a possible grant application. McKinnon Street and Westminster Drive provide routes to Harden Middle School, North Salinas High, and McKinnon Elementary, and to McKinnon Park and El Dorado Park.

At the time of the installation, McKinnon Street was a two-lane roadway with sidewalks and Class II bicycle lanes. The speed limit was 35 mph, but public comments indicated that drivers frequently travelled faster. Westminster Drive was a two-lane residential street with on-street parking on both sides. For the temporary installation on McKinnon Street, the bike lanes on both sides were upgraded to Class IV separated bikeways, which have barriers between the motor vehicle lanes and the bicycle lanes. The temporary installation also included green conflict markings at intersections and driveways along McKinnon Street, and curb extensions and high-visibility crosswalks at two intersections along Westminster Drive.

The McKinnon Street installation was in place for a month, and the planning team received 251 community survey responses. The following methods were used to promote the project and collect survey responses:

- Distribution of fliers and survey links through Harden Middle School, North Salinas High, and Natividad Elementary.
- Mailer distribution with the survey link to approximately 2,700 households in the neighborhoods around the demonstration.
- Virtual community meeting to explain the purpose of the demonstration, what to expect, and how to give input.
- Social media campaign.
- Pre-stamped surveys placed along the installation route.
- In-person outreach to parents and students around Harden Middle School.

Survey Results

Two-thirds of survey respondents drove through the installation, 41% walked, and 22% bicycled.

- Nearly 70% of respondents had a positive response to both the high-visibility crosswalks and the separated bikeways, saying either “I love it” or “I like it” to those temporary changes.
- Just under half of respondents said that they walked or biked more because of the temporary installation.
- 60% indicated that they would like to see the temporary changes made permanent.
- 64% said that they would either definitely or probably use the new facility if it became permanent.

Figure 8. McKinnon Street Installation Survey Data

Would you like to see the temporary improvements made permanent?

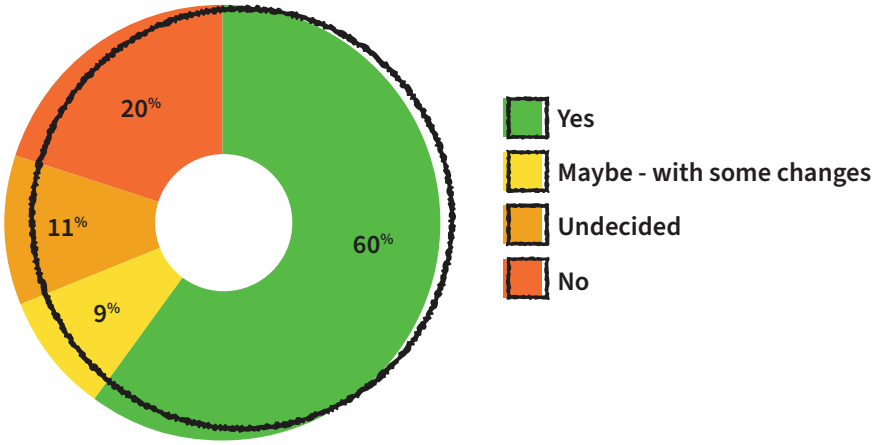
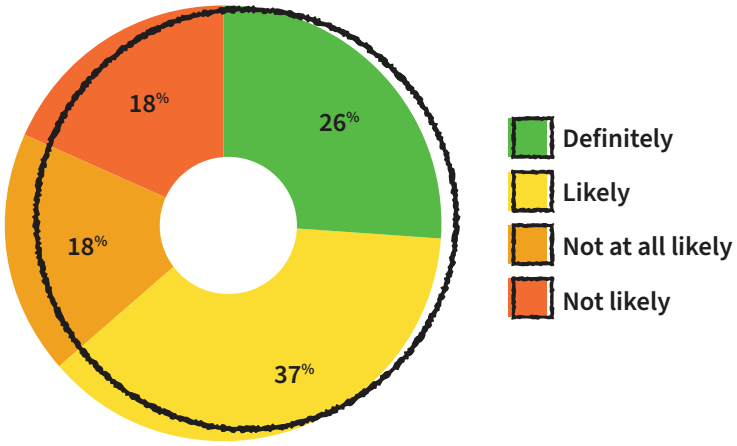


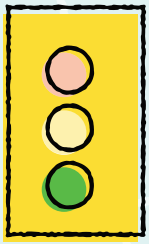
Figure 9. McKinnon Street Installation Survey Data

How likely would you be to walk or bike through this area if the changes became permanent?



McKinnon Street: Next Steps

McKinnon Street is scheduled for resurfacing in the next few years, and the City of Salinas plans to implement striping changes during that project, including buffered bicycle lanes and high-visibility crosswalks. Because of the positive response to the temporary demonstration, the City has also applied for grant funding to install Class IV separated bikeways on McKinnon Street and a multi-use path on Harden Parkway.



CHAPTER 4

CITYWIDE INFRASTRUCTURE AND PROGRAM RECOMMENDATIONS

This chapter contains recommendations that affect multiple schools in the City of Salinas. These include recommendations for new biking and walking facilities, and programmatic recommendations that address education, encouragement, engagement, equity, and maintenance. The maps in this chapter show the network of citywide routes that are recommended for future improvements to this plan and streets that serve as key routes to school, which have been identified as Safe Routes to Schools corridors.

The vision for all students and families following the implementation of the City of Salinas Safe Routes to Schools Plan is as follows:

- I can walk or bike to school safely.
- I know that my trip to school helps our environment, builds healthy habits, and saves my family money.
- I am more connected to my neighborhood and community through my trip to school.
- I have the skills and confidence I need to travel to school safely without using a car.

GOALS AND OBJECTIVES

The City of Salinas and partner agencies have set the following goals and objectives for the future of Safe Routes to Schools, to be accomplished through the projects and programs in this plan.

Goal 1. Encouragement: The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool.

- Objective 1.1: Identify and promote a broad spectrum of projects to provide a connected network of active transportation options along Safe Routes to Schools corridors and connections.
- Objective 1.2: Design and construct street improvements that are accessible and comfortable for all ages and abilities. Incorporate tree planting into active transportation projects to provide shade for people who are walking and bicycling and address City goals for increasing the urban tree canopy.

OUR VISION

I CAN

walk or bike to school safely.

I KNOW

that my trip to school helps our environment, builds healthy habits, and saves my family money.

I HAVE

the skills and confidence I need to travel to school safely without using a car.

I AM

more connected to my neighborhood and community through my trip to school.

- Objective 1.3: Transportation Agency for Monterey County (TAMC), schools, and the City will support events that encourage active transportation to school, such as "Walk & Roll to School," at least twice each year.
- Objective 1.4: Work with schools and Safe Routes to Schools partners to provide walking school buses at all elementary schools.
- Objective 1.5: Work with schools and Safe Routes to Schools partners to promote Safe Routes to Schools corridors as the preferred routes to school.

Goal 2. Safety: Zero collisions involving bikes or pedestrians that result in injury or death

- Objective 2.1: Prioritize Safe Routes to Schools projects that address fatal and severe-injury crashes.
- Objective 2.2: Enhance low-stress route alternatives to high-stress corridors.
- Objective 2.3: Prioritize safety over travel delays, speed, congestion, and convenience in project design.
- Objective 2.4: Crossing guards will be present at all elementary schools.

Goal 3. Education: All children in Salinas will receive traffic safety education

- Objective 3.1: Incorporate bicycle and pedestrian safety education into the curriculum in all elementary schools.
- Objective 3.2: By second grade, all children will receive pedestrian safety training in school; by fifth grade, all children will receive bike safety training in school.
- Objective 3.3: By high school, students will know the basics of bike maintenance and have opportunities to practice these skills at school or in the community.

Goal 4. Engagement: Engage the greater community to create safe environments around schools

- Objective 4.1: Run annual community-wide campaigns that encourage neighbors to keep eyes on the streets and drivers to reduce speeds around schools.
- Objective 4.2: Enforce traffic laws in school zones without overburdening offenders. One example would be a diversion program that requires school zone traffic offenders to assist with crossing guard duties (Austin, TX program model).
- Objective 4.3: Recruit volunteers from the community to assist with Safe Routes to Schools programs such as walking school buses and crossing guards.

Goal 5. Equity: Ensure all community members have equitable access to schools and Safe Routes to Schools programming.

- Objective 5.1: Prioritize infrastructure projects that will serve transportation-disadvantaged and special-needs populations.
- Objective 5.2: Provide opportunities for a diverse group of community members to take leadership roles in the development and implementation of Safe Routes to Schools projects and programs. An example would be participation in a Safe Routes to Schools steering committee.
- Objective 5.3: Provide access to active transportation and safety equipment such as bicycles, scooters, helmets, and lights.

PLAN GOALS

1 ENCOURAGEMENT:

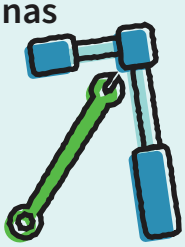
The majority of children will arrive at school by foot, bicycle, scooter, skateboard, bus, or carpool

2 SAFETY:

Zero collisions involving bikes or pedestrians that result in injury or death

3 EDUCATION:

All children in Salinas will receive traffic safety education



4 ENGAGEMENT:

Engage the greater community to create safe environments around schools

5 EQUITY:

Ensure all community members have equitable access to schools and Safe Routes to Schools programming

RECOMMENDATIONS PROCESS

The recommendations in this Safe Routes to Schools Plan were developed in response to public input on the barriers to getting to each school site safely. Public comments from parent surveys, parent meetings, and walking audits were reviewed and, where feasible, recommendations were developed to address the issue. This process included the evaluation of existing conditions around each school and incorporated the best practices in bicycle and pedestrian infrastructure design.

After the draft recommendations were developed, recommendation maps in English and Spanish were shared with each school site along with a short survey asking for feedback. Each school was also offered another round of bilingual parent presentations to share the draft recommendations and collect feedback from parents and school staff. The planning team reviewed the feedback on the draft recommendations and adjusted the recommendations where feasible.

All recommendations are planning-level and require further analysis prior to construction.

CITYWIDE CORRIDOR RECOMMENDATIONS

The map on page 75 shows existing bicycle and pedestrian facilities along with recommendations for bicycle and pedestrian corridor improvements throughout the City of Salinas. A description of each facility type can be found below.

BIKE BOULEVARD

Streets with traffic speed and volume management, designed to create low-stress conditions. In ideal conditions, cyclists share the road with motor vehicles. Bike boulevards manage speeds and volumes using traffic-calming features like diverters, medians, chicanes, and traffic circles. Bike boulevards are usually marked by signs and “sharrows” and may include branding and wayfinding signs to local destinations and other low-stress routes.

CLASS I SHARED-USE PATH

Paved rights-of-way that are completely separated from streets where motor vehicle traffic is prohibited. Shared-use paths are designed for people who are using wheelchairs, walking, bicycling, or skateboarding, or taking other forms of active transportation. Bike paths should offer opportunities not provided by the road system, such as recreational opportunities or direct high-speed commute routes if cross-flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications for shared-use paths are along waterfronts, canals, utility rights-of-way, abandoned railroad rights-of-way, within school campuses, and within and between parks. There may also be situations in which such facilities can be provided as part of planned developments.

CLASS II BICYCLE LANE

On-street facilities that use striping and stencils to designate space for bicycle travel. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each user. A more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where there is not sufficient room for side-by-side sharing of streets by motorists and bicyclists. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting or reconfiguring parking to delineate bike lanes. In addition, other things can be done on streets with bike lanes to improve the situation for bicyclists that might not be possible on all streets (e.g., improvements to the surface, augmented sweeping programs, special signal facilities). In general, pavement markings alone will not measurably improve bicycling conditions.

CLASS IIB BUFFERED BICYCLE LANE

Buffered bike lanes are conventional bicycle lanes paired with designated buffer spaces separating them from adjacent motor vehicle travel lanes or parking lanes. Buffered bike lanes provide a greater distance between bicyclists and motor vehicle traffic and space for bicyclists to pass each other without encroaching into the motor vehicle lane. Buffered bike lanes appeal to a wider cross-section of users and abilities than conventional bike lanes.

CLASS III BICYCLE ROUTE

Routes designated for bicycle travel, with shared-use pavement markings, that are shared with motor vehicles. Shared lane markings help bicyclists with lateral positioning to reduce their chances of hitting the open door of a parked vehicle, to alert road users of the locations bicyclists are likely to occupy in the roadway, and to encourage safe passing of bicyclists by motorists. Shared-use markings are only feasible on streets with speed limits of 35 mph or less. Bike routes are identified through signage and shared-lane bicycle markings or “sharrows.”

CLASS IV CYCLE TRACK

Class IV facilities are protected bike facilities designated for the exclusive use of bicyclists. Cycle tracks are bike facilities separated from motor vehicle traffic by a physical barrier and are distinct from sidewalk and pedestrian areas. Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor vehicle traffic, and different pavement colors or textures separate them from the sidewalk. If at street level, they can be separated from motor vehicle traffic by raised curbs or barriers. By separating cyclists from motor vehicle traffic, cycle tracks can offer greater security than bike lanes and are attractive to a wider spectrum of the public. However, cycle tracks can constrain the bikeway and limit the ability of bicyclists to pass each other.

Citywide Corridor Recommendations

Existing Facilities

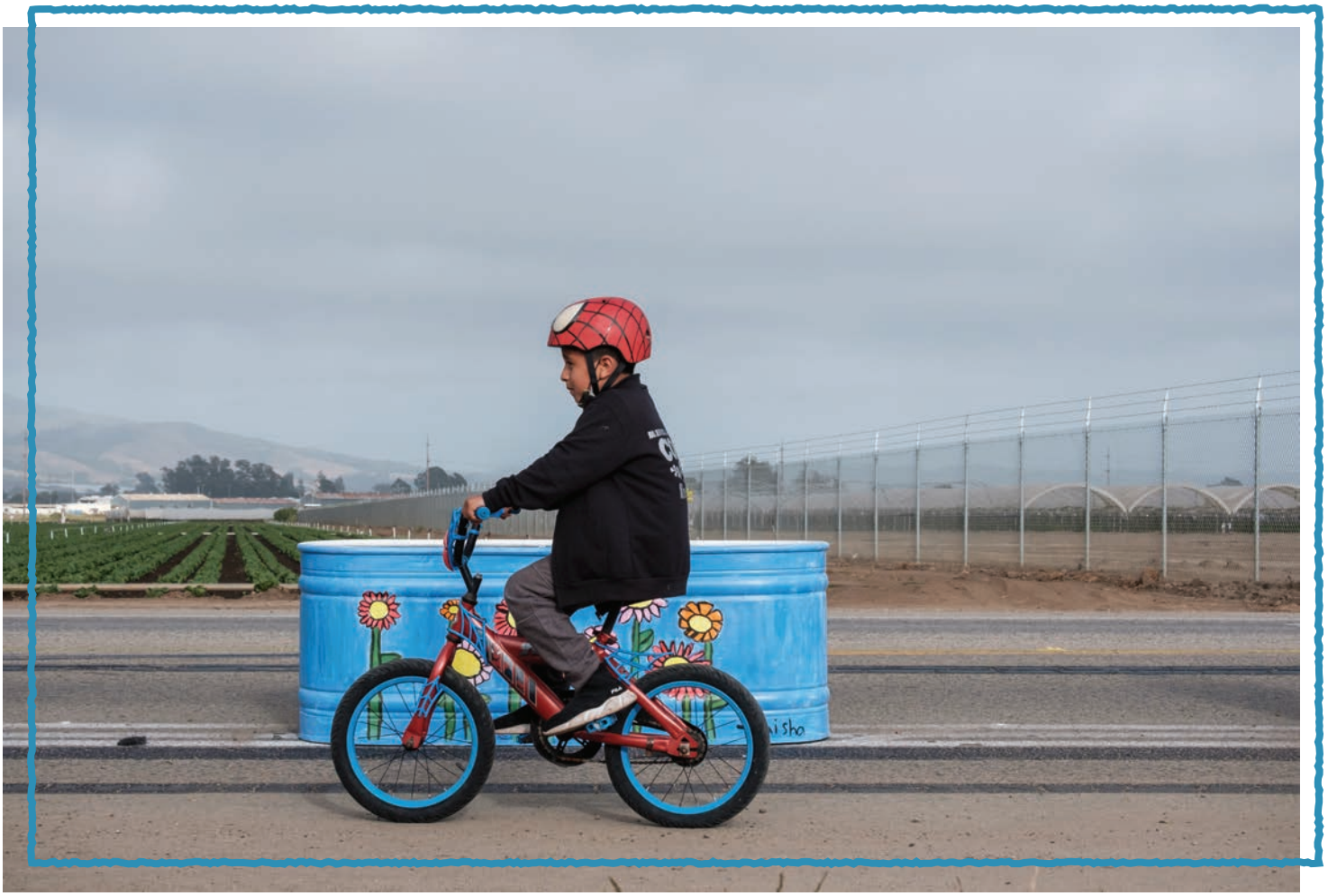
- Class I Shared Use Path
- Class II Bike Lane
- Class IIB Buffered Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Regional Bike Route

Recommended Facilities

- Bike Boulevard
- Class I Path
- Class I or Sidewalk
- Class II Bike Lane
- Class II or Bike Boulevard
- Class IIB Buffered
- Class IIB or Class IV
- Class III Bike Route
- Class IV Separated Bikeway
- Class IV or Class I

SAFE ROUTES TO SCHOOLS CORRIDORS

Safe Routes to Schools corridors are streets that have been identified as key routes to Salinas schools. These streets may be good candidates for corridor-level improvements in the future to slow traffic speeds, improve intersections and crossings, and create a safe and comfortable environment for students to walk to school. Class I shared-use paths are completely separated from motor vehicles and offer the most comfortable environment for walking and biking. Existing and recommended shared-use paths are highlighted as Safe Routes to Schools corridors in the map below.



Safe Routes to Schools Corridors

- Safe Routes to Schools Corridor
- Safe Routes to Schools Corridor - Existing and Recommended Class I Shared Use Path

POLICY AND PROGRAM RECOMMENDATIONS

The recommendations below are for all school sites and are arranged by implementing agency and type of program. Some recommendations are listed under multiple organizations that could take the lead on implementation.

TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

Education

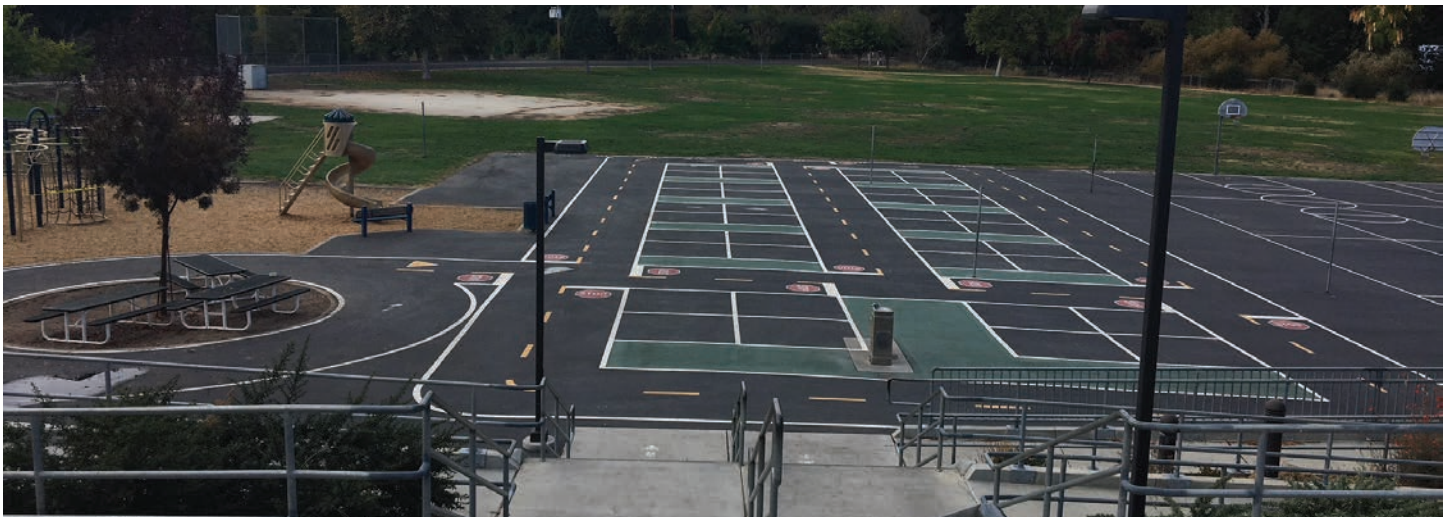
- Support the Street Smarts traffic-safety education campaign, including information on how to use new infrastructure like roundabouts, Class IV separated bikeways, and pedestrian hybrid beacons.
- Install traffic gardens at elementary schools and parks to provide space for traffic safety education.
- Promote the TAMC program that allows citizens to report sidewalk and bicycle facility hazards on Salinas roadways.

Encouragement

- Work with schools to develop SchoolPool carpooling programs, with incentives for participation such as priority parking spaces and drop-off lanes.
- Develop a bar-code scanner program that notifies parents when students arrive at school.
- Develop a pilot program to structure school drop-off times and locations by grade level and align it with education programs.
- Promote the TAMC Safe Routes website (https://saferoutesmonterey.org/) as a community resource for establishing walking school buses, finding safety information, etc.
- Continue to provide bike and skateboard racks to schools through the Bicycle Secure program.

Equity

- Design and implement public outreach and engagement that is broadly accessible and provides means for all to participate.
- Provide an equitable share of transportation investments to underserved, racially diverse communities to improve their health, safety, and quality of life.



SCHOOL DISTRICTS

Education

- Incorporate traffic safety education into school curriculums.
- Partner with TAMC and other Safe Routes to Schools partners to provide bicycle and pedestrian safety education and training at every elementary school.

Encouragement

- Adopt a district-wide policy supporting active transportation projects and programs.
- Establish a Safe Routes to Schools contact at the district level to act as the point person for education, programs, and events.
- Provide orientation for principals and school staff on Safe Routes to Schools programs and best practices, including traffic management.
- Where a bus stop for one school is near another school, relocate the bus stop or adjust pick-up times to reduce school congestion.
- Promote events that encourage active transportation, such as Walk and Bike to School Day.
- Use the TAMC Bicycle Secure program to provide secure bike, scooter, and skateboard parking at each school site.
- Consider the use of electric school buses.

Engagement

- Reassess crossing guard funding and recruiting structures to allow at least one crossing guard per school for both morning drop-off and afternoon pick-up times, or develop a volunteer crossing guard program to recruit and motivate volunteers.

CITY OF SALINAS: POLICE, RECREATION AND COMMUNITY SERVICES, AND PUBLIC WORKS DEPARTMENTS

Education

- Train police officers to teach traffic safety, with a focus on driver safety, and accurately report collisions involving bicyclists or pedestrians.
- Incorporate bike/walk safety trainings or helmet giveaways into Recreation and Community Services Department messaging, after-school programs, and events.
- Promote the Salinas Connect app and website, which allows citizens to report sidewalk and bicycle facility hazards on city roadways.

Encouragement

- Incorporate tree planting into active transportation projects to provide shade for people who are walking and bicycling and address City goals for increasing the urban tree canopy.
- Support and promote bike and pedestrian encouragement activities such as Bike Month, Ciclovía, and Walk and Bike to School Day.
- Apply for Bicycle Friendly Community designation through the League of American Bicyclists (could involve city staff and community volunteers).

SCHOOL SITES

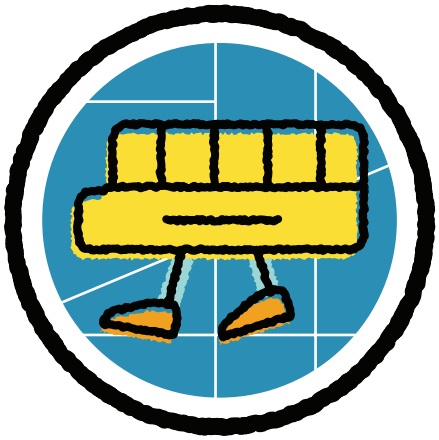
Education

- Distribute a traffic circulation plan and bike and pedestrian safety information to parents at the beginning of the school year through all possible communication channels (email, handouts, parent meetings, back to school nights, etc.).
- Hold school safety assemblies for students at the beginning of the school year to go over safe walking, biking, and drop-off practices.
- Pass out bike maps, resource lists, and bike cage information to students every fall, and conduct annual bike safety clinics.
- Incorporate active transportation into social and emotional learning curriculums.
- Incorporate Chalk Your Walk programs into arts curriculums.
- Develop a curriculum for teaching students about the climate impacts of transportation, transportation infrastructure, and the built environment.
- For high school students, promote bus routes for school transportation, develop carpool incentive programs, and offer bike maintenance courses through a Regional Occupation Center (ROP) program.
- For high school students, expand health leadership groups to include active transportation issues, such as student bike/pedestrian counts, active transportation projects, and Safe Routes to Schools support for younger students.
- Provide information to school staff about active-transportation and carpooling options, including electric bikes.

Encouragement

- Incorporate active transportation and support for Walk and Bike to School Day into existing school health policies.
- Designate an administrative staff member as the Safe Routes to Schools contact at each school.
- Work to achieve Blue Zones Project school certification.
- Host biannual Walk and Bike to School Day events.
- Develop walking and rolling school bus programs with incentives for participation.

- Develop SchoolPool carpooling programs with incentives for participation, including priority parking spaces and drop-off lanes.
- Establish and encourage use of Park and Walk/Ride locations.
- Promote and incentivize middle- and high-school bike clubs, mountain bike clubs, and skateboard clubs.
- Promote and incentivize family walking and biking groups to encourage more eyes on the street, potentially through existing parent groups.



- Stagger school start times between grade levels to disperse drop-off traffic.
- Stagger school start times for schools within two blocks of each other.
- Adjust school delivery times to avoid drop-off periods.
- Develop partnerships with arts programs to install public art along routes to schools.
- Add active-transportation information to school staff signatures.
- Pursue grant funding through the Specialized Outride program to bring bikes and bike education to middle schools.

Engagement

- When possible, have school staff or volunteers help with traffic control in school parking lots for 15 minutes before and after school.
- Pursue the AAA School Safety Patrol program to engage students in transportation safety (Monterey Park Elementary is a model).
- Non-Profits and Monterey County Health Department

NON-PROFITS AND MONTEREY COUNTY HEALTH DEPARTMENT

Education

- Develop an annual crossing guard training program.
- Develop programs and events to provide parents and guardians with traffic safety education, such as the following:
  - Community traffic safety education events on weekends.
  - Traffic safety messaging at established parent meetings and events, such as back-to-school nights and spring open houses.
  - Locate traffic-safety education staff members at schools to talk to parents during drop-off.
  - Work with parent leaders to develop parent-driven programs.
  - Provide training and tips on using the school drop-off loop.
- Provide driver safety training targeting youths and seniors. Consider partnering with the Salinas Police Department or insurance companies to provide discounts for participation.
- Provide bike and pedestrian safety training during after-school programs, such as the YMCA and the Boys and Girls Club.
- Provide pedestrian safety education and training for second graders, including classroom education and on-blacktop or neighborhood walking instruction.
- Provide bicycle safety education and training for fifth graders, including classroom education and on-bike safety rodeos taught by certified safety instructors.
- Develop a vertical education program with specific safety messaging for every grade level.
- Develop programs or events to provide family-focused bike- and walk-safety trainings.
- Pass out bike maps, resource lists, and bike cage information to students every fall, and conduct annual bike safety clinics. Work with Family Resource Centers to offer bike and pedestrian education and support.
- Develop a curriculum for teaching students about the climate impacts of transportation, transportation infrastructure, and the built environment.
- For high school students, promote bus routes for school transportation, develop carpool incentive programs, and offer bike maintenance courses through an ROP program.
- For high school students, expand health leadership groups to include active transportation issues, such as student bike/pedestrian counts, active transportation projects, and Safe Routes to Schools support for younger students.
- Support the Street Smarts traffic safety education campaign, including information on how to use new infrastructure like roundabouts and sharrows.
- Promote the City program that allows citizens to report sidewalk hazards.

Encouragement

- Provide orientation for principals and school staff on Safe Routes to Schools programs and best practices.
- Develop year-round walking or rolling school bus programs with incentives for participation.
- Develop a walking/rolling school bus toolkit and training presentation for parent volunteers.
- Develop SchoolPool carpooling programs, with incentives for participation such as priority parking spaces and drop-off lanes.
- Develop a social media campaign focused on students and school staff to encourage more biking and walking.
- Consider a program to provide free bus passes to students.
- Offer middle- and high-school bike clubs, mountain bike clubs, scooter clubs, and skateboard clubs.
- Coordinate family walking and biking groups to encourage more eyes on the street.
- Develop and promote earn-a-bike or bike-loan programs in which students earn a bike by riding frequently or maintaining perfect attendance. Explore partnerships with the Salinas Police Department to provide abandoned bikes to students.
- Organize helmet giveaway events for students and families.
- Develop programs to install public art along routes to schools.
- Consider a neighborhood grant program to support programs such as walking school buses.

Equity

- Include members of disadvantaged communities as stakeholders, and consider language accessibility in program development. Emphasize the relationship between health and active transportation in all program messaging.
- Provide bilingual materials and staff for all programs.
- Conduct an audit of past policies that have limited access to safe transportation options, and propose new policies to address these inequities.

MONTEREY-SALINAS TRANSIT (MST)

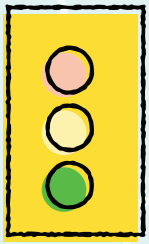
Encouragement

- Consider a program to provide free bus passes to students.
- Expand bus routes to serve middle and high schools that are not currently served by MST, including Rancho San Juan High School, Gutierrez Middle School, Gavilan View Middle School, and Mount Toro High School.

MAINTENANCE RECOMMENDATIONS

Maintenance is a continual challenge for the City of Salinas, and there is currently insufficient funding to maintain all streets, sidewalks, and bicycle facilities to the level desired by staff and community members. This plan recommends pursuing additional funding for roadway maintenance to ensure that bicycle and pedestrian facilities throughout the city are safe and accessible. See Chapter 6 for current maintenance funding sources.

Any complete streets improvements built on Caltrans rights-of-way should be maintained by the State of California.



CHAPTER 5

SCHOOL PROFILES

The school-level infrastructure recommendations listed in this chapter are the core of the Safe Routes to Schools Plan. They were designed to address the specific challenges at each school site, with the goal of increasing the safety of families walking and biking and encouraging more active-transportation trips to school. This chapter includes information on the current conditions at each school, observations from the walking audit, and the list of infrastructure recommendations. Schools are organized alphabetically. School-specific non-infrastructure recommendations are also listed under each school's profile. Citywide non-infrastructure recommendations are listed in Chapter 4.

A guide to the various types of infrastructure treatments included in this chapter starts on page 88.

RECOMMENDATIONS PROCESS

The recommendations in this Safe Routes to Schools Plan were developed in response to public input on the barriers to getting to each school site safely. Public comments from parent surveys, parent meetings, and walking audits were reviewed and, where feasible, recommendations were developed to address the reported issues. This process included an evaluation of the existing conditions around each school and incorporated the best practices in bicycle and pedestrian infrastructure design.

After the draft recommendations were developed, recommendation maps in English and Spanish were shared with each school site along with a short survey asking for feedback. Each school was also offered another round of bilingual parent presentations to share the draft recommendations and collect feedback from parents and school staff. The planning team reviewed the feedback on the draft recommendations and adjusted them where feasible.

All recommendations are planning-level and require further analysis before construction. All recommendations of new marked traffic-control devices, including crosswalks, require further analysis and must meet the guidelines of the California Manual of Uniform Traffic Control Devices and City of Salinas policies in order to be installed.

All traffic-calming recommendations in this plan are subject to the Neighborhood Traffic Management Program, which addresses concerns about traffic speeds and other safety issues on Salinas residential streets. This program is driven by neighbors and requires that the residents themselves support the traffic-calming plan. It requires a petition from the community to begin the process and support from at least 50% of neighbors for the proposed changes. City staff prioritizes streets with higher traffic speeds and volumes.

There are several recommendations in this plan for new curb markings to create loading zones near schools. The City has an established program and procedure available for new special curb markings, and schools can begin the process by submitting an application to the City. The cost of installing and maintaining special curb markings is paid by the applicant. There is a fee for the application and an annual renewal fee to refresh the markings. All curb markings require Transportation and Traffic Commission and city council approval to be legitimate and enforceable.

GUIDE TO BICYCLE & PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

Bicycle boulevards are streets with low traffic volumes and speeds where full bike lanes are not feasible and cyclists share the road with motor vehicles. Bike boulevards are usually marked by signs and shared-use pavement markings, or "sharrows," and include traffic-calming measures like diverters, medians, chicanes, and traffic circles.

Bike lane conflict markings are used to highlight "conflict zones," or places where traffic lanes and bike lanes cross. This helps drivers know where to expect people on bikes.

Center medians provide space to locate pedestrian safety features, traffic-control devices, amenities, and landscaping, and they can provide traffic calming.

Class I shared-use paths are paved rights-of-way, completely separated from streets, which support multi-use recreation and transportation opportunities for walkers, bicyclists, skaters, and wheelchair users.

Class II bike lanes are on-street bicycle facilities that use striping and stencils to designate space for bicycle travel.

Class IIB buffered bicycle lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

Class III bicycle routes are designated for bicycle travel with signage and shared-use pavement markings, or "sharrows," and are shared with motor vehicles.

Class IV separated bikeways or cycle tracks 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.

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.

High-visibility crosswalks, or "ladder style" crosswalks, are more visible to drivers than crosswalks consisting of just two lines.

Leading pedestrian intervals allow pedestrians to start crossing an intersection a few seconds before cars are given a green light, making them more visible to drivers who are making a left turn.

Pedestrian countdown signal heads allow pedestrians to see how many seconds remain before the light changes and whether there is enough time to cross safely.

Source: pedbikeimages.org, Mike Cynecki

Pedestrian hybrid beacons are lights used to control traffic at unsignalized locations to help pedestrians cross the street. They are often used on larger roadways with three or more lanes.

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the pedestrians' crossing distance and exposure to vehicle traffic.

Protected pedestrian signal phases are traffic signals that direct people walking to cross at different times from drivers who are making left turns.

Source: City of Capitola

Raised crosswalks are higher sections of pavement with marked crosswalks. They are used to encourage drivers to slow down and to make people walking more visible to drivers.

Rectangular rapid flashing beacons (RRFBs) are used at uncontrolled intersections or mid-block crosswalks to alert drivers to people who are waiting to cross the street.

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

Shared-lane markings ("sharrows") are used on streets where bicycles and motor vehicles share the same travel lane. Sharrows direct bicyclists to the safest position in the roadway, alert drivers that bicyclists may be sharing the lane, and encourage safe passing of bicyclists by motorists.

Speed feedback signs are a traffic-control device used to reduce vehicle speeds by giving drivers who are traveling over the posted or advisory speed a targeted message, such as "YOUR SPEED XX" or "SLOW DOWN."

Traffic calming consists of various measures, such as speed humps, traffic circles, and chicanes, used to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists. Traffic-calming measures must be requested and supported by neighborhood residents in order to be installed.

Traffic circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

ALISAL COMMUNITY SCHOOL

Alisal Community School is located in East Salinas, adjacent to Alisal High School, and draws students primarily from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Alisal Community School parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 107 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 10, below.

Figure 10. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS

K-6

NUMBER OF STUDENTS

697

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL

83%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS

92.4%

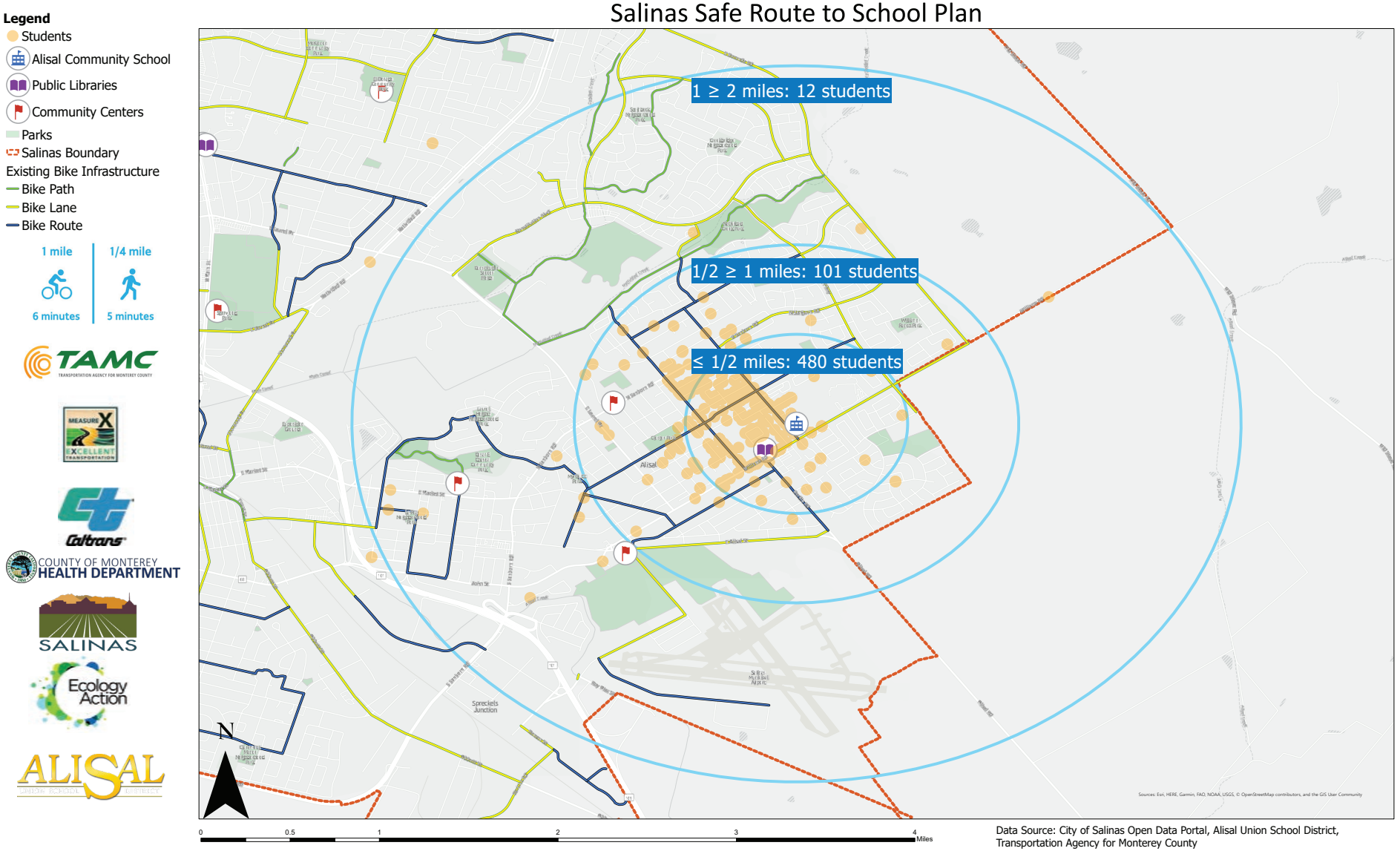
STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 107 SURVEY RESPONSES)

60%

Cars parked at intersections make it harder to see people walking

Alisal Community School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- At the time of the audit, Alisal Community School had a small drop-off loop off Del Monte Avenue and a parking lot off Williams Road. Parking spaces in the lot were reserved for staff. The school had plans to develop a larger drop-off loop off Del Monte Avenue.
- At the time of the audit, drop-off took place in the employee parking lot, which was not intended for drop-off traffic. As a result, there was severe congestion before and after school. Drop-off will move in the future to Del Monte Avenue.
- School bus drop-off takes place on Del Monte Avenue.
- Williams Road is a major arterial street, part of the city's truck route network, and a primary emergency response route. There is traffic congestion on Williams Road before and after school.
- Some of the drop-offs occur on-street along Del Monte Avenue and Williams Road.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100–500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Parents expressed concerns about the intersection of Williams Rd and Del Monte Ave

The intersection of Del Monte Ave and Towt St is used by large numbers of pedestrians and drivers

Pedestrian Conditions

- There are complete sidewalks on both sides of Del Monte Avenue and Williams Road.
- The intersection of Del Monte Avenue and Williams Road is signalized and has standard striped crosswalks.
- There are no marked crosswalks across Del Monte Avenue between Williams Road and Towt Street.

Bicycling Conditions

- There are Class II bike lanes on both sides of Williams Road. There are no bicycle facilities on Del Monte Avenue or other neighborhood streets.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND ALISAL COMMUNITY SCHOOL

The following table lists recommendations for Alisal Community School, and the map below shows their locations in relation to the school.

SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Traffic Circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
AC001	Williams Rd at Del Monte Ave	Large numbers of vehicles and pedestrians at intersection. Parents do not feel safe crossing.	Install yellow high-visibility crosswalks per planned redesign of Williams Rd. Implement lead pedestrian interval, and install pedestrian countdown signal heads.	$218,140	City
AC002	Del Monte Ave from Williams Rd to Towt St	Reports of speeding.	Install traffic calming (chicanes and removal of parking at those locations), sharrow markings, and bike route signage.	$652,800	City
AC003	Del Monte Ave at Towt St	High pedestrian volumes traveling to multiple schools.	Upgrade crosswalks to high-visibility, construct curb extensions with ramps.	$268,000	City
AC004	Del Monte Ave from Williams Rd to Towt St	Additional school signage needed.	Install additional school zone signage assembly A.	$3,400	City
AC005	Del Monte Ave between Williams Rd and Burke St	Students crossing outside of marked crosswalks.	Consider pedestrian crossing enhancements per city policy.	$10,000	City
AC007	Del Monte Ave at Dallas Ave	Low pedestrian visibility at side streets.	Install high-visibility yellow crosswalk across Dallas Ave.	$4,000	City
AC008	Del Monte Ave at New Deal Ave	Low pedestrian visibility at side streets.	Install high-visibility yellow crosswalk across New Deal Ave.	$4,000	City
AC009	Del Monte Ave at Burke St	Low pedestrian visibility at side streets.	Install high-visibility yellow crosswalk across Burke St.	$4,000	City
AC010	Del Monte Ave from Williams Rd to Towt St	Low pedestrian visibility at side streets.	Perform intersection sight distance analysis and consider installation of red curb at intersections.	$700	City
AC011	Towt St at Cortez St	Low pedestrian visibility at side streets.	Install high-visibility crosswalk and curb extension across Cortez St.	$204,000	City
AC012	Dallas Ave from Del Monte Ave to Cortez St	Key pedestrian route to school, reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$157,800	City
AC013	New Deal Ave from Del Monte Ave to Cortez St	Key pedestrian route to school, reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$157,800	City

ALISAL HIGH SCHOOL

Alisal High is located in east Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Alisal High parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 74 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 11, below.

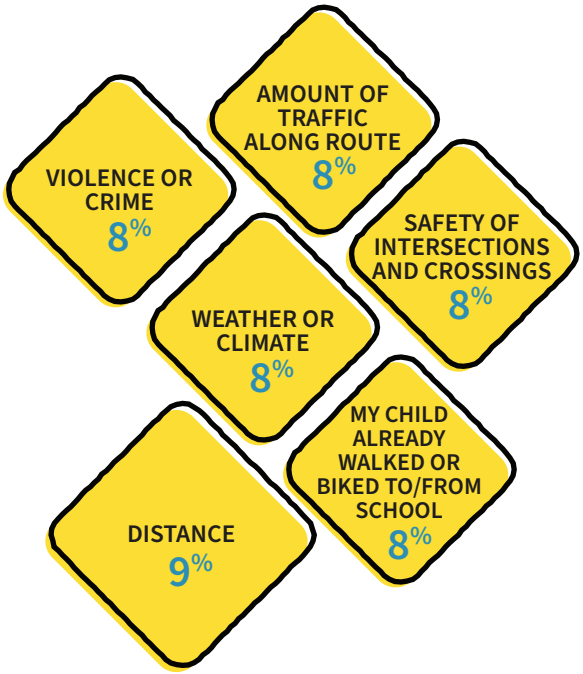


Figure 11. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
9-12

NUMBER OF STUDENTS
2838

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
80%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
82%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 74 SURVEY RESPONSES)
51%

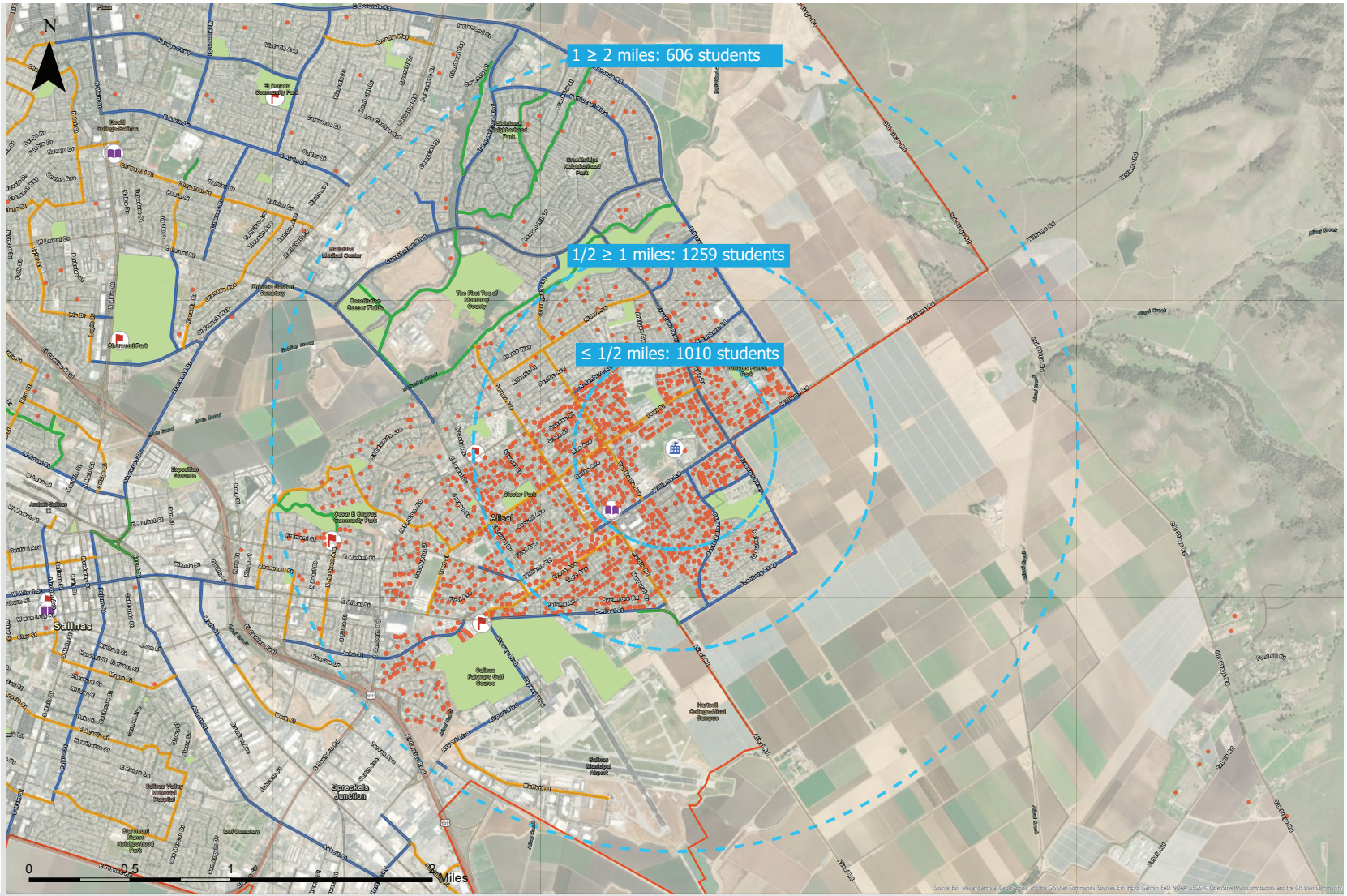
Students walking currently share space with cars in the eastern entrance to campus

- Students
- Alisal High 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

Alisal High School

Freedom Parkway is a four-lane roadway that some students cross to get to school

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Alisal High is located on Williams Road, a five-lane roadway with parking on both sides. Williams Road is a major arterial street and is very congested before and after school.
- There is a drop-off area and parking lot on the school campus. There is a parking lot on the west side of campus that is reserved for staff. Left turns are permitted out of the school parking lot.
- The morning sun creates visibility problems for eastbound traffic at certain times of the year.
- Bus drop-off takes place on school campus, in the long drop-off area between the two parking lots.
- As of the writing of this plan, the speed limit in front of the school is 35 miles per hour.

Pedestrian Conditions

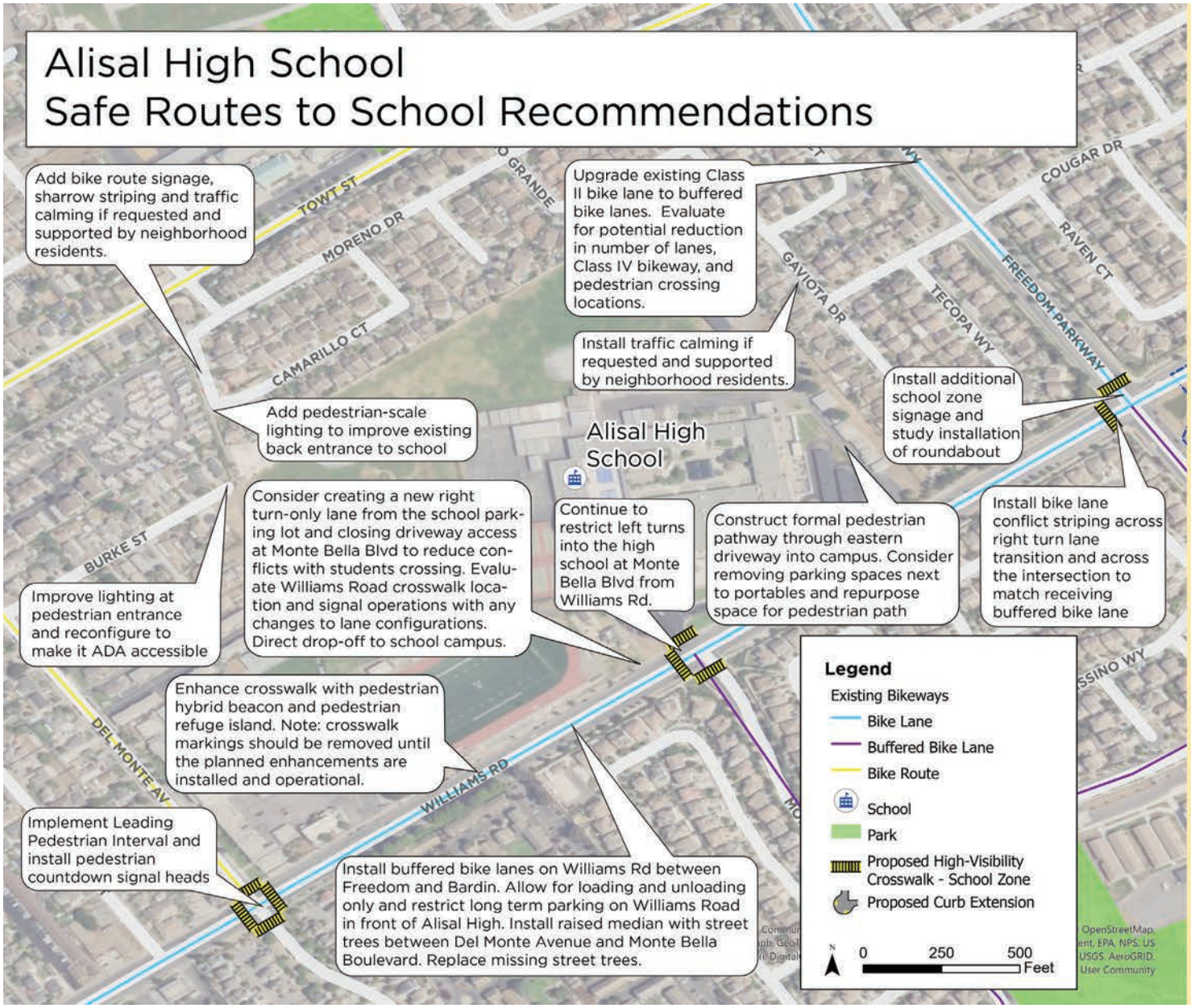
- There are sidewalks on both sides of Williams Road near the school.
- There are standard yellow crosswalks across two legs of the intersection of Williams Road and Monte Bella Boulevard.
- There is a standard yellow mid-block crosswalk on Williams Road near the school's football field.
- There are no marked crosswalks on Freedom Parkway between Sanborn Road and Williams Road.
- There are curb ramps in place at intersections surrounding the school.
- There is a pedestrian pathway to the school campus from Camarillo Court, and another path connecting Tecopa Way to Williams Road near the entrance to campus.
- The back entrance to campus, off Camarillo Court, has lots of traffic before and after school from both Alisal High and Cesar Chavez Elementary.

Bicycling Conditions

- There are Class II bike lanes on Williams Road near the school and on Freedom Boulevard.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND ALISAL HIGH SCHOOL

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



SAFETY IMPROVEMENTS

Shared-lane markings (Sharrows) are used on streets where bicycles and motor vehicles share the same travel lane. Sharrows alert drivers that bicyclists may be sharing the lane.

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.

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.

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
AH001	Williams Rd from Del Monte Ave to Freedom Parkway	High traffic volumes and speeds.	Install planned Class IIB buffered bike lanes on Williams Rd between Freedom and Bardin. Allow for loading and unloading only, and restrict long-term parking on Williams Rd in front of Alisal High. Install raised median with street trees between Del Monte Ave and Monte Bella Blvd. Replace missing street trees.	$513,380	City
AH002	Williams Rd at Del Monte Ave	Large numbers of vehicles and pedestrians at intersection. Parents do not feel safe crossing.	Install yellow high-visibility crosswalks per redesign of Williams Rd. Implement lead pedestrian interval, and install pedestrian countdown signal heads.	$218,140	City
AH003	Williams Rd at Monte Bella Blvd	Large numbers of vehicles and pedestrians at intersection. Restricting left turns removes conflict point.	Upgrade existing crosswalks with high-visibility yellow crosswalk. Continue to restrict left turns into the high school at Monte Bella Blvd from Williams Rd.	$14,000	City
AH004	Williams Rd at existing mid-block crosswalk	Collision history in crosswalk.	Enhance crosswalk with pedestrian hybrid beacon and pedestrian refuge island. Note: Crosswalk markings should be removed until the planned enhancements are installed and operational.	$800,000	City
AH005	Williams Rd at Freedom Parkway	Large numbers of vehicles and pedestrians at intersection. Reports of drivers not respecting pedestrians.	Conduct intersection control evaluation analysis to study installation of roundabout. Upgrade to yellow high-visibility crosswalks.	$60,000	City
AH006	Williams Rd at Freedom Parkway	Drivers may not know they're in a school zone until they are very close to campus.	Install additional school zone signage assembly A.	$1,700	City
AH007	Freedom Parkway from Constitution Blvd to Williams Rd	Large four-lane roadway with low traffic volume. Student was hit crossing at Torona Way and Cougar Drive.	Upgrade existing Class II bike lane to buffered bike lanes. Evaluate for potential reduction in the number of lanes, Class IV cycle track, and pedestrian crossing locations.	$426,740	City
AH008	Freedom Parkway at Williams Rd	Transition across right turn lane is challenging for people on bikes.	Install bike-lane conflict striping across right turn lane transition, and conflict striping across the intersection to match the receiving buffered bike lane.	$18,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
AH009	Burke St/back entrance to school	Entrance is not currently ADA accessible.	Improve lighting and connection from Burke to make it ADA accessible.	$39,000	School
AH011	Freedom Parkway at Estrella Way	Students walking to Alisal High and La Paz Middle	Install high-visibility crosswalk, and construct curb extensions with curb ramps across Estrella.	$130,000	City
AH012	School parking lot	No dedicated space for students to walk into campus from the east.	Construct formal pedestrian pathway through eastern driveway into campus. Consider removing parking spaces next to portables, and repurpose space for pedestrian path.	$10,000	School
AH013	School parking lot	Difficult for drivers to leave the school parking lot, conflicts with pedestrians crossing.	Consider creating a new right-turn-only lane from the school parking lot and closing driveway access at Monte Bella Blvd to reduce conflicts with students crossing. Evaluate Williams Rd crosswalk location and signal operations with any changes to lane configurations. Direct drop-off to school campus.	$11,700	School
AH014	Camarillo Court at Moreno Dr	Traffic from both Alisal High and Cesar Chavez Elementary	Add bike route signage, sharrow striping, and traffic calming if requested and supported by neighborhood residents.	$550,800	City
AH015	Gaviota Dr from Paseo Grande to Tecopa Way	Key drop-off location, reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$214,200	City
AH016	Camarillo Court at back entrance	Low visibility for students walking after dark.	Add pedestrian-scale lighting to improve back entrance to school.	$83,200	School

BARDIN ELEMENTARY

Bardin Elementary is located at the eastern edge of Salinas. Most Bardin students live in the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Bardin parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 75 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 12, below.

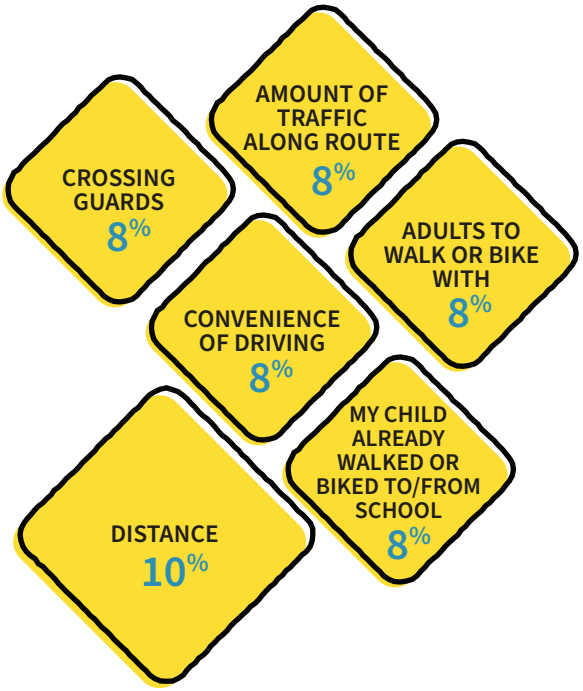


Figure 12. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS

K-6

NUMBER OF STUDENTS

675

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL

79%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS

82.2%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 75 SURVEY RESPONSES)

33%

The project includes a new drop-off lane in front of the school.

Bardin Elementary School

Salinas Safe Route to School Plan

Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- At the time of the audit, Bardin Elementary had one small drop-off loop at the front of campus off Bardin Road and a side entrance through the school parking lot.
- Drivers have been observed coming southbound on Bardin Road and making U-turns past the median at the intersection of Bardin Road and East Alisal Street to get back on northbound Bardin Road and enter the school drop-off loop.
- Drivers have been observed parking along Bardin Road and dropping students off at the curb.
- As of the writing of this plan, the speed limit in front of the school is 35 miles per hour.

Pedestrian Conditions

- A complete sidewalk is in place on the northeast side of Bardin Road, adjacent to the school campus.
- There is no sidewalk or pedestrian facility on the southwest side of Bardin Road directly across the street from campus.
- The intersection of Bardin Road and East Alisal Street is a minor-street stop-controlled T-intersection. A project is currently in construction to replace the intersection with a roundabout.
- At the time of the audit, there was one faded standard crosswalk on the north leg of the Bardin Road/East Alisal Street intersection, which led directly to the front of school.
- There are several pedestrian gates into campus, including one at Bardin Road and another through the school's main parking lot.

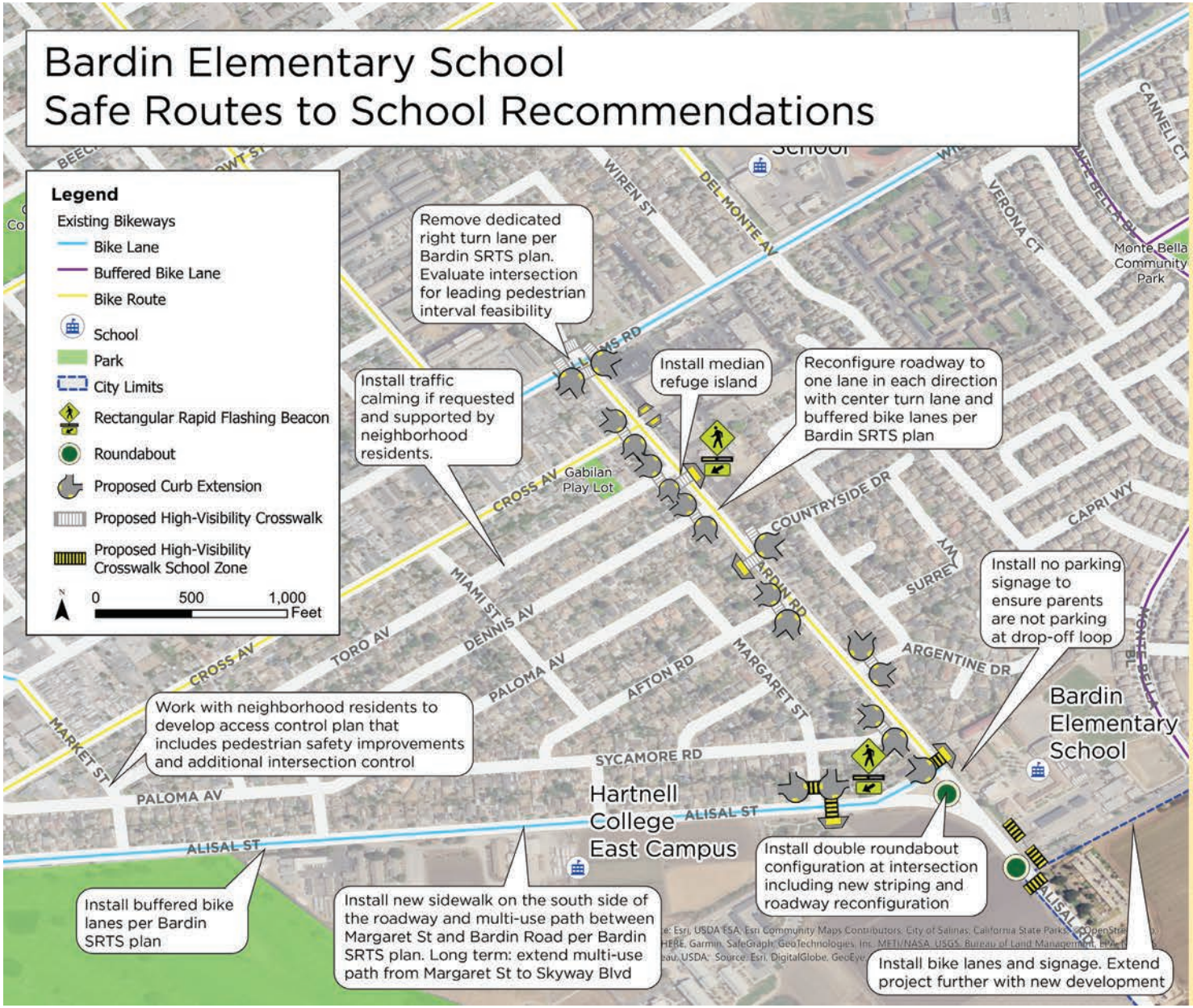
Bicycling Conditions

- At the time of the audit, there were no bicycle facilities on Bardin Road. The project currently in construction includes buffered bike lanes on Bardin Road, which are included in the recommendation table and map below.
- At the time of the audit, there were Class II bicycle lanes on East Alisal Street near the school. The current project will upgrade these to buffered bicycle lanes.

Roundabouts are currently in construction near Bardin Elementary.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND BARDIN ELEMENTARY

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



SAFETY IMPROVEMENTS

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.

Buffered Bicycle Lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
BE001	Alisal Rd at school parking lot entrance	Conflict point between pedestrians and vehicles	Install high-visibility yellow crosswalk across entrance.	$4,000	School
BE002	E Alisal St at Bardin Rd	Project currently in construction.	Install double roundabout configuration at intersection, and include new striping plan and roadway reconfiguration per Alisal Vibrancy Plan and current Bardin SRTS project.	Project Funded	City
BE003	E Alisal St from Sconberg Parkway to Tampa St	Project currently in construction.	Install new sidewalk on the south side of the roadway and Class I shared-use path between Margaret St and Bardin Rd, per Bardin SRTS project. Long term: Extend shared-use path from Margaret St to Skyway Blvd.	Project Funded	City
BE004	E Alisal St from Bardin Rd to Skyway Blvd	Project currently in construction.	Install buffered bike lanes, per Bardin SRTS project.	Project Funded	City
BE005	E Alisal St at Margaret St	Project currently in construction.	Install high-visibility crosswalk, curb extensions, and rectangular rapid flashing beacon, along with appropriate yield signage and striping.	Project Funded	City
BE006	Bardin Rd from Sconberg Parkway to Williams Rd	Project currently in construction.	Reconfigure roadway to one lane in each direction with a center turn lane, per Bardin SRTS project.	Project Funded	City
BE007	Bardin Rd at school drop-off loop	Parents parking in drop-off loop.	Install no-parking signage to reduce parent parking in loop.	$850	School
BE008	Bardin Rd from Alisal Rd to Williams Rd	Project currently in construction.	Install high-visibility crosswalk across side streets with curb extensions and curb ramps, per Bardin SRTS project. Install marked crosswalks across Bardin Rd at Toro Ave and Countryside Drive.	Project Funded	City
BE009	Bardin Rd at Williams Rd	Project currently in construction.	Install high-visibility crosswalks and upgrade curb ramps at three of the corners. Include curb extensions at southwest corners, and remove dedicated right turn pocket/lane per Bardin SRTS plan. Install conflict-area striping for the buffered bike lane approach to the intersection. Evaluate intersection for lead pedestrian interval feasibility.	Project Funded	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
BE010	Bardin Rd from Alisal Rd to Williams Rd	Project currently in construction.	Install Class II buffered bikeway along with accompanying striping, per Bardin SRTS project.	Project Funded	City
BE011	Paloma Ave from Quilla St to Margaret St	Reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$754,800	City
BE012	Paloma Ave from Market St to Toro Ave	Reports of speeding, complex intersection.	Work with neighborhood residents to develop access control plan that includes pedestrian-safety improvements and additional intersection control.	$40,000	City
BE013	Sconberg Parkway from Alisal Rd to Monte Bella Blvd	No bicycle connection to Monte Bella neighborhood.	Install Class II bike lane and signage (extended project further with new development).	$46,580	City

BORONDA MEADOWS ELEMENTARY

Boronda Meadows is located at the western edge of Salinas and draws most of its students from the surrounding neighborhoods. Many students must cross North Davis Road to reach the school, and some must cross Highway 101 (see map on the following page).

PARENT SURVEY

Boronda Meadows parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 83 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 13, below.

Figure 13. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
756

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
83%

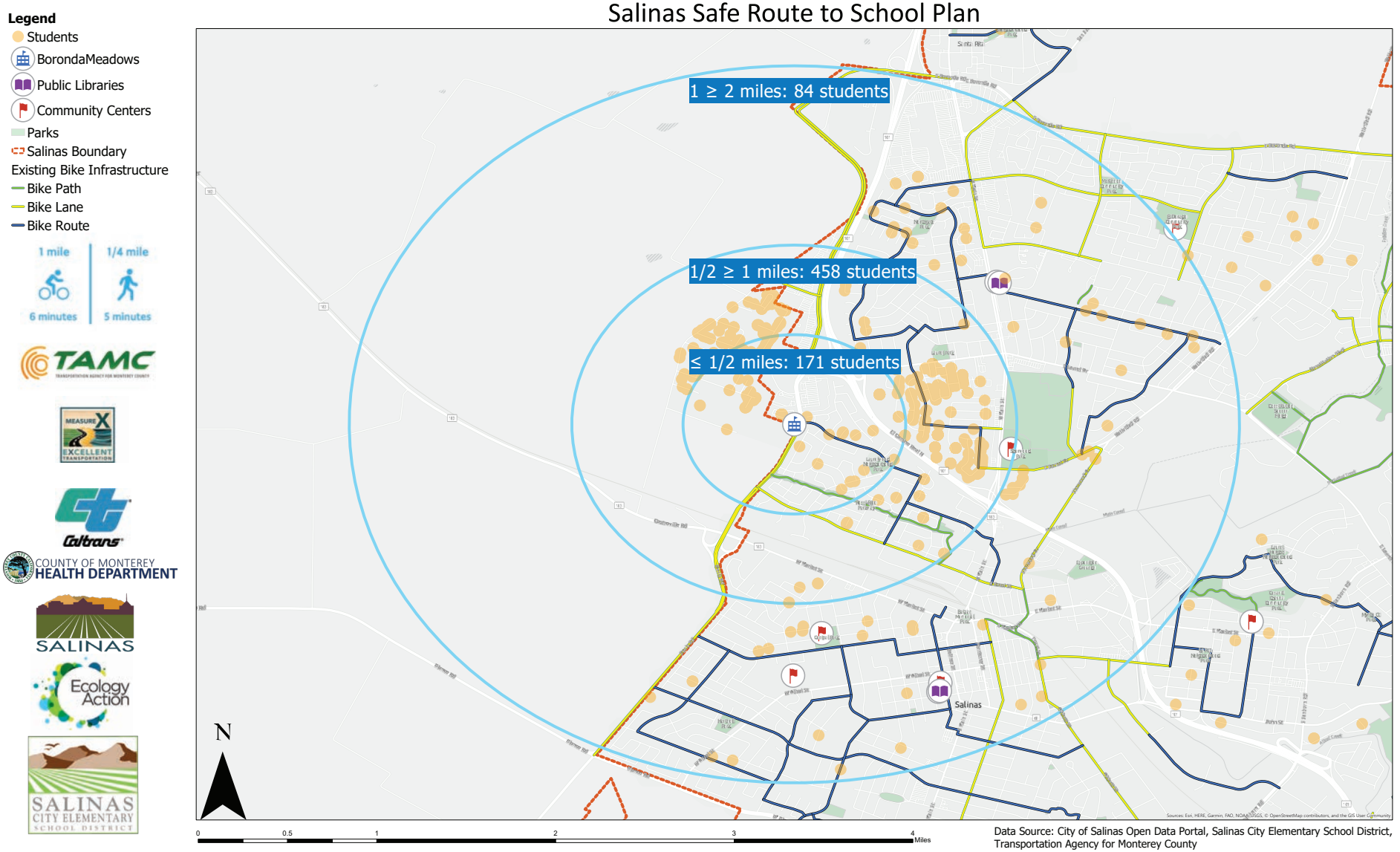
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
82.1%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 83 SURVEY RESPONSES)
6%

A Class I path is recommended on Davis Rd south of the school

Boronda Meadows Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Boronda Meadows is located off North Davis Road, a four-lane arterial roadway that runs the length of western Salinas. North Davis Road is congested before and after school.
- There is a large, two-lane drop-off area on the school campus. There are two parking lots on the north side of campus that are reserved for staff and visitors. Left turns out of the school parking lot are allowed at the intersection of North Davis Road and Larkin Street. There is an additional exit from the school parking lot that allows right turns only onto North Davis Road.
- Bus drop-off takes place in a smaller loading area on the east side of campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 500–100 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Larkin Street and North Davis Road near the school. The sidewalk ends on the west side of North Davis Road south of the school campus at West Rossi Street.
- There are standard white crosswalks on all legs of the Larkin Street and North Davis Road intersection to the east of the school driveway entrance. All crosswalk stripes are faded.
- There are curb ramps at the Larkin Street and North Davis Road intersection, but they are not updated to current ADA standards.

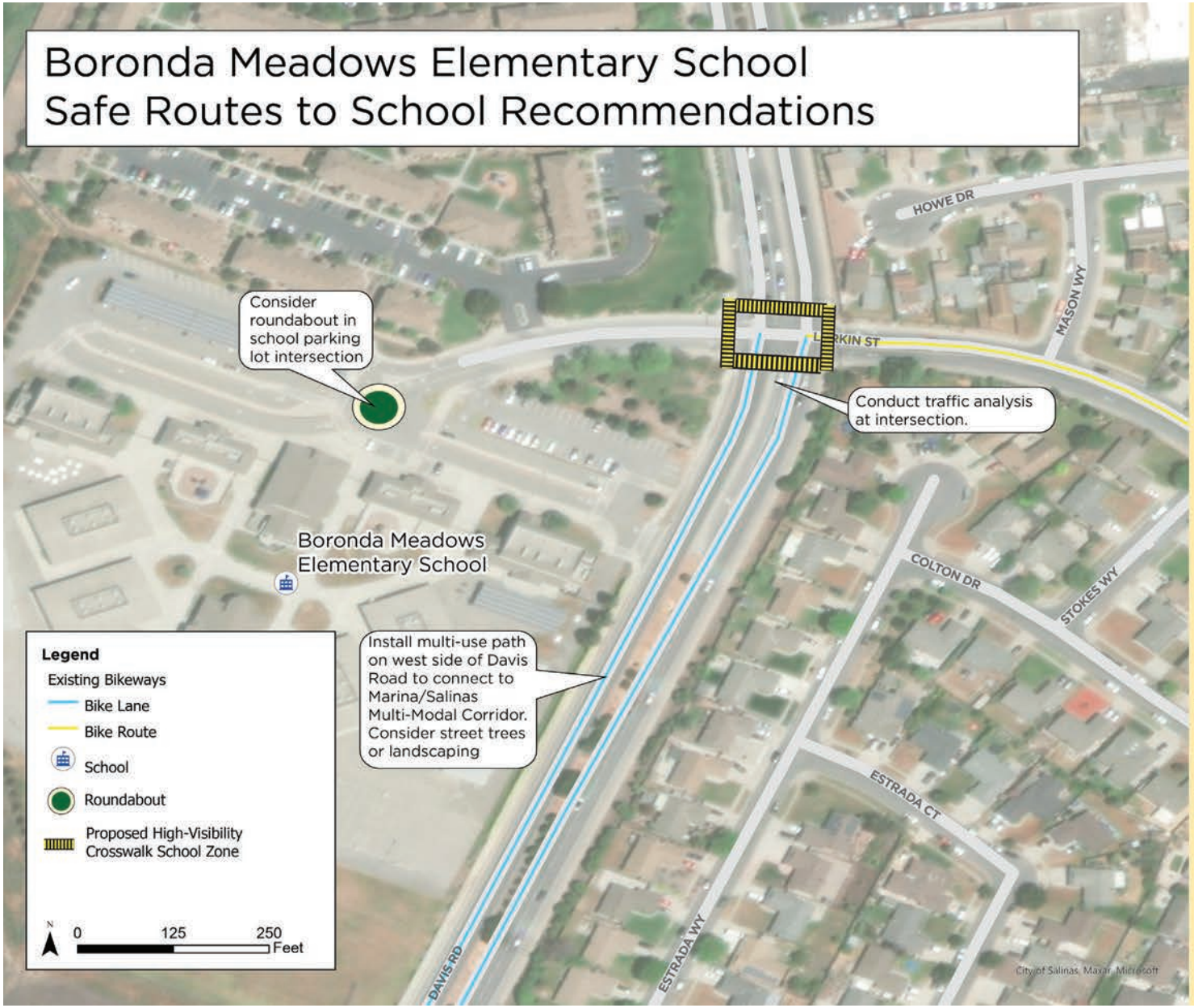
Bicycling Conditions

- There are Class II bicycle lanes on North Davis Road. Bike lane striping is faded.
- There are no bicycle facilities on Larkin Street or other residential roadways near the school.

The central intersection on the school campus is large and requires several staff to manage traffic

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND BORONDA MEADOWS ELEMENTARY

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



SAFETY IMPROVEMENTS

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
BME001	School parking lot	Large and complex intersection requiring several school staff members to manage.	Consider installing a roundabout in the school parking lot intersection.	$195,000	School
BME002	N Davis Rd at Larkin St	High traffic volumes at intersection, congestion before and after school.	Conduct traffic analysis at this intersection. Upgrade crosswalks to yellow high-visibility.	$18,750	City
BME003	N Davis Rd	Connection to regional bike route.	Install Class I shared-use path on west side of Davis Road to connect to Marina/Salinas multi-modal corridor. Consider street trees and landscaping.	$235,000	City

CARR LAKE COMMUNITY DAY SCHOOL

Carr Lake is an alternative middle and high school located in central Salinas. The school has a small number of students who live throughout the city (see map on the following page).

PARENT SURVEY

Carr Lake parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, but no responses were received.

GRADE LEVELS

7-12

NUMBER OF STUDENTS

17

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL

29%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS

94.1%

STUDENTS USING ACTIVE TRANSPORTATION

No data received

There is missing sidewalk on the north side of Sherwood Place

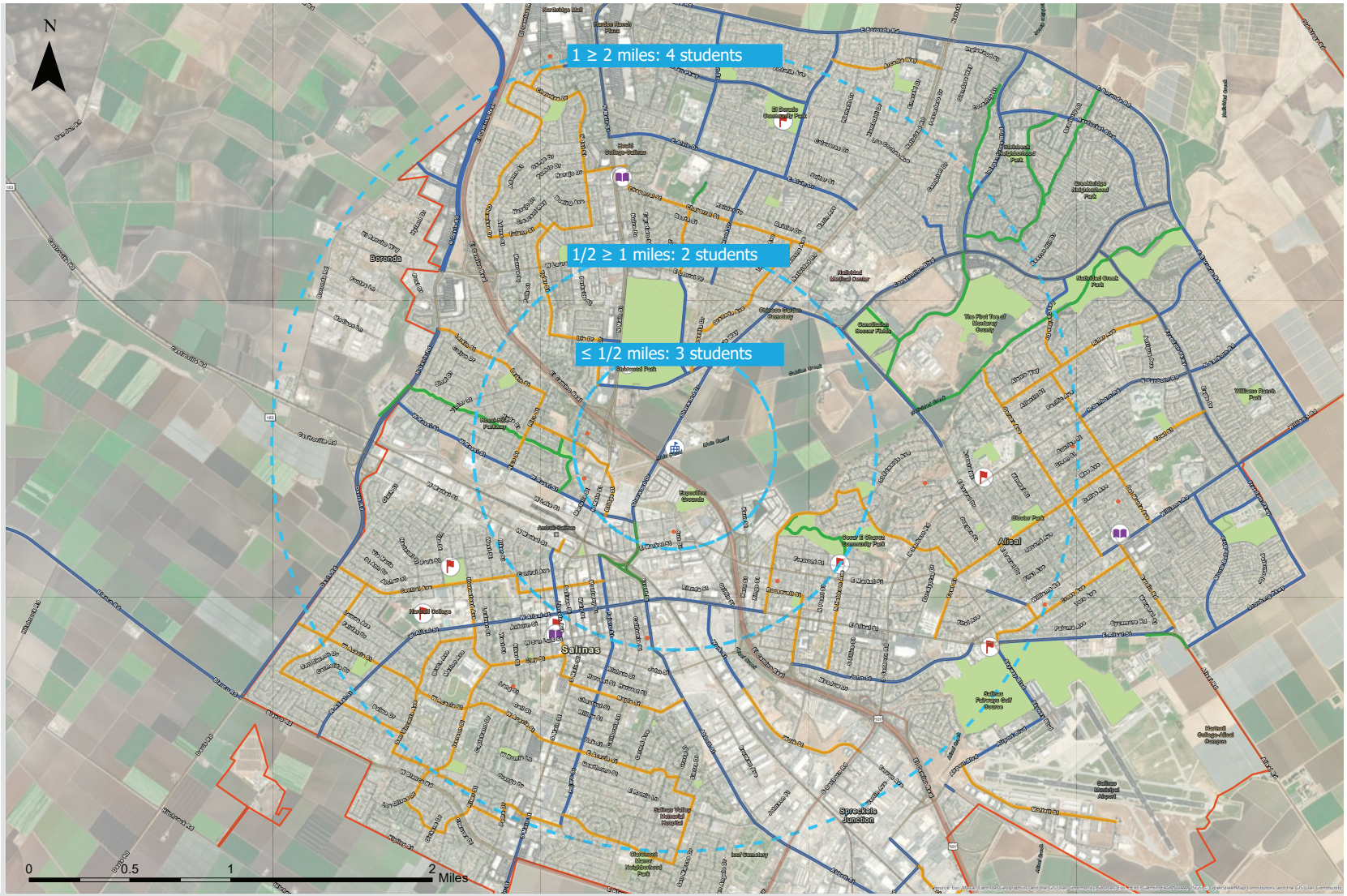
- Students
- Carr Lake Community Day School
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

1 mile — 6 minutes

1/4 mile — 5 minutes



Salinas Safe Routes to School Plan

Carr Lake Community Day School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Carr Lake School is located on Sherwood Place, a two-lane roadway with some parking on both sides of the street. Sherwood Place is very congested before and after school.
- There are several schools on Sherwood Place, and there are multiple drop-off areas and parking lots among their campuses. There is a parking lot on the north side of campus that is shared with staff and visitors. Left turns are permitted out of the school parking lot.
- Bus drop-off takes place on the back side of the school campus. Bus transportation is offered only to students who live outside a two-mile radius.
- At the time of the audit, the traffic lines on Sherwood Drive were faded and need repainting.
- The area in front of the school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 500–100 ft from the school boundary and have either 15 mph or 25 mph speed limits.

Pedestrian Conditions

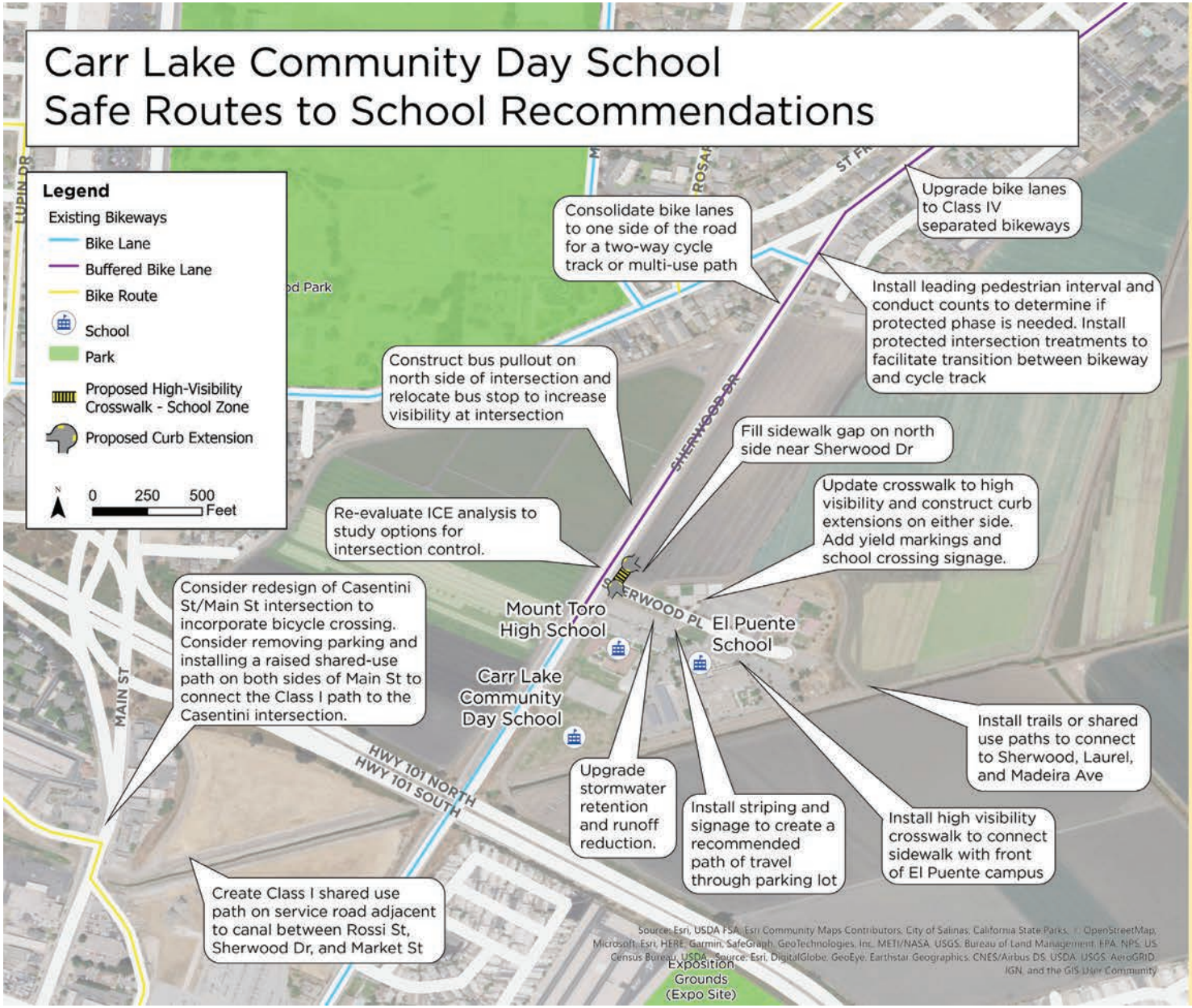
- There are sidewalks on the south side of Sherwood Place but none on the north side.
- There are sidewalks on both sides of the street on Sherwood Drive between East Bernal Drive and Highway 101. South of the highway, there is missing sidewalk on the west side of Sherwood Drive to Rossi Street.
- There are no high-visibility yellow crosswalks near the school campus. There is a standard white crosswalk on Sherwood Place near the entrance to the Mount Toro High parking lot.
- There are curb ramps at the intersection of Sherwood Drive and Sherwood Place.
- Some students cut through the surrounding fields to get to campus.
- Mount Toro High is not served by a MST bus route.

Bicycling Conditions

- There are no bicycle facilities on Sherwood Place.
- There are buffered Class II bicycle lanes on Sherwood Drive between Sherwood Place and East Laurel Drive, and Class II bicycle lanes south of the school to East Rossi Street.
- There are dashed green conflict markings on Sherwood Drive at the intersection of Sherwood Place.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND CARR LAKE COMMUNITY DAY SCHOOL

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



SAFETY IMPROVEMENTS

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.

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.

Class IV 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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
CLCD001	Sherwood Pl	Missing sidewalk	Fill in sidewalk gaps on north side near Sherwood Dr.	$60,000	City
CLCD002	Sherwood Pl	Flooding during rainy season.	Upgrade stormwater retention and runoff reduction along Sherwood Pl.	$2,000,000	City
CLCD003	Sherwood Pl at existing mid-block crosswalk	Connection to regional bike route.	Install Class I shared-use path on west side of Davis Road to connect to Marina/Salinas multi-modal corridor. Consider street trees and landscaping.	$235,000	City
CLCD004	Sherwood Dr	MST bus blocks traffic turning right onto Sherwood Pl.	Relocate bus stop to north side of Sherwood Pl to enhance visibility at intersection, and construct bus pullout on north side of intersection.	$75,000	City
CLCD005	Sherwood Dr from Bernal St and Rossi St	Large four-lane roadway with high traffic volumes and speeds.	Consolidate bike lanes to one side of the road for a two-way cycle track or shared-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways, and install protected intersection treatments at Bernal to facilitate transition to cycle track.	$12,541,180	City
CLCD006	Sherwood Dr at Sherwood Pl	Difficult for drivers to turn in and out of Sherwood Pl.	Re-evaluate intersection control evaluation analysis to study options for intersection control.	$40,000	City
CLCD007	Behind school	Students walking across agricultural fields to reach the schools.	Install trails or shared-use paths to connect to Sherwood, Laurel Dr, and Madeira Ave.	$2,100,000	City
CLCD008	Service roads near canal between Rossi St and Main St and Main St and Sherwood Dr	Sherwood Dr over Hwy 101 has high traffic volumes and speeds.	Create Class I shared-use path on service roads/ROW adjacent to canal, as identified in Urban Greening Plan.	$1,800,000	City
CLCD009	Service road near canal at Main St	If a shared-use path were installed, a connection would be needed across North Main St.	Consider redesign of Casentini St/ Main St intersection to incorporate bicycle crossing. Consider removing parking and installing a raised shared-use path on both sides of Main St to connect the Class I path to the Casentini intersection.	$305,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
CLCD010	El Puente Campus	No marked crosswalk for people walking to campus.	Install high-visibility crosswalk to connect sidewalk with front of campus.	$4,000	City
CLCD011	Sherwood Drive at Bernal St	Main crossing point for people walking from neighborhoods northwest of school.	Install lead pedestrian interval and conduct counts to determine whether protected phase is needed.	$240,000	City

CESAR CHAVEZ ELEMENTARY

Chavez Elementary is located in east Salinas. The campus is adjacent to La Paz Middle School to the north and Soberanes Park to the east. Most of its students live in surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Chavez parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 49 surveys were received back. 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 14, below.

Figure 14. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
801

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
87%

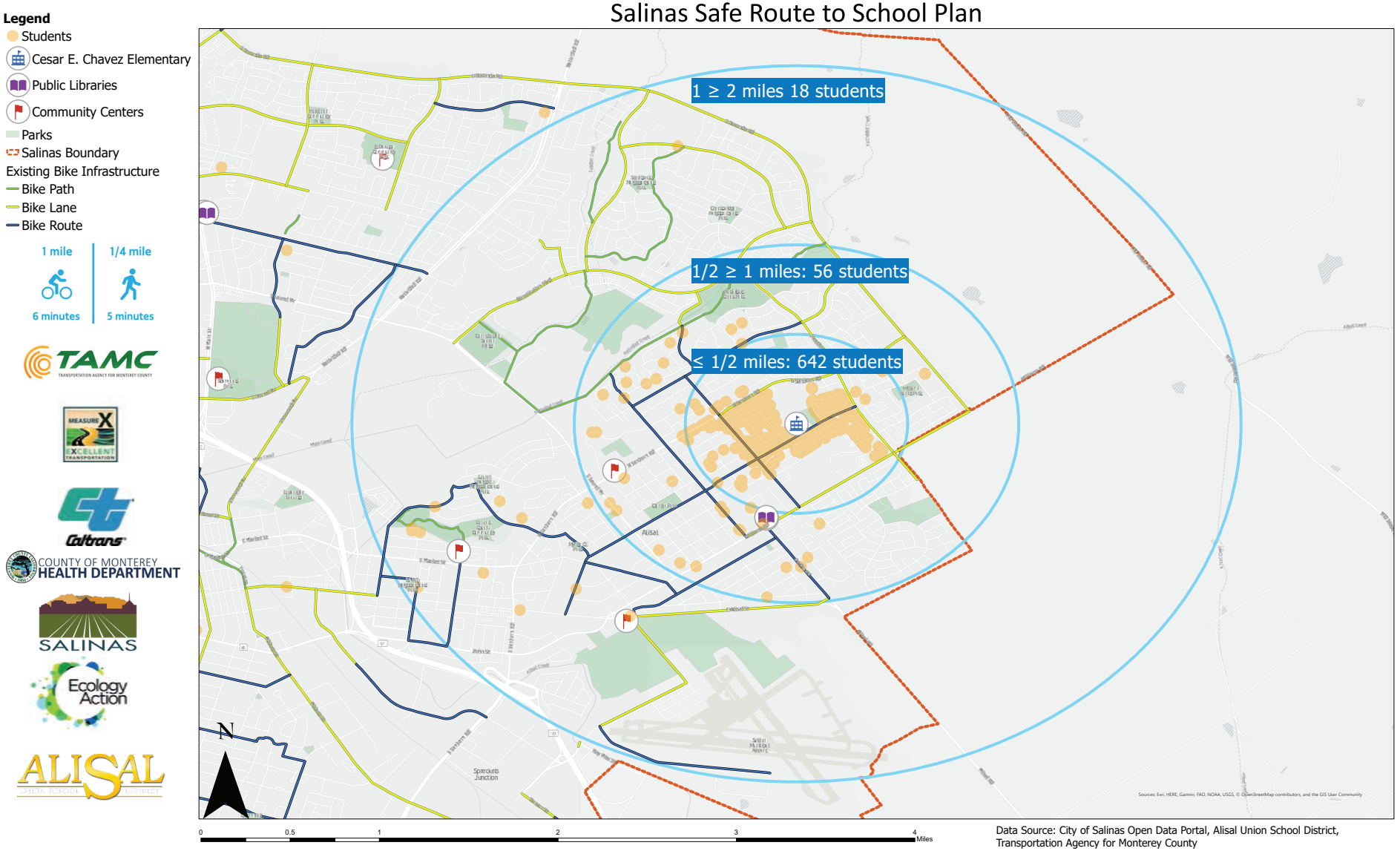
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
91.3%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 49 SURVEY RESPONSES)
40%

Bike lanes are recommended on Towt St between Freedom Parkway and Paseo Grande

Cesar E. Chavez Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Cesar Chavez Elementary is located on Towt Street, a two-lane collector street with low traffic volumes.
- Most drop-off takes place in the school's drop-off loop adjacent to its main parking lot.
- Some drop-off also occurs on Towt Street in front of the school.

Pedestrian Conditions

- There are complete sidewalks on both sides of Towt Street.
- There are standard yellow crosswalks on three legs of the intersection of Towt Street and Mae Avenue at the west end of the school, and on all legs of the intersection of Towt Street and Paseo Grande in front of Soberanes Park.
- Students walking to school can enter through the front on Towt Street or through the side entrance off Mae Avenue.
- The south side of Towt Street directly across from school has a wall separating it from the residential neighborhood along Moreno Drive. Students walking out of this neighborhood do so using either Moreno Way or Paseo Grande.
- Towt Street and Del Monte Avenue carry school traffic to several schools in the area. The intersection of Towt and Del Monte is heavily used by families walking to school.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 500–100 ft from the school boundary and have either 15 mph or 25 mph speed limits.

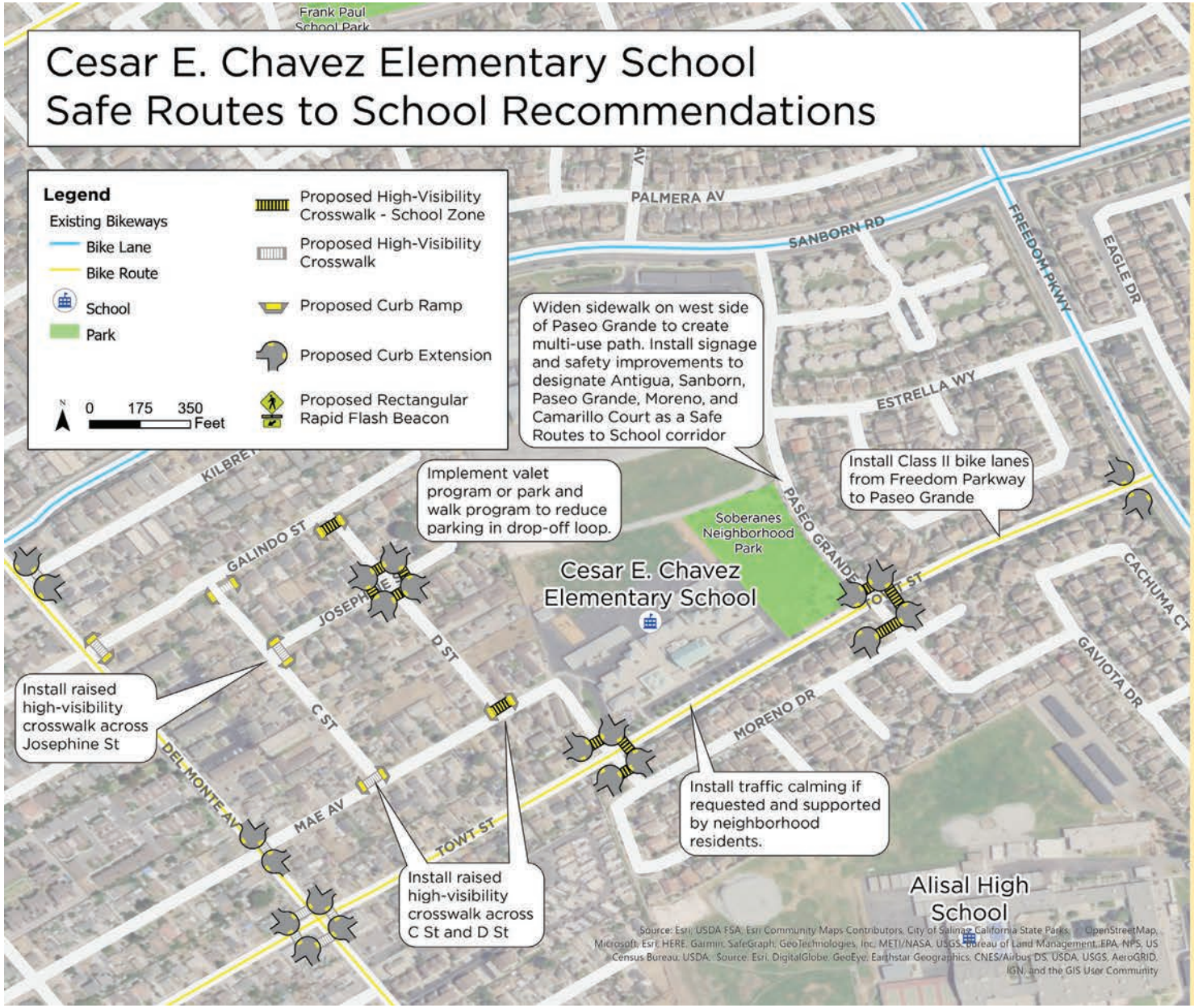
Bicycling Conditions

- There are no bicycle facilities on Towt Street or other residential roadways near the school.
- There are Class II bicycle lanes on Freedom Parkway.

The intersection of Towt St and Moreno St is recommended for high-visibility crosswalks and curb extensions

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND CHAVEZ ELEMENTARY

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



SAFETY IMPROVEMENTS

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

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.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

Pedestrian Hybrid Beacons are lights used to control traffic at unsignalized locations to assist pedestrians in crossing the street, often on roads with 3+ lanes.

Class IV 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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
CECE001	Towt St from Freedom Parkway to Del Monte Ave	No bike facilities, key route to multiple schools	Install traffic calming if requested and supported by neighborhood residents.	$510,000	City
CECE002	Towt St at Moreno St	Primary school crossing. High volumes of pedestrians and vehicles.	Upgrade crosswalks to high-visibility, and construct curb extensions with ramps.	$268,000	City
CECE003	Towt St at Del Monte Ave	High volumes of pedestrians and vehicles traveling to multiple schools.	Upgrade crosswalks to high-visibility, and construct curb extensions with ramps.	$268,000	City
CECE004	Towt St at Paseo Grande	High volumes of pedestrians and vehicles.	Upgrade crosswalks to high-visibility, and construct curb extensions with ramps.	$268,000	City
CECE005	Towt St at Freedom Parkway	Route for students walking to Cesar Chavez and Alisal High.	Construct curb extensions with curb ramps across Towt St. Include appropriate yield signage and striping.	$128,850	City
CECE006	Towt St from Freedom Parkway to Paseo Grande	No bike facilities, limited demand for parking.	Install Class II bike lanes.	$42,240	City
CECE007	Mae Ave at Del Monte Ave	Key pedestrian route to school.	Install high-visibility crosswalks, and construct curb extensions across Mae Ave.	$208,000	City
CECE008	Mae Ave at C St	Key pedestrian route to school.	Install raised high-visibility crosswalk across C St, and construct curb ramps.	$175,000	City
CECE009	Mae Ave at D St	Key pedestrian route to school.	Install raised high-visibility crosswalks across D St, and construct curb ramps.	$175,000	City
CECE010	Josephine St at D St	Key pedestrian route to school.	Upgrade crosswalks to high visibility, and construct curb extensions with ramps.	$268,000	City
CECE011	Gallindo St at C St	Key pedestrian route to school.	Install high-visibility crosswalk across C St, and construct curb ramps.	$30,000	City
CECE012	Gallindo St at D St	Key pedestrian route to school.	Install high-visibility crosswalk across D St, and construct curb ramps.	$30,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
CECE013	Josephine St at C St	Key pedestrian route to school.	Install raised high-visibility crosswalk across Josephine St, and construct curb ramps.	$175,000	City
CECE014	Kilbreth Ave at Del Monte Ave	Key pedestrian route to school.	Install high-visibility crosswalk, and construct curb extensions with curb ramps across Kilbreth Ave.	$130,000	City
CECE015	Galindo St at Del Monte Ave	Key pedestrian route to school.	Install high-visibility crosswalk, and construct curb extensions with curb ramps across Galindo.	$130,000	City
CECE016	School campus	Traffic in school loops backs up through school parking lot onto Towt St.	Implement valet program or park and walk program	N/A	School

CREEKSIDE ELEMENTARY

Creekside is located in northeast Salinas and draws students primarily from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Creekside parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 63 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 15, below.

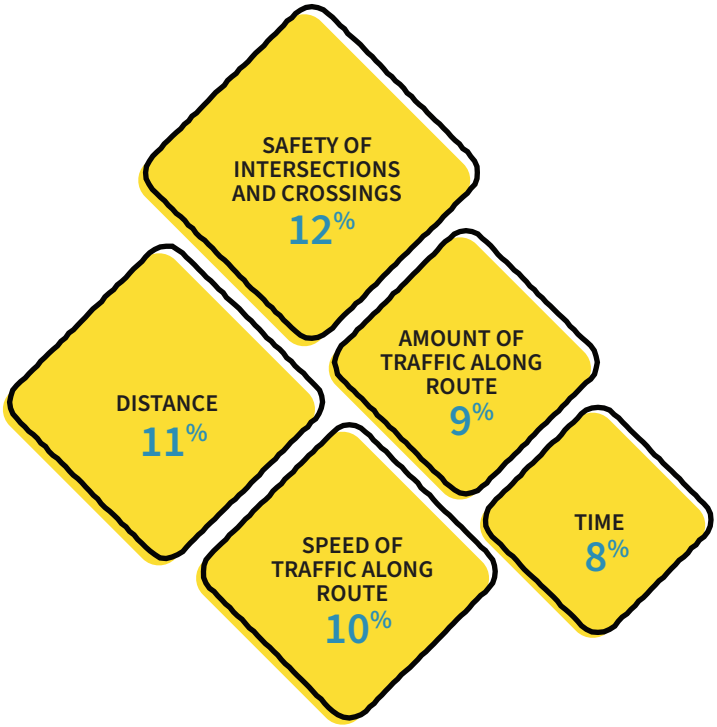


Figure 15. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
667

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
75%

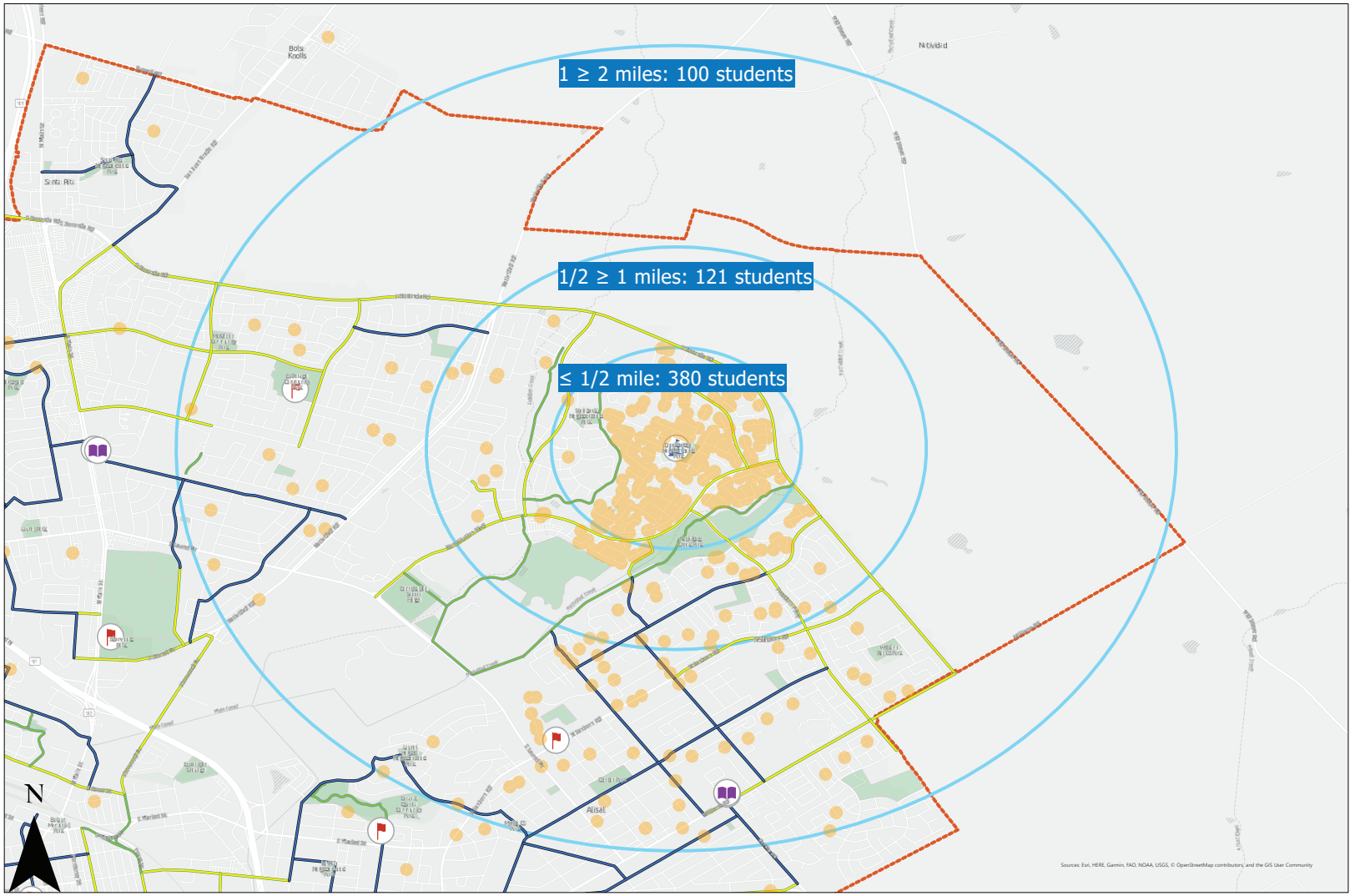
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
58.1%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 63 SURVEY RESPONSES)
32%

Opening a back entrance to school is recommended to reduce traffic on Kittery St

Creekside Elementary School

Salinas Safe Route to School Plan



Legend

- Students
- Creekside Elementary
- 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

Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Creekside Elementary is located on Kittery Street, a two-lane residential street. The school is immediately adjacent to Creekbridge Neighborhood Park.
- There is a drop-off loop at the front of the school campus. Parents also drop students off in the staff parking lot next to the drop-off loop.
- There is a bus drop-off loop on the south side of campus off Beacon Hill Drive.
- There are speed bumps in front of the school on Kittery Street.
- The area in front of the school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100–500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Bicycling Conditions

- There are no bicycle facilities on residential roadways near the school. There are Class II buffered bicycle lanes on Constitution Boulevard.

Pedestrian Conditions

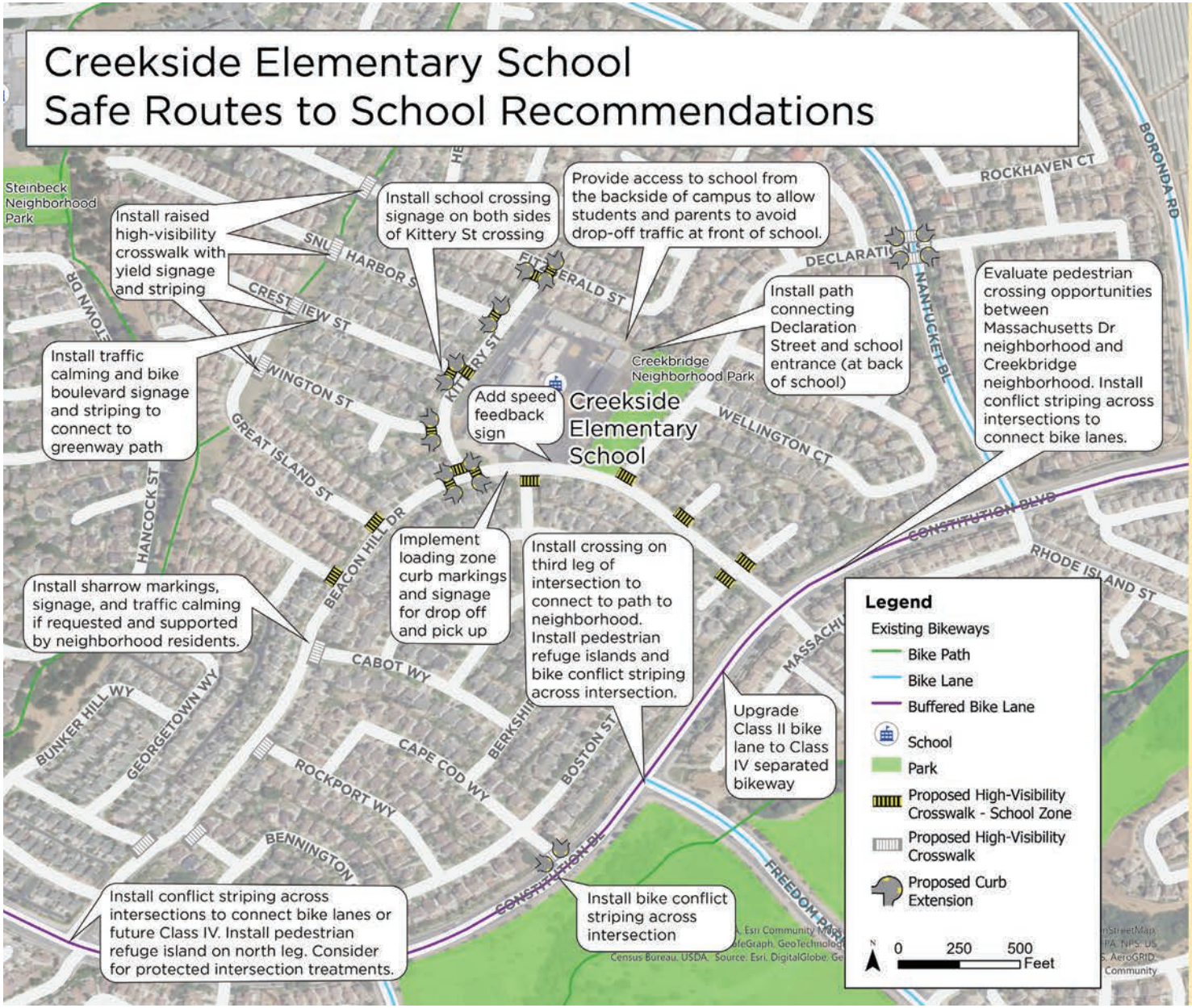
- There is continuous sidewalk on both side of Kittery Street, Beacon Hill Drive, and other residential roadways around the campus.
- There is a yellow high-visibility crosswalk across Kittery Street at Crestview Street, in front of the school. There is also a regular yellow crosswalk across Crestview at Kittery.
- There is a crosswalk on the school campus where the drop-off loop and staff parking lot meet, which connects to the crosswalk across Kittery Street.
- There are regular crosswalks across Snug Harbor Street and Newington Street at Kittery Street, and across two legs of the intersection of Kittery Street and Beacon Hill Drive.
- There is a shared-use path running between Nantucket Boulevard and Crestview Street.
- There are no marked crossings at the eastern intersection of Beacon Hill and Constitution. This is a route to school for many families.

- There is a shared-use path running between Nantucket Boulevard and Crestview Street.

There is not currently a marked crosswalk for people walking to school from the Massachusetts Dr neighborhood

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND CREEKSIDE ELEMENTARY

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



SAFETY IMPROVEMENTS

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

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.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

Class IV 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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
CE001	Kittery St at Crestview St	Need to update school signage.	Install school crossing signs on both sides of Kittery St (crossing assembly A).	$1,700	City
CE002	Beacon Hill Dr from Declaration St to Kittery St	Traffic congestion on Kittery St in front of school.	Add loading-zone curb markings and signage for drop-off and pick-up (on side adjacent to the school).	$4,100	School/City
CE003	Beacon Hill Dr from Constitution Blvd to Constitution Blvd	Reports of speeding.	Install sharrow markings, signage, and traffic calming if requested and supported by neighborhood residents.	$244,800	City
CE004	Beacon Hill Dr from Constitution Blvd to Constitution Blvd	Key pedestrian route to school.	Add high-visibility crosswalks to all side streets.	$112,000	City
CE005	Beacon Hill Dr from Declaration St to Kittery St	Reports of speeding.	Add speed feedback sign.	$10,700	City
CE006	Fitzgerald St at greenway path crossing	No marked crosswalks for greenway path.	Install raised crosswalk with high visibility, yield signage, and striping.	$154,700	City
CE007	Snug Harbor St at greenway path crossing	No marked crosswalks for greenway path.	Install raised crosswalk with high visibility, yield signage, and striping.	$154,700	City
CE008	Freedom Parkway at Williams Rd	Transition across right turn lane is challenging for people on bikes.	Install bike-lane conflict striping across right turn lane transition, and conflict striping across the intersection to match the receiving buffered bike lane.	$154,700	City
CE009	Newington St at greenway path crossing	No marked crosswalks for greenway path.	Install raised crosswalk with high visibility, yield signage, and striping.	$154,700	City
CE010	Kittery St at Snug Harbor	Key pedestrian route to school.	Upgrade crosswalk to high-visibility, and construct curb extensions across side street.	$104,000	City
CE011	Kittery St at Crestview St	Key pedestrian route to school.	Upgrade crosswalk to high-visibility, and construct curb extensions across side street.	$104,000	City
CE012	Kittery St at Newington St	Key pedestrian route to school.	Upgrade crosswalk to high-visibility, and construct curb extensions across side street.	$104,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
CE013	Nantucket at Declaration St	Key pedestrian route to school.	Upgrade crosswalks to high-visibility, and construct curb extensions (where not in conflict with bike lanes or future Class IV).	$216,000	City
CE014	Constitution Blvd	No marked crossing for people walking to school from Massachusetts Dr neighborhood.	Evaluate pedestrian crossing opportunities between Massachusetts Dr neighborhood and Creekbridge neighborhood. Install conflict striping across intersections to connect bike lanes or future Class IV.	$22,660	City
CE015	Beacon Hill Dr at Constitution (west intersection)	Large intersection, concerns with safety, and reports of speeding traffic.	Install conflict striping across intersections to connect bike lanes or future Class IV. Install pedestrian refuge island on north leg. Consider for protected intersection treatments.	$1,412,660	City
CE016	Constitution Blvd from Boronda Rd to Independence	Large four-lane roadway with high traffic volumes and speeds.	Upgrade Class II bike lane to Class IV.	$5,458,680	City
CE017	Freedom Parkway at Constitution Blvd	People walking from Massachusetts Drive neighborhood have to go out of their way to cross Constitution.	Install crossing on third leg of intersection to connect to trail that connects to Massachusetts Drive. Add pedestrian refuge island and conflict striping across intersection.	$105,000	City
CE018	Constitution Blvd at Cape Cod Way	Long crossing distance for pedestrians.	Install high-visibility crosswalk and curb extensions across Cape Cod Way, and install conflict striping for bike lane or future Class IV.	$110,720	City
CE019	Crestview St from Kittery St to Great Island St	No bicycle facilities to connect to greenway path	Create bicycle boulevard by installing traffic calming, sharrow markings, and signage, and connect to greenway path.	$244,800	City
CE020	School campus	Limited bike parking on campus.	Upgrade bike racks and bike cage on campus	$8,000	School
CE021	School campus	Traffic congestion on Kittery St in front of school.	Provide access to the school from the back side of campus to let students avoid school drop-off traffic.	$8,500	School
CE022	Kittery St at Fitzgerald St	Key pedestrian route to school.	Install high-visibility crosswalk and curb extensions across Fitzgerald. Upgrade to high-visibility crosswalk, and install curb extensions across Kittery St.	$112,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
CE024	Kittery St at Beacon Hill Dr	Key pedestrian route to school.	Install high-visibility crosswalks and curb extensions on three legs of intersection.	$162,000	City
CE025	Creekbridge Neighborhood Park	Traffic congestion on Kittery St in front of school.	Install path to connect back entrance to school with Declaration Street.	$20,000	City

DR. MARTIN LUTHER KING ACADEMY

King Academy is located in east Salinas. The campus is adjacent to the Alisal Union District offices and Jesse G. Sanchez Elementary. The two schools draw students from surrounding neighborhoods (see map on the following page).

GRADE LEVELS

K-6

NUMBER OF STUDENTS

612

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL

89%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS

88.7%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 108 SURVEY RESPONSES)

74%

PARENT SURVEY

King Academy parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 108 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 16, below.

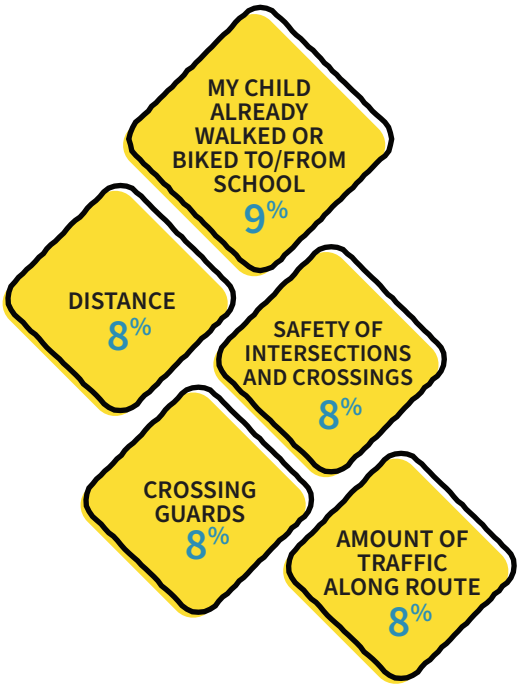


Figure 16. Parents' top concerns about letting children walk or bike to and from school.

Dr. Martin Luther King Jr. Elementary School

Salinas Safe Route to School Plan

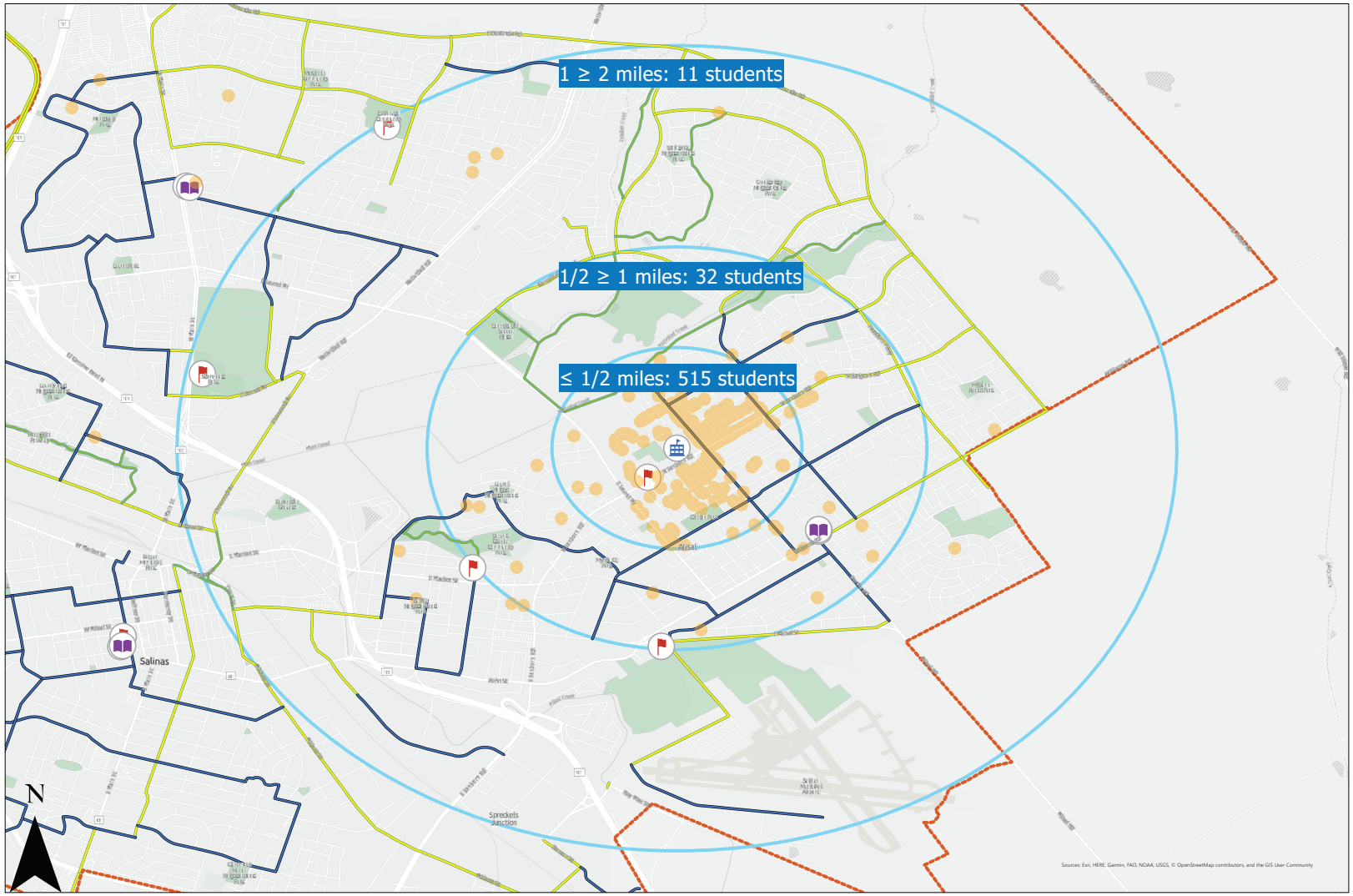
Legend

- Students
- Dr. Martin Luther King Jr.
- 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



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- North Sanborn Road is a major arterial street with high traffic volumes.
- Drivers enter the drop-off loop off North Sanborn Road and turn right for Martin Luther King Jr. Academy or left for Sanchez Elementary. Staff members assist with traffic flow in the drop-off loops during school drop-off and pick-up.
- The other entrance to the King Academy parking lot is on Acosta Plaza. Drivers are encouraged to exit the school parking lot here.
- There is a speed feedback sign on Sanborn Road near Mohar Street. Parents reported issues with speeding and drivers making U-turns around the center medians on Sanborn Road to access the school parking lot.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100–500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Families cross Garner Ave at Pacific Ave

Pedestrian Conditions

- The school has pedestrian access points from North Sanborn Rd and Acosta Plaza.
- There is continuous sidewalk on both sides of Sanborn Road between East Laurel Drive and Garner Ave, and on nearby residential streets. There is some broken sidewalk on Acosta Plaza behind the school.
- Acosta Plaza west of the school campus is a private road with narrow sidewalks on both sides.
- The streets across from the school (Kimmel Street, Alma Avenue, Montana Street, and Mohar Street) have rolled curbs on both sides of the street. Drivers sometimes park on the landscape strip or sidewalk.
- There is a standard yellow crosswalk across two legs of the signalized intersection of Sanborn Road and Kimmel Street. There are no other striped crosswalks on Sanborn Road between Acosta Street and Garner Avenue.
- ADA ramps have been installed at the intersection of Sanborn Road and Kimmel Street.
- There is a pedestrian entrance to campus from the parking lot on Acosta Plaza.
- The “Breadbox” Recreation Center, which is next to the school, is another place where parents drop off and pick up students. There have been conflicts reported between drivers pulling into the recreation center parking lot and pedestrians crossing the entrance and exit driveways.
- Parents with students have been seen crossing Sanborn Road outside of marked crosswalks to get to school between Mohar Street and Montana Street.
- A crossing guard is present before and after school at Sanborn Road and Kimmel Street.

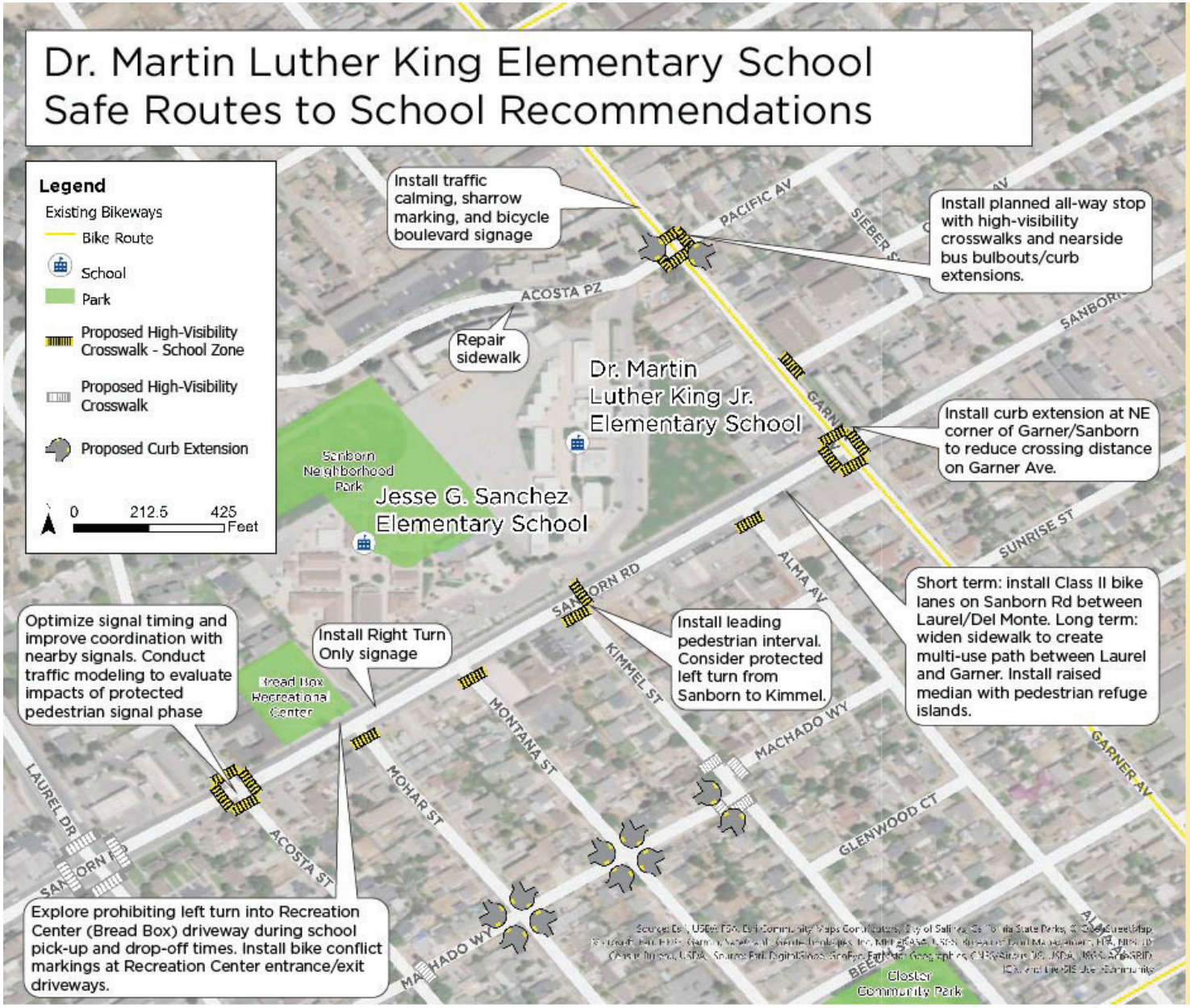
Bicycling Conditions

- There are no bicycle facilities on North Sanborn Road or other residential streets near the school.

Class II bike lanes are recommended for Sanborn Ave

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND DR. MARTIN LUTHER KING ACADEMY

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



SAFETY IMPROVEMENTS

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.

Protected Pedestrian Signal Phases are traffic signals where people walking do not cross at the same time as drivers are making left turns.

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

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
MLKA001	Garner Ave at Pacific Ave	Pedestrians crossing Garner Ave at Pacific. No marked crosswalk, reports of speeding and of drivers not yielding.	Install planned all-way stop with high-visibility crosswalks and nearside bus bulbouts/curb extensions.	$119,400	City
MLKA002	Garner Ave at Atlantic St	Key pedestrian route to school.	Install new high-visibility yellow crosswalk across Atlantic.	$4,000	City
MLKA003	Garner Ave at Sieber St	Key pedestrian route to school.	Install new high-visibility yellow crosswalk across Sieber St.	$4,000	City
MLKA004	Garner Ave at Sanborn Rd	Key pedestrian route to school. Not enough space for pedestrians at northeast corner.	Upgrade to high-visibility yellow crosswalk on all legs. Install curb extension at northeast corner to reduce crossing distance on Garner Ave.	$66,000	City
MLKA005	Sanborn Rd at Alma Ave	Key pedestrian route to school.	Upgrade to high-visibility yellow crosswalk across Alma.	$4,000	City
MLKA006	Sanborn Rd at Kimmel St	Key pedestrian crossing to school. Students don't have enough time to cross.	Optimize signal timing and improve coordination with nearby signals. Upgrade to high-visibility crosswalks for both legs. Install leading pedestrian interval and consider protected left turn from Sanborn to Kimmel.	$188,000	City
MLKA007	Sanborn Rd at Montana St	Key pedestrian route to school.	Upgrade to high-visibility yellow crosswalk across Montana.	$4,000	City
MLKA008	Sanborn Rd from Del Monte Ave to Laurel Dr	No bicycle facilities.	Short term: Install Class II bike lanes between Laurel and Del Monte. Long term: Widen sidewalk to create shared-use path between Laurel and Garner. Install bike conflict markings at recreation center entrance and exit driveways. Install raised median with pedestrian refuge islands.	$1,799,520	City
MLKA009	Garner Ave from Sanborn Rd to end of street (to the north)	No bicycle facilities, reports of speeding.	Install traffic calming, sharrow markings, and bicycle boulevard signage.	$938,400	City
MLKA010	Acosta Plaza from Garner Ave back entrance to school	Key pedestrian route to school, broken sidewalk.	Repair sidewalk.	$180,000	City

DR. OSCAR F. LOYA ELEMENTARY

Loya Elementary is located at the eastern edge of Salinas next to Williams Park. Its students come primarily from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Loya Elementary parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 59 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 17, below.

Figure 17. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
716

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
78%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
87.1%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 59 SURVEY RESPONSES)
45%

The school has had a hard time retaining crossing guards at the intersection of Sanborn Rd and Buckhorn Dr

Dr. Oscar F. Loya Elementary School

Salinas Safe Route to School Plan

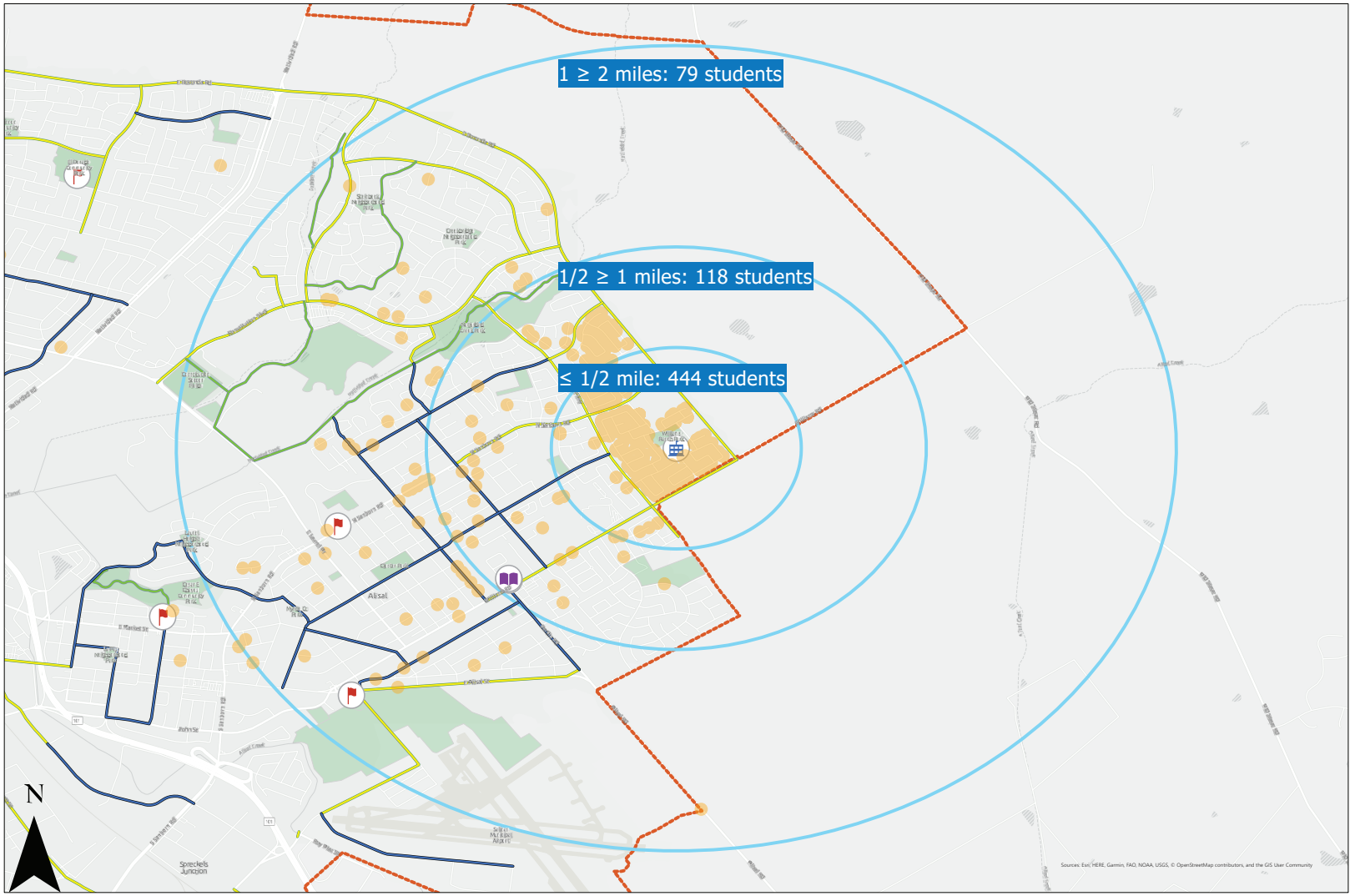
Legend

- Students
- Dr. Oscar Loya 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



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- The main entrance to Loya elementary is on Cougar Drive. Drivers have the option of pulling into the drop-off loop or dropping off on Cougar Drive in front of the school.
- There is a gate at the side of the school where the bus drop-off loop is located on Elk Drive. There is also a back entrance to campus through the park, from Falcon Drive.
- Badger Way and Falcon Drive are the nearest access points in and out of this residential neighborhood.
- The school has a small parking lot that is shared between parents and staff. Many staff members use on-street parking.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are complete sidewalks on Cougar Drive, Elk Drive, and other residential roadways near the school.
- There are standard yellow crosswalks across two legs of the intersection of Cougar Drive at Badger Way in front of the school.
- There is a high-visibility crosswalk on the school campus where the drop-off loop and the staff parking lot meet. This crosswalk connects pedestrians coming from the street into the school frontage.
- There is a paved pathway on the north side of the campus (back of the school) that connects Falcon Drive and the school through Williams Park.
- Many students cross Sanborn Road at Buckhorn Drive. Sanborn Road is a five-lane roadway with a 35-mph speed limit at Buckhorn Drive.

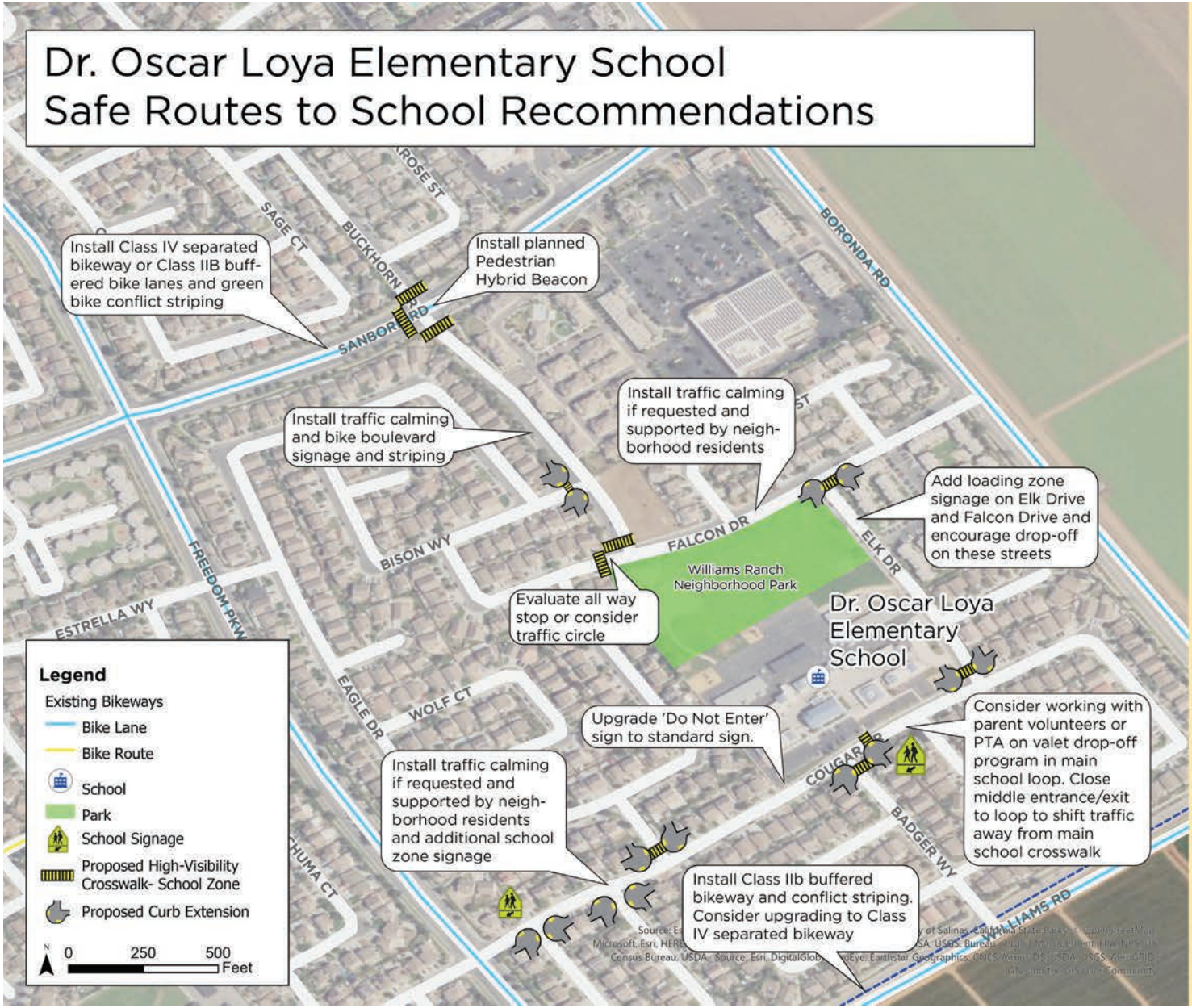
Bicycling Conditions

- There are no bicycle facilities on Cougar Drive, Falcon Drive, Elk Drive, or other residential roadways near the school.
- There are Class II bike lanes on North Sanborn Road, East Boronda Road, Williams Road, and Freedom Parkway, which surround the school on four sides.

Encouraging parent drop-off on Elk Dr and Falcon Dr would help reduce traffic in front of the school

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND LOYA ELEMENTARY

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



SAFETY IMPROVEMENTS

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.

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
DOLA001	Buckhorn Dr at Bison Way	Key pedestrian route to school.	Install raised high-visibility crosswalk and curb extension across Bison Way.	$249,000	City
DOLA002	Buckhorn Dr from Rider Ave to Falcon Dr	Key route to school, no bicycle facilities.	Install traffic calming and create bike boulevard.	$1,081,200	City
DOLA003	Buckhorn Dr from Saguaro Dr to Sanborn Rd	Key pedestrian route to school.	Install raised crosswalks and high-visibility crosswalks on side streets	$1,043,000	City
DOLA004	Cougar Dr from Freedom Parkway to Elk Dr	Reports of speeding.	Install traffic calming if requested and supported by neighborhood residents, and additional school zone signage.	$122,400	City
DOLA005	Cougar Dr at Badger Way	Key pedestrian route to school.	Install curb extensions to improve crossing.	$100,000	City
DOLA006	Cougar Dr at Badger Way	Updated signage needed.	Install school crossing signage (assembly B).	$1,700	City
DOLA007	Cougar Dr at Elk Dr	Key pedestrian route to school.	Install curb extensions across Elk.	$100,000	City
DOLA008	Cougar Dr at Cougar Way	Key pedestrian route to school.	Install curb extensions across Cougar Way.	$100,000	City
DOLA009	Cougar Dr at Raven Ct	Key pedestrian route to school.	Install curb extensions across Raven Ct, both legs.	$200,000	City
DOLA010	Elk Dr and Falcon Dr	Traffic congestion on Cougar Dr in front of school during drop-off and pick-up.	Add loading-zone signage on Elk Drive and Falcon Drive, and encourage drop-off on these streets.	$850	School/City
DOLA011	Falcon Dr at Buckhorn Dr	Back entrance to school. Reports of speeding and drivers doing donuts in the intersection.	Evaluate all-way stop or consider traffic circle.	$200,000	City
DOLA012	Falcon Dr at Elk Dr	Key pedestrian route to school.	Install curb extensions across Elk.	$100,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
DOLA013	Falcon Dr from Bison Way to Buckhorn Dr	Reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$122,400	City
DOLA014	School loop on Cougar Drive	Parents entering through parking lot exit.	Upgrade “Do Not Enter” sign at parking lot exit to standard sign.	$850	School
DOLA015	School loop on Cougar Dr	Traffic congestion on Cougar Dr in front of school during drop-off and pick-up.	Consider working with parent volunteers or PTA on a valet drop-off program in the main school loop. Close middle entrance/exit to loop to shift traffic away from main school crosswalk.	$8,500	School
DOLA016	Sanborn Rd at Buckhorn Dr	Key pedestrian route to school. Sanborn is a five-lane roadway at this intersection. Reports of speeding and drivers not yielding to pedestrians.	Install planned pedestrian hybrid beacon, and upgrade to high-visibility yellow crosswalk across Buckhorn Drive.	$708,000	City
DOLA017	Sanborn Rd at Buckhorn Dr	Difficult to find crossing guards who are willing to work this intersection.	Continue recruiting for crossing guard support.	N/A	School
DOLA018	Sanborn Rd from Freedom Parkway to Boronda Rd	Large four-lane roadway with high traffic volumes and speeds.	Install Class IV separate bikeway or Class IIB buffered bike lanes and conflict striping.	$1,665,360	City
DOLA019	Sanborn Rd at Boronda Rd	Planned city project.	Install roundabout.	$2,500,000	City
DOLA020	Williams Rd from Freedom Parkway to Boronda Rd	Large four-lane roadway with high traffic volumes and speeds.	Install Class II buffered bikeway and conflict striping. Consider upgrading to Class IV bikeway.	$1,850,400	City

DUAL IMMERSION ACADEMY OF SALINAS (DIAS)

Dual Immersion Academy of Salinas (DIAS) is located on the western edge of Salinas and draws students from throughout the city. Only a few live in the surrounding neighborhoods, and most live more than one mile from the school (see map on the following page).

GRADE LEVELS
K-6

NUMBER OF STUDENTS
142

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
32%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
55.6%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 13 SURVEY RESPONSES)
8%

PARENT SURVEY

DIAS parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 13 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 18, below.

Figure 18. Parents' top concerns about letting children walk or bike to and from school.

Access to the pedestrian bridge over Calle Del Adobe goes through school property and is currently closed

DIAS Boronda School

Salinas Safe Route to School Plan

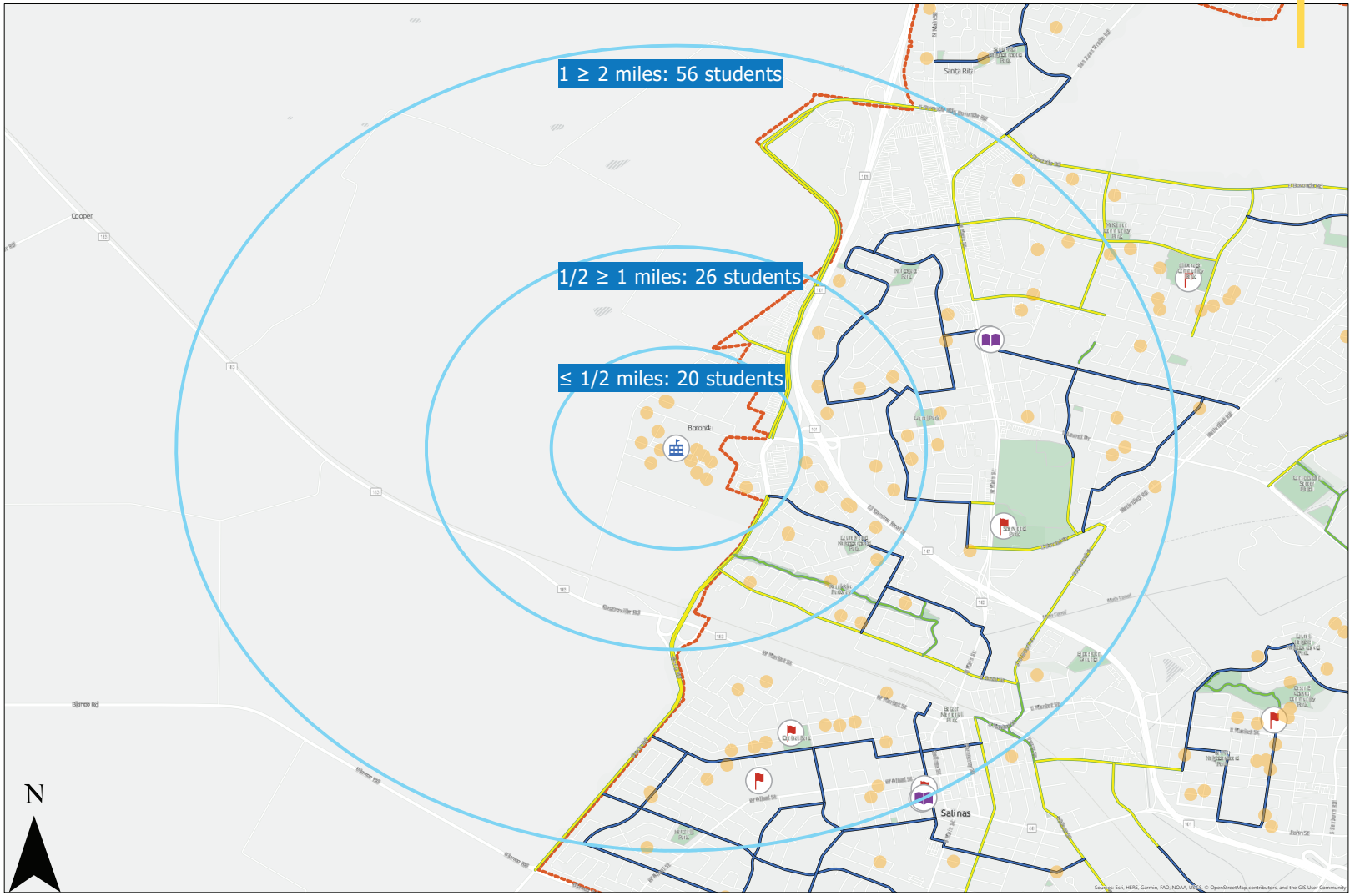
Legend

- Students
- DIAS Boronda School
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

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



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- DIAS is located on Fontes Lane, a two-lane residential roadway with no parking allowed on either side of the street along school frontage.
- The campus is in a residential neighborhood and is separated from the rest of Salinas by North Davis Road and Highway 101. Calle Del Adobe is the main route to the school.
- There is a drop-off loop in the school parking lot, along with parking for visitors and staff.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There is continuous sidewalk on both sides of Fontes Lane and Addington Lane.
- Some sidewalk segments are narrow and obstructed by mailboxes and utility posts.
- Several intersections around the school have upgraded ADA ramps.
- The pedestrian overpass behind the school on Calle del Adobe is closed due to vandalism. Pedestrians have been seen crossing Calle Del Adobe near the overpass; there are no pedestrian crossing facilities across Calle Del Adobe at this location.

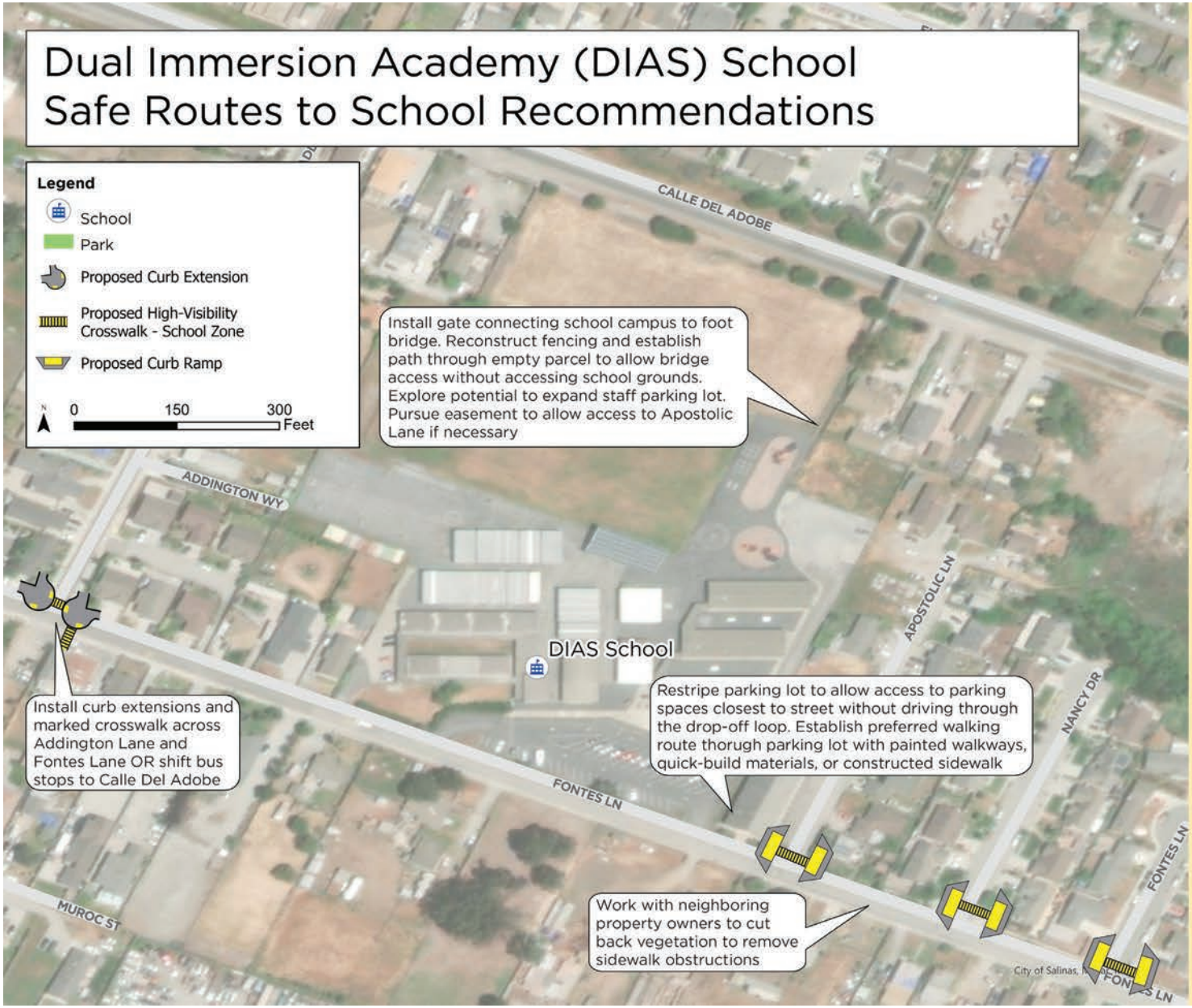
Bicycling Conditions

- There are no bicycle facilities on Fontes Lane, Addington Lane, Calle Del Adobe, or other roadways surrounding the school.
- The nearest bicycle facilities are Class II bike lanes on North Davis Road.

There are bus stops for other schools at the intersection of Fontes Ln and Addington Ln

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND DUAL IMMERSION ACADEMY OF SALINAS

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



SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
DIAS001	Parking lot	Drivers who want to park contribute to congestion in the school loop. No pathway for pedestrians into campus.	Restripe parking lot to allow access to parking spaces adjacent to the street without driving through the loop adjacent to the school. Establish a preferred walking route through the parking lot with painted walkways, quick-build materials, or constructed sidewalk.	$104,000	School
DIAS002	Empty parcel behind school	The school does not want a pedestrian overcrossing to provide access to the campus. Bridge is currently closed due to vandalism.	Reconstruct fencing and establish a path through the empty lot to allow bridge access without accessing school property. Explore potential to expand staff parking lot. Pursue easement to allow access to Apostolic Lane if necessary.	$24,450	County
DIAS003	Back entrance	Bridge provides access for students who want to cross Calle Del Adobe. The school does not want a pedestrian overcrossing to provide access to campus.	Install gate connecting school campus to foot bridge.	$8,500	School
DIAS004	Fontes/ Addington	Bus stops for Boronda Meadows and North Salinas High are located here. No marked crosswalks, buses block visibility.	Install curb extensions and marked crossings over Addington Lane and Fontes Lane. Alternative recommendation: Shift bus stops to Calle Del Adobe.	$112,000	County
DIAS005	Fontes Lane	Vegetation obstructing sidewalk.	Work with neighboring property owners to cut back vegetation to remove sidewalk obstructions.	$3,800	School
DIAS006	Fontes/Nancy, Jennifer, and Randall	Key pedestrian route to school.	Install or update curb ramps, and install marked crossings on side streets.	$22,000	School

EL GABILAN ELEMENTARY

El Gabilan is located in north Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

El Gabilan parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 85 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 19, below.

Figure 19. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
736

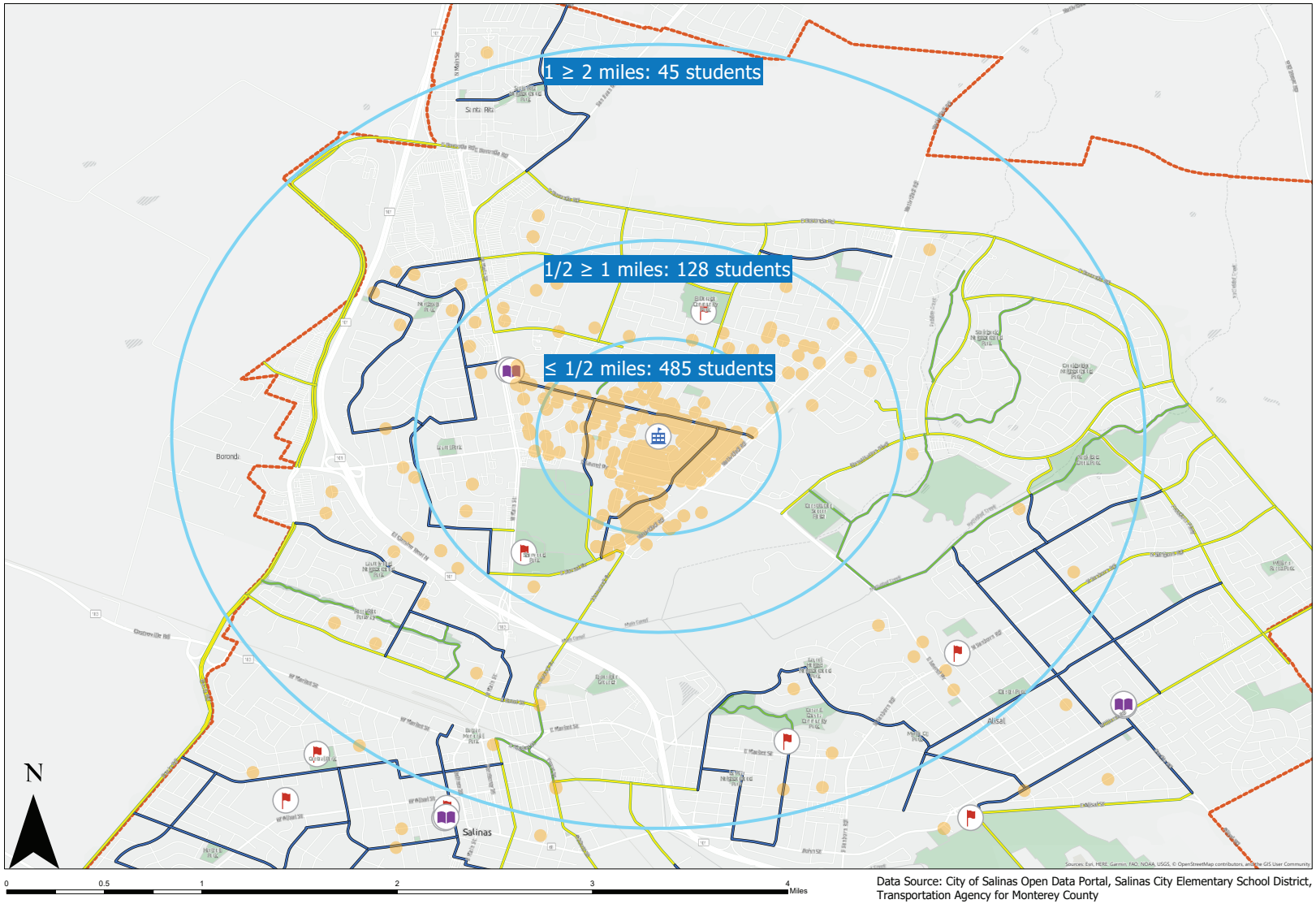
STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
83%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
65.8%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 85 SURVEY RESPONSES)
43%

El Gabilan Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- El Gabilan is located on Linwood Drive, a two-lane residential roadway with a center median and parking on both sides of the street.
- There are a recently upgraded drop-off loop and a small parking lot along the school frontage. Left turns are not allowed out of the school drop-off loop. There is an additional parking lot on the north side of campus that is reserved for staff.
- Parents drop students off on the west side of Linwood Drive, and they walk across the street to the school campus.
- Some students travel on Laurel Drive to reach the school campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There is continuous sidewalk on both sides of Linwood Drive and other residential streets near the school.
- There is a high-visibility yellow crosswalk across Linwood Drive at Sequoia Street.
- At the time of the audit, there were faded white crosswalks on two legs of the intersection of Linwood Drive and East Laurel Drive.
- There are missing curb ramps at many intersections surrounding the school.
- The school has placed signs in the median discouraging pedestrians from walking over the median and across Linwood Drive, but many pedestrians ignore them.

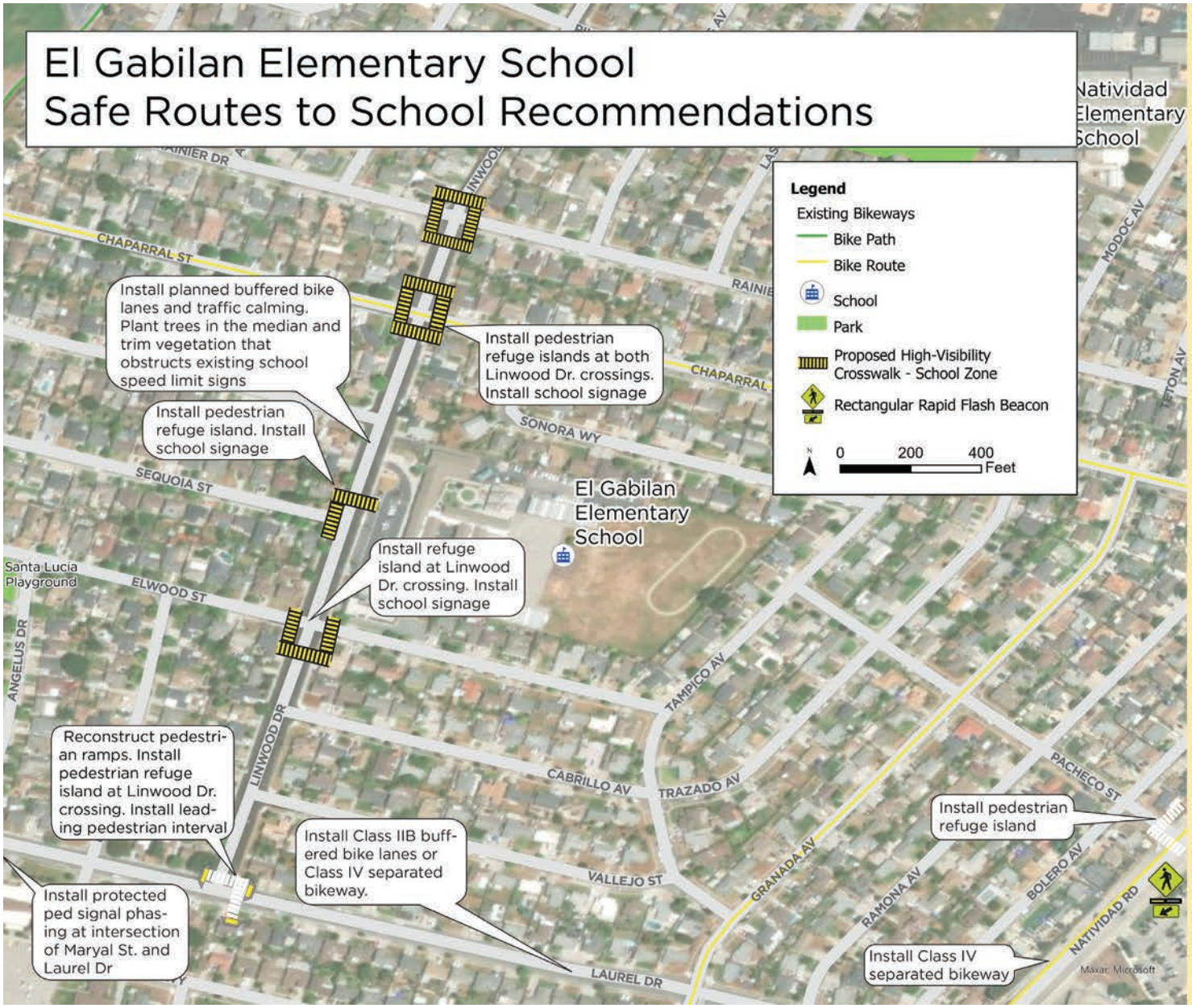
Bicycling Conditions

- At the time of the audit, there were no bicycle facilities on Linwood Drive or other residential roadways near the school. The Linwood Drive Safe Routes to Schools project installed buffered bike lanes on Linwood Drive in 2021.

Buffered bike lanes and high-visibility crosswalks were recently installed on Linwood Drive

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND EL GABILAN ELEMENTARY

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



SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the crossing distance for people crossing and their exposure to vehicle traffic

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.

Buffered Bicycle Lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
EGE001	Linwood Dr	No bicycle facilities. Vegetation obstructing school signage.	Install planned buffered bike lanes and traffic calming on Linwood. Plant trees in the median for street enclosure and tree canopy. Trim vegetation that obstructs school speed limit signs.	Bike lanes funded. Remaining cost $10,000	City
EGE002	Linwood Dr at Sequoia St	Key pedestrian crossing to school.	Install pedestrian refuge island and yellow high-visibility crosswalk across Linwood, and high-visibility crosswalk across Sequoia. Install school assembly signage.	$4,850	City
EGE003	Williams Rd at Moa Linwood Dr at Chaparral St nte Bella Blvd	Key pedestrian crossing to school.	Install yellow, high-visibility crosswalks on all four legs of intersection, with pedestrian refuge islands at both Linwood Dr crossings. Install school assembly signage.	$216,850	City
EGE004	Linwood Dr at Rainier Dr	Key pedestrian crossing to school.	Upgrade crosswalks to yellow high-visibility.	$16,000	City
EGE005	Linwood Dr at Elwood St	Key pedestrian route to school, reports of speeding.	Install yellow, high-visibility crosswalks on three legs of the intersection with pedestrian refuge island at the Linwood Dr crossing. Install school assembly signage.	$112,850	City
EGE006	Laurel Dr at Linwood St	Key pedestrian route to school. Reports of drivers not yielding to pedestrians.	Upgrade crosswalks to high-visibility and reconstruct pedestrian curb ramps. Install pedestrian refuge island at Linwood Dr crossing. Implement leading pedestrian interval.	$299,000	City
EGE007	Laurel Dr at Maryal Dr	Pedestrian route to school.	Install protected pedestrian signal phasing	$200,000	City
EGE008	West Laurel Drive	Four-lane roadway with higher traffic volumes and speeds.	Install Class IIB buffered or separated bike lanes.	$17,069,940	City
EGE009	Natividad Rd	Six-lane roadway with higher traffic volumes and speeds.	Install separated bikeway.	$19,429,200	City
EGE010	Natividad Rd at Pacheco St	Six-lane roadway with higher traffic volumes and speeds. Route to soccer complex.	Install planned crosswalk improvements (rectangular rapid flashing beacon and pedestrian refuge island).	$160,000	City

EL PUENTE SCHOOL

El Puente is an alternative middle and high school located in central Salinas. The school draws students from throughout the city (see map on the following page).

PARENT SURVEY

El Puente parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 5 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 20, below.

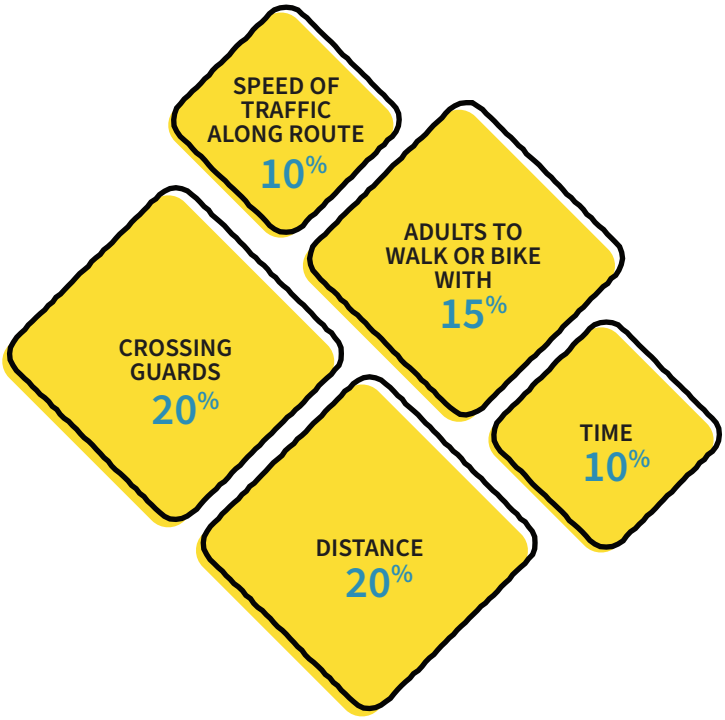


Figure 20. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
7-12

NUMBER OF STUDENTS
339

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
20%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
67.1%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 5 SURVEY RESPONSES)
40%

The existing crosswalk is recommended for high-visibility striping and curb extensions

Salinas
Safe Routes
to School Plan

El Puente School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- El Puente School is located on Sherwood Place, a two-lane roadway with some parking on both sides. Sherwood Place is very congested before and after school.
- There are several schools located on Sherwood Place, with multiple drop-off areas and parking lots throughout their campuses. There is a parking lot on the north side of campus that is shared with staff and visitors. Left turns are permitted out of the school parking lot.
- Bus drop-off takes place on the back side of the school campus. Bus transportation is offered only to students who live outside a two-mile radius.
- At the time of the audit, traffic lines on Sherwood Dr were faded and need repainting.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on the south side of Sherwood Place but none on the north side.
- There are sidewalks on both sides of Sherwood Drive between East Bernal Drive and Highway 101. South of the highway, there is sidewalk missing on the west side of Sherwood Drive to Rossi Street.
- There are no high-visibility yellow crosswalks near the school campus. There is a standard white crosswalk on Sherwood Place near the entrance to the Mount Toro High parking lot.
- There are curb ramps at the intersection of Sherwood Drive and Sherwood Place.
- Some students cut through the surrounding fields to get to campus.
- El Puente is not served by a MST bus route.

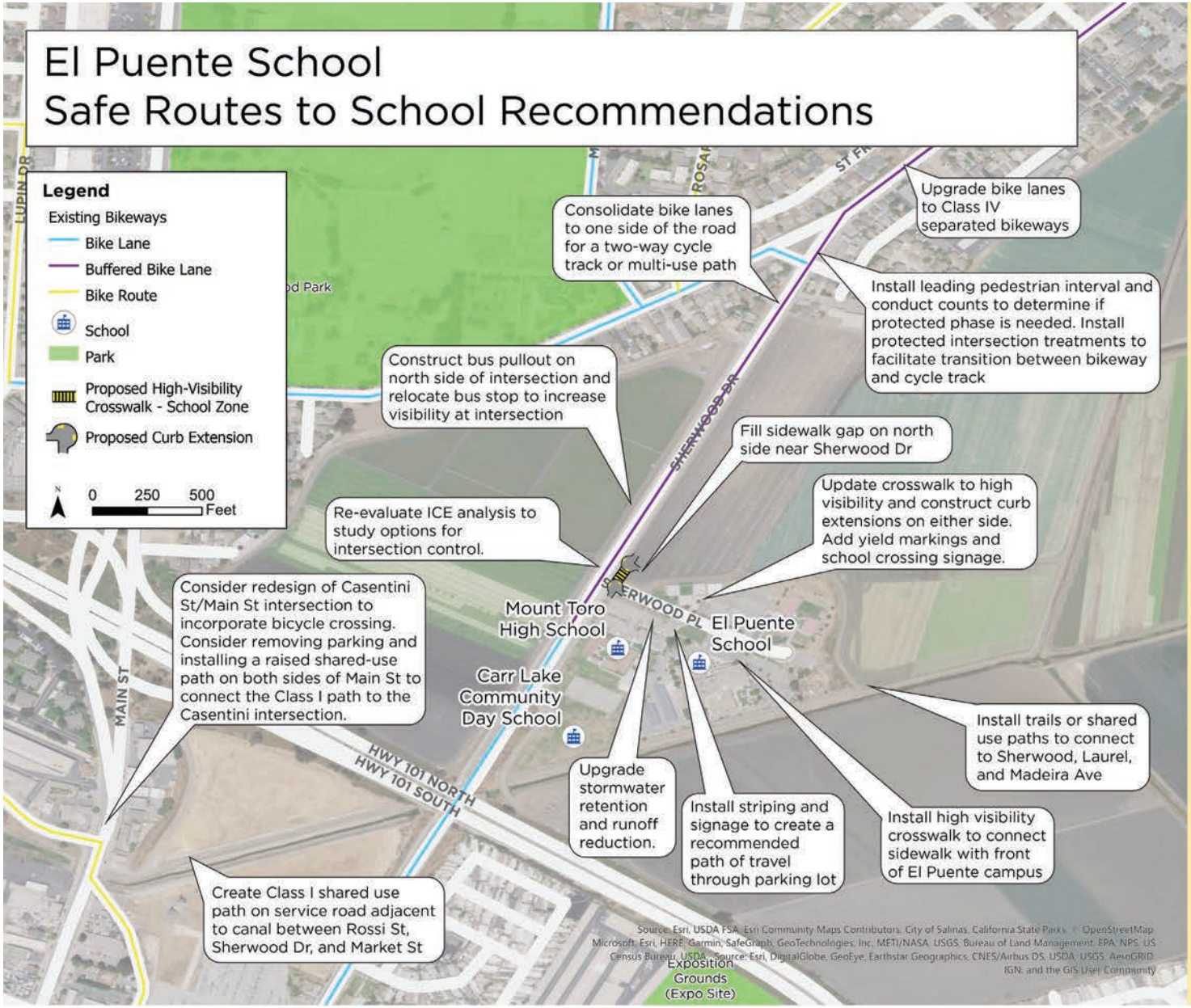
Bicycling Conditions

- There are no bicycle facilities on Sherwood Place.
- There are buffered Class II bicycle lanes on Sherwood Drive between Sherwood Place and East Laurel Drive, and Class II bicycle lanes south of the school to East Rossi Street.
- There are dashed green conflict markings on Sherwood Drive at the intersection of Sherwood Place.

A high-visibility crosswalk is recommended to connect the sidewalk with the school campus

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND EL PUENTE SCHOOL

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



SAFETY IMPROVEMENTS

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.

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.

Class IV 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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
EP001	Sherwood Pl	Missing sidewalk	Fill in sidewalk gaps on north side near Sherwood Dr.	$60,000	City
EP002	Sherwood Pl	Flooding during rainy season.	Upgrade stormwater retention and runoff reduction along Sherwood Pl.	$2,000,000	City
EP003	Sherwood Pl at existing mid-block crosswalk	Connection to regional bike route.	Install Class I shared-use path on west side of Davis Road to connect to Marina/Salinas multi-modal corridor. Consider street trees and landscaping.	$235,000	City
EP004	Sherwood Dr	MST bus blocks traffic turning right onto Sherwood Pl.	Relocate bus stop to north side of Sherwood Pl to enhance visibility at intersection, and construct bus pullout on north side of intersection.	$75,000	City
EP005	Sherwood Dr from Bernal St and Rossi St	Large four-lane roadway with high traffic volumes and speeds.	Consolidate bike lanes to one side of the road for a two-way cycle track or shared-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways, and install protected intersection treatments at Bernal to facilitate transition to cycle track.	$12,541,180	City
EP006	Sherwood Dr at Sherwood Pl	Difficult for drivers to turn in and out of Sherwood Pl.	Re-evaluate intersection control evaluation analysis to study options for intersection control.	$40,000	City
EP007	Behind school	Students walking across agricultural fields to reach the schools.	Install trails or shared-use paths to connect to Sherwood, Laurel Dr, and Madeira Ave.	$2,100,000	City
EP008	Service roads near canal between Rossi St and Main St and Main St and Sherwood Dr	Sherwood Dr over Hwy 101 has high traffic volumes and speeds.	Create Class I shared-use path on service roads/ROW adjacent to canal, as identified in Urban Greening Plan.	$1,800,000	City
EP009	Service road near canal at Main St	If a shared-use path were installed, a connection would be needed across North Main St.	Consider redesign of Casentini St/ Main St intersection to incorporate bicycle crossing. Consider removing parking and installing a raised shared-use path on both sides of Main St to connect the Class I path to the Casentini intersection.	$305,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
EP010	El Puente Campus	No marked crosswalk for people walking to campus.	Install high-visibility crosswalk to connect sidewalk with front of campus.	$4,000	City
EP011	Sherwood Drive at Bernal St	Main crossing point for people walking from neighborhoods northwest of school.	Install lead pedestrian interval and conduct counts to determine whether protected phase is needed.	$240,000	City

EL SAUSAL MIDDLE

El Sausal is located in east Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

El Sausal parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 26 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 21, below.

Figure 21. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
7-8

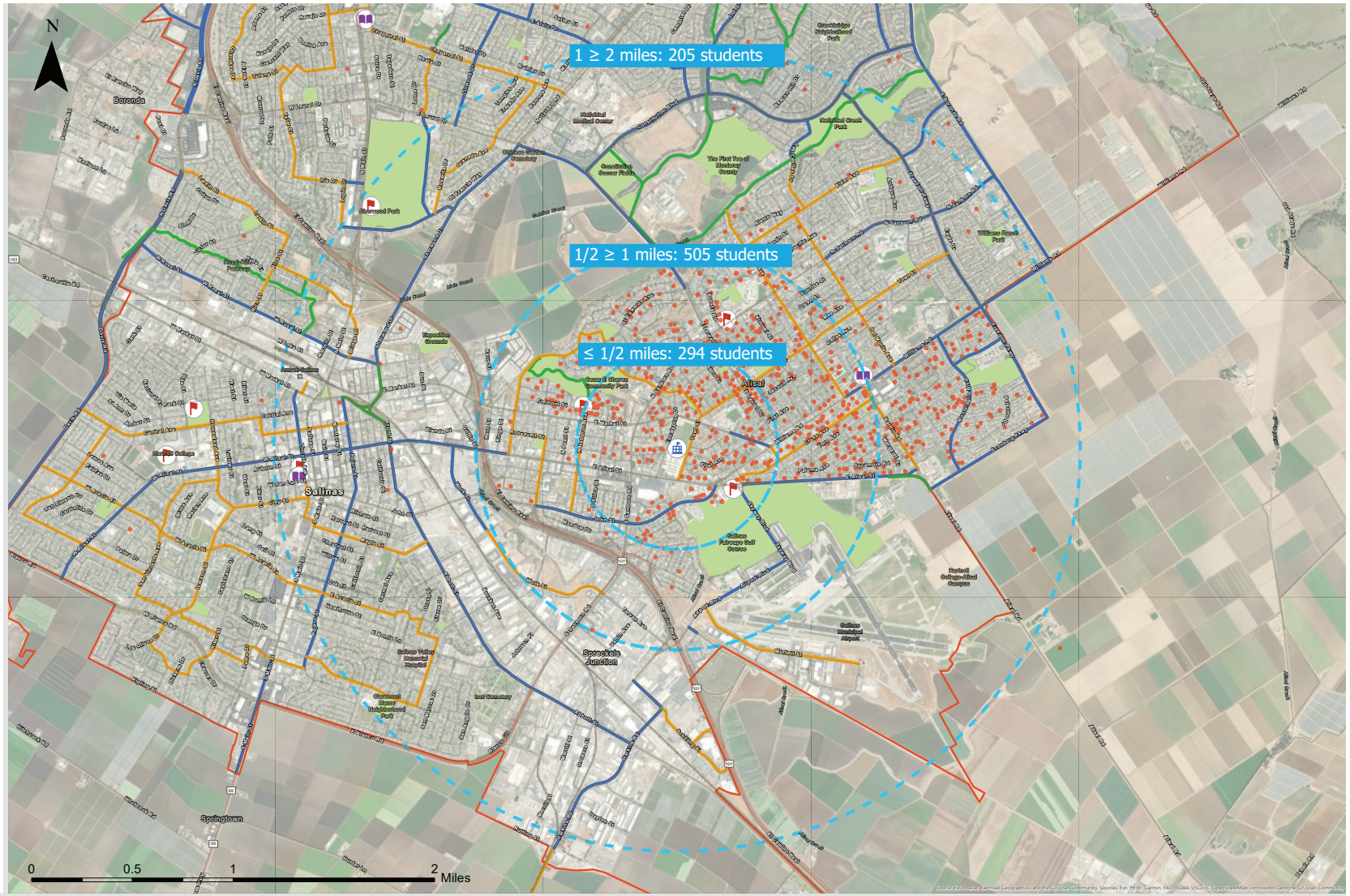
NUMBER OF STUDENTS
1102

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
73%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
90.7%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 26 SURVEY RESPONSES)
35%

Bicycle boulevard treatments are recommended on Eucalyptus Dr and Towt St



- Students
- El Sausal 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

El Sausal Middle School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- El Sausal is located on East Alisal Street, a five-lane roadway with parking on both sides. East Alisal Street is very congested before and after school.
- There is a drop-off area at the school frontage. There is a parking lot on the west side of campus that is reserved for staff. Left turns are permitted out of the school parking lot.
- Bus drop-off takes place on Towt Street, adjacent to the school campus.
- As of the writing of this plan, the speed limit in front of the school is 30 miles per hour.

Pedestrian Conditions

- There are sidewalks on both sides of East Alisal Street near the school.
- There is a high-visibility yellow crosswalk across Towt Street to the east of the school frontage, and another on Towt Street and 1st Avenue. There is also a marked yellow crosswalk across East Alisal Street at Towt Street, and updated curb ramps and a curb extension to reduce crossing distances.
- There are yellow crosswalks across Eucalyptus Drive at East Alisal Street and at Connely Street.
- There are missing curb ramps at many intersections surrounding the school.

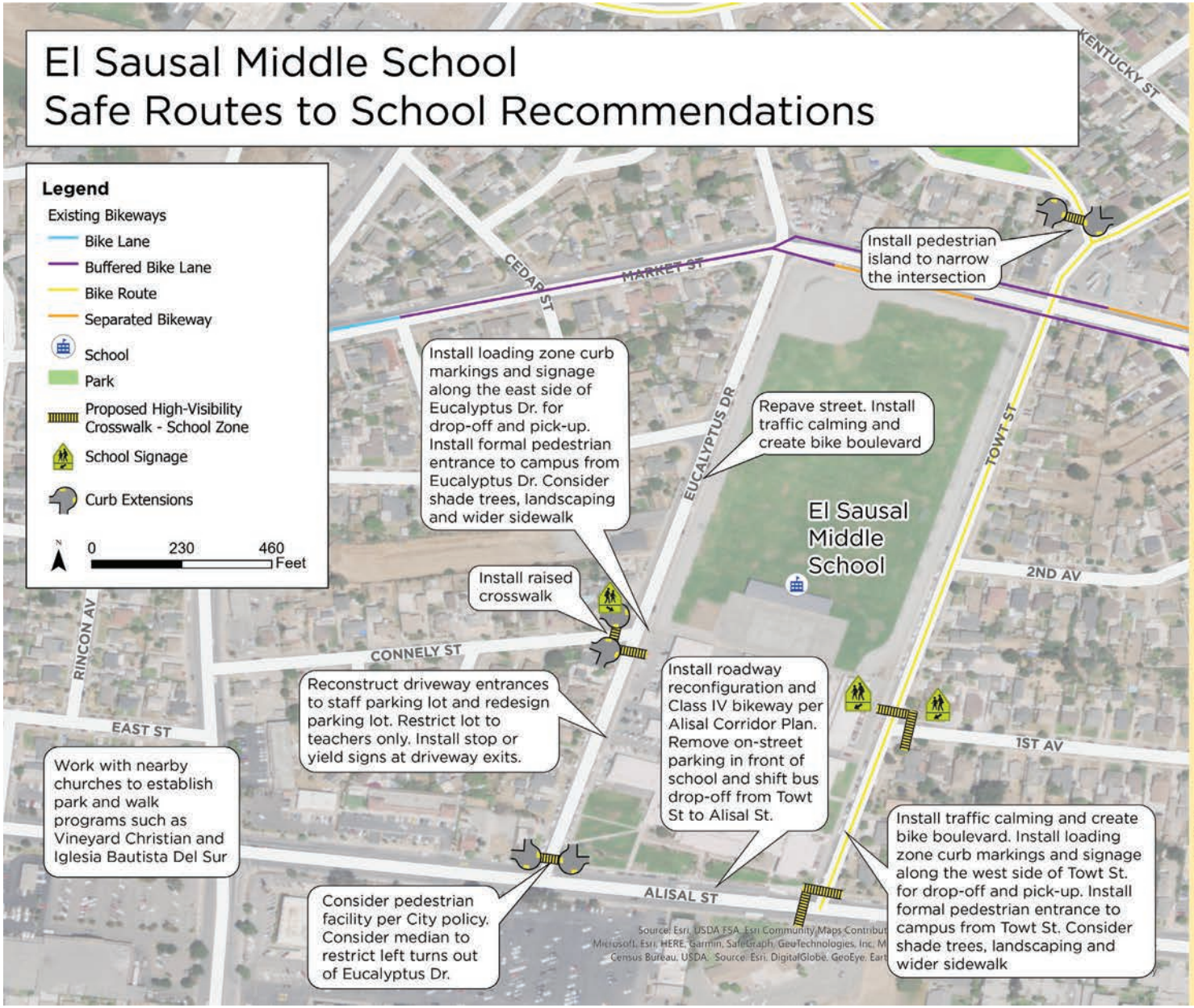
Bicycling Conditions

- There are no bicycle facilities on East Alisal Street or other residential roadways near the school.
- A recent Safe Routes to Schools project installed separated bikeways on East Market Street, on the backside of the school.

Students cross East Alisal at Eucalyptus Dr to go to the grocery stores after school

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND EL SAUSAL MIDDLE

The following table lists recommendations for El Sausal, 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.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

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.

Class IV 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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
ESM001	E Alisal St	Five-lane roadway with higher traffic volumes and speeds. Heavy traffic congestion before and after school.	Install roadway reconfiguration and Class IV bikeway per Alisal Corridor Plan. Remove on-street parking in front of school, and shift bus drop-off from Towt St to E Alisal St.	$1,236,340	City
ESM002	Eucalyptus Dr at school parking lot driveway	School parking area has rolled curb and no defined entrances and exits.	Install stop or yield signs at driveway exits.	$1,700	School
ESM003	Eucalyptus Dr from Parkway Rd to E Alisal St	Heavy congestion on East Alisal before and after school. Space is available for drop-off on Towt St and Eucalyptus Dr, but is limited by resident parking.	Install loading-zone curb markings and signage along the east side of Eucalyptus Dr for drop-off and pick-up. Install formal pedestrian entrance to campus from Eucalyptus Dr. Consider shade trees, landscaping, and wider sidewalk.	$185,165	School /sity
ESM004	Eucalyptus Dr at Connely St	Reports of drivers not yielding to pedestrians in the crosswalk.	Install raised crosswalk with yellow high-visibility crossing. Construct curb extensions to tighten corner turning radius, and add marked crossings on Connely St. Add school crossing signage on both sides of the street.	$159,700	City
ESM005	Eucalyptus Dr	Reports of speeding.	Resurface street. Install traffic calming and create bike boulevard.	$2,021,925	City
ESM006	Eucalyptus Dr at E Alisal St	Students running across E Alisal St after being dropped off or to go to the grocery store after school.	Consider pedestrian facility, per city policy. Consider median to restrict left turns out of Eucalyptus Dr. Upgrade crosswalk on Eucalyptus Dr to high-visibility, and construct curb extensions.	$114,500	City
ESM007	Eucalyptus Dr at school parking lot driveway	Limited parking on campus. Parking area has rolled curb and no defined entrances or exits.	Reconstruct driveway entrances to staff parking lot, and redesign parking lot with reconfigured stalls restricted to teachers. Due to the rolled curb, the street or sidewalk may need to be reconfigured as well.	$96,600	School
ESM008	General	Heavy congestion on East Alisal before and after school.	Work with nearby churches, such as Vineyard Christian and Iglesia Bautista Del Sur, to establish park-and-walk programs.	N/A	School/TAMC/ nonprofit partners

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
ESM009	Towt St at E Alisal St	Key pedestrian route to school.	Upgrade crosswalk on E Alisal St with yellow high-visibility markings.	$8,000	City
ESM010	Towt St at 1st Ave	Key pedestrian route to school.	Add school crossing signage on both sides of the street.	$1,700	City
ESM011	Towt St at Myrtle St	Key pedestrian route to school.	Install curb extensions and formalize pedestrian island to narrow the intersection. Install high-visibility crosswalks and curb ramps across Myrtle.	$230,000	City
ESM012	Towt St from E Alisal St to Market St	Heavy congestion on East Alisal before and after school. Space is available for drop-off on Towt St and Eucalyptus Dr but is limited by resident parking. Reports of speeding.	Install traffic calming and speed humps, and create bike boulevard. Install loading-zone curb markings and signage along the west side of Towt St for drop-off and pick-up. Install a formal pedestrian entrance to campus from Towt St. Consider shade trees, landscaping, and wider sidewalk.	$957,295	City/school

EVERETT ALVAREZ HIGH

Alvarez High is located in north Salinas and draws students from the surrounding neighborhoods and from east Salinas between Sanborn Road and Natividad Creek (see map on the following page).

PARENT SURVEY

Alvarez High parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 51 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 22, below.

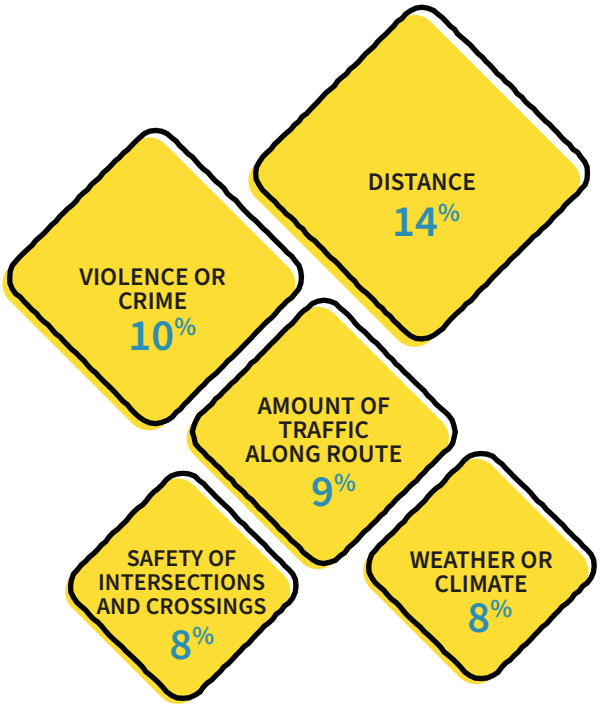


Figure 22. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
9-12

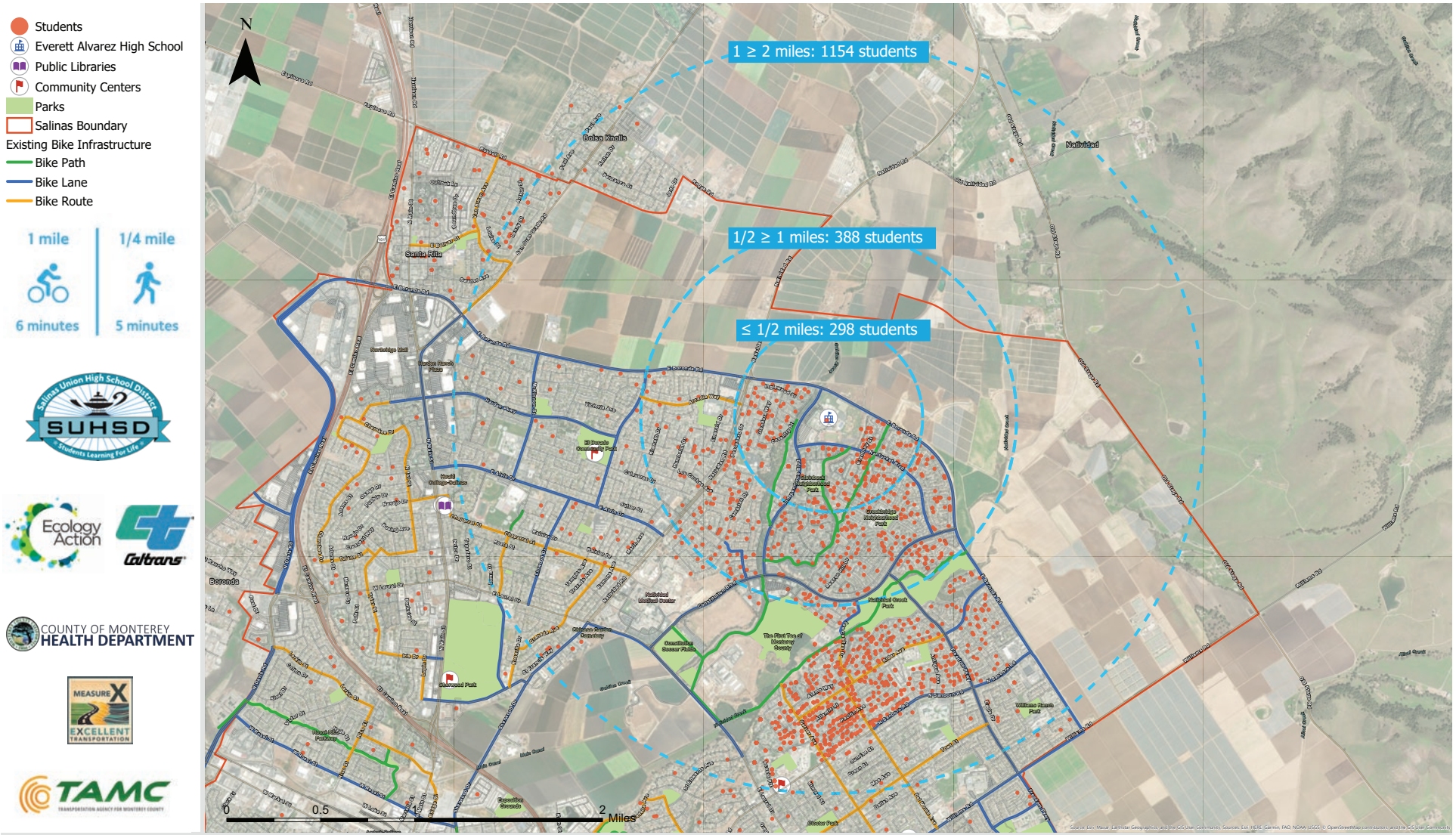
NUMBER OF STUDENTS
2645

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
26%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
62.9%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 51 SURVEY RESPONSES)
22%

Parents park in the bike lane on Nantucket Blvd, making it difficult for buses to enter and exit the school campus



Salinas
Safe Routes
to School Plan

Everett Alvarez High School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Alvarez High is located on Independence Boulevard, a four-lane roadway that narrows to two lanes south of Nantucket Boulevard. There is no parking on either side of Independence Boulevard near the school. Independence Boulevard is very congested before and after school.
- There is a drop-off loop and two large parking lots on the school campus. The northern parking lot, on the west side of campus, is reserved for staff and visitors, and the southern lot is reserved for students. Left turns are permitted out of the school parking lot onto Coventry Street.
- Bus drop-off takes place on the campus. Buses enter from Nantucket Boulevard and exit onto Independence Boulevard at Coventry Street.
- As of the writing of this plan, the speed limit in front of the school is 30 miles per hour.

Pedestrian Conditions

- There are sidewalks on both sides of Independence Boulevard and Nantucket Boulevard near the school.
- There are high-visibility yellow crosswalks on two legs of the intersection of Independence Boulevard and Danbury Street.
- There are yellow crosswalks on all legs of the intersection of Independence Boulevard and Nantucket Boulevard.
- There are curb ramps at many intersections surrounding the school.

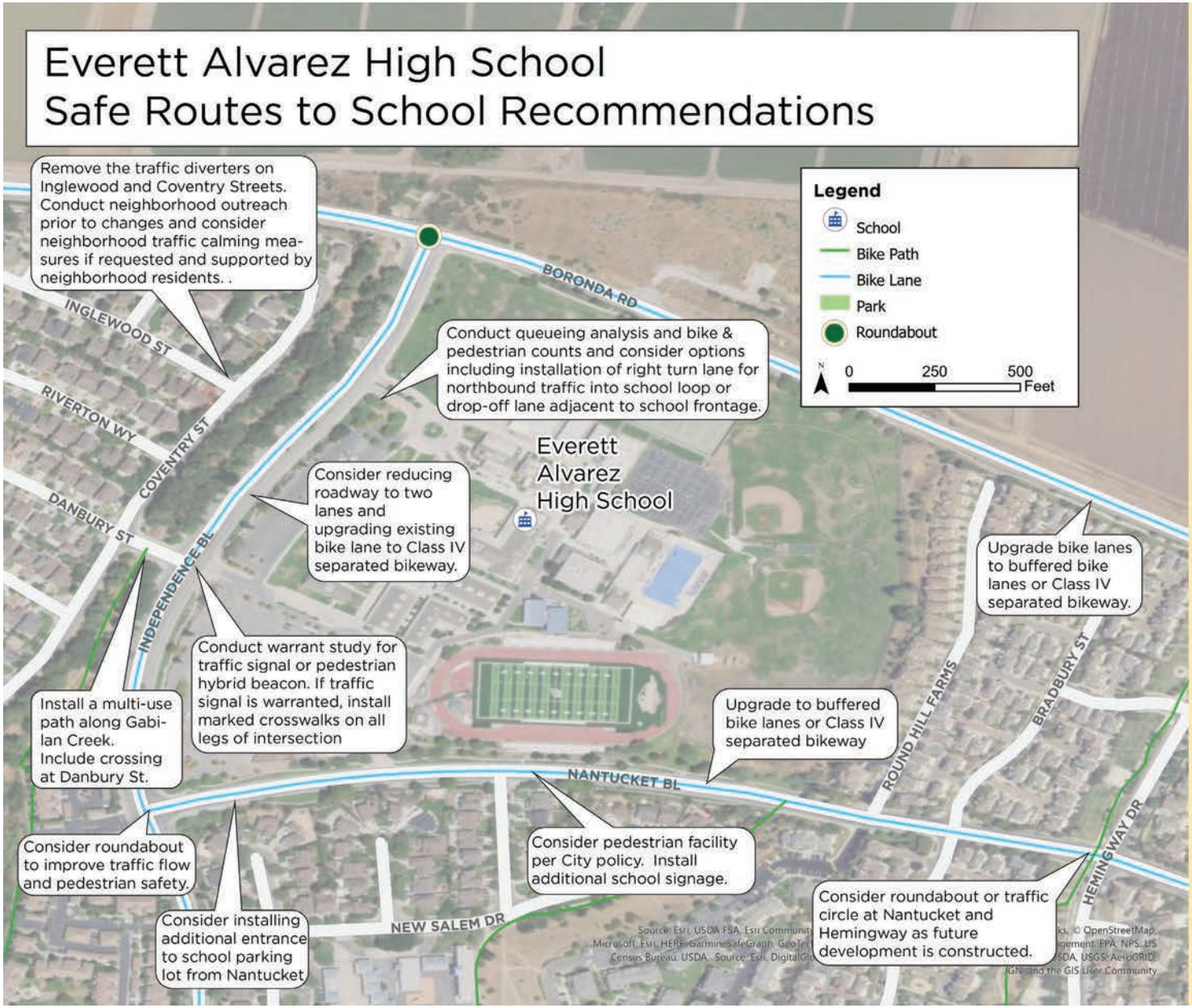
Bicycling Conditions

- There are Class II bicycle lanes on Independence Boulevard and Nantucket Boulevard near the school.

Large numbers of students cross Nantucket Blvd after school

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND EVERETT ALVAREZ HIGH

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



SAFETY IMPROVEMENTS

Buffered Bicycle Lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

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.

Pedestrian Hybrid Beacons are lights used to control traffic at unsignalized locations to assist pedestrians in crossing the street, often on roads with 3+ lanes.

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
EAH001	Boronda Rd from Natividad Rd to Hemingway Dr	Arterial street with higher traffic volumes and speeds.	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeway.	$4,626,000	City
EAH002	Boronda Rd at Natividad Rd	Traffic congestion at intersection.	Install planned roundabout.	$5,000,000	City
EAH003	Gabilan Creek from Boronda Rd to Lexington Dr	Project identified in Urban Greening Plan.	Install a Class I shared-use path along Gabilan Creek. Include a crossing at Danbury St.	$1,200,000	City
EAH004	Independence Blvd from Boronda Rd to Constitution Blvd	Four-lane roadway. Reports of speeding. Drivers drop off students in bike lanes on both sides of the street.	Consider reducing roadway to two lanes and upgrading bike lanes to Class IV separated bikeway. Conduct queueing analysis and bicycle and pedestrian counts, and consider options, including installation of right turn lane for northbound traffic into school loop, and drop-off lane adjacent to school frontage.	$512,3340	City
EAH005	Independence Blvd at Boronda Rd	Traffic congestion at intersection. Difficult for drivers to reach left turn lane during school drop-off and pick-up.	Install planned roundabout.	$8,000,000	City
EAH007	Independence Blvd at Danbury St	High volumes of pedestrians and motor vehicles. Difficult for vehicles to exit school campus, drivers not yielding to pedestrians in the crosswalk.	Conduct warrant study for traffic signal or pedestrian hybrid beacon. If traffic signal is warranted, install marked crosswalks on all legs of intersection. Allow right-turn access only in and out of Danbury St.	$83,850	City
EAH008	Independence Blvd at Nantucket Blvd	Key pedestrian route. Traffic congestion before and after school.	Consider roundabout to improve traffic flow and pedestrian safety.	$195,000	City
EAH009	Nantucket Blvd between Independence Blvd and Hemingway Dr	Large numbers of students crossing at school bus driveway entrance, near New Haven Way.	Consider pedestrian facility, per city policy.	$10,000	City
EAH0010	Nantucket Blvd	Key pedestrian route to school.	Install additional school signage.	$3,400	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
EAH011	Nantucket Blvd	Parents parked in bike lanes on both sides of street before and after school. Difficult for buses to go around parked cars to enter campus. Students biking on sidewalk.	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeway	$3,700,800	City
EAH012	Nantucket Blvd at Hemingway Dr	Reports of speeding, drivers not yielding to pedestrians, and drivers doing donuts in the intersection.	Consider roundabout or traffic circle at Nantucket and Hemingway as future development is constructed.	$2,500,000	City
EAH013	Trail network behind Steinbeck Elementary from Snug Harbor to school	Pedestrians walking down steep dirt path to reach New Salem Drive.	Evaluate pedestrian demand and consider formalized connection between Crestview St and Provincetown Dr.	$1,000,000	City
EAH014	School	Heavy traffic congestion on Independence Blvd before and after school	Consider installing additional entrance to school parking lot from Nantucket Blvd.	$8,500	School
EAH015	Inglewood St and Coventry St	Heavy traffic congestion at intersection of Danbury/Independence Blvd. Right-turn-only not feasible without removing traffic diverters.	Remove the traffic diverters on Inglewood and Coventry Streets to enable right-turn-only at Danbury and Independence Streets. Conduct neighborhood outreach prior to changes, and consider traffic-calming measures if requested and supported by neighborhood residents.	$30,000	City

The intersection of Independence Blvd and Danbury St has high volumes of people walking and driving before and after school

FRANK PAUL ELEMENTARY

Frank Paul Elementary is located next to Frank Paul Park in a residential area in northeast Salinas. It draws students from the surrounding neighborhood (see map on the following page).

PARENT SURVEY

Frank Paul parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 41 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 23, below.

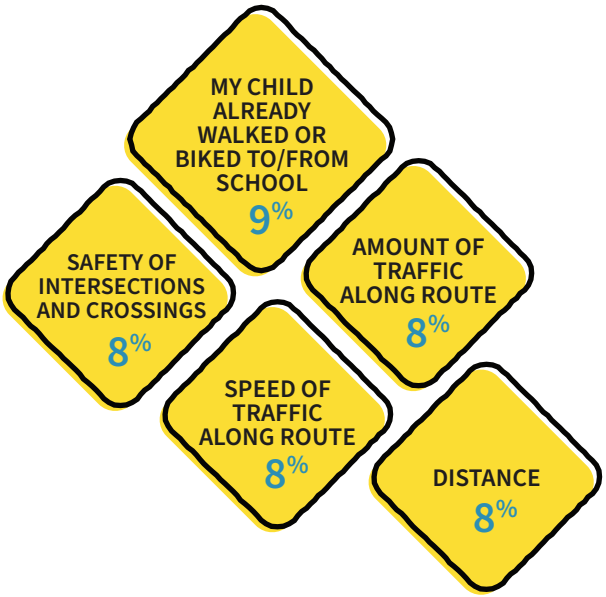


Figure 23. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
817

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
79%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
98.3%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 41 SURVEY RESPONSES)
64%

Analysis for a stop sign or rectangular rapid flashing beacon is recommended for the crosswalk on Rider Ave. at Mazatlan Wy.

Frank Paul Elementary School

Salinas Safe Route to School Plan

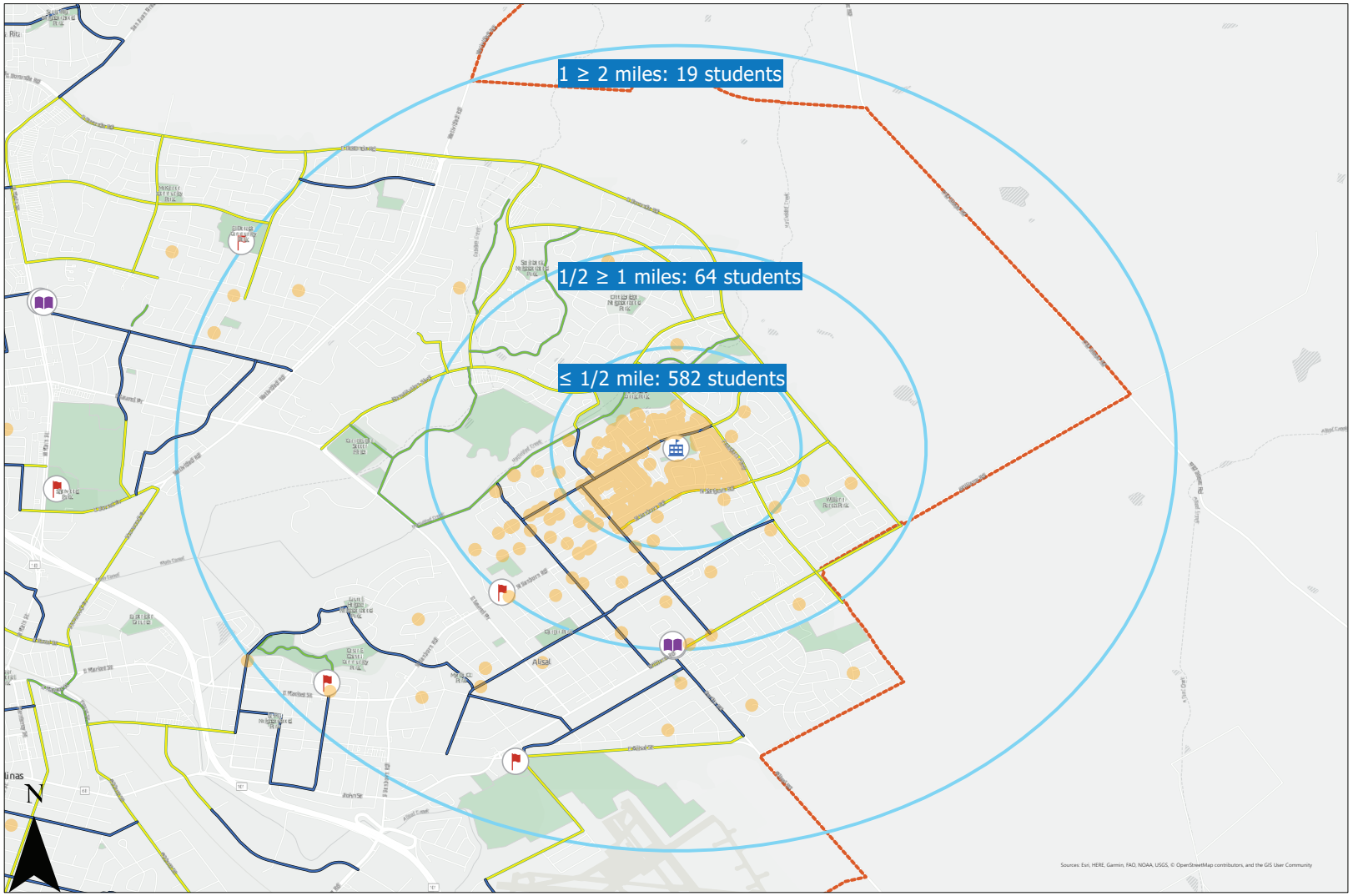
Legend

- Students
- Frank Paul 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



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- There is a small drop-off loop on the school campus off Rider Avenue.
- There is a small parking lot designated for staff off Rider Avenue. Parents have been observed using this lot for student drop-off and pick-up.
- There is a bus drop-off zone on Rider Avenue in front of the school. There is on-street parking on the rest of Rider Avenue and Antigua Avenue.
- There is a newer drop-off loop and parking lot at the back of campus off Antigua Avenue.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are continuous sidewalks on Rider Avenue, Antigua Avenue, and other roadways near the school.
- There are high-visibility crosswalks across Rider Avenue at Mimbrera Way and Mazatlan Way.
- Pedestrians have been observed walking across unmarked areas of Rider Avenue between Mazatlan Way and Mimbrera Way.
- There is no pedestrian access from Frank Paul Park to the school campus.

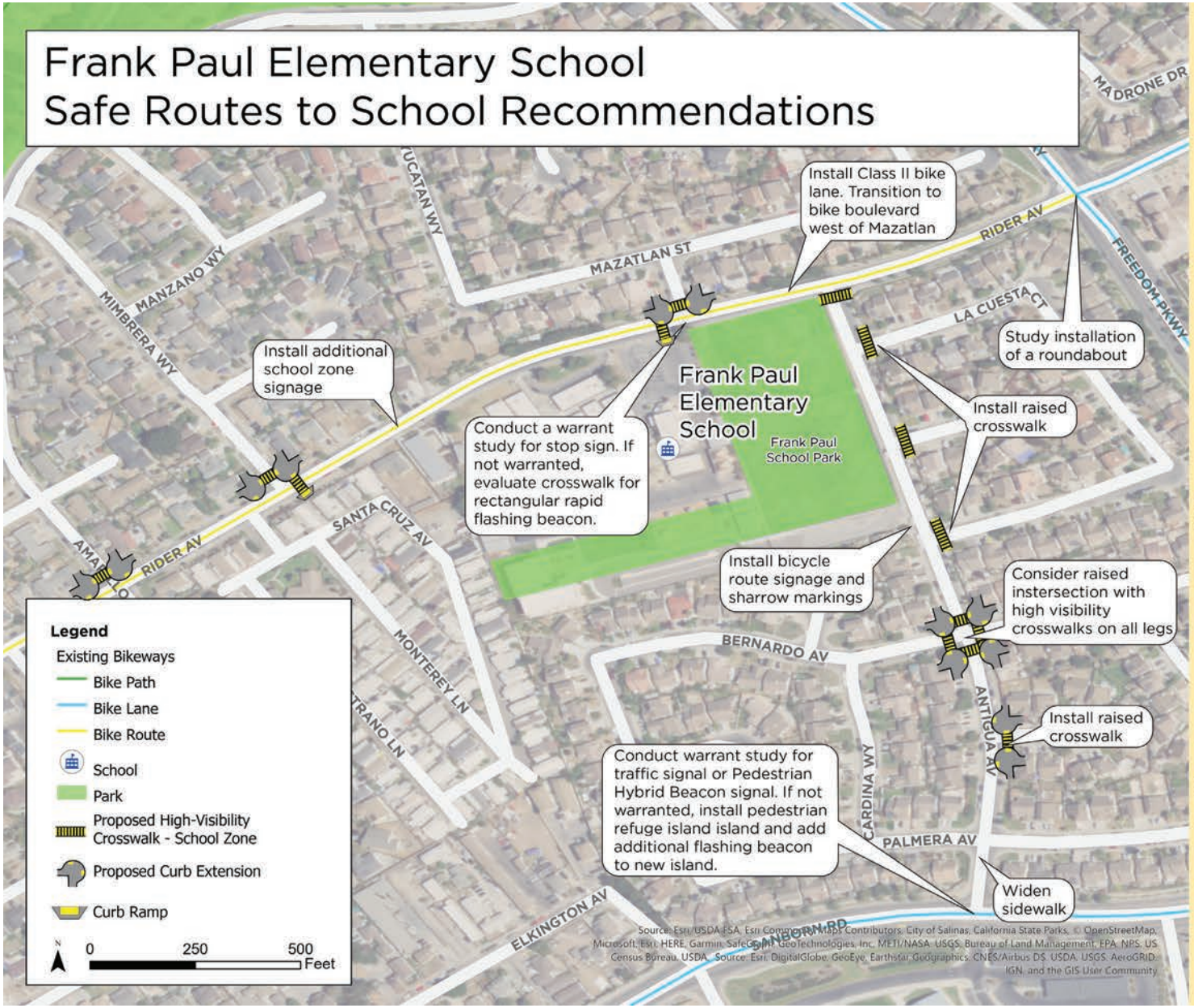
Bicycling Conditions

- There are no bicycle facilities on Rider Avenue, Antigua Avenue, or other residential roadways near the school.
- The nearest bicycle facilities are Class II bicycle lanes on Freedom Parkway.

Students walk to Frank Paul Elementary and La Paz Middle on Antigua Ave.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND FRANK PAUL ELEMENTARY

The following table lists recommendations for Frank Paul Elementary, 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.

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.

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
FPE001	Rider Ave at Freedom Parkway	Part of possible redesign of Freedom Parkway.	Conduct intersection control evaluation analysis to study installation of a roundabout.	$235,000	City
FPE002	Rider Ave from Freedom Parkway to Mazatlan Way	No bicycle facilities near school.	Install bike lane. Transition to bike boulevard west of Mazatlan.	$947,400	City
FPE003	Rider Ave at Antigua Ave	Key pedestrian route to school.	Upgrade crosswalk with high-visibility yellow markings.	$4,000	City
FPE004	Rider Ave at Mazatlan Way	Key pedestrian route to school. Reports of speeding on Rider Ave.	Conduct a warrant study for a stop sign. If not warranted, evaluate crosswalk for a rectangular rapid flashing beacon. Upgrade crosswalk with high-visibility yellow, and install curb ramp on south side of Rider Ave. Install yield markings and curb extensions to shorten crossing distance on Mazatlan Way.	$164,000	City
FPE005	Rider Ave at Mazatlan Way	Key pedestrian route to school. Reports of speeding on Rider Ave.	Maintain crossing guard even after installation of recommendations.	N/A	School
FPE006	Rider Ave at Mimbrera Way	Key pedestrian route to school. Reports of speeding on Rider Ave.	Upgrade crosswalk to high visibility. Install curb ramp on south side of Rider Ave, and install curb extension to shorten crossing distance on Mimbrera Way	$117,000	City
FPE007	Rider Ave from Freedom Parkway to Amarillo Way	Drivers coming from the east may not know they're entering a school zone.	Install additional school zone signage.	$3,400	City
FPE008	Rider Ave at Amarillo Way	Key pedestrian route to school.	Upgrade crosswalk with high-visibility yellow, and install curb extensions across Amarillo Way.	$204,000	City
FPE009	Antigua Ave from Rider Ave to Sanborn Rd	Key route to Frank Paul Elementary and La Paz Middle. No bike facilities.	Create a bicycle route with signage and sharrow markings.	$19,600	City
FPE010	Antigua Ave from Palmera Ave to Sanborn Rd	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Widen sidewalk.	$30,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
FPE011	Sanborn Rd at Antigua Ave	Key pedestrian route to La Paz Middle. Five-lane roadway with high traffic volumes and speeds.	Conduct warrant for traffic signal or installation of pedestrian hybrid beacon signal. If neither is warranted, install pedestrian refuge island, upgrade to high-visibility yellow crosswalk, and add another flashing beacon to refuge island. Include appropriate yield signage and striping.	$737,000	City
FPE013 & FPE017	Antigua Ave at La Cuesta Ct (both intersections)	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Install raised crosswalks with high-visibility yellow striping across both intersections with La Cuesta Ct.	$298,000	City
FPE014	Antigua Ave at Antigua Cir	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Install high-visibility yellow crosswalk across Antigua Cir.	$4,000	City
FPE015	Antigua Ave at Bernardo Ave	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Consider raised intersection with high-visibility crosswalks on all legs, or install high-visibility yellow crosswalk and construct curb extensions on all legs and raised crosswalks across Bernardo Ave.	$796,000	City
FPE016	Antigua Ave at Vera Cruz Cir	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Install raised crosswalk with high-visibility yellow crosswalk and curb extensions across Vera Cruz Cir.	$249,000	City

FREMONT ELEMENTARY

Fremont Elementary is in a high-density residential neighborhood in east Salinas. It draws students primarily from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Fremont Elementary parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 34 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 24, below.

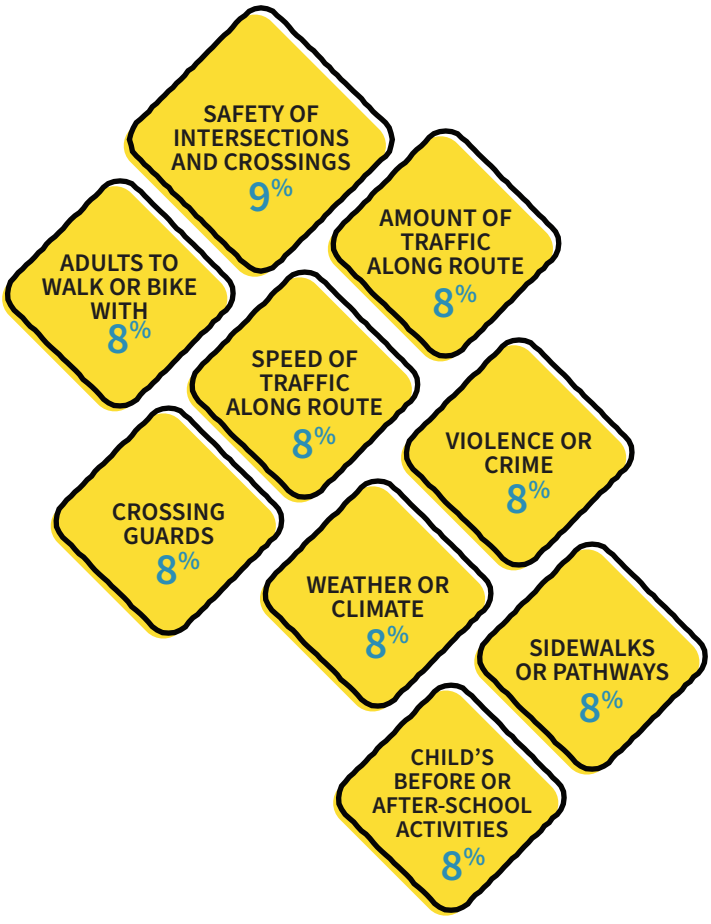


Figure 24. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
815

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
95%

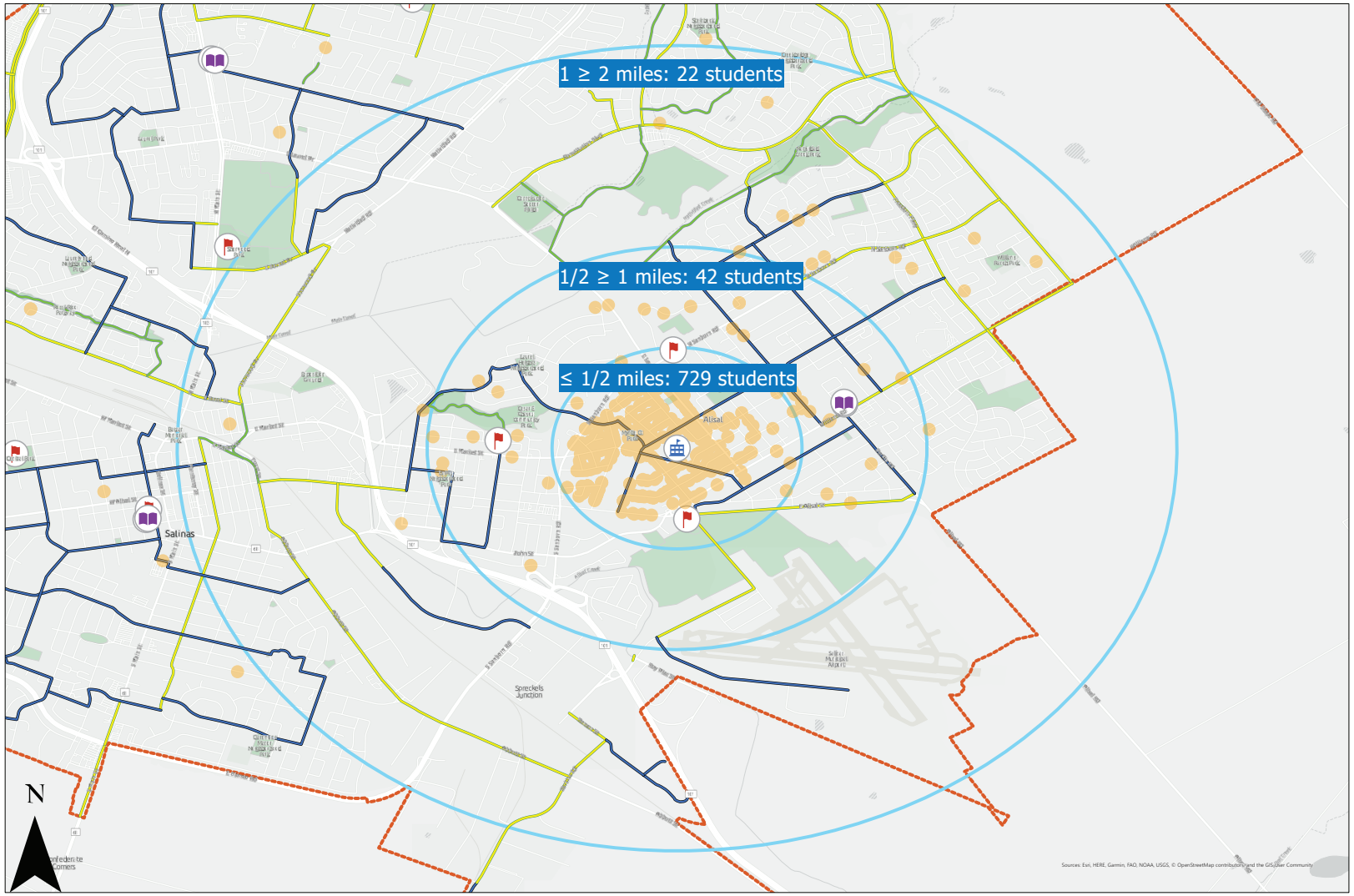
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
87.7%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 34 SURVEY RESPONSES)
70%

Curb extensions are recommended for the crosswalk at Towt St and Kentucky Ave

Fremont Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- A Safe Routes to Schools project was completed in 2017 to reduce the number to travel lanes from four to two and install a new center turn lane.
- There is a drop-off loop and parking in front of the campus on East Market Street. Drivers are also encouraged to use designated drop-off spaces along East Market Street immediately in front of the school.
- School-zone speed limit signs are not currently present on East Market Street.
- Parents can also drop off students in the back of campus, off Cooper Avenue.
- As of the writing of this plan, the speed limit in front of the school is 30 miles per hour.

Pedestrian Conditions

- Students walk to school from the surrounding neighborhoods and enter campus through entrances on East Market Street or Cooper Avenue.
- There are complete sidewalks on both sides of East Market Street, Towt Street, and residential roadways near the school.
- There is a yellow high-visibility crosswalk at Market Street and 2nd Avenue, which serves as a key access point for pedestrians.
- The 2017 project included upgraded curb ramps and high-visibility crosswalks at intersections on East Market Street near the school.
- Pedestrians have been observed walking across unmarked areas of Market Street in front of the school.

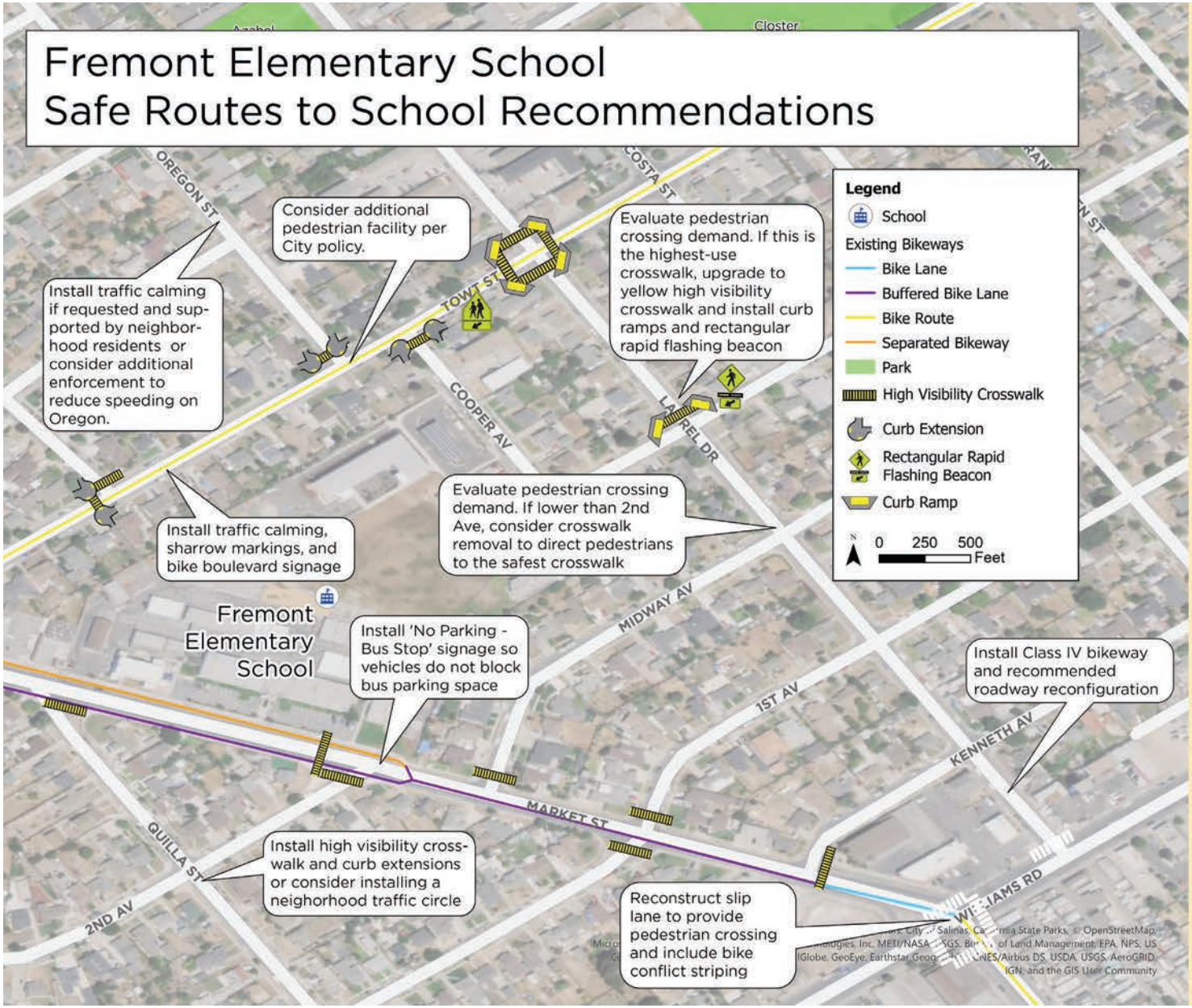
Bicycling Conditions

- There are Class IIB buffered bike lanes on Market Street between North Sanborn Road and Williams Road, with a segment of Class IV separated bikeway in front of the school.
- There are no bicycle facilities on other residential roadways near the school.

Curb ramps, high-visibility striping and a rectangular rapid flashing beacon are recommended on Laurel St at 2nd Ave

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND FREMONT ELEMENTARY

The following table lists recommendations for Fremont Elementary, 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.

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.

Class IV 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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
FE001	2nd St at Quilla St	Key pedestrian route to school.	Install high-visibility crosswalks and curb extensions, or consider installing a neighborhood traffic circle.	$216,000	City
FE002	Cooper Ave from Towt St to 2nd Ave	Key pedestrian route to school.	Install school zone signage.	$1,700	City
FE003	Laurel Dr at 2nd Ave	Key pedestrian route to school. Reports of drivers not yielding to pedestrians in the crosswalk.	Evaluate pedestrian crossing demand. If this is the highest-use crosswalk on Laurel Dr, upgrade to yellow high-visibility crosswalk and install curb ramps and rectangular rapid flashing beacon.	$54,000	City
FE004	Laurel Dr at Midway Ave	Key pedestrian route to school. Reports of drivers not yielding to pedestrians in the crosswalk.	Evaluate pedestrian crossing demand. If lower than on 2nd Ave, consider crosswalk removal to direct pedestrians to the safest crosswalk.	$14,000	City
FE006	Laurel Dr at Williams Rd	Key pedestrian route to school.	Install white high-visibility crosswalk across Laurel Dr.	$8,000	City
FE007	Laurel Dr from Williams Rd to Sanborn Rd	No bicycle facilities.	Install Class IV separated bikeway and recommended roadway reconfiguration.	$2,914,380	City
FE018	Williams at Grandhaven	No marked crosswalk, reports of drivers not yielding to pedestrians.	Consider pedestrian facility, per city policy.	$10,000	City
FE009	Market St at school entrance area	Parents parking in bus loading zones, not clearly marked.	Install “Bus Stop No Parking” signage so vehicles do not block bus parking space.	$850	City
FE010	Market St at Williams Rd	Some students crossing here.	Reconstruct the slip lane to provide pedestrian crossing, and include conflict striping. Upgrade all legs of the intersection to high-visibility crosswalks.	$270,000	City
FE011 + FE016	Towt St at Oregon St	Reports of students crossing Towt St, no marked crosswalk.	Install high-visibility crosswalk, curb ramps, and curb extensions across Oregon St. Consider pedestrian facility, per city policy.	$140,000	City
FE012	Towt St at Cooper Ave	Key pedestrian route to school.	Install high-visibility crosswalk, curb ramps, and curb extensions across Cooper Ave.	$130,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
FE013	Towt St at Laurel Dr	Key pedestrian route to school. Reports of drivers not yielding to pedestrians in the crosswalk.	Upgrade to yellow high-visibility crosswalk and curb ramps.	$68,000	City
FE014	Towt St from Market St to Laurel Dr	Key route to school. No bicycle facilities present, reports of speeding.	Install traffic calming, sharrow markings, and bike boulevard signage.	$550,800	City
FE015	Towt St at Kentucky Ave	Key pedestrian route to school	Install curb extensions across Towt St and high-visibility crosswalk on Kentucky Ave.	$104,000	City
FE017	Oregon St	Reports of speeding	Install traffic calming measures if requested and supported by neighborhood residents, or consider speed enforcement on Oregon St.	$15,000	City

GAVILAN VIEW MIDDLE SCHOOL

Gavilan View is located outside Salinas city limits on the north side of the city. It draws students from the surrounding neighborhoods and the neighborhood around New Republic Elementary (see map on the following page).

GRADE LEVELS
7-8

NUMBER OF STUDENTS
588

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
61%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
74%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 21 SURVEY RESPONSES)
24%

PARENT SURVEY

Gavilan View parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 21 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 25, below.

Figure 25. Parents' top concerns about letting children walk or bike to and from school.

There are currently sidewalk gaps on both sides of Russell Rd near the school

Gavilan View Middle School

Salinas Safe Route to School Plan

Legend

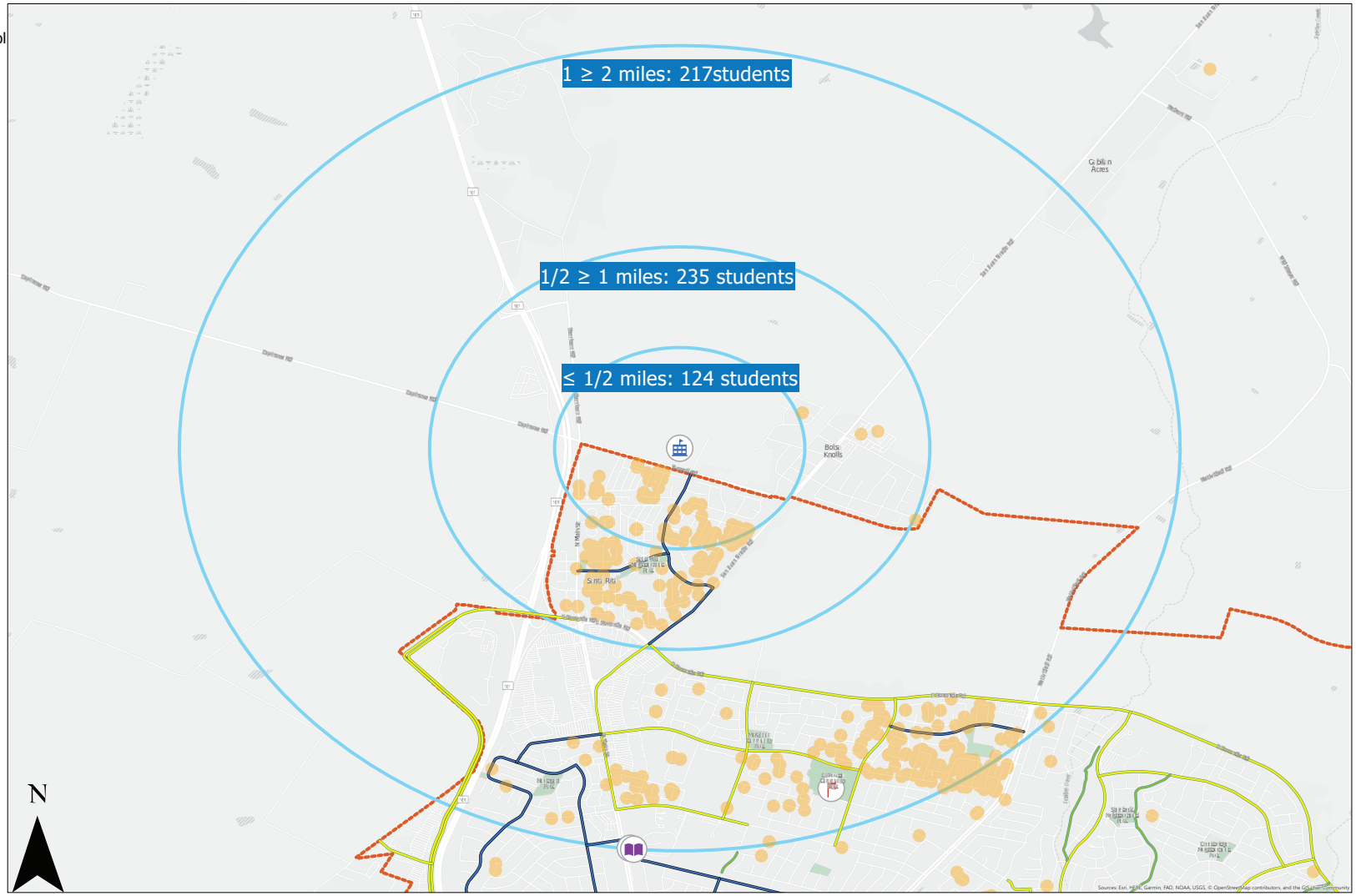
- Students
- Gavilan View Middle School
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

1 mile | 6 minutes

1/4 mile | 5 minutes



Data Source: City of Salinas Open Data Portal, Santa Rita Unified School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Gavilan View Middle is located on Russell Road, a three-lane roadway that serves as a northern boundary of the city of Salinas. Parking is allowed on both sides of the street, and Russell Road is very congested before and after school.
- There are two drop-off areas and several parking lots on the school campus. The parking lots on the east and south sides are shared between staff and visitors. Left turns are permitted out of the school parking lot.
- The morning sun creates some visibility problems for eastbound traffic at certain times of the year.
- Bus drop-off takes place on Van Buren Ave, adjacent to the school campus.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There are no sidewalks on the north side of Russell Road between North Main Street and San Juan Grade Road except along the school frontage. On the south side, there are some segments of formal sidewalk in front of residential properties and dirt paths in other areas.
- There are complete sidewalks on Van Buren Avenue and other residential streets south of the school.
- There are yellow crosswalks on three legs of the intersection of Russell Road and Van Buren Avenue. School staff assists with crossing at the intersection during dismissal time.
- There are curb ramps at the intersection near the school.
- Students have been observed crossing Russell Road between North Main Street and the school, outside of marked crosswalks.
- Gavilan View Middle is not served by a MST bus route.

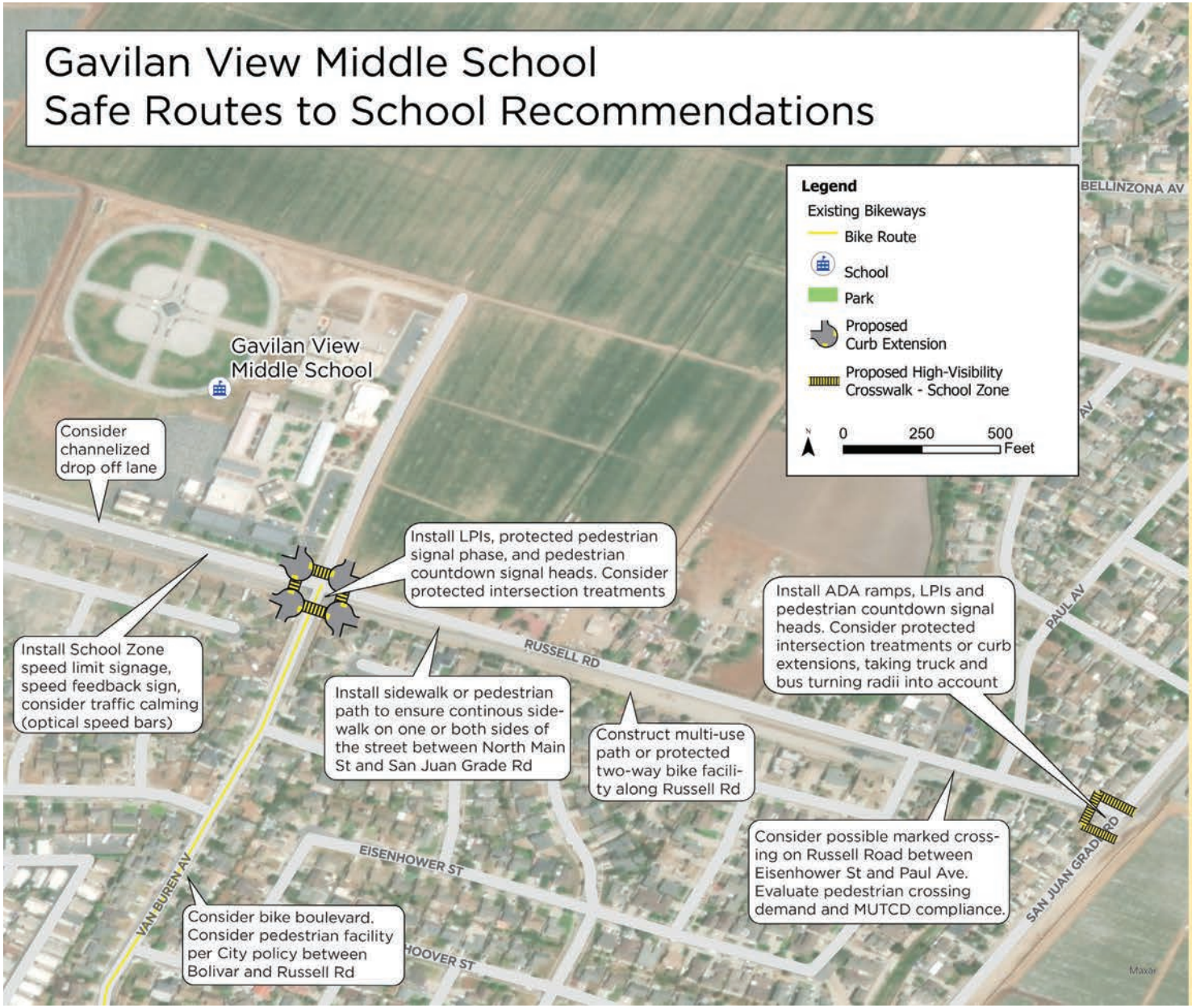
Bicycling Conditions

- There are no bicycle facilities on Russell Road or other roadways near the school.

Conflicts were reported between vehicles turning left and pedestrians crossing at the intersection of Russell and Van Buren

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND GAVILAN VIEW MIDDLE

The following table lists recommendations for Gavilan View 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 (LPI) 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.

High-Visibility Crosswalks or "ladder style" are more visible to drivers than crosswalks consisting of two lines.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
GVM001	Van Buren Ave	Key route to school. No bicycle facilities. Students cross mid-block to reach marked crosswalk on the west side of the intersection of Van Buren Ave and Russell Rd.	Consider bike boulevard on Van Buren Ave. Consider pedestrian facility, per city policy, on Van Buren between Bolivar and Russell Rd.	$1,975,600	City
GVM002	Russell Rd at Van Buren Ave	Key pedestrian route to school, high volumes of students crossing. Vehicle left turns onto Russell Rd conflict with pedestrians in the crosswalk. Pedestrian signal phase does not allow enough time to cross. U-turns allowed, intersection feels very unsafe.	Install curb extensions, curb ramps, high-visibility crossings, leading pedestrian intervals, protected pedestrian signal phase, and pedestrian countdown signal heads. Consider protected intersection treatments.	$1,917,140	City/county
GVM003	Russell Rd from North Main Street to San Juan Grade Rd	Sidewalk gaps on both sides of the street. Students cross mid-block to reach the sidewalk on the north side of the street.	Install sidewalk or pedestrian path to ensure continuous sidewalk on one or both sides of the street.	$1,320,000	City/county
GVM004	Russell Rd	Reports of speeding as vehicles enter and exit the freeway. Double- and triple-parking happens on the north side of Russell Road before and after school.	Install school zone speed limit signage and speed feedback sign, and consider traffic calming (speed-reduction markings). Consider channelized drop off lane on north side of Russell Road adjacent to school.	$29,600	County
GVM005	Russell Rd at San Juan Grade Rd	Key pedestrian route to Gavilan View Middle and Rancho San Juan High.	Construct ADA curb ramps, and upgrade to high-visibility crossings. Install leading pedestrian interval and pedestrian countdown signal heads. Consider protected intersection treatments or curb extensions, taking truck and bus turning radius into account.	$1,515,105	City/county
GVM006	Russell Rd from North Main Street to San Juan Grade Rd	No bicycle facilities.	Install Class I shared-use path or protected two-way bike facility along Russell Rd (the south side has few driveways).	$2,035,440	City/county
GVM007	Russell Rd	Reports of students crossing here. No sidewalk on north side of street between Paul Ave and school.	Consider possible marked crossing on Russell Rd between Eisenhower St and Paul Ave. Evaluate pedestrian crossing demand and MUTCD compliance.	$14,000	City/county

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.

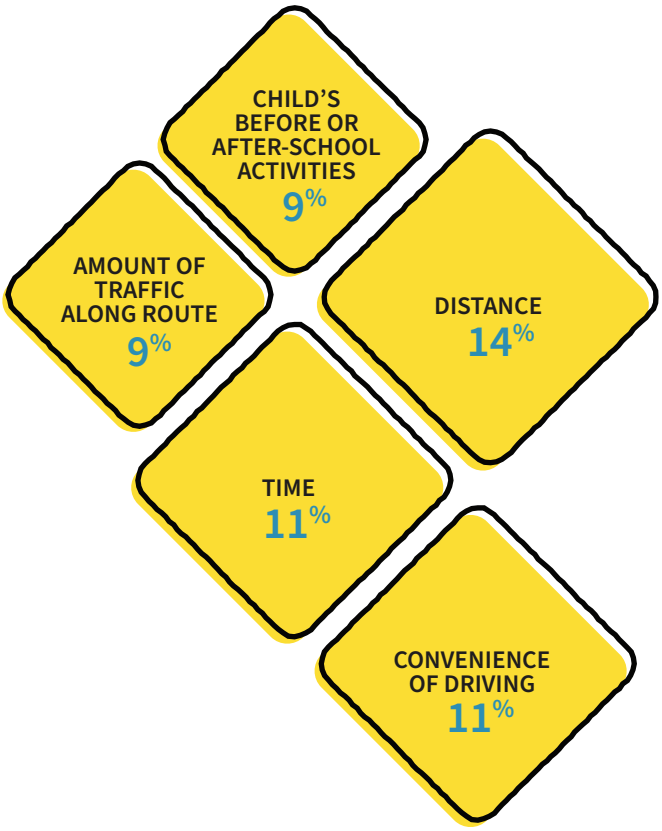


Figure 26. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
7-8

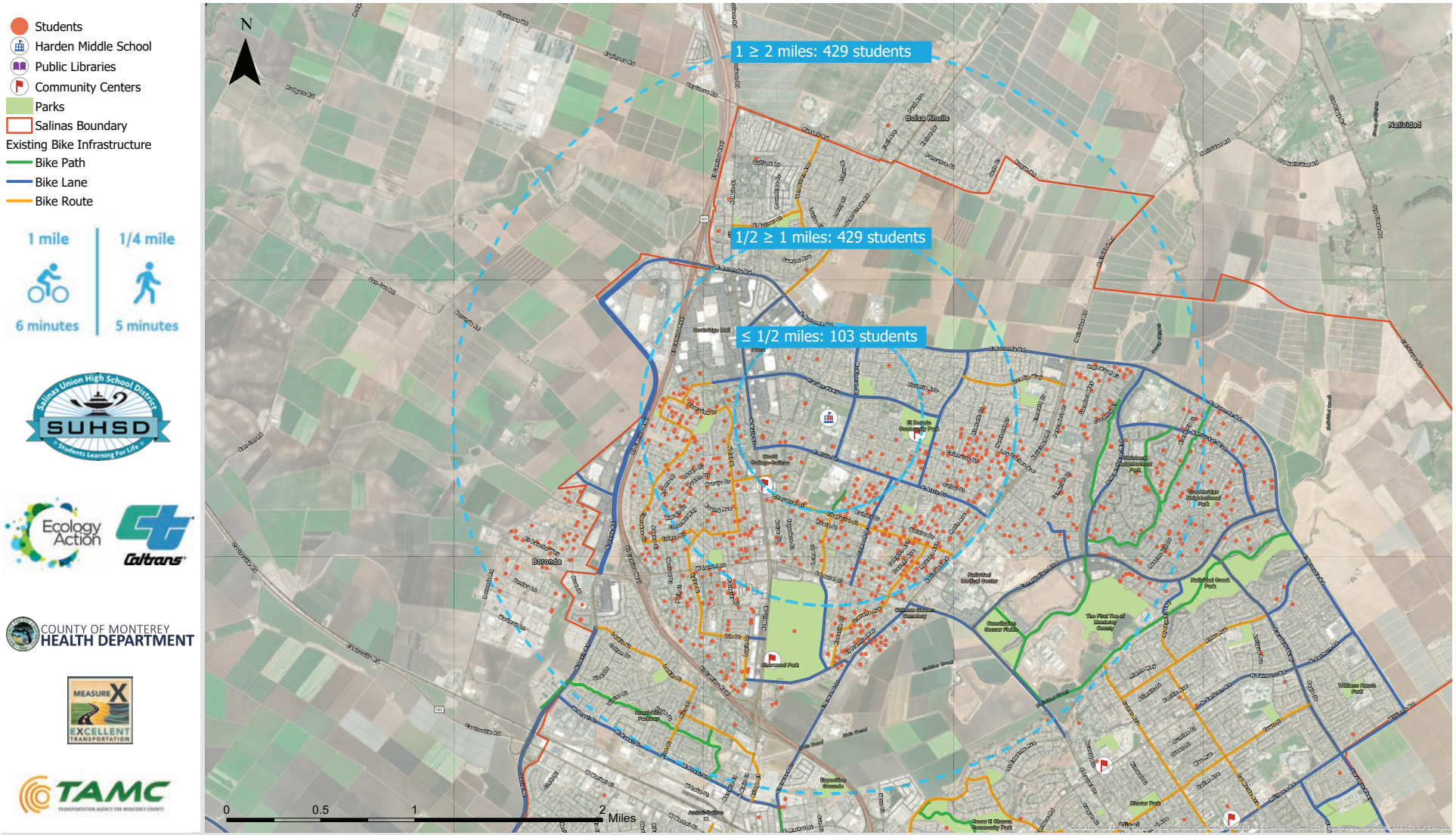
NUMBER OF STUDENTS
1279

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
42%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
75%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 31 SURVEY RESPONSES)
26%

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



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.

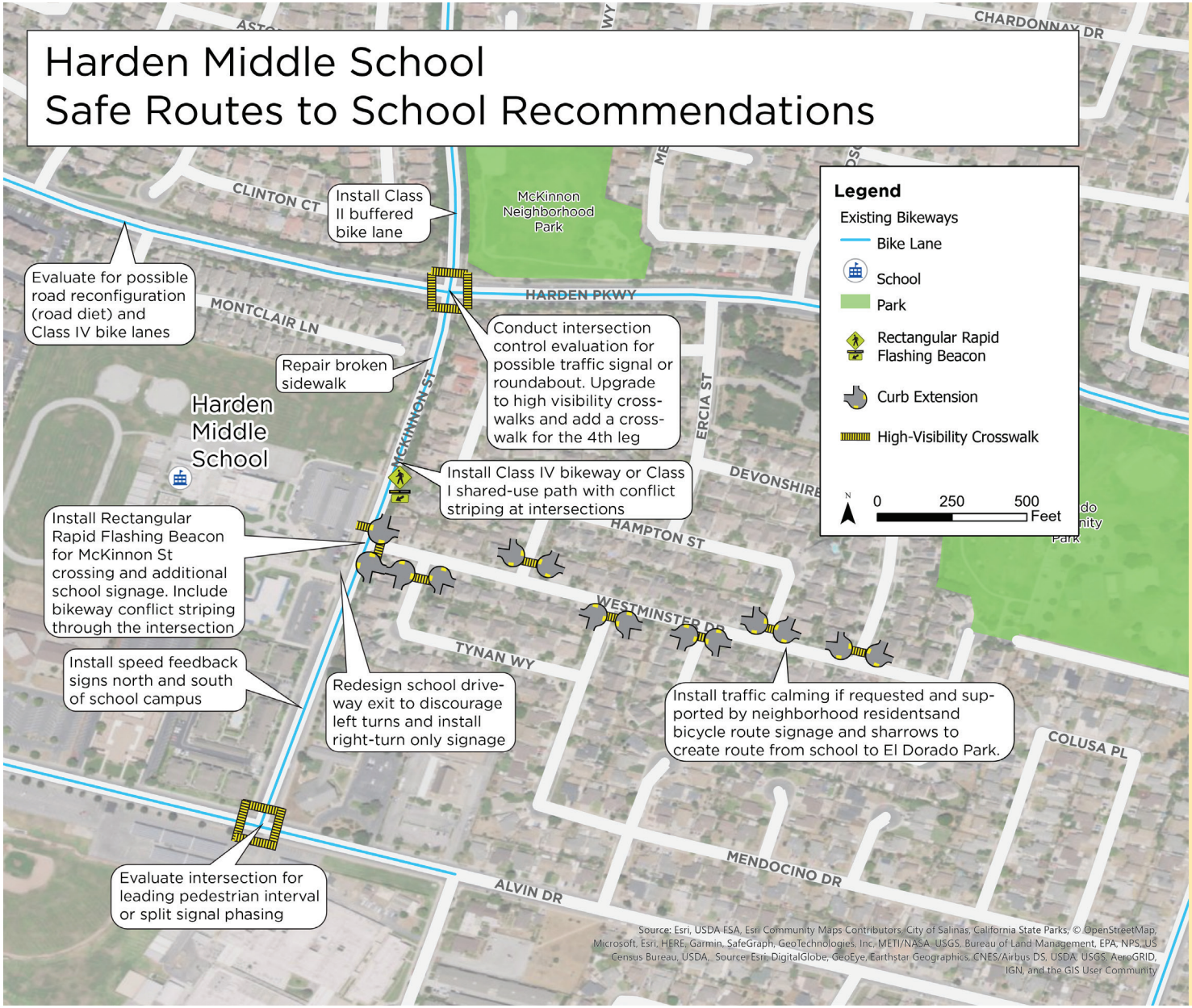
Bicycling Conditions

- 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

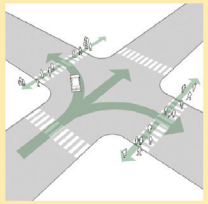
RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND HARDEN MIDDLE

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

JESSE G. SANCHEZ ELEMENTARY

Sanchez Elementary is located in the heart of east Salinas. It is located in the same complex as the Alisal Union District offices and Martin Luther King Academy. The two schools draw students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Sanchez Elementary parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 61 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 27, below.

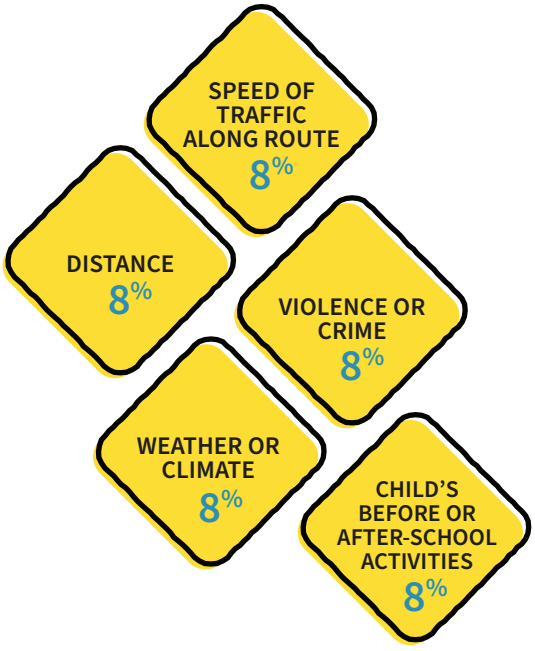


Figure 27. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
832

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
85%

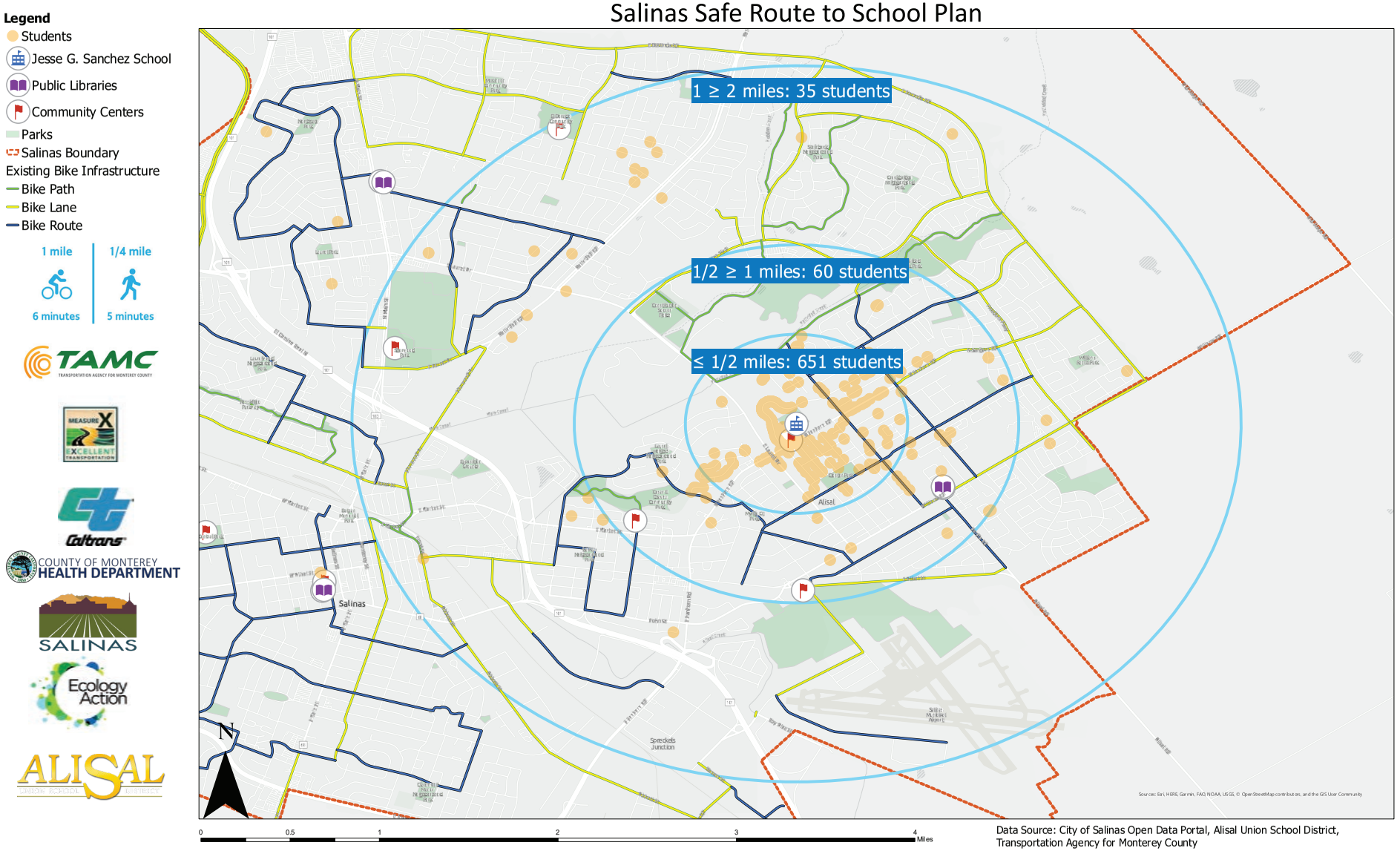
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
98.5%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 61 SURVEY RESPONSES)
65%

High-visibility crosswalks and leading pedestrian intervals are recommended for the intersection of Sanborn Rd at Kimmel St

Jesse G. Sanchez Elementary School

Salinas Safe Route to School Plan



CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Sanchez Elementary is located on North Sanborn Road, a five-lane arterial street with high traffic volumes. There is limited on-street parking on the school side of the street.
- There are two entrances to the school parking lot from Sanborn Road, and separate drop-off loops for Sanchez Elementary and Martin Luther King Jr. Academy. Staff members assist with traffic flow at the drop-off loops during mornings and afternoons.
- Bus drop-off takes place in the school drop-off loop.
- There are speed feedback signs on Sanborn Road on either side of the school campus.
- The area in front of the school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- The main entrance to the school is on North Sanborn Rd, and there are two side entrances from Acosta Plaza.
- There are continuous sidewalks on both sides of Sanborn Road and smaller residential streets near the school. There are sections of broken sidewalk on Acosta Plaza on the back side of the campus.
- The streets across Sanborn from the school (Mohar Street, Montana Street) each have rolled curbs on both sides.
- There are standard yellow crosswalks on two legs of the intersection of Sanborn Road at Kimmel Street. There are no other marked crosswalks on Sanborn Road between Acosta Street and Garner Avenue.
- ADA curb ramps have been installed at the intersection of Sanborn Road and Kimmel Street.

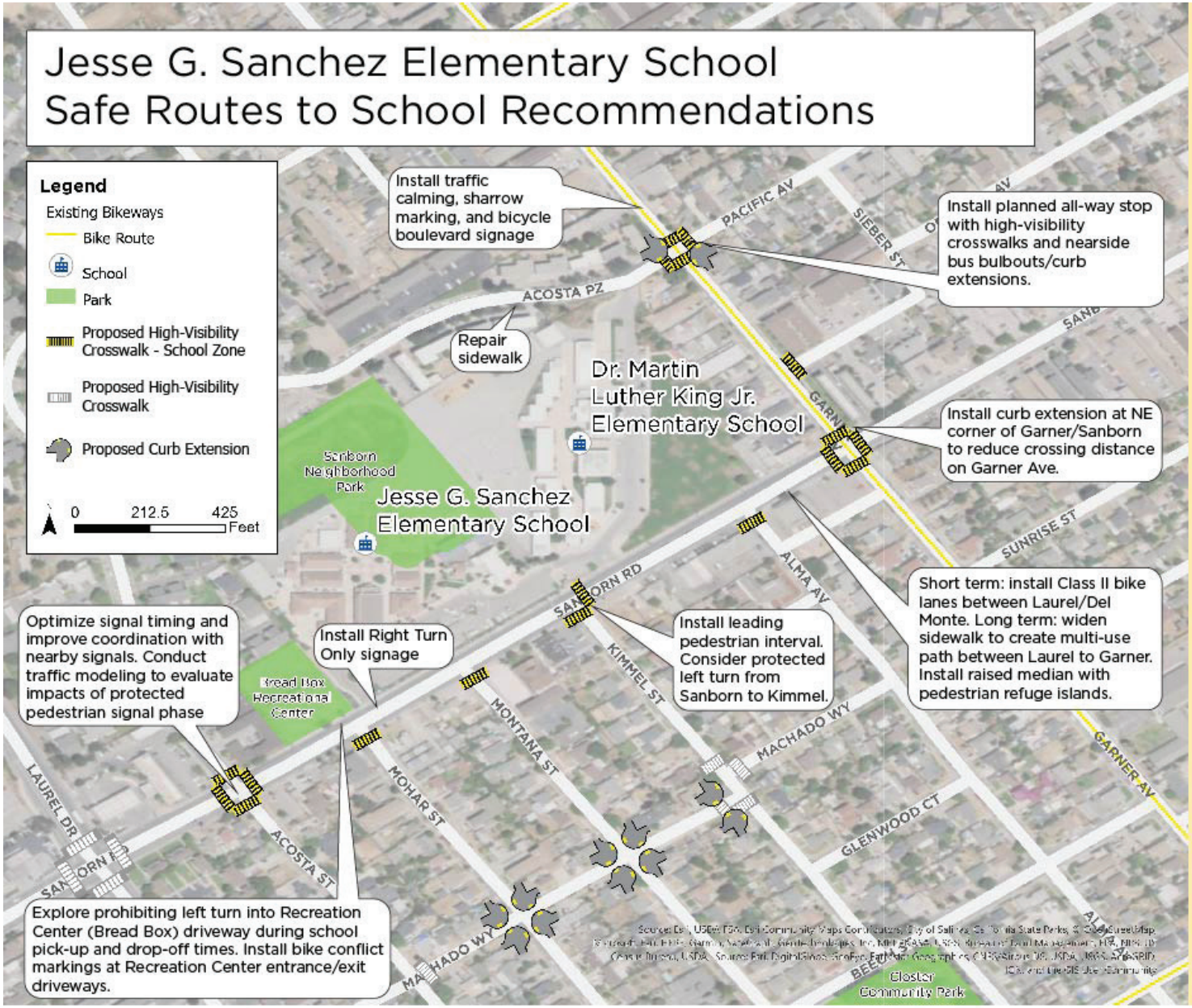
Bicycling Conditions

- There are no bicycle facilities on North Sanborn Road or other residential streets near the school.

The Breadbox Recreation Center is used by parents to drop off students

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND SANCHEZ ELEMENTARY

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



SAFETY IMPROVEMENTS

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.

Protected Pedestrian Signal Phases are traffic signals where people walking do not cross at the same time as drivers are making left turns.

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

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
JGSE001	Sanborn Rd at Mohar St	Key pedestrian route to school.	Upgrade to yellow high-visibility crosswalk over Mohar St.	$4,000	City
JGSE002	Sanborn Rd at Mohar St	Conflicts between drivers pulling into recreation center to drop off students and pedestrians crossing driveway.	Explore prohibiting left turn into the recreation center (Bread Box) driveway during school pick-up and drop-off.	$850	City
JGSE003	Sanborn Rd at Acosta Pl	Large numbers of pedestrians crossing, not enough time to cross during pedestrian signal phase. Traffic backs up from Laurel Dr through this intersection.	Optimize signal timing and improve coordination with nearby signals. Conduct traffic modeling to evaluate impacts of pedestrian-exclusive signal phase. Upgrade to yellow high-visibility crosswalk on all legs of the intersection.	$31,750	City
JGSE004	Sanborn Rd at Laurel Dr	Key pedestrian route to school.	Upgrade to high-visibility crosswalk on all legs of the intersection.	$18,000	City
JGSE005	Sanborn Rd at Kimmel St	Key pedestrian crossing to school. Not enough time to cross during pedestrian signal phase.	Optimize signal timing and improve coordination with nearby signals. Upgrade to high-visibility crosswalks for both legs. Install leading pedestrian interval, and consider protected left turn from Sanborn to Kimmel.	$188,000	City
JGSE006	Sanborn Rd at Madeira Ave/Oregon St	Key pedestrian route to school.	Upgrade to high-visibility crosswalk on all legs of the intersection.	$16,000	City
JGSE007	Machado Way at Acosta Pl	Key pedestrian route to school.	Upgrade to high-visibility crosswalk across Machado Way.	$4,000	City
JGSE008	Machado Way at Mohar St	Key pedestrian route to school.	Install curb ramps.	$52,000	City
JGSE009	Machado Way at Montana St	Key pedestrian route to school.	Install curb ramps.	$52,000	City
JGSE010	Machado Way at Kimmel St	Key pedestrian route to school.	Upgrade to high-visibility crosswalk on all legs, and install curb ramps across Machado Way.	$60,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
JGSE011	Sanborn Rd from driveway entrance/exit loop to near Mohar	Drivers turning left out of loop block traffic flow.	Install right-turn-only signage.	$850	School
JGSE012	Sanborn Rd from Del Monte Ave to Laurel Dr	No bicycle facilities.	Short term: Install Class II bike lanes between Laurel and Del Monte. Long term: Widen sidewalk to create shared-use path between Laurel and Garner. Install bike conflict markings at recreation center entrance/ exit driveways. Installed raised median with pedestrian refuge islands.	$1,799,520	City

JOHN E. STEINBECK ELEMENTARY

Steinbeck Elementary is located in northeast Salinas next to Steinbeck Park and close to Everett Alvarez High School. It draws students primarily from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Steinbeck Elementary parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 45 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 28, below.

Figure 28. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
639

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
71%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
56.5%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 83 SURVEY RESPONSES)
22%

Pedestrians use steep informal paths to reach New Salem Dr

John E. Steinbeck Elementary School

Salinas Safe Route to School Plan

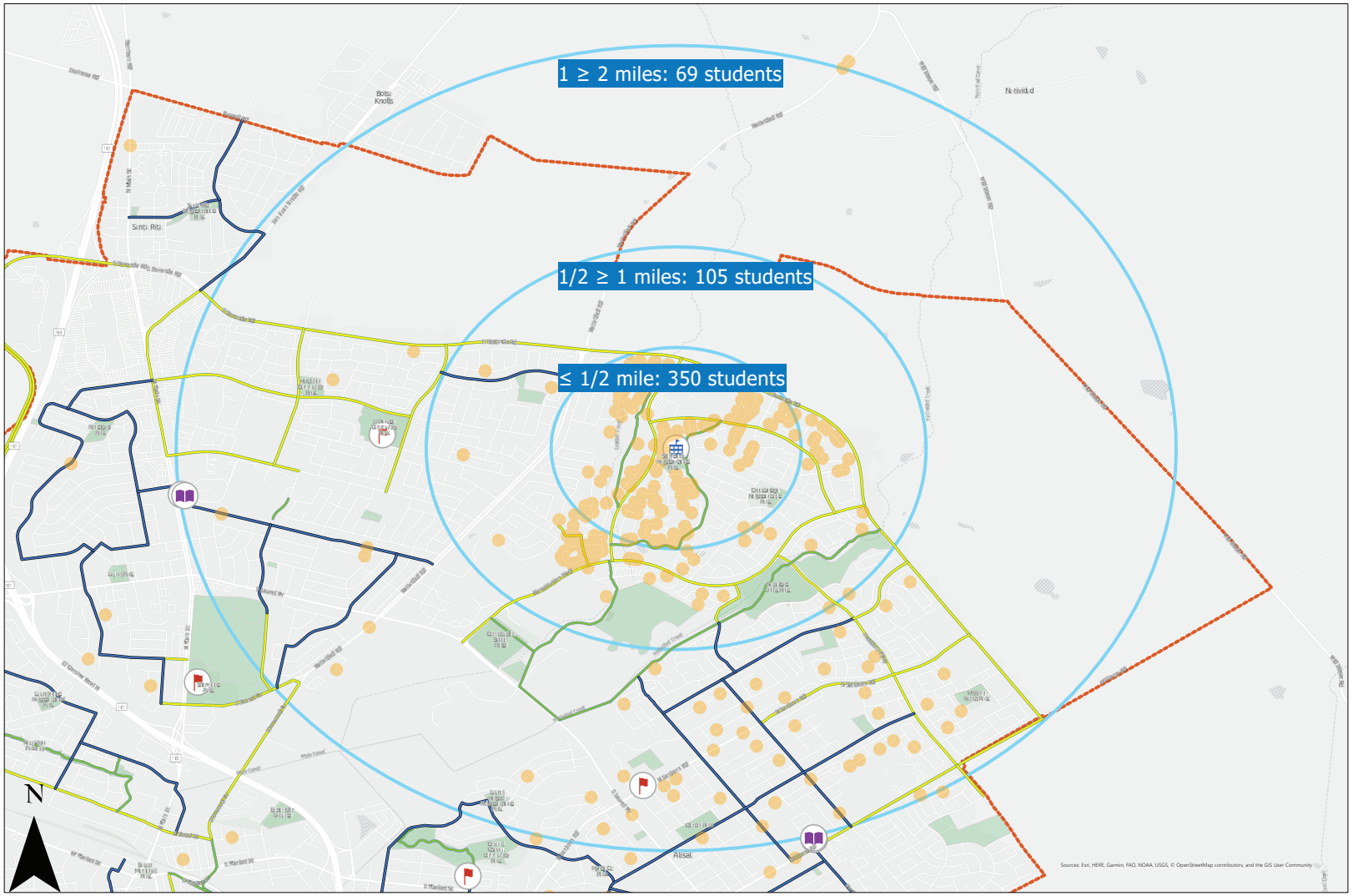
Legend

- Students
- John E. Steinbeck 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



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Steinbeck Elementary is located on Burlington Drive, a residential street with on-street parking. There is heavy school drop-off traffic on Burlington Drive before and after school.
- There is a parking lot and small drop-off loop off Burlington Drive, which is heavily congested before and after school. There is a second drop-off loop on the north side of campus, along New Salem Drive, which is designated for bus drop-off only.
- School drop-off also takes place on Burlington Drive.
- The area in front of the school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There is continuous sidewalk on both sides of Burlington Drive, New Salem Drive, and other residential roadways around the school. There is also continuous sidewalk on both sides of Independence Boulevard to the west of the school.
- There are standard crosswalks on two legs of the intersection of Burlington Drive and Provincetown Drive.
- There is a Class I shared-use path along the back side of campus, running from Nantucket Boulevard to Independence Boulevard near Constitution Boulevard. There are paved connections to the adjacent neighborhood at Round Hill Farms Road, and several informal dirt paths connecting to Round Hill Farms Road and Crestview Street.

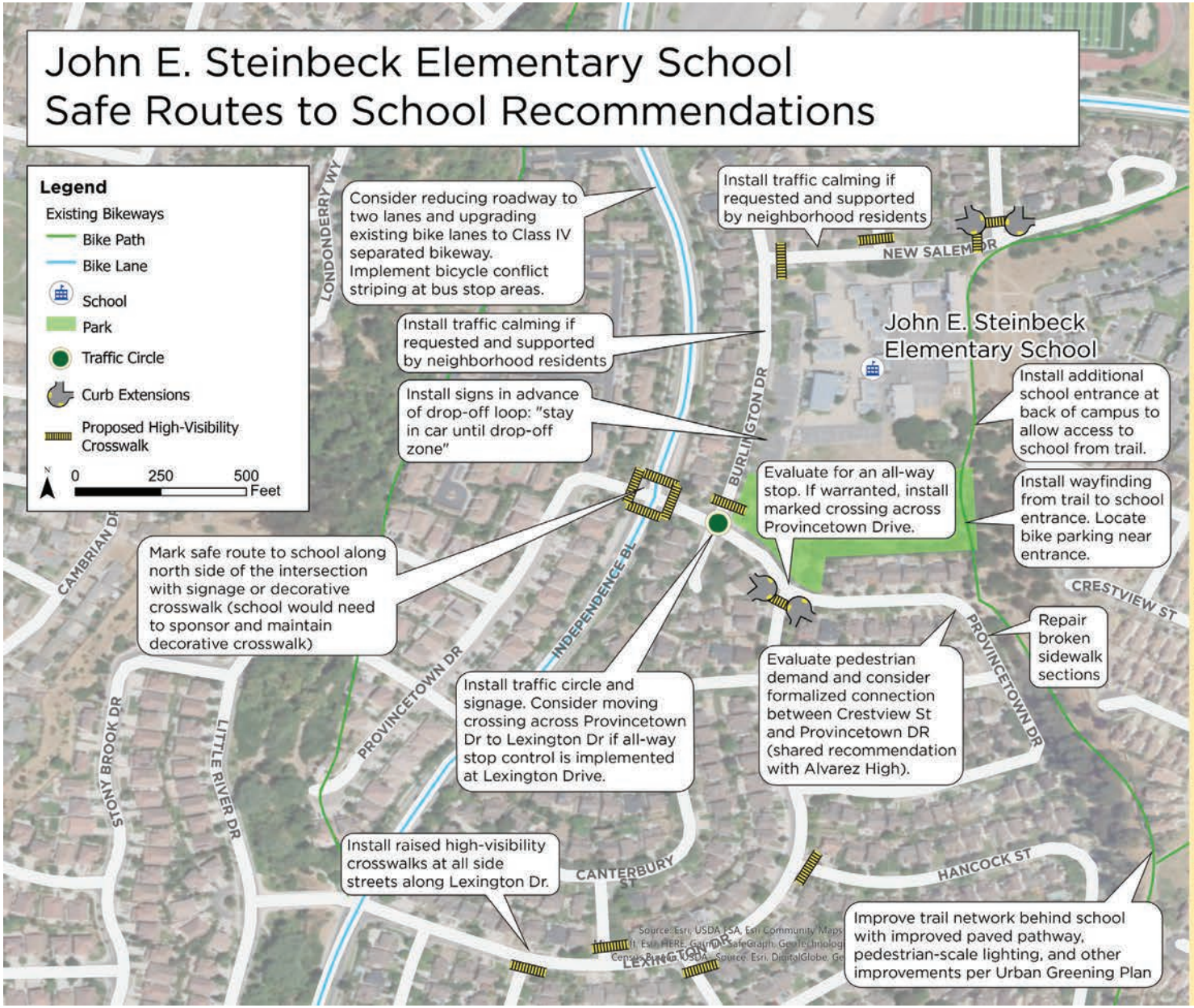
Bicycling Conditions

- There are Class II bike lanes on Independence Boulevard and Nantucket Boulevard.
- There are no bicycle facilities on other residential roadways near the school.

School staff and parents reported issues with speeding around the school

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND STEINBECK ELEMENTARY

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



SAFETY IMPROVEMENTS

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

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.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
JESE001	Burlington Dr from Provincetown Dr to end of street	Reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$204,000	City
JESE002	Burlington Dr at Provincetown Dr	Traffic congestion in the intersection. Key pedestrian route to school.	Install traffic circle, and include high-visibility crosswalks and signage. Consider shifting crossing across Provincetown Dr to Lexington if all-way stop control is implemented at Lexington Drive.	$214,400	City
JESE003	Independence Blvd at Provincetown Dr	Key pedestrian route to school. Students directed to cross at north leg for the shortest route to campus.	Mark safe route to school along north side of the intersection with signage or decorative crosswalk (school would need to sponsor and maintain decorative crosswalk).	$5,850	City/school
JESE004	Independence Blvd from Boronda Rd to Constitution Blvd	Four-lane roadway, reports of speeding.	Consider reducing roadway to two lanes and upgrading bike lanes to Class IV separated bikeway. Add conflict striping at bus stop areas.	$5,042,340	City
JESE005	Lexington Dr at Provincetown Dr (furthest west)	Key pedestrian route to school.	Upgrade to raised high-visibility crosswalk on Provincetown.	$149,000	City
JESE006	Lexington Dr at Hancock St (both intersections)	Key pedestrian route to school.	Upgrade to raised high-visibility crosswalk on Hancock St.	$149,000	City
JESE007	Lexington Dr at Newport Ct (both intersections)	Key pedestrian route to school.	Upgrade to raised high-visibility crosswalk on Newport Ct.	$149,000	City
JESE008	Lexington Dr at Waterbury Way	Key pedestrian route to school.	Upgrade to raised high-visibility crosswalk on Waterbury Way.	$149,000	City
JESE009	New Salem Dr at New Britain Cir	Key pedestrian route to school.	Upgrade crosswalk with yellow high-visibility striping across New Britain Cir.	$147,000	City
JESE010	New Salem Dr from Burlington Dr to end of street	Reports of speeding, students dropped off here.	Install traffic calming if requested and supported by neighborhood residents.	$158,100	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
JESE011	New Salem Dr at New Haven Way	Key pedestrian route to school, reports of drivers not yielding to pedestrians in the crosswalk.	Upgrade to high-visibility crosswalks, and construct curb extensions and ramps.	$147,000	City
JESE012	Parking lot	Current drop-off system implemented by staff was working well at the time of the audit. Signage reinforces this system.	Install signs in advance of drop-off loop: “Stay in car until drop-off zone.”	$850	School
JESE013	Provincetown Dr at Lexington Dr	Current crossing of Provincetown Dr does not meet the city’s crosswalk policy.	Evaluate for an all-way stop. If warranted, install marked crossing on Provincetown Drive. Upgrade to high-visibility crosswalk and curb extensions across Lexington Dr.	$109,000	City
JESE014	Provincetown Dr	Broken sidewalk.	Repair broken sidewalk sections.	$125,000	City
JESE015	Trail network behind school	Heavy traffic congestion in front of school. Use of trail would encourage more walking and biking trips.	Install wayfinding from trail to school entrance. Locate bike parking near trail entrance.	$12,250	City
JESE016	Trail network behind school	Trail is used mainly by high school students, sometimes for illicit activities.	Improve trail network behind school with paved pathway, pedestrian-scale lighting, and other improvements, per Urban Greening Plan.	$264,000	City
JESE017	Trail network behind school	Pedestrians walking down steep dirt path to reach Provincetown Dr.	Evaluate pedestrian demand, and consider a formalized connection between Crestview and Provincetown. This would also serve Alvarez High students.	$150,000	City
JESE018	School campus	Heavy traffic congestion in front of school. Use of trail would encourage more walking and biking trips.	Install additional school entrance at back of campus to allow access to school from trail.	$8,500	School

JOHN GUTIERREZ MIDDLE

John Gutierrez Middle is located just outside Salinas city limits, to the north of the city. It draws students from the surrounding neighborhoods and neighborhoods south of McKinnon Elementary (see map on the following page).

GRADE LEVELS
7-8

NUMBER OF STUDENTS
660

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
29%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
63.5%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 24 SURVEY RESPONSES)
4%

PARENT SURVEY

John Gutierrez parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 24 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 29, below.

Figure 29. Parents' top concerns about letting children walk or bike to and from school.

The intersection of Rogge Rd and San Juan Grade Rd was reported as a safety concern

John Gutierrez Middle

Salinas Safe Route to School Plan

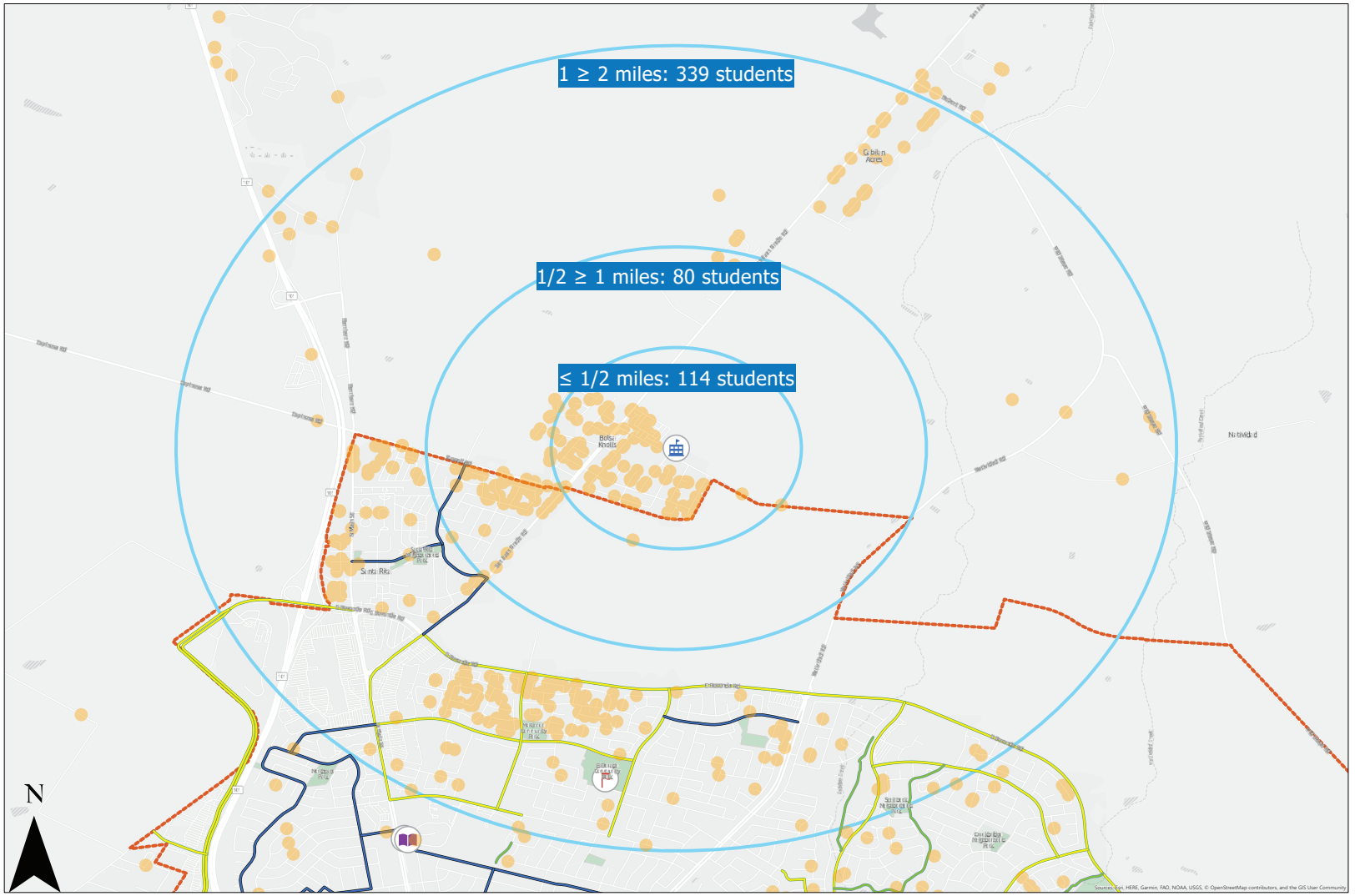
Legend

- Students
- Bolsa Knolls 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



Data Source: City of Salinas Open Data Portal, Santa Rita Unified School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- John Gutierrez Middle is located on Rogge Road, a two-lane roadway. There is no on-street parking between San Juan Grade Road and the school except for a drop-off area in front of the school. Rogge Road is very congested before and after school.
- There is a drop-off area and parking lot on the school campus that is shared between staff and visitors. Left turns are prohibited out of the parking lot.
- The morning sun creates visibility problems for eastbound traffic at certain times of the year.
- There is another district facility west of the school where bus drop-off takes place.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There are sidewalks on both sides of Rogge Rd between San Juan Grade Road and the school campus, with the exception of missing sidewalk at the intersection of San Juan Grade and Rogge. There is no sidewalk on the north side of Rogge Road east of the school campus.
- There is intermittent sidewalk on San Juan Grade Road between Rogge Road and Russell Road.
- There is a high-visibility yellow crosswalk with updated curb ramps across Rogge Rd to the east of the school driveway exit.
- There are missing curb ramps at many intersections in the residential neighborhood south of the school.
- Gutierrez Middle is not served by a MST bus route.

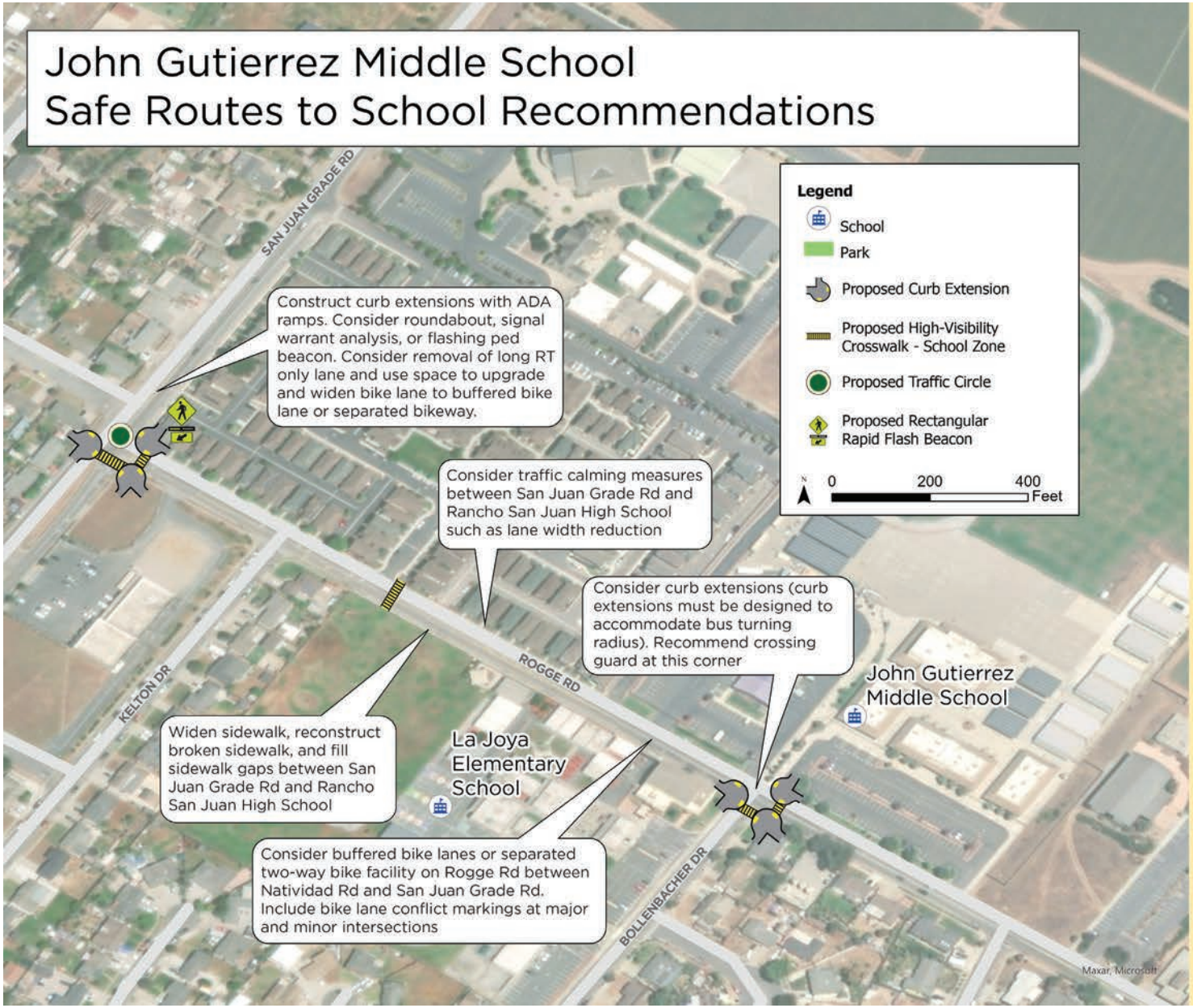
Bicycling Conditions

- There are Class II bicycle lanes on Rogge Rd between San Juan Grade road and the school campus, but they end east of the school.
- There are no bicycle facilities on San Juan Grade Road or the residential roadways near the school.

The crosswalk at Rogge Rd and Bollenbacher Dr is used by Gutierrez Middle and La Joya students

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND JOHN GUTIERREZ MIDDLE

The following table lists recommendations for John Gutierrez 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.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

Traffic Circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

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
JGM001	Rogge Rd at Bollenbacher Dr	Key pedestrian route to school. Reports of speeding and drivers not yielding to pedestrians in the crosswalk.	Install curb ramps and high-visibility crossings on all three approaches. Consider curb extensions. Curb extensions must be designed to accommodate bus turning radius. Assign a crossing guard to this corner.	$127,000	County/school
JGM002	Rogge Rd	Incomplete bike lanes between San Juan Grade Rd and middle school.	Consider buffered bike lanes or a separated two-way bike facility on Rogge Rd between Natividad Rd and San Juan Grade. Include bike lane conflict markings at intersections.	$1,480,320	County
JGM003	Rogge Rd	Missing and broken sidewalk.	Widen sidewalk, reconstruct broken sidewalk, and fill sidewalk gaps between San Juan Grade Rd and Rancho San Juan High School	$590,000	County
JGM005	Rogge Rd at San Juan Grade Rd	Key pedestrian route to middle school and Rancho San Juan High. Reports of drivers not stopping or yielding to pedestrians in the crosswalk.	Construct curb extensions with ADA ramps. Consider roundabout, signal warrant analysis, or flashing pedestrian beacon. Consider removal of long right-turn-only lane on northbound San Juan Grade Rd between Cornwall and Rogge Village Way, and use the space to upgrade bike lane to Class IIB buffered or Class IV separated bikeway.	$335,000	County
JGM006	Rogge Rd	Reports of speeding.	Consider traffic-calming measures between San Juan Grade Rd and Rancho San Juan High School, such as lane width reduction.	$77,880	County

HENRY F. KAMMANN ELEMENTARY

Kammann Elementary is located in northwest Salinas next to Laurel Park and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Kammann parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 87 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 30, below.

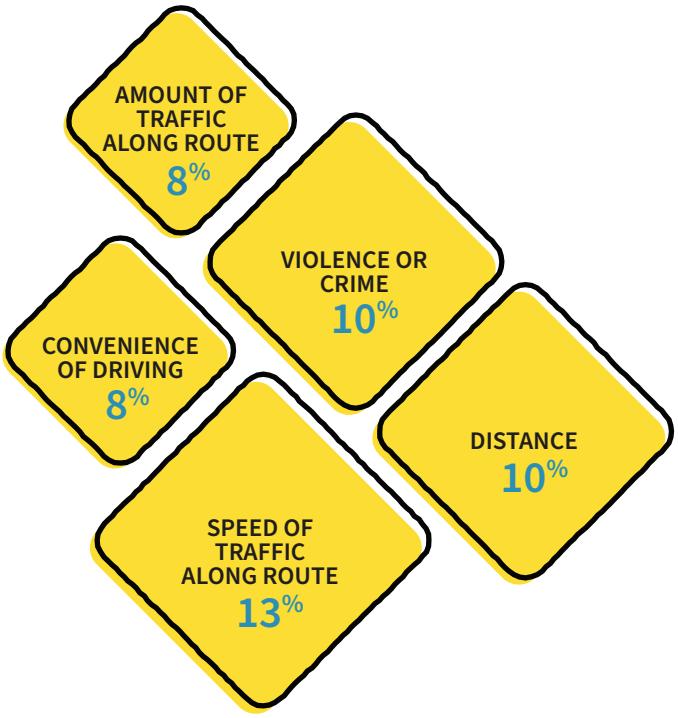


Figure 30. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
792

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
94%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
79.5%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 87 SURVEY RESPONSES)
20%

Curb extensions and high-visibility crosswalks are recommended at the intersection of Rochex Ave at Tyler St

Henry F. Kammann Elementary School

Salinas Safe Route to School Plan

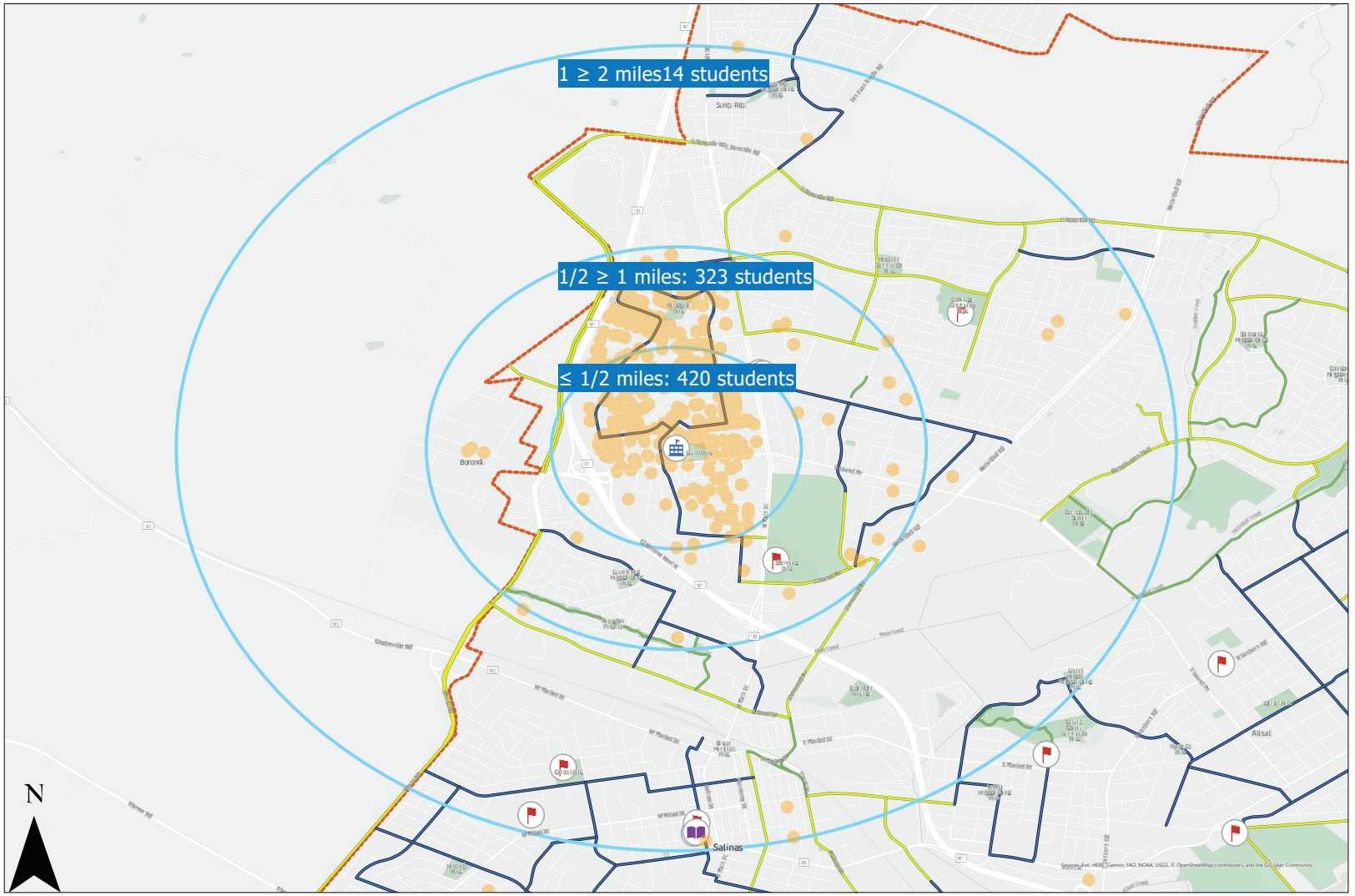
Legend

- Students
- Kammann 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



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Kammann Elementary is located on Rochex Avenue, a two-lane residential roadway with parking on both sides of the street.
- There are two small drop-off loops and parking lots on the school campus frontage. There is a small parking lot on the west side of campus that is reserved for staff. Left turns are allowed out of the school parking lot.
- Bus drop-off takes place on Rochex Avenue, directly in front of school entrance.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.
- As of 2022, the Salinas City Virtual Academy was located at Kammann, increasing the need for parking for staff and parents.

Pedestrian Conditions

- There are sidewalks on both sides of Rochex Avenue and other residential streets near the school.
- There is a high-visibility yellow crosswalk across Rochex Avenue at 4th Street, east of the school driveway entrance.
- There are standard yellow crosswalks on three legs of the intersection of Rochex Avenue and Tyler Street.
- There are missing curb ramps at many intersections surrounding the school.
- The school tries to maintain a crossing guard at the intersection of 4th Street and Rochex Avenue.
- Students who live across Laurel Drive and attend Kammann typically cross Laurel at Parkside Street.

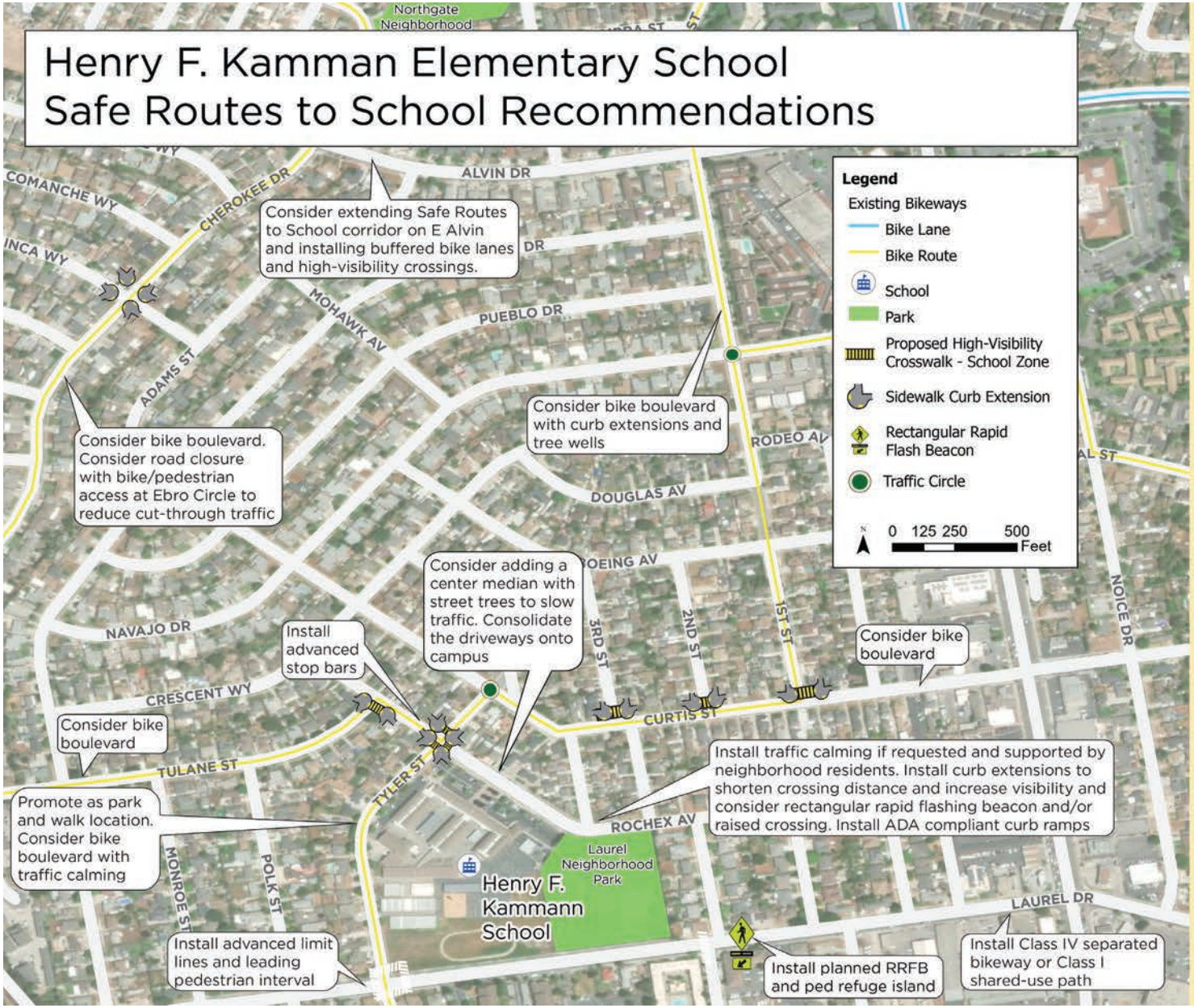
Bicycling Conditions

- There are no bicycle facilities on Rochex Avenue, Tyler Street, or other residential roadways near the school.

A rectangular rapid flashing beacon is planned for the crosswalk on Laurel Dr at Parkside St

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND KAMMANN ELEMENTARY

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



SAFETY IMPROVEMENTS

Traffic Circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

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.

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.

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.

Rectangular Rapid Flashing Beacons (RRFB) 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
HFK001	Tyler St behind school	Heavy traffic congestion on Rochex Ave in front of the school. Reports of speeding on Tyler St.	Develop Park and Walk program with drop-off at this location. Consider bike boulevard with traffic calming on Tyler.	$1,387,200	City
HFK002	Rochex Ave at Tyler St	Reports of drivers not yielding to pedestrians and of drivers doing donuts in the intersection.	Install curb ramps or curb extensions to align curbs, high-visibility yellow crosswalks, and advance stop bars.	$276,000	City
HFK003	Rochex Ave from Tyler St to N 4th St	Reports of speeding, students dropped off across Rochex and running across the street to school. The number of driveway entrances and exits complicates traffic on Rochex Ave.	Consider constructing a center median with street trees on Rochex Ave to slow traffic. Consolidate the number of driveways onto campus.	$26,960	City
HFK004	4th St at Rochex Ave	Cars parked at northeast corner of the intersection limit visibility of the crosswalk. Cars exiting school driveway can't see pedestrians waiting to cross.	Install traffic calming if requested and supported by neighborhood residents. Install curb extensions to shorten crossing distance and increase visibility, and consider rectangular rapid flashing beacon or raised crossing. Install ADA-compliant curb ramps.	$456,520	City
HFK005	Tyler St at W Laurel Dr	Pedestrian route to school.	Upgrade curb ramps, install high-visibility crosswalks and advance limit lines. Upgrade pedestrian heads at signal to include leading pedestrian interval.	$268,000	City
HFK006	W Laurel Dr	Five-lane roadway, higher traffic volumes and speeds.	Install Class IV separated bikeways or Class I multi-use path.	$1,200,000	City
HFK007	Curtis St	No bicycle facilities on neighborhood streets near the school.	Consider bike boulevard with curb extensions and high-visibility crosswalks at all intersections from 1st St to Tyler St.	$1,160,000	City
HFK008	Cherokee Dr	No bicycle facilities on neighborhood streets near the school, reports of speeding.	Consider bike boulevard. Consider road closure with bike and pedestrian access at Ebro Circle to reduce cut-through traffic.	$3,060,000	City
HFK009	Cherokee Dr at Inca Way	Pedestrian route to school.	Install curb extensions and high-visibility crosswalks	$216,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
HFK010	Tulane St	No bicycle facilities on neighborhood streets near the school.	Consider bike boulevard with curb extensions and high-visibility crosswalks at all intersections.	$1,178,400	City
HFK011	4th St at W Curtis St	No bicycle facilities on neighborhood streets near the school, traffic calming needed to create bike boulevard.	Consider neighborhood traffic circle.	$195,000	City
HFK012	N 1st St	No bicycle facilities on neighborhood streets near the school.	Consider bike boulevard with curb extensions and tree wells.	$3,447,200	City
HFK013	N 1st St at Navajo Dr	No bicycle facilities on neighborhood streets near the school, traffic calming needed to create bike boulevard.	Consider neighborhood traffic circle.	$195,000	City
HFK014	W Alvin Dr	Recent Safe Routes to Schools project ends at N Main St.	Consider extending Safe Routes to Schools corridor on E Alvin and installing buffered bike lanes and high-visibility crossings.	$1,361,580	City
HFK015	Madrid St from Cherokee Dr to mall entrance driveway	Bike lanes end at mall entrance driveway.	Consider bike lanes or bike boulevard.	$408,000	City
HFK016	W Laurel Dr at Parkside St	Key pedestrian route to school. Uncontrolled crosswalk, reports of speeding and drivers not yielding to pedestrians.	Install planned rectangular rapid flashing beacon and pedestrian refuge island at Laurel/Parkside.	$140,000	City

LA JOYA ELEMENTARY

La Joya is located outside Salinas city limits, to the north of the city. It draws students from the surrounding neighborhoods and from rural areas north of Salinas (see map on the following page).

PARENT SURVEY

La Joya parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 79 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 31, below.

Figure 31. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
544

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
67%

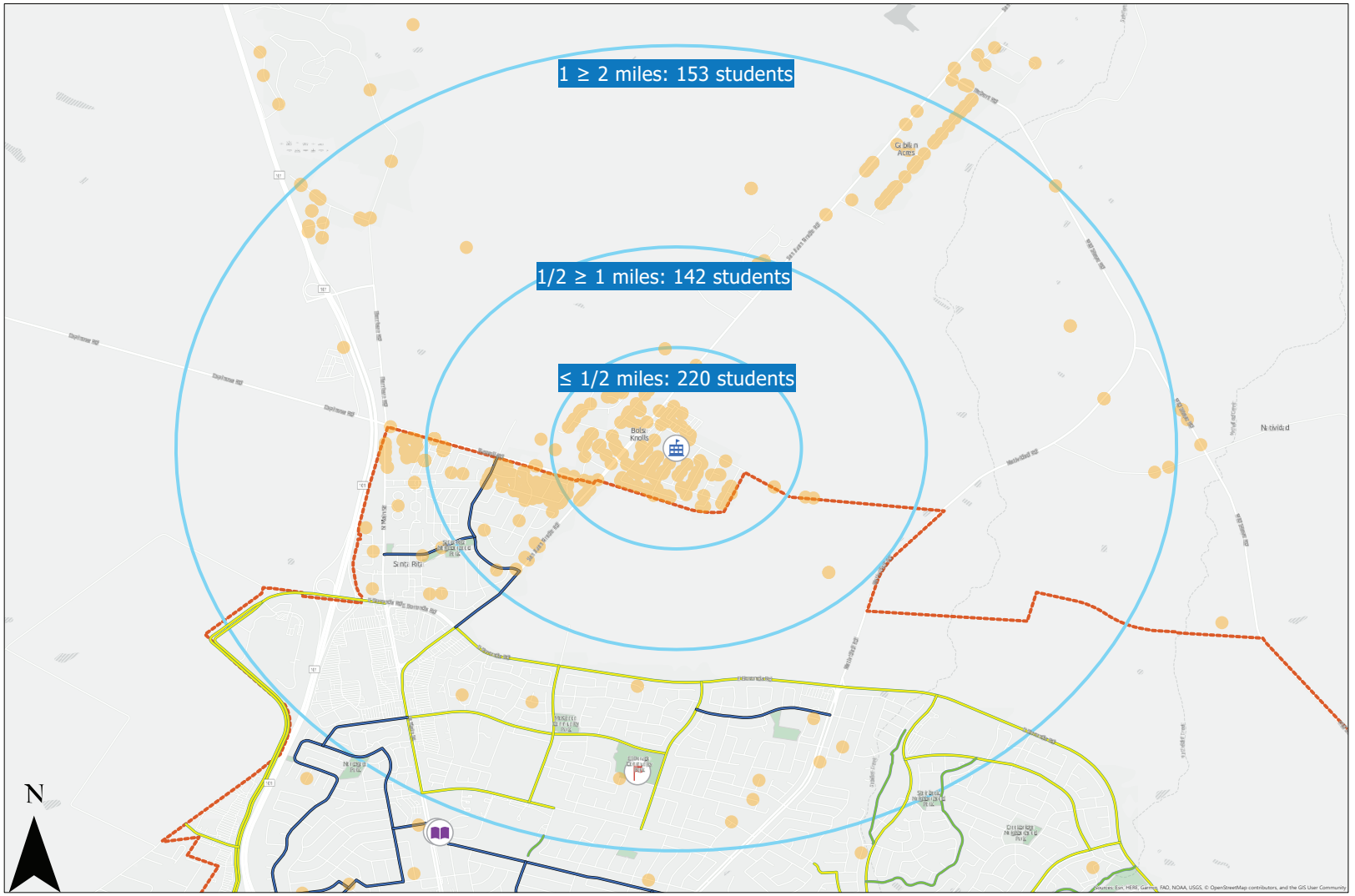
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
76.9%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 79 SURVEY RESPONSES)
14%

Curb extensions are recommended on Bollenbacher Dr in front of the school to prevent parking in the red zone

La Joya School

Salinas Safe Route to School Plan



Legend

- Students
- La Joya School
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

1 mile — 6 minutes

1/4 mile — 5 minutes

Data Source: City of Salinas Open Data Portal, Santa Rita Unified School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- La Joya Elementary is located on Bollenbacher Drive, a two-lane residential roadway with parking on both sides. Bollenbacher Drive is very congested before and after school.
- There is a drop-off area and small parking lot on the school campus. The parking lot is shared with staff and visitors. Left turns are prohibited out of the school parking lot.
- The morning sun creates visibility problems for eastbound traffic along Rogge Road at certain times of the year.
- Bus drop-off takes place in the school drop -off loop.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There are sidewalks on both sides of Bollenbacher Drive and other residential streets near the school.
- There is a high-visibility yellow crosswalk on Rogge Road at Bollenbacher Drive and a standard yellow crosswalk on Bollenbacher Dr at Pingree Way.
- There are missing curb ramps at most intersections surrounding the school.
- Staff members assist during the morning drop-off to valet students into campus.

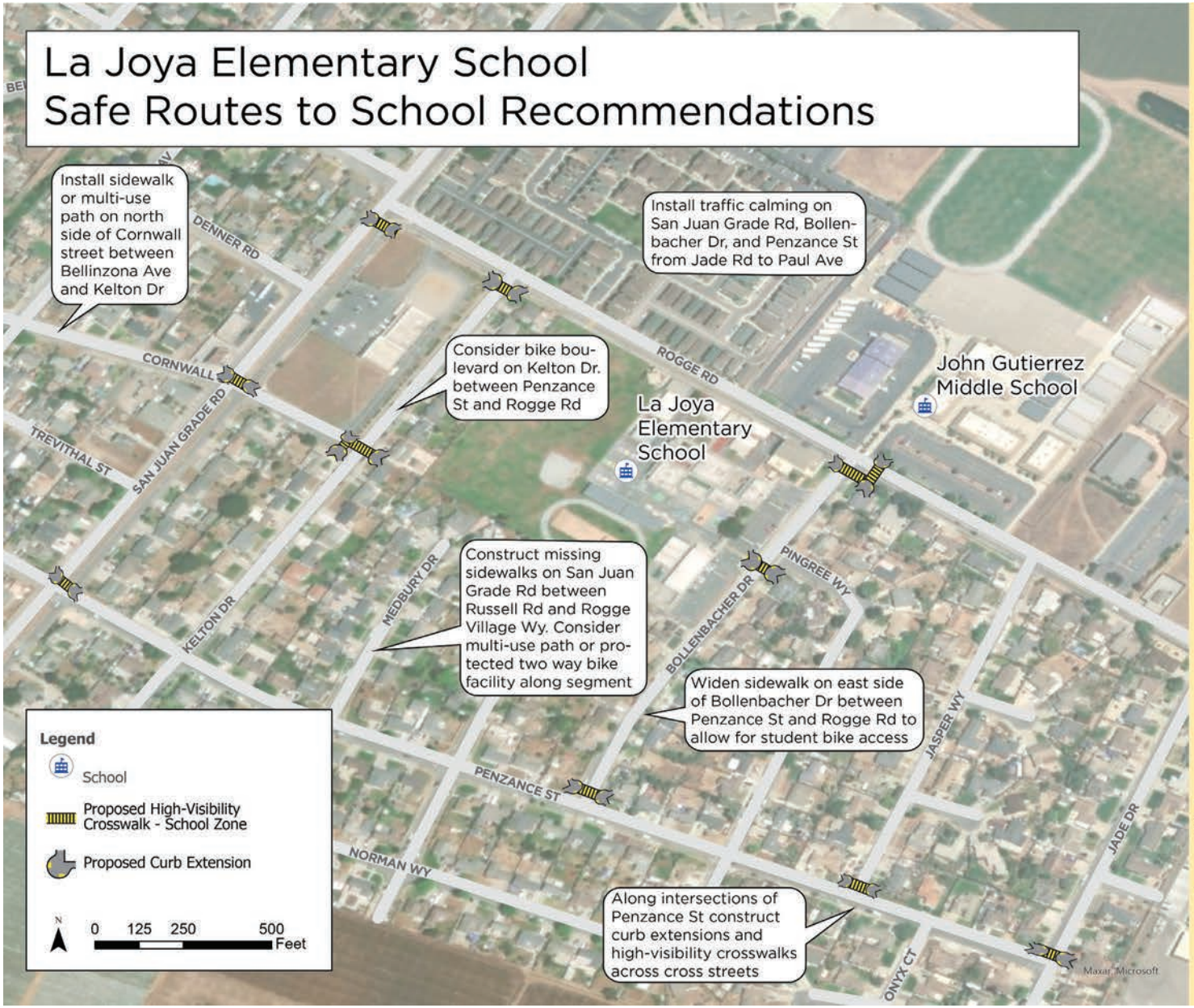
Bicycling Conditions

- There are Class II bicycle lanes on Rogge Road between San Juan Grade Road and the campus, but they end east of the school.
- There are no bicycle facilities on Bollenbacher Drive, San Juan Grade Road, or other residential roadways near the school.

The crossings of San Juan Grade Rd were identified as a safety concern

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND LA JOYA ELEMENTARY

The following table lists recommendations for La Joya Elementary, 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.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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
LJE001	Bollenbacher Dr at Pingree Way	Key pedestrian route to school. Parents park in red zone, which blocks visibility of the crosswalk. Reports of drivers not respecting students in the crosswalk.	Update crosswalk to yellow high-visibility, and add high-visibility crosswalk across Pingree Wy. Construct curb extensions with ADA ramps on all corners and wide curb extension at school frontage to prevent parking in red zone.	$224,000	County
LJE002	Bollenbacher Dr	No bicycle facilities near school.	Widen sidewalk on east side of Bollenbacher Dr between Penzance and Rogge Rd to allow for student bicycle access.	$80,000	County
LJE003	Bollenbacher Dr at Penzance St	Key pedestrian route to school.	Construct curb extensions with ADA ramps and install high-visibility crossings on all legs of the intersection.	$132,000	County
LJE004	Penzance St at San Juan Grade Rd	Pedestrian route to the three schools. Reports of speeding and of drivers not respecting students in the crosswalk.	Construct curb extensions with ADA ramps and install high-visibility crosswalks across San Juan Rd and on both sides of Penzance St. Include rectangular rapid flashing beacon and median pedestrian refuge for San Juan Grade Rd crossing.	$826,000	County
LJE005	Cornwall St at San Juan Grade Rd	Pedestrian route to the three schools. Reports of speeding and of drivers not respecting students in the crosswalk.	Construct curb extensions with ADA ramps and install high-visibility crosswalks on San Juan Rd and both sides of Cornwall St. Include rectangular rapid flashing beacon and median pedestrian refuge for San Juan Grade Rd crossing.	$396,000	County
LJE006	Cornwall St	No sidewalk.	Install sidewalk or shared-use path on north side of the street between Bellinzona Ave and Kelton Dr.	$495,000	County
LJE007	Kelton Dr	No bicycle facilities near school.	Consider bike boulevard on Kelton Dr between Penzance and Rogge.	$255,000	County
LJE008	Kelton Dr at Rogge Rd	Key pedestrian route to three schools. Parked cars limit visibility of students crossing.	Install curb ramps, curb extensions, and marked crosswalk across Kelton at Rogge. Perform intersection sight distance analysis, and consider installation of red curb at intersection.	$114,790	County

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LJE009	San Juan Grade Rd	Reports of speeding.	Install traffic calming, including narrowed travel lanes.	$166,320	County
LJE010	San Juan Grade Rd	Key pedestrian route to La Joya Elementary, Gutierrez Middle, and Rancho San Juan High. No sidewalks.	Construct sidewalks along segments where none exists between Russell Rd and Rogge Village Wy. Consider shared-use path for bicycle use.	$750,000	County
LJE011	General	Reports of speeding on neighborhood streets. Traffic from three schools combines.	Conduct neighborhood traffic-calming plan, and consider bike boulevard treatments. Consider Bollenbacher Dr, Jade St, and Penzance St as possible locations for traffic calming.	$45,000	County
LJE012	Penzance St	Key pedestrian route to school.	Install curb extensions with ADA ramps and high-visibility crossings on cross streets between Paul Ave and Jade Dr.	$1,682,000	County

LA PAZ MIDDLE

La Paz Middle is located in east Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

La Paz parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 28 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 32, below.

Figure 32. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
7-8

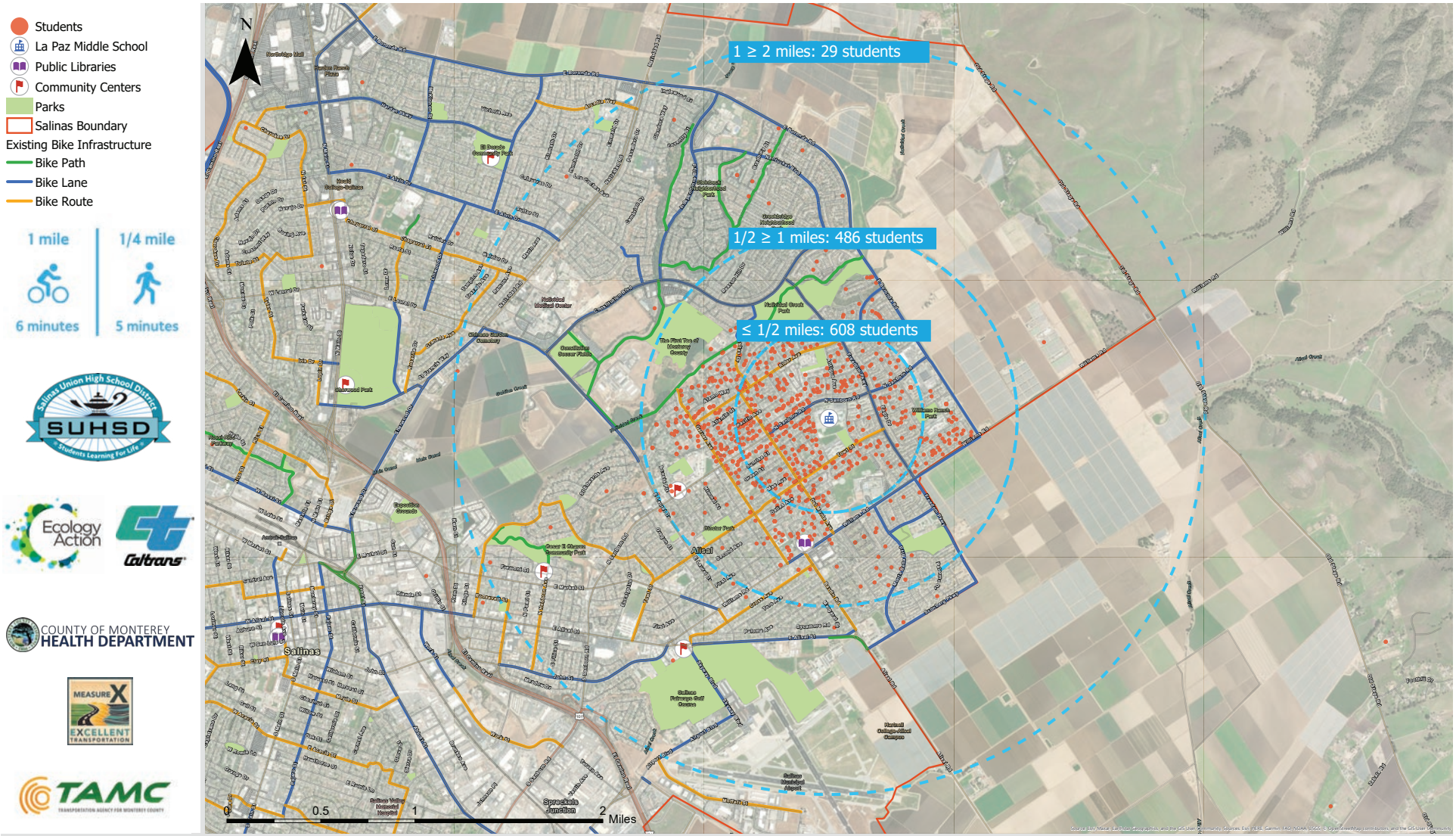
NUMBER OF STUDENTS
1114

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
98%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
87.3%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 28 SURVEY RESPONSES)
46%

Widening the sidewalk to create a shared use path is recommended on Paseo Grande, which is a route to three schools



Salinas Safe Routes to School Plan

La Paz Middle School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- La Paz Middle is located on North Sanborn Road, a four- to five-lane roadway with no parking on either side. North Sanborn Road is very congested before and after school.
- There are two drop-off areas and two parking lots on the school campus. There is a small parking lot on the west side of campus that is reserved for staff. Left turns are prohibited out of the school parking lot.
- Bus drop-off takes place in the drop-off loop on the west side of campus, off Sherwood Lane.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of North Sanborn Road, Paseo Grande, and other residential streets near the school.
- There is a high-visibility yellow crosswalk with rectangular rapid flashing beacons across North Sanborn Road to the west of the school driveway entrance.
- There are marked yellow crosswalks at the intersection of Paseo Grande and Towt Street. This intersection also serves Cesar Chavez Elementary.

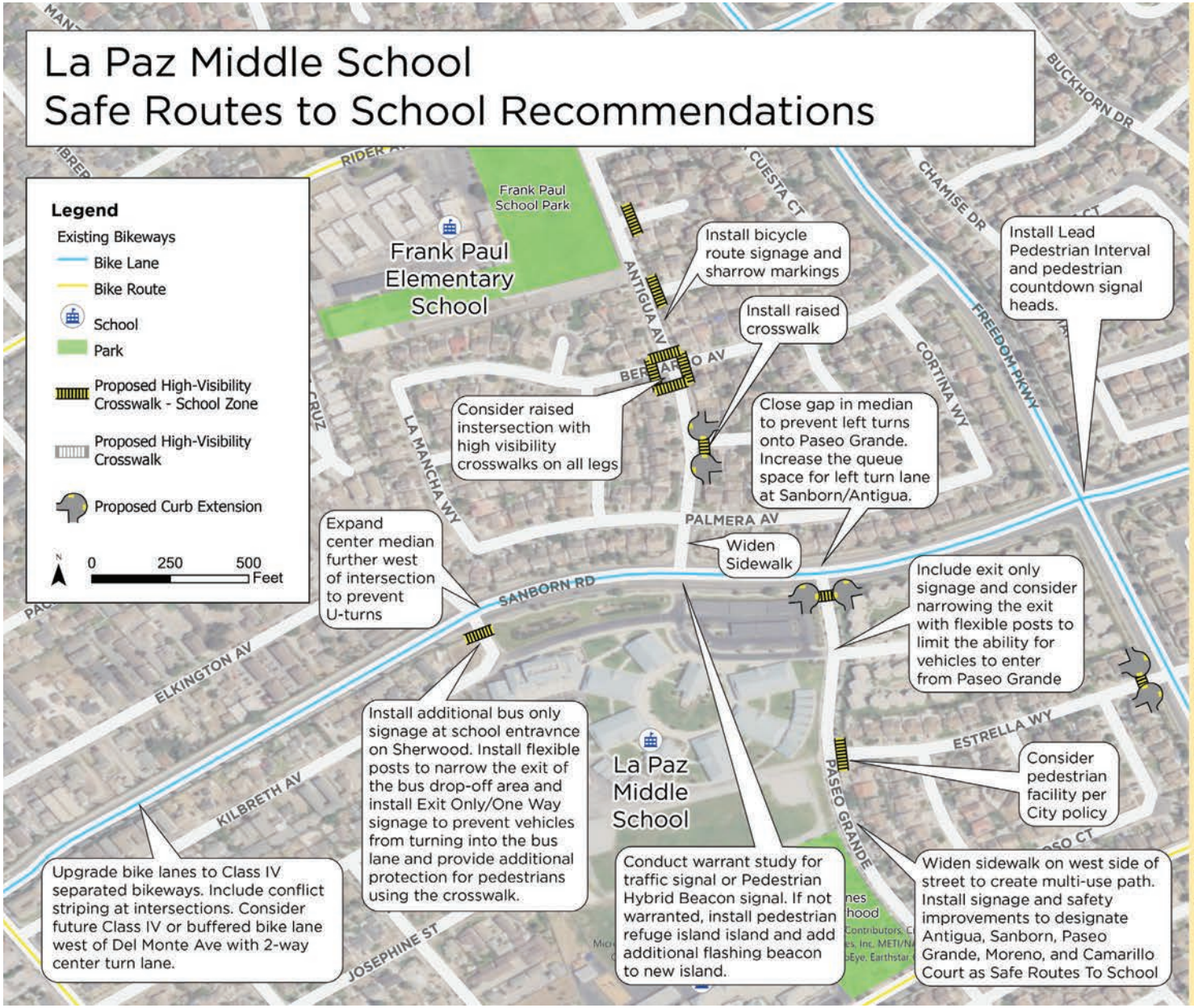
Bicycling Conditions

- There are Class II bicycle lanes on North Sanborn Road between Del Monte Avenue and Boronda Road and on Freedom Parkway.
- There are no bicycle facilities on Paseo Grande or other residential streets near the school.

Analysis for a traffic signal or pedestrian hybrid beacon is recommended for Sanborn Rd at Antigua Ave

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND LA PAZ MIDDLE

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



SAFETY IMPROVEMENTS

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.

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.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

Class IV 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.

Pedestrian Hybrid Beacons are lights used to control traffic at unsignalized locations to assist pedestrians in crossing the street, often on roads with 3+ lanes.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LPM001	Antigua Ave from Rider Ave to Sanborn Rd	Key route to Frank Paul Elementary and La Paz Middle. No bike facilities.	Create a bicycle route with signage and sharrow markings.	$19,600	City
LPM002	Freedom Parkway at Estrella Way	Key pedestrian route to school.	Install high-visibility yellow crosswalk and construct curb extensions across Estrella Way.	$104,000	City
LPM003	Antigua Ave from Palmera Ave to Sanborn Rd	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Widen sidewalk.	$30,000	City
LPM004	Sanborn Rd at Antigua Ave	Key pedestrian route to school. Five-lane roadway with high traffic volumes and speeds. Reports of speeding and of drivers not yielding to pedestrians in the crosswalk.	Conduct warrant for traffic signal or installation of pedestrian hybrid beacon signal. If neither is warranted, install pedestrian refuge island and add an additional flashing beacon to refuge island. Include appropriate yield signage and striping.	$737,000	City
LPM005	Sanborn Rd at Paseo Grande	Heavy traffic congestion before and after school, reports of drivers not yielding to pedestrians in the crosswalk.	Extend median to prevent left turns onto Paseo Grande. Extend the queue space for the left turn pocket at Sanborn/Antigua.	$500	City
LPM007 & LPM022	Antigua Ave at La Cuesta Ct (both intersections)	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Install raised crossing with high-visibility yellow crosswalk on La Cuesta Ct.	$298,000	City
LPM008	Antigua Ave at Antigua Cir	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Install high-visibility yellow crosswalk on Antigua Cir.	$4,000	City
LPM009	Antigua Ave at Bernardo Ave	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Consider raised intersection with high-visibility crosswalks on all legs, or install high-visibility yellow crosswalks and curb extension on all legs of the intersection, and raised crosswalks across Bernardo Ave.	$796,000	City
LPM010	Antigua Ave at Vera Cruz Cir	Key pedestrian route to Frank Paul Elementary and La Paz Middle.	Install raised, high-visibility yellow crosswalk on Vera Cruz Cir., and construct curb extensions.	$249,000	City
LPM011	Sanborn Rd at Boronda Rd	Planned city project.	Install roundabout and appropriate striping.	$5,000,000	City
LPM012	Paseo Grande at Estrella Way	Key pedestrian route to Cesar Chavez Elementary and La Paz Middle.	Upgrade to high-visibility yellow crosswalk on Estella Way.	$4,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LPM013	Paseo Grande at Estrella Way	Key pedestrian route to Cesar Chavez Elementary and La Paz Middle.	Consider pedestrian facility, per city policy.	$10,000	City
LPM014	Sanborn Rd at Freedom Parkway	Reports of high traffic speeds and of drivers not yielding to pedestrians in the crosswalks.	Update signal to include leading pedestrian interval, and install pedestrian countdown signal heads.	$400,000	City
LPM015	Sanborn Rd at Paseo Grande	Heavy traffic congestion before and after school, reports of drivers not yielding to pedestrians in the crosswalk.	Install curb extensions across Paseo Grande, and upgrade to raised high-visibility yellow crosswalk.	$249,000	City
LPM016	Sanborn Rd at Del Monte Ave	Reports of drivers not yielding to pedestrians in the crosswalk.	Upgrade to high-visibility crosswalk and conflict striping for proposed Class IV bikeway.	$5,000	City
LPM017	Sanborn Rd at Sherwood Ln	Reports of drivers making U-turns while students are crossing. This entrance to the school is designated for buses only.	Upgrade to high-visibility yellow crosswalk on Sherwood Ln. Expand center median further west of this intersection to prevent U-turns.	$6,000	City
LPM018	Sanborn Rd from Del Monte Ave to Buckhorn Dr	Four-lane roadway with higher traffic volumes and speeds. Reports of speeding.	Upgrade Class II bike lane to Class IV separated bikeway. Include conflict striping at intersections. Consider Class IV or buffered bike lane west of Del Monte Ave, with 2-way center turn lane.	$3,469,500	City
LPM019	Bus driveway and drop-off zone from Sherwood Ln to school entrance off Sanborn Rd	The bus driveway is a one-way loop and is used by parents, sometimes in the wrong direction. The end of the bus drop-off area is a key pedestrian route to school.	Add more bus-only signage at entry on Sherwood Lane. At the end of the bus drop-off lane, install flexible posts to narrow the exit, and install exit-only/ one-way-road signage to prevent vehicles from turning incorrectly into the bus lane and to provide additional protection for pedestrians in the crosswalk.	$3,050	City
LPM020	Parking lot entrance at Paseo Grande	Heavy traffic congestion on Paseo Grande before and after school.	Include exit-only signage, and consider narrowing the exit with delineators to limit the ability of vehicles to enter from Paseo Grande.	$1,150	City
LPM021	Paseo Grande from Sanborn Rd to Towt St	Key route to Cesar Chavez Elementary, La Paz Middle, and Alisal High. No bicycle facilities.	Widen sidewalk on west side of street to create Class I shared-use path. Install signage and safety improvements to designate Antigua, Sanborn, Paseo Grande, Moreno, and Camarillo Court as an SRTS route.	$121,700	City

LAUREL WOOD ELEMENTARY

Laurel Wood is located in west Salinas next to Laurel Wood Park and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Laurel Wood parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 60 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 33, below.

Figure 33. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
484

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
81%

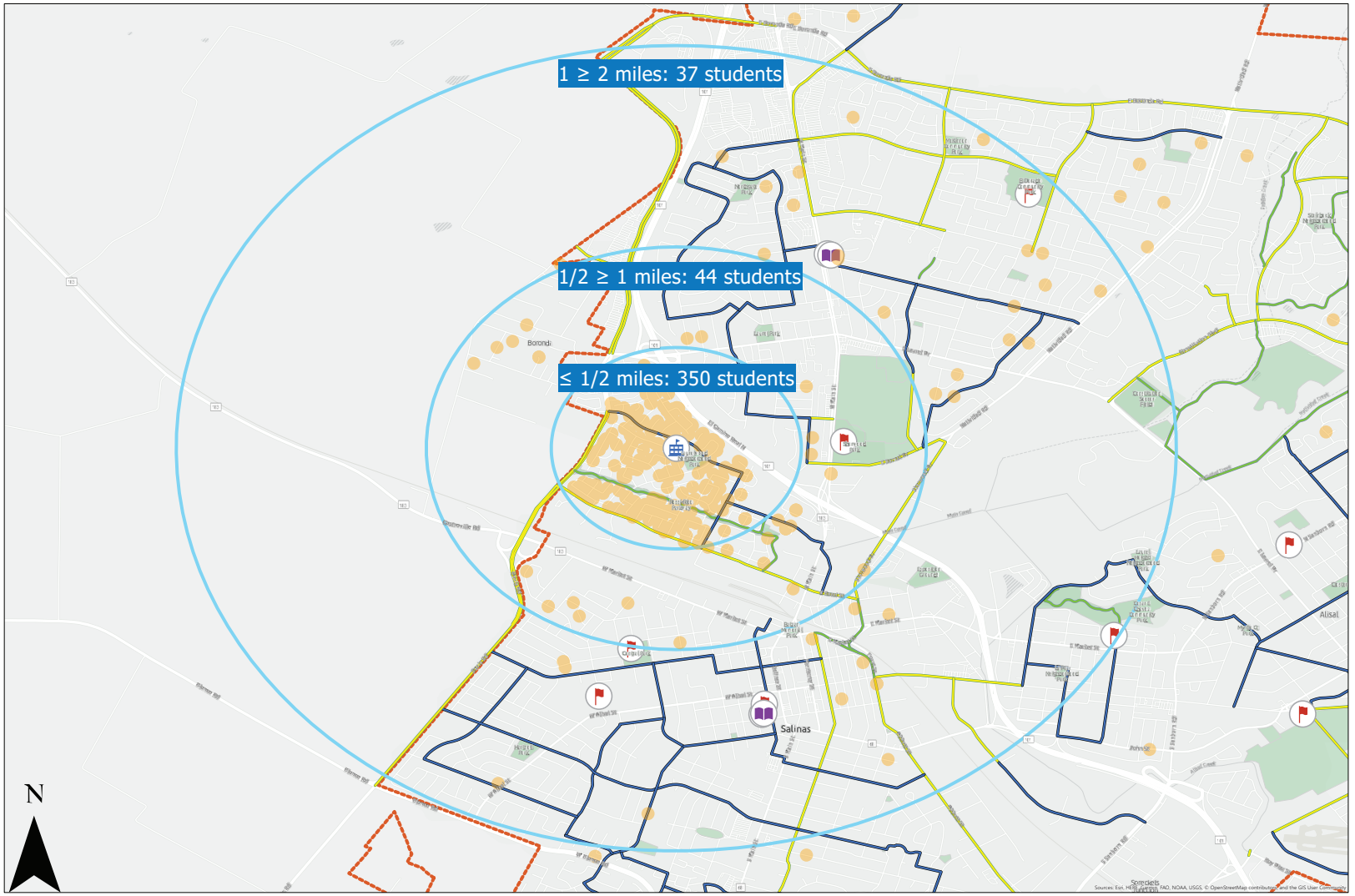
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
69.8%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 60 SURVEY RESPONSES)
28%

There is a school bus stop at the intersection of Victor St and Larkin St

Laurel Wood Elementary School

Salinas Safe Route to School Plan



Legend

- Students
- Laurel Wood
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

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

Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Laurel Wood is located on Larkin Street, a two-lane residential roadway with parking on both sides.
- There are a drop-off area and small parking lot on the school campus, which are closed to parents before and after school. Parking on campus is reserved for staff.
- Drop-off takes place on Larkin Street in front of the school and on Flint Way on the west side of campus.
- There was no regular bus service to Laurel Wood at the time of the school audit.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Larkin Street and other residential streets near the school.
- There are yellow high-visibility crosswalks on three legs of the intersection of Larkin Street and Flint Way, to the west of the school driveway entrance.
- There is a pedestrian pathway to the school campus from Victor Street and through Laurel Wood Neighborhood Park.
- There is pedestrian access into campus through the side gate off Flint Way/Colton Drive.

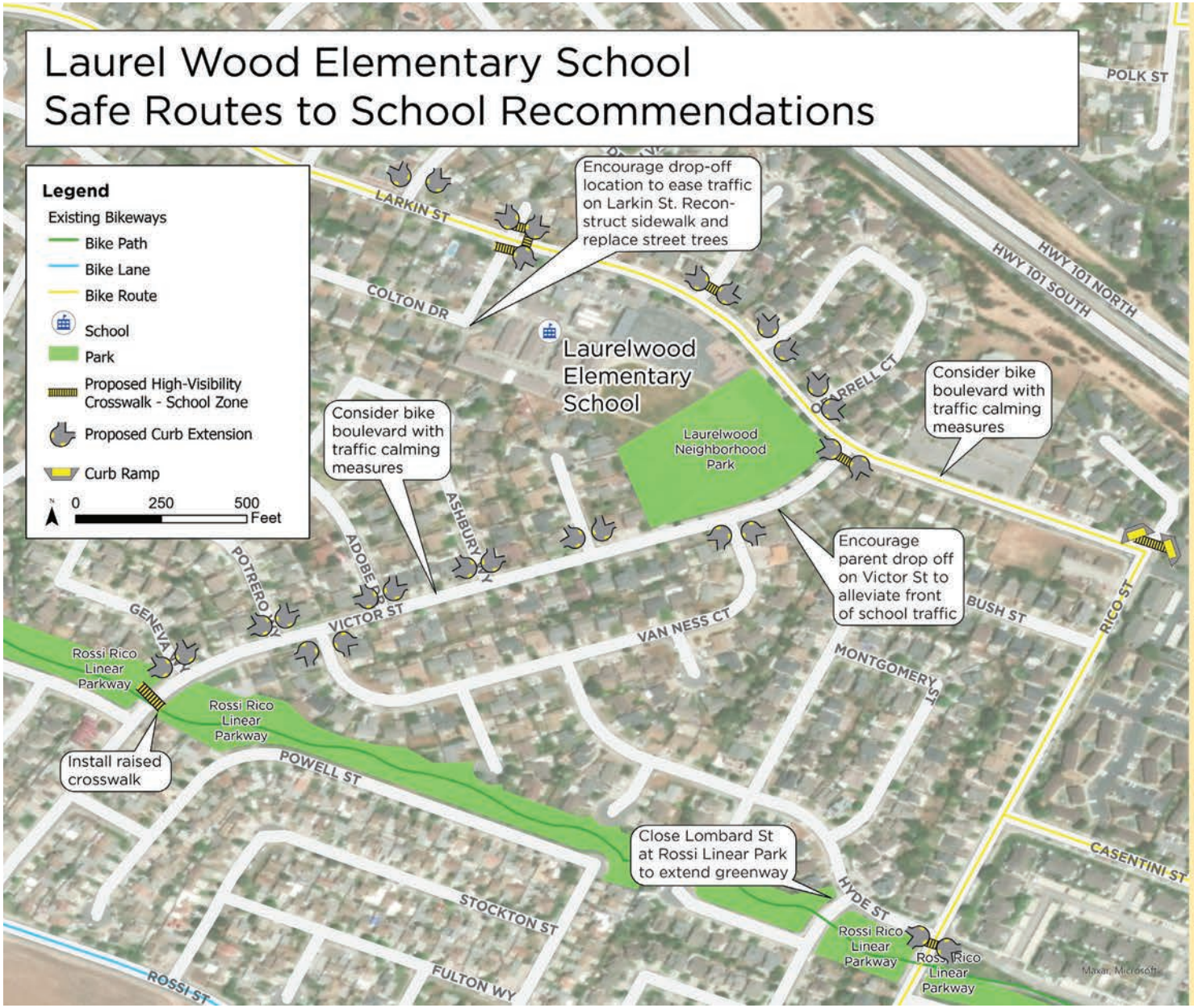
Bicycling Conditions

- There are no bicycle facilities on Larkin Street or other residential roadways near the school.
- The nearest bicycle facilities are Class II bicycle lanes on North Davis Road.

The main school crosswalk on Larkin St at Flint Wy

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND LAUREL WOOD ELEMENTARY

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



SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LWE001	Larkin St	Several reports of speeding on Larkin. No bicycle facilities near school. Students crossing outside of marked crosswalks between Victor St and Flint Wy.	Consider bike boulevard with traffic-calming measures along Larkin between N Davis Rd and Victor St. Consider crosswalk across Larkin St at Victor St, O'Farrell Ct, or Sherman Dr. Install curb extensions at intersections along Larkin St from Mason Way to Victor St to shorten crossing distance on side streets.	$2,032,000	City
LWE002	Victor St	No bicycle facilities near school. Reports of speeding on Victor St. No marked crossing to connect segments of Rossi Linear Park.	Consider bike boulevard with traffic calming measures. Install curb extensions at all side streets along Victor from Geneva to Larkin. Install raised crossing and continuous sidewalk across Victor at Rossi Linear Park.	$1,928,500	City
LWE003	Lombard St	No marked crossing to connect segments of Rossi Linear Park.	Close Lombard St at Rossi Linear Park and extend greenway.	N/A	City
LWE004	Rico Circle	Key pedestrian route to school.	Install marked crosswalk and ADA-compliant curb ramps across Rico Circle.	$30,000	City
LWE005	Rico St	No marked crossing to connect segments of Rossi Linear Park.	Install marked crossing with curb extensions or other crosswalk enhancements to connect Rossi Linear Park.	$104,000	City
LWE006	Larkin St at Flint Way	Key pedestrian route to school.	Install high-visibility crosswalks, curb extensions, and updated ramps.	$268,000	City
LWE007	Victor St at Larkin St	Traffic congestion on Larkin St before and after school. Bus drop-off at Victor and Larkin leads to large numbers of students crossing.	Encourage parent drop-off at this location to alleviate front of school traffic. Install curb extensions and high-visibility crossing across Victor. Consider marked crosswalk across Larkin St.	$108,000	School/city
LWE008	Flint Way at Colton Dr	Traffic congestion on Larkin St before and after school.	Encourage use of this as a drop-off location to ease traffic on Larkin St. Reconstruct sidewalk and replace street trees.	$190,000	School/city
LWE009	Victor St at Van Ness Ct	No marked crosswalks on Victor St.	Consider pedestrian facility across Victor St, per city policy to provide access to park and school.	$10,000	City

LINCOLN ELEMENTARY

Boronda Meadows is located at the western edge of Salinas and draws most of its students from the surrounding neighborhoods. Many students must cross North Davis Road to reach the school, and some must cross Highway 101 (see map on the following page).

GRADE LEVELS
K-6

NUMBER OF STUDENTS
581

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
48%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
43.7%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 98 SURVEY RESPONSES)
25%

PARENT SURVEY

Lincoln parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 98 surveys were received. The full survey report is in Appendix B.

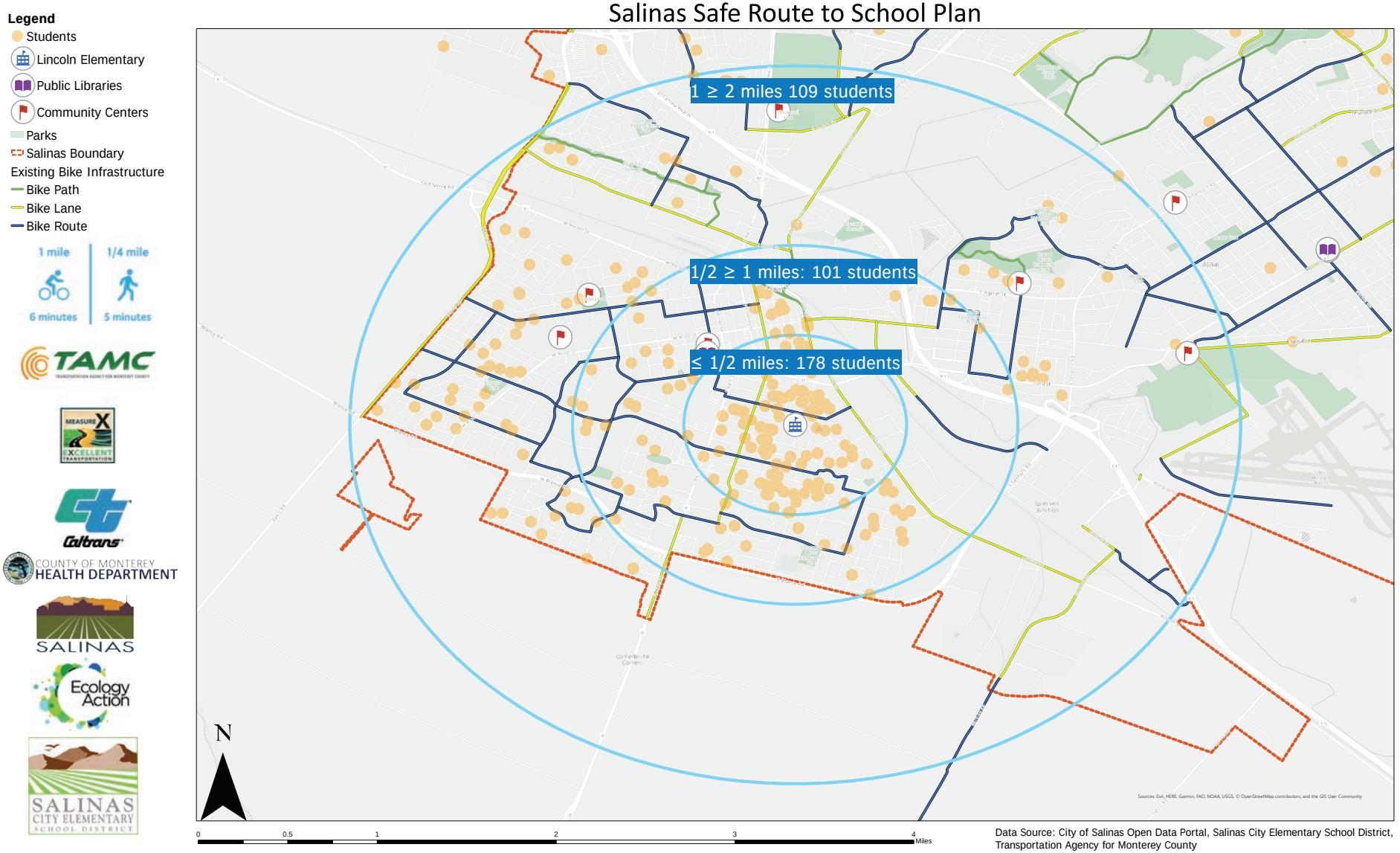
The survey asked parents to select the most important factors in whether they allow their children to walk or bike to school. The top issues for parents are listed in Figure 34, below.

Figure 34. Parents' top concerns about letting children walk or bike to and from school.

Chestnut St is a key route to Lincoln Elementary and Salinas High

Lincoln Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Lincoln is located on California Street, a two-lane residential roadway with parking on both sides.
- There are designated loading spaces along the school frontage on California Street. There is a small parking lot and drop-off loop on the north side of campus and a small lot on the south side that is reserved for staff.
- There is no regular bus service to Lincoln, but occasional bus drop-offs take place on California Street adjacent to the school campus.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There are sidewalks on both sides of California Street and other residential roadways near the school.
- There is a high-visibility crosswalk across California Street at Chestnut Street in front of the main school entrance. There are also marked crosswalks across California Street at Willow Street and across Maple Street at Front Street.
- There are yellow crosswalks on three legs of the intersection of California Street and Maple Street and on all legs of the intersection of California Street and Pine Street.
- A crossing guard assists pedestrians at the intersection of California Street and Willow Street.

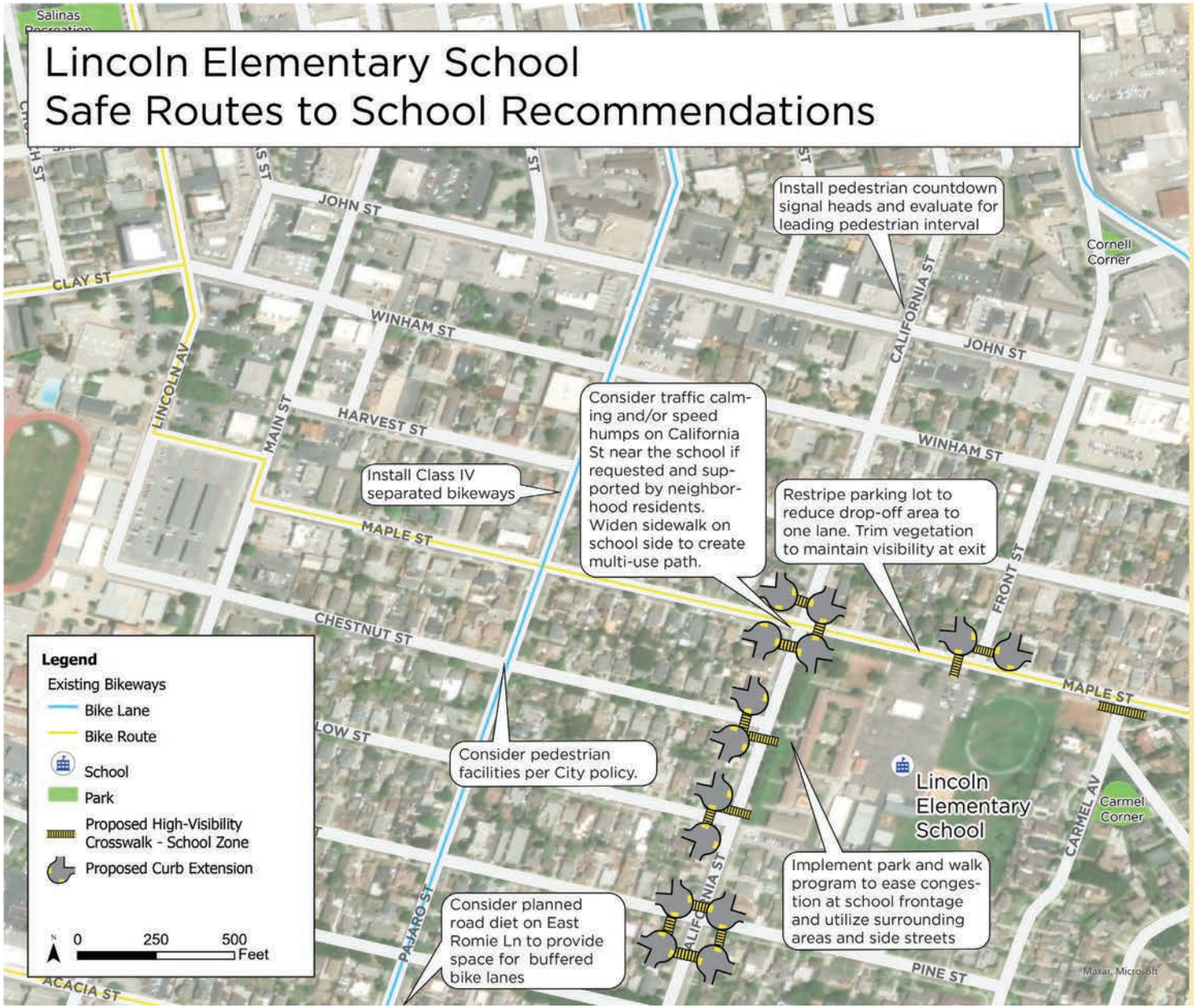
Bicycling Conditions

- There are no bicycle facilities on California Street or other roadways near the school.

Widening the sidewalk to create a shared-use path is recommended for California St

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND LINCOLN ELEMENTARY

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



SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Pedestrian Countdown Signal Heads allow pedestrains to see how many seconds remain before the light changes and whether there is enough time to cross safely.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LE001	California St from Maple St to Pine St	Reports of speeding on California St. Key pedestrian route to school.	Consider traffic calming on California St on the blocks near the school if requested and supported by neighborhood residents. Install curb extensions and high-visibility crossings on California at Maple, Chestnut, Willow, and Pine.	$1,270,200	City
LE009	California Ave from John St to Romie Ln	No bicycle facilities near school.	Widen sidewalk on school side to create a multi-use path. Install continuous sidewalk at intersections.	$300,000	City
LE002	California St at John St	Pedestrian route to school.	Install pedestrian countdown signal heads and evaluate for leading pedestrian interval.	$200,000	Caltrans
LE003	Drop-off loop in school parking lot	Small parking lot with limited space to maneuver. Limited visibility at exit.	Restripe parking lot to reduce drop-off area to one lane. Trim vegetation to maintain visibility at exit.	$6,440	School
LE004	Chestnut St at Pajaro St	Key pedestrian route to Lincoln Elementary and Salinas High.	Consider pedestrian facilities, per city policy.	$10,000	City
LE005	Maple St at Front St	Pedestrian route to school.	Consider pedestrian facilities, per city policy.	$10,000	City
LE010	Carmel Ave at Maple St	Reports of drivers not yielding to pedestrians.	Install raised crosswalk on Carmel Ave at Maple.	$145,000	City
LE006	Pajaro St	No bicycle facilities near school.	Install separated bikeways as proposed in Active Transportation Plan.	$6,522,660	City
LE007	East Romie Lane	Reports of speeding.	Install planned road diet to provide space for buffered bike lanes.	$1,099,080	City
LE018	General area	Traffic congestion on California St before and after school.	Implement Park and Walk program to ease congestion at school frontage, and utilize surrounding areas and side streets.	N/A	School

LOMA VISTA ELEMENTARY

Loma Vista is located in north Salinas and draws most of its students from surrounding neighborhoods, though a cluster of them live near Cesar Chavez Community Park in east Salinas (see map on the following page).

PARENT SURVEY

Loma Vista parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 94 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 35, below.

Figure 35. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
556

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
65%

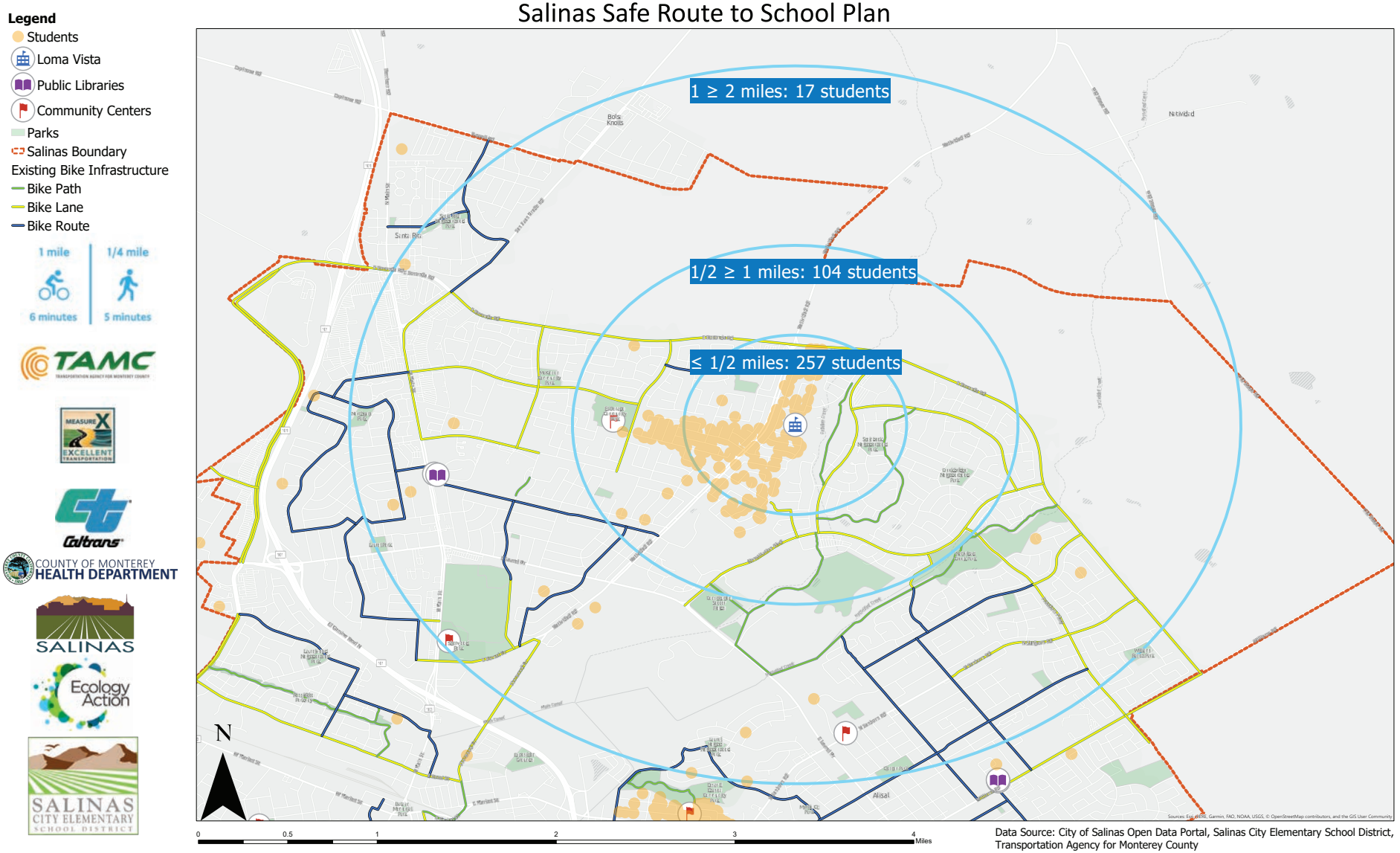
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
87.6%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 94 SURVEY RESPONSES)
26%

Broken sidewalk on Compton Way

Loma Vista Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Loma Vista Elementary is located where Sausal Drive and Cambrian Drive meet. Both streets are two-lane residential roadways with parking on both sides of the street.
- There is a small drop-off area and parking lot on the school frontage. There is a parking lot in the back of campus that is reserved for staff. At the time of the audit, the parking lot and loop were blocked off for parents and drop-off took place on the street.
- Bus drop-off takes place in the drop-off loop.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Sausal Drive/Cambrian Drive near the school.
- There is a high-visibility yellow crosswalk on Sausal Drive directly in front of school and next to the school driveway entrance.
- There are no painted crosswalks at the nearby intersections.
- There is a pedestrian pathway and gate to the back of the campus from Compton Way, which was closed at the time of the audit.
- A crossing guard assists pedestrians at the intersection of Cambrian Drive and Sausal Drive.

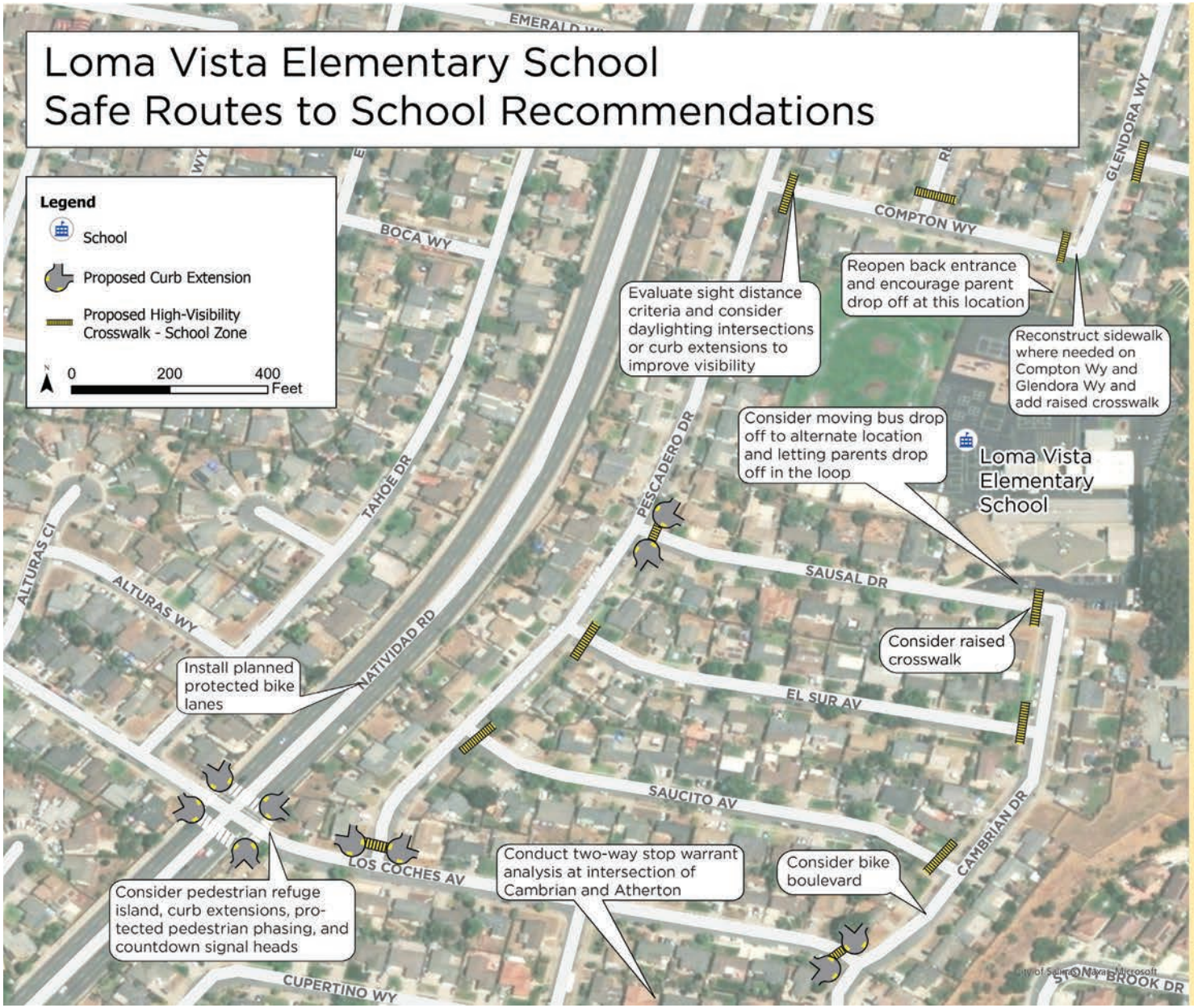
Bicycling Conditions

- There are no bicycle facilities on Sausal Drive or other roadways near the school.

Opening the back entrance to campus is recommended to reduce traffic on Sausal Dr

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND LOMA VISTA ELEMENTARY

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



SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the crossing distance for people crossing and their exposure to vehicle traffic

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.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LVE001	School drop-off loop	Heavy traffic congestion on Sausal Dr in front of school.	Consider moving bus drop-off (El Sausal Drive across from the school might be a good location) and letting parents drop off in the loop.	$75,000	School
LVE002	Glendora Way at Compton Way	Key pedestrian route to school.	Consider continuous sidewalk at Redondo Way, Coventry St, and back entrance to campus.	$13,500	City
LVE003	Sidewalk at back of school	Broken sidewalk.	Reconstruct sidewalk where needed on Compton Way and Glendora Way.	$125,000	City
LVE004	Back entrance of school	Heavy traffic congestion on Sausal Dr in front of school.	Reopen back entrance with a gate that can be unlocked and opened during drop-off and pick-up hours. Encourage parent drop-off at this location.	$8,500	School
LVE005	Pescadero Dr	Key pedestrian route to school.	Install marked crosswalks on side streets. Install curb extensions at intersections of Los Coches and Sausal.	$232,000	City
LVE006	Pescadero Dr at Compton Way	Pedestrian route to school.	Evaluate sight-distance criteria and consider daylighting intersections or installing curb extensions to improve visibility.	$101,525	City
LVE007	Cambrian Dr at Sausal Dr	Key pedestrian route to school.	Consider continuous sidewalk or raised crosswalk in front of school.	$5,000	City
LVE008	Cambrian Dr at Saucito Ave	No bicycle facilities near school. Reports of speeding.	Consider bike boulevard. Install marked high-visibility crosswalk on side streets (Saucito and El Sur), and consider continuous sidewalks.	$910,600	City
LVE009	Los Coches Ave at Cambrian Dr	Key pedestrian route to school.	Install curb extension and high-visibility crosswalk.	$104,000	City
LVE010	Cambrian Dr at Atherton Way	Key pedestrian route to school.	Conduct all-way stop warrant analysis.	$5,000	City
LVE013	Saratoga Dr at Cambrian Dr	Key pedestrian route to school. Connection to Castleton St and Gabilan Creek Trail.	Consider pedestrian crossing enhancements, per city policy.	$10,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LVE011	Natividad Rd	Six-lane roadway with higher traffic volumes and speeds.	Install Class IV separated bikeway.	$2,313,000	City
LVE012	Natividad Rd at Los Coches Ave	Six-lane roadway with higher traffic volumes and speeds. Pedestrian route to school.	Update crosswalks to high-visibility and consider center median pedestrian refuges and curb extensions, protected pedestrian phasing, leading pedestrian interval, and pedestrian countdown signal heads.	$766,000	City

LOS PADRES ELEMENTARY

Los Padres is located in east Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Los Padres parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September of 2020, and 114 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 36, below.

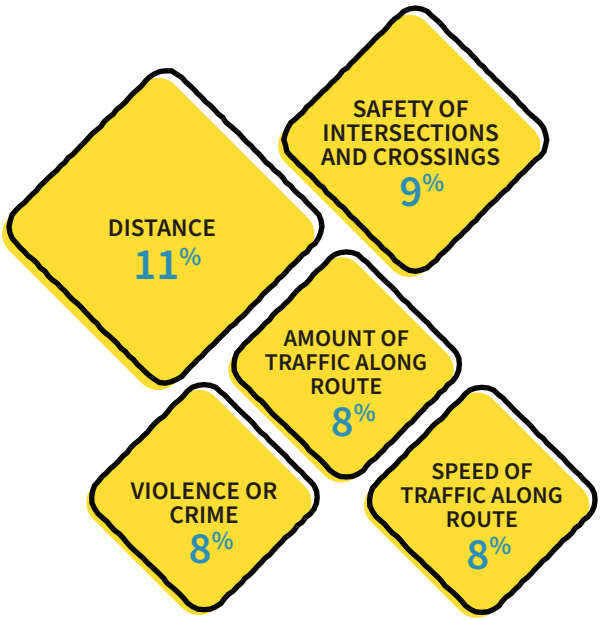


Figure 36. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
807

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
78%

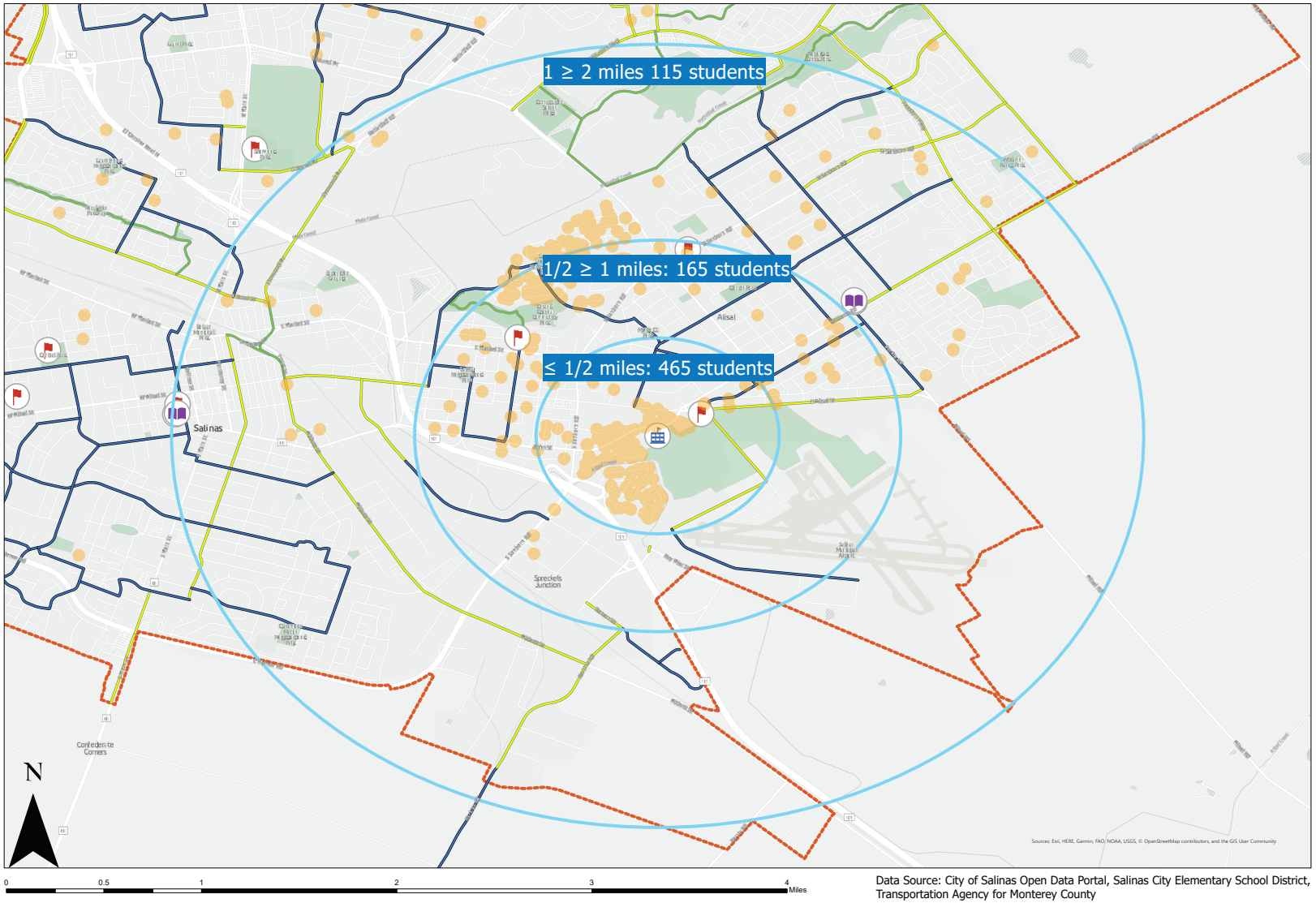
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
79.8%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 114 SURVEY RESPONSES)
35%

Parents reported concerns about safety and maintenance on the path behind the school

Los Padres Elementary School

Salinas Safe Route to School Plan



Legend

- Students
- Los Padres Elementary
- 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

Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Los Padres Elementary is located on John Street, a two-lane arterial roadway with a center turn lane and parking on both sides. John Street is very congested before and after school.
- There is a drop-off area and a large parking lot on the school campus frontage. Left turns are allowed out of the school parking lot.
- Bus drop-off takes place at the end of the drop-off loop, which is also used by parents.
- There are speed feedback signs on John Street on either side of the school campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of John Street and other residential roadways near the school.
- There is a high-visibility yellow crosswalk with rectangular rapid flashing beacons across John Street to the east of the school driveway exit.
- There are marked crosswalks on all legs of the intersection of John Street and East Alisal Street.
- There are high-visibility crosswalks on all legs of the intersection of John Street and South Sanborn Road.
- There is a pedestrian pathway to the school campus from Beverly Drive, which passes over Alisal Creek.

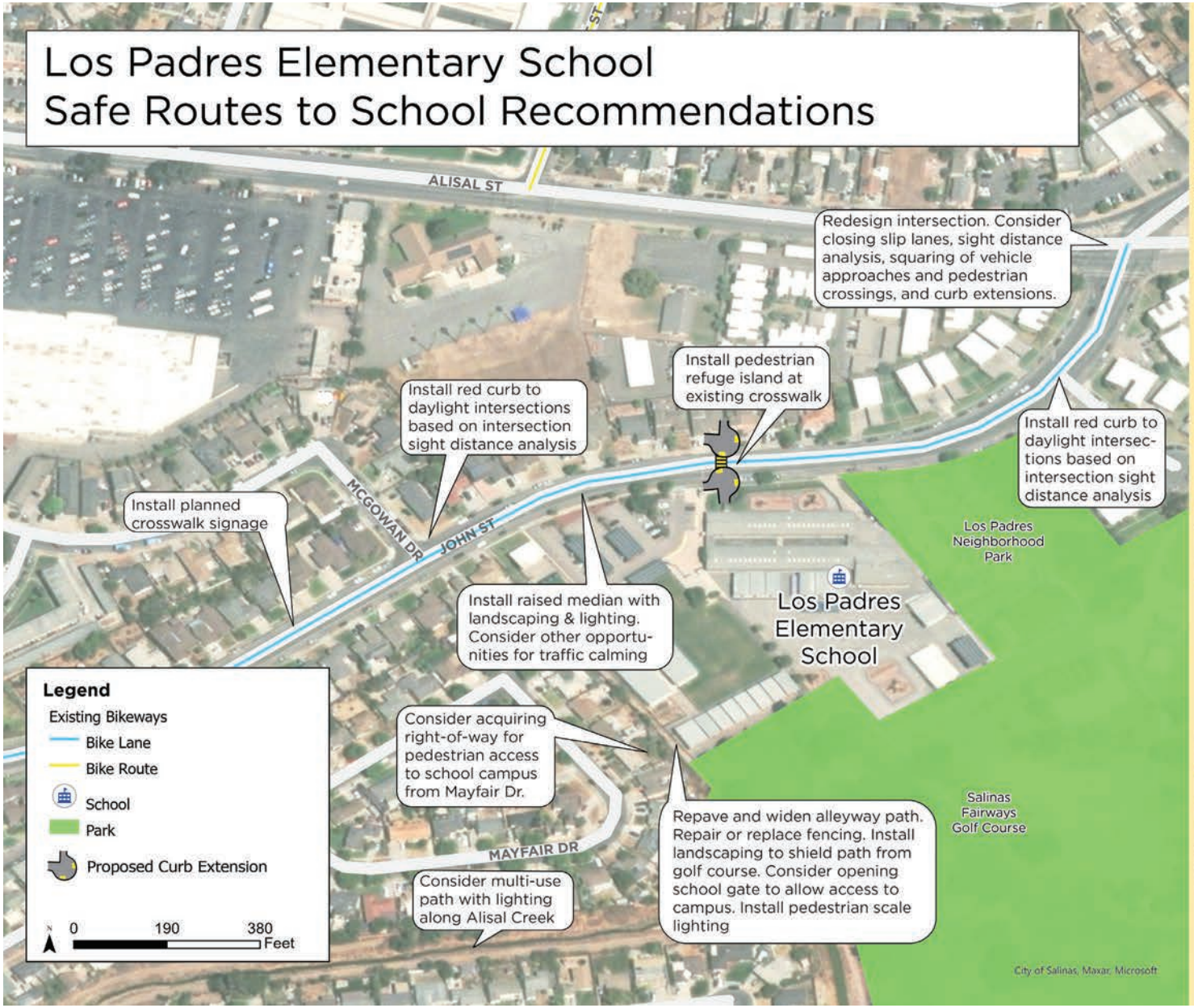
Bicycling Conditions

- There are Class II bicycle lanes on John Street between South Wood Street and East Alisal Street.
- There are no bicycle facilities on other roadways near the school.

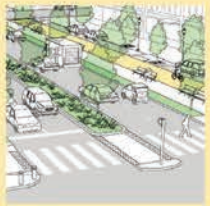
A road diet, bike lanes, and rectangular rapid flashing beacons were installed on John St

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND LOS PADRES ELEMENTARY

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



SAFETY IMPROVEMENTS



Center Medians provide space to locate pedestrian safety features and traffic control devices, amenities and landscaping can provide traffic calming.

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.

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the crossing distance for people crossing and their exposure to vehicle traffic

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
LPE001	John St at school frontage	Reports of speeding and drivers not yielding to pedestrians.	Install curb extensions and pedestrian refuge island.	$200,000	City
LPE002	John St	Reports of speeding.	Install raised median for entire length of John St, with landscaping and lighting. Consider other opportunities for traffic calming.	$3,879,220	City
LPE003	Intersection of E Alisal St/John St/ Williams Rd	Intersection is confusing to drivers. Long crossing distances for pedestrians.	Intersection redesign, including slip lane closure, sight distance analysis, squaring of vehicle approaches and pedestrian crossings, and construction of curb extensions.	$701,000	City
LPE004	Side streets along John St	Key pedestrian route to school. Low visibility at intersections.	Perform intersection sight distance analysis and consider installation of red curb to daylight the intersections of McGowan Dr and John Circle.	$1,000	City
LPE005	John St at McGowan Dr	Drivers may not realize they are approaching a school zone.	Install planned school assembly B signage in advance of existing crosswalk.	$850	City
LPE006	School campus	Congestion in parking lot before and after school.	Implement rolling drop-off program. Hire people or recruit volunteers to supervise drop-off and pick-up.	N/A	School
LPE007	Alisal Creek	Opportunity for shared-use path and alternative route to school.	Consider shared-use path with lighting along Alisal Creek.	$4,892,800	City
LPE008	Alleyway behind school	Safety concerns in alley, overgrown vegetation, and no lighting.	Repave and widen alleyway path. Repair or re-install fencing. Install landscaping to shield path from golf course. Consider opening school gate to allow access to campus. Install pedestrian-scale lighting.	$183,800	City
LPE009	Mayfair Dr	Students who live on Mayfair Dr have no direct route to campus.	Consider acquiring right-of-way for pedestrian access to school campus from Mayfair Dr.	N/A	City

MCKINNON ELEMENTARY

McKinnon is located in the northern edge of Salinas and draws most of its students from the neighborhood directly south of the school (see map on the following page).

PARENT SURVEY

McKinnon parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 46 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 37, below.

Figure 37. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
492

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
67%

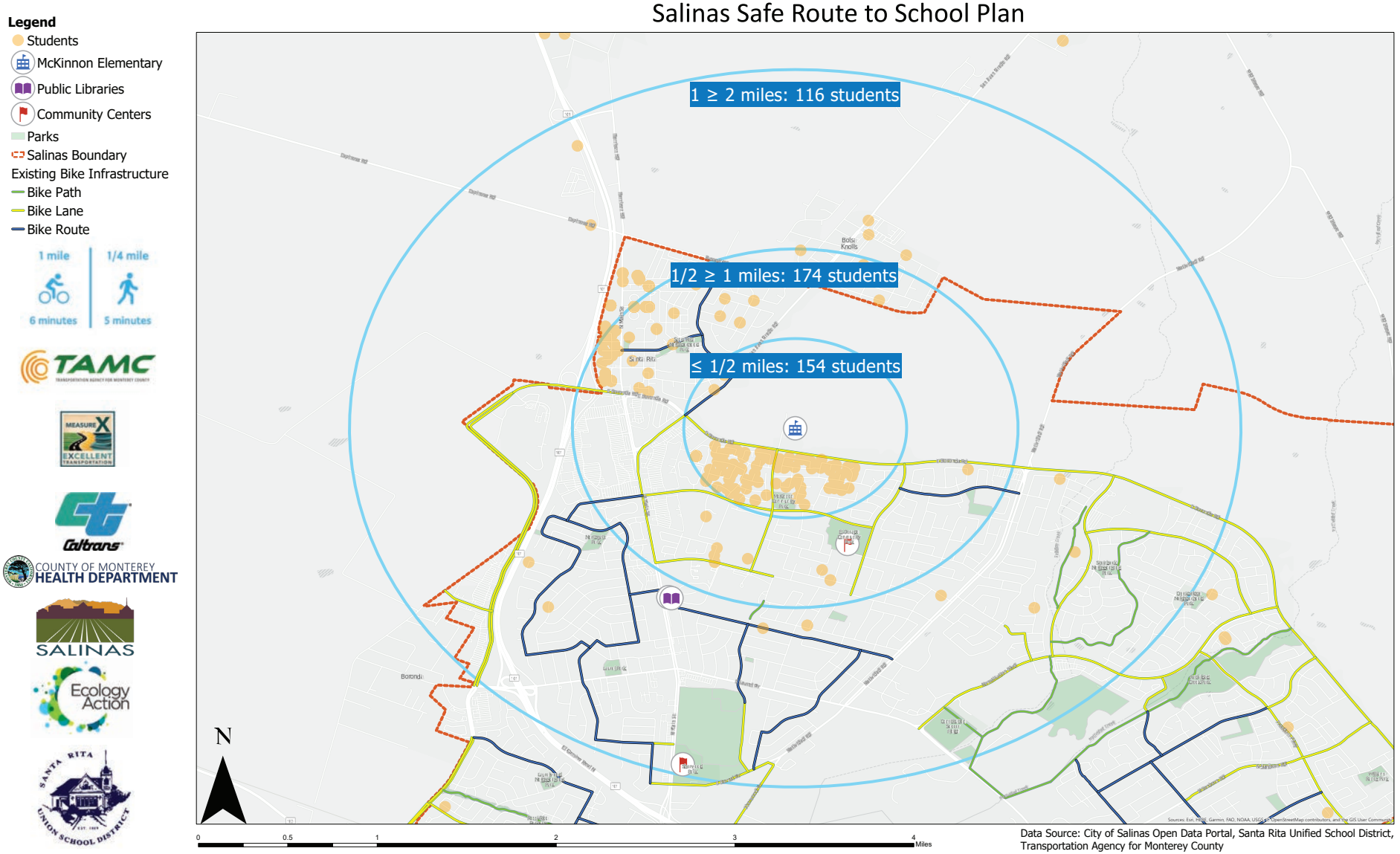
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
69.5%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 46 SURVEY RESPONSES)
20%

A Class I path is recommended between Boronda Rd and the school

McKinnon Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Santa Rita Unified School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- McKinnon Elementary is located on McKinnon St, a two-lane roadway. There is no on-street parking on McKinnon south of Boronda Road. McKinnon Street is very congested before and after school.
- There are two drop-off areas and parking lots on the school campus. There is a parking lot on the north side of campus that is reserved for staff. Left turns are permitted out of the school parking lot.
- Bus drop-off takes place in the drop-off area on the north side of campus.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There is a sidewalk only on the east side of McKinnon St near the school. The West Area Specific Plan calls for sidewalks on both sides of the street when future development is completed.
- There are standard white crosswalks on three legs of the intersection of McKinnon Street and E Boronda Road. Curb ramps are in place at this intersection.

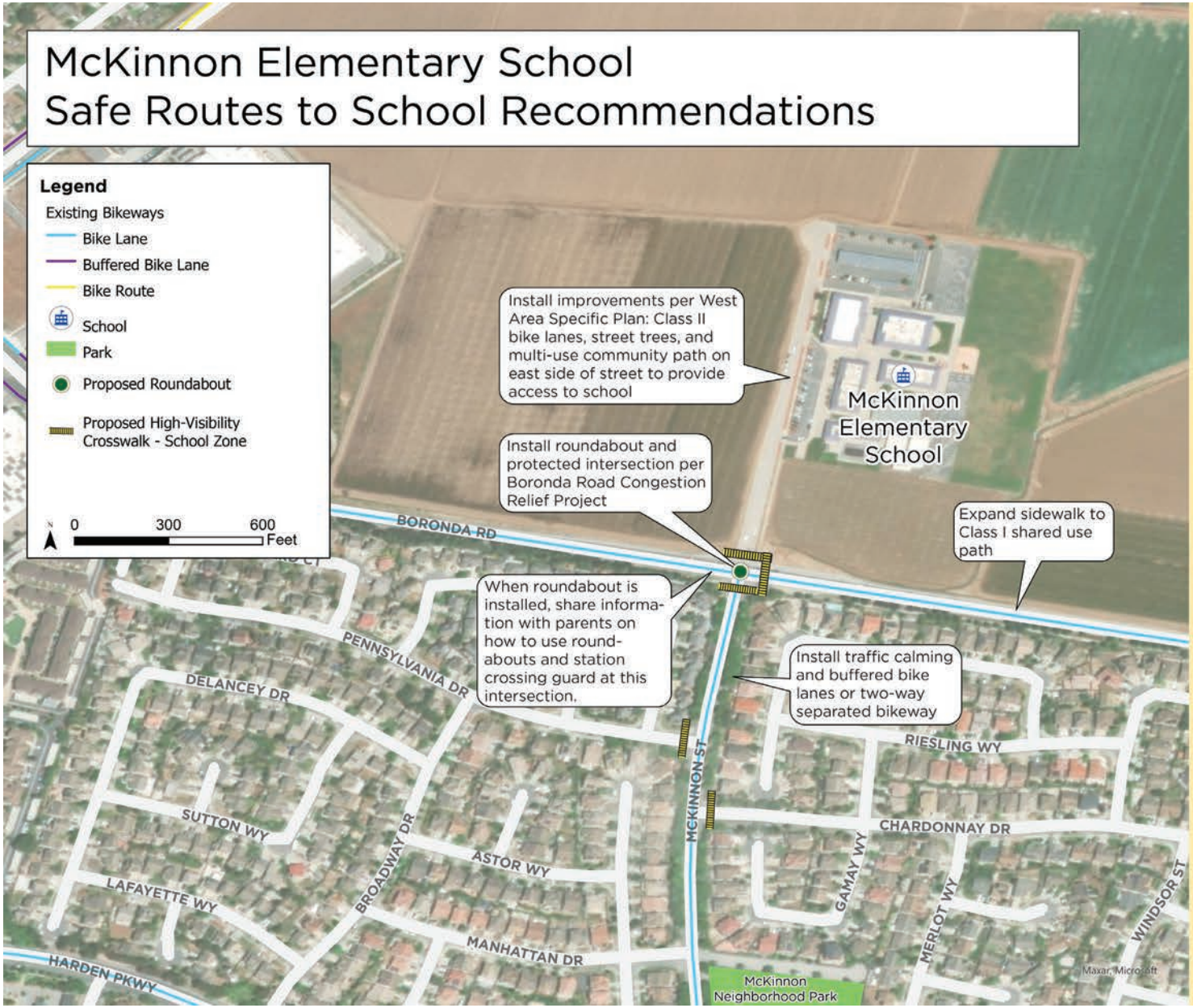
Bicycling Conditions

- There are Class II bicycle facilities on McKinnon St south of Boronda Road.
- There are Class II bicycle facilities on Boronda Road near the school.

A roundabout is planned for the intersection of McKinnon St and Boronda Rd

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND MCKINNON ELEMENTARY

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



SAFETY IMPROVEMENTS

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

Buffered Bicycle Lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
MKE001	McKinnon St in neighborhood	Buffered or separated bike lanes provide more separation from traffic than Class II bike lanes. Reports of speeding.	Install traffic calming and Class IIB buffered bike lanes or two-way separated bikeway.	$1,595,970	City
MKE002	McKinnon St. at front of school	No bicycle facilities on McKinnon St north of Boronda Rd.	Install improvements per West Area Specific Plan: Class II bike lanes, street trees, and multi-use community path on east side of street to provide access to school.	$176,400	City
MKE003	Boronda Rd at McKinnon St	Key pedestrian route to school. Higher traffic volumes and speeds.	Install planned changes re. Boronda Road Congestion Relief Project, including high-visibility crosswalks, Class IIB buffered bike lanes, and protected intersection.	Project Funded	City
MKE007	Boronda Rd at McKinnon St	Roundabouts are new for many Salinas residents.	When roundabout is installed, give information to parents on how to use roundabouts and station a crossing guard at this intersection.	N/A	School
MKE004	E Boronda Rd from Dartmouth to Hemingway	Higher traffic volumes and speeds. Shared-use paths provide more separation for people on bikes.	Expand sidewalk to Class I shared-use path.	$2,415,000	City
MKE008	E Boronda Rd at San Juan Grade Rd	Pedestrian route to school.	Upgrade crosswalks to high-visibility.	$28,000	City
MKE005	McKinnon St at Pennsylvania Dr	Pedestrian route to school.	Upgrade crosswalks to high-visibility.	$4,000	City
MKE006	Chardonnay Dr at McKinnon St	Pedestrian route to school.	Install high-visibility crosswalk across Chardonnay Dr.	$4,000	City
MKE009	Dartmouth Way	Heavy traffic congestion at intersection of McKinnon and Boronda. Dartmouth Way could be another way to enter and exit the neighborhood.	Remove traffic diverters on Dartmouth Way.	$3,800	City

MISSION PARK ELEMENTARY

Mission Park is located in south Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page). It is located near Notre Dame High to the south, Palma School to the east, and Washington Middle to the north.

PARENT SURVEY

Mission Park parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September of 2020, and 74 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 38, below.

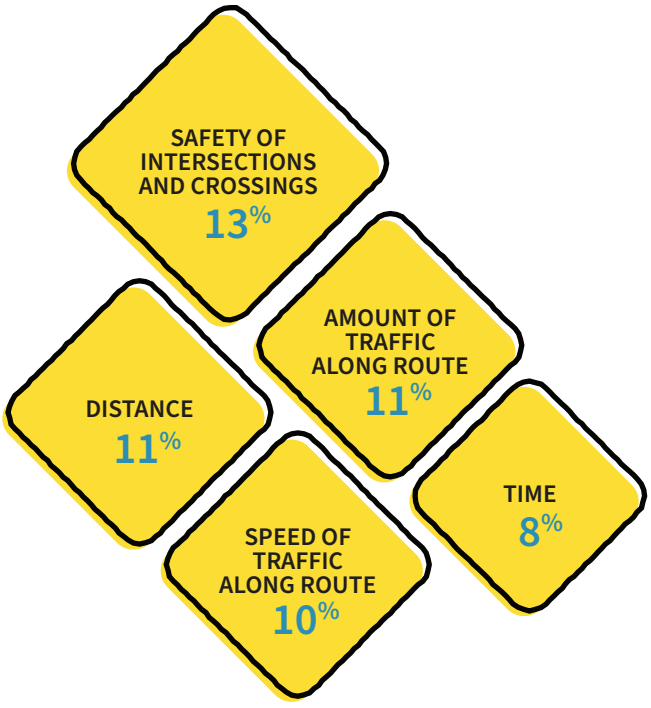


Figure 38. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
699

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
71%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
50.5%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 74 SURVEY RESPONSES)
26%

Parents turning left back up traffic in the school parking lot

Mission Park Elementary School

Salinas Safe Route to School Plan

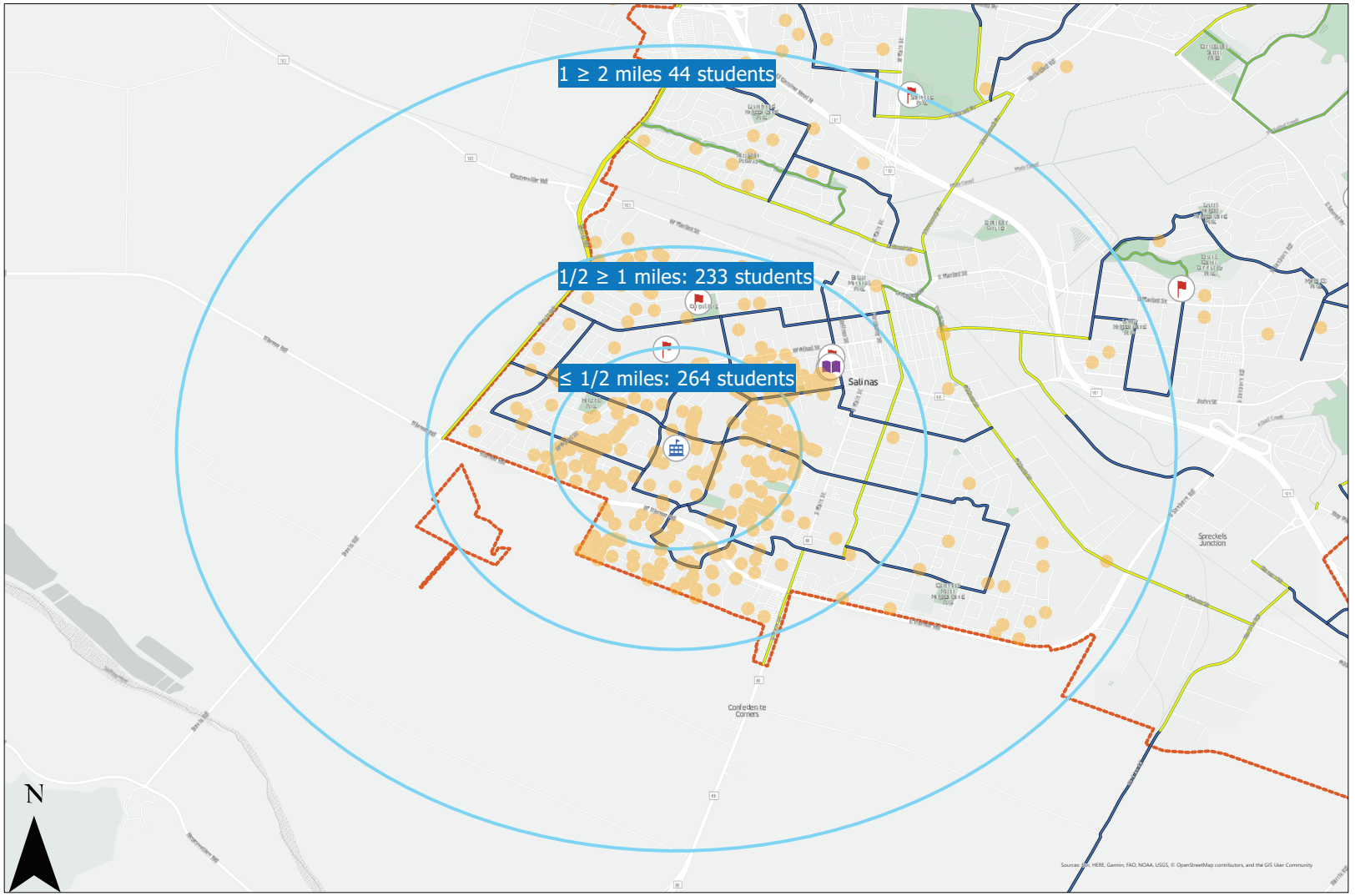
Legend

- Mission Park Elementary
- Students
- 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



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Mission Park Elementary is located on West Acacia Street, a two-lane residential roadway with parking on both sides.
- There is a two-lane drop-off area and parking lot on the school campus frontage. There is a small parking lot on the west side of campus that is reserved for staff. Left turns are prohibited out of the school parking lot.
- There is no regular bus service to Mission Park, but special education bus drop-off takes place in the drop-off loop used by parents.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of West Acacia Street and other residential roadways near the school.
- There is a high-visibility yellow crosswalk on West Acacia Street at Maron Street to the west of the school driveway exit. At the time of the audit, there was a crossing guard stationed at this intersection before school only.
- There are yellow crosswalks on several side streets near the school, including San Vicente Avenue, Bruce Avenue, and Crespi Way.
- There are missing curb ramps at many of the intersections surrounding the school.

Bicycling Conditions

- There are no bicycle facilities on West Acacia Street or other roadways near the school.

A pedestrian refuge island is recommended for the crosswalk in front of the school

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND MISSION PARK ELEMENTARY

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

SAFETY IMPROVEMENTS

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.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Traffic Circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the crossing distance for people crossing and their exposure to vehicle traffic

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
MPE001	School drop-off loop	Congestion in school parking lot before school.	Consider rolling drop-off program and drop-off monitors to streamline drop-off and pick-up.	N/A	School
MPE002	School exit driveway	Drivers turning left out of driveway back up traffic in loop.	Install stop sign at school driveway exit. Redesign exit to restrict left turns (for example, see New Republic Elementary)	$2,170	School
MPE003	W Acacia St at Marion St	Heavy traffic congestion to the three nearby schools. Vegetation obstructs visibility.	Upgrade crosswalk to yellow high-visibility, and install pedestrian island and advance yield lines. Trim vegetation to increase visibility.	$109,800	City
MPE004	W Acacia St	No bicycle facilities near school. Reports of speeding on Acacia.	Consider bike boulevard. Study options for widening sidewalk to create a shared-use path.	$4,347,200	City
MPE005	Riker St	No bicycle facilities near school.	Consider a bike boulevard.	$2,713,200	City
MPE006	Iverson St	No bicycle facilities near school.	Consider a bike boulevard.	$1,407,600	City
MPE007	W Acacia St at Sierra Madre	Key pedestrian route to school.	Install curb extensions to shorten crossing distance on Sierra Madre.	$200,000	City
MPE008	W Acacia St at Bruce Ave	Key pedestrian route to school.	Install curb ramps and high-visibility crosswalk on Bruce.	$30,000	City
MPE009	San Vicente Ave at Palma Dr	a Key pedestrian route to school.	Install curb extensions at all four corners of the intersection.	$200,000	City
MPE010	W Acacia St at San Vicente Ave	Key pedestrian route to school. Reports of speeding on Acacia.	Install curb extensions, tighten curb radius, and install high-visibility crosswalks. Consider a neighborhood traffic circle.	$411,000	City
MPE011	W Acacia St at Iverson St	Key pedestrian route to Mission Park and Washington Middle. Reports of speeding.	Square the intersection, close the slip lanes, and shorten crossing distances with curb extensions. Consider a neighborhood traffic circle.	$645,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
MPE012	W Acacia St at Junipero Way	Key pedestrian route to school.	Install curb ramps and continuous sidewalk with high-visibility crosswalk on Junipero.	$34,500	City
MPE013	West Acacia St at Crespi Way	Key pedestrian route to school.	Install curb ramps and continuous sidewalk with high-visibility crosswalk on Crespi.	$34,500	City
MPE014	Blanco Rd at Iverson St	Pedestrian route to school. Higher traffic volumes and speeds.	Install protected pedestrian signal phasing.	$200,000	City

MONTE BELLA ELEMENTARY

Monte Bella Elementary is located on the eastern edge of Salinas. Most Monte Bella students live in the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Monte Bella parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 66 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 39, below.

Figure 39. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
776

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
89%

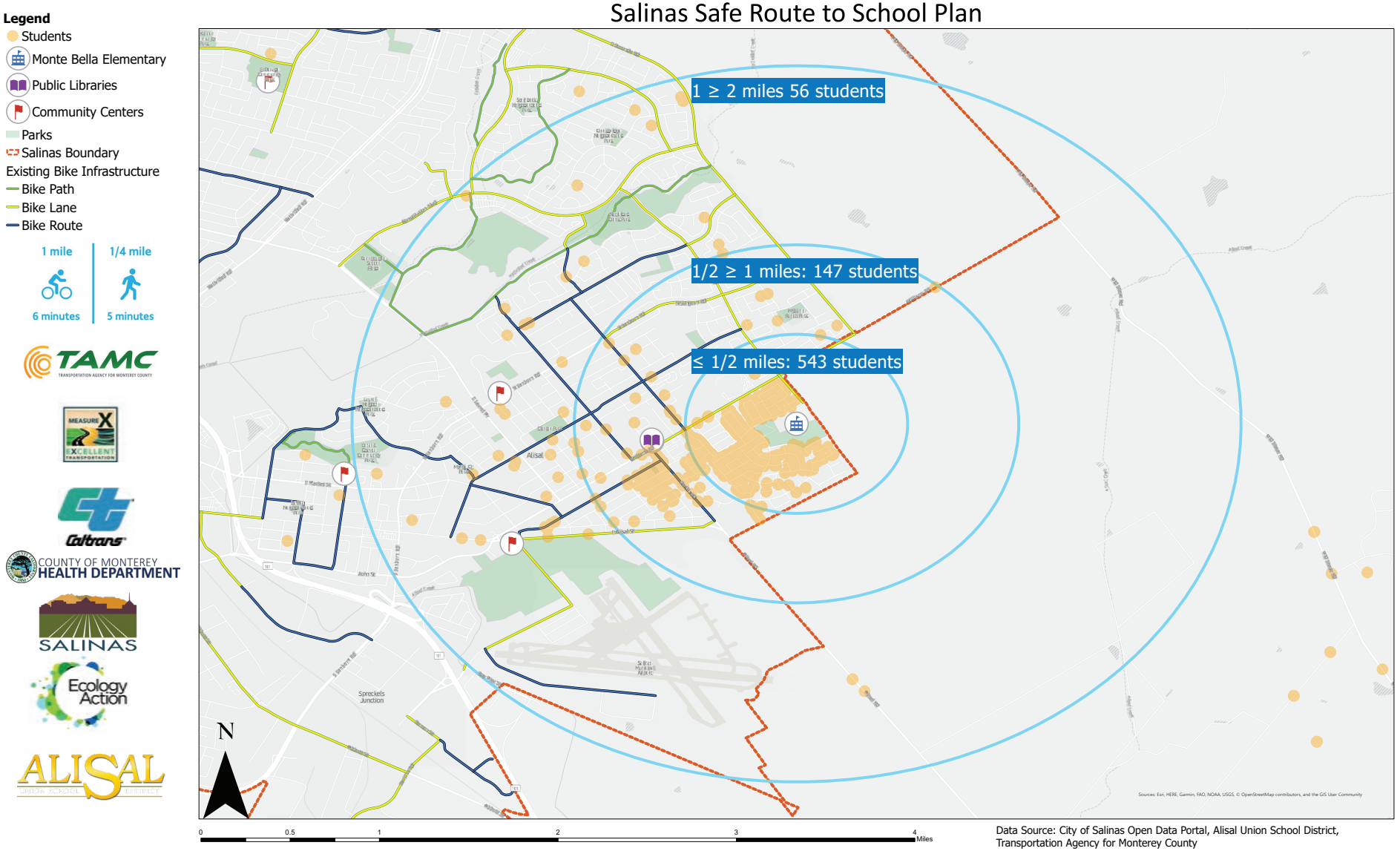
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
79.8%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 66 SURVEY RESPONSES)
22%

Families cross Tuscany Blvd at Canelli Ct to reach the school and park

Monte Bella Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Monte Bella is located on Tuscany Boulevard, a two-lane residential street with parking on both sides.
- There are two drop-off areas and two parking lots on the school campus. Drivers access the school via Tuscany Boulevard. School staff use cones to prevent left turns out of the drop -off loop.
- Tuscany Boulevard is a small residential street with low traffic.
- Drop-off occurs in both of the drop-off areas. At the time of the audit, school staff were trying out a new system of organizing pick-up by grade level, and parents were asked to circle the drop-off loop until their student was ready to be picked up.
- Drivers have also been seen dropping off curbside along the surrounding streets to avoid the school's drop-off loop.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There are complete sidewalks on Tuscany Boulevard, Monte Bella Boulevard, and other roadways near the school.
- There are high-visibility yellow crosswalks across Tuscany Boulevard at Tuscany Way and Freedom Parkway
- There are pedestrian pathways to campus from Monte Bella Park, which is adjacent to the school. There is a back gate to campus, which was closed at the time of the audit.

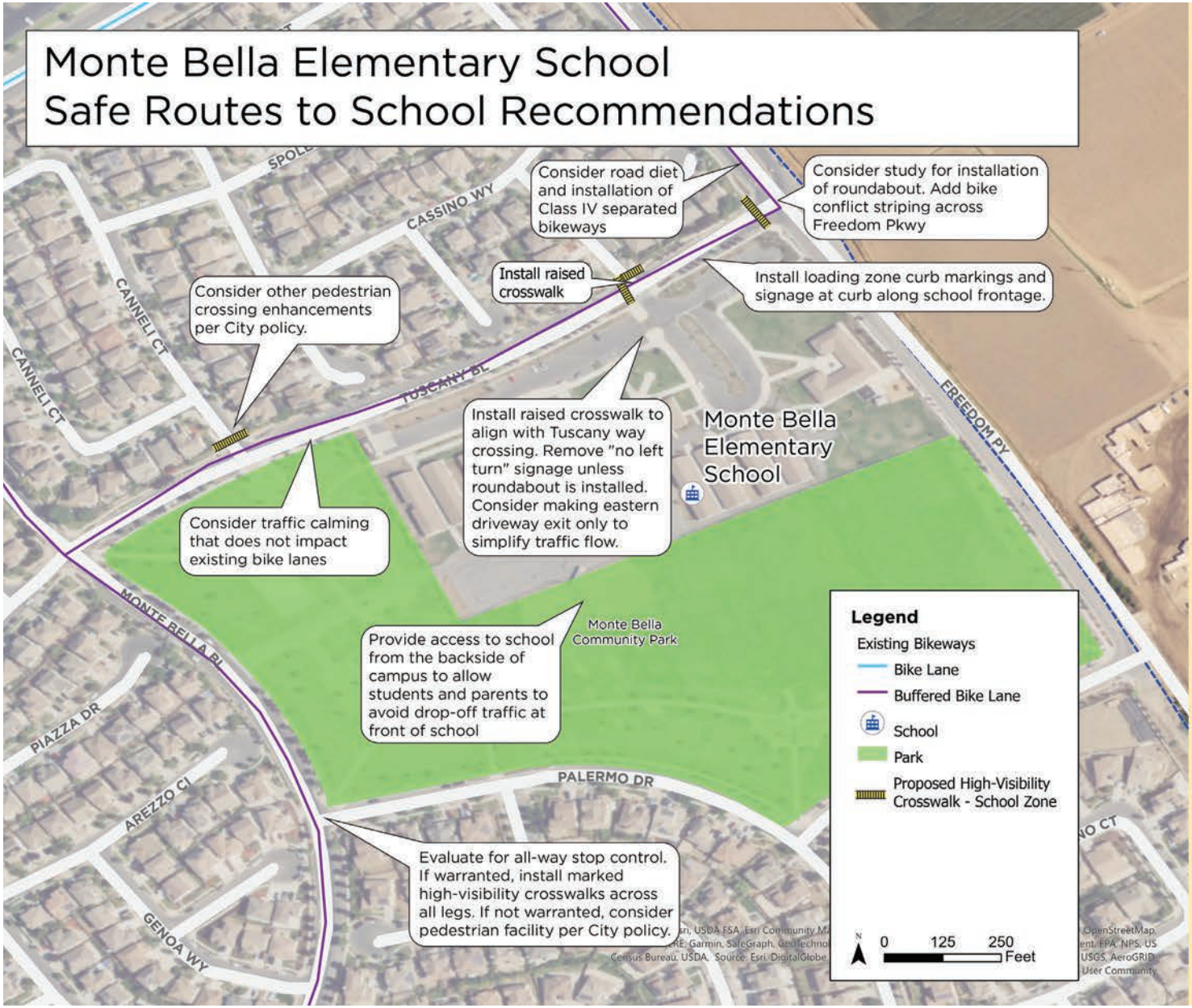
Bicycling Conditions

- There are Class II bike lanes on both sides of Tuscany Boulevard, Monte Bella Boulevard, and Freedom Parkway north of the school.

Analysis for a roundabout is recommended for Freedom Parkway at Tuscany Blvd

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND MONTE BELLA

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



SAFETY IMPROVEMENTS

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
MBLE001	Freedom Parkway from Tuscany Blvd to Padova Dr (eventually to Sconberg Parkway)	Four-lane roadway with higher traffic speeds.	Consider road diet on Freedom from Tuscany, and installation of Class IV separated bikeways.	$462,600	City
MBLE002	Freedom Parkway at Tuscany Blvd	Difficult for drivers to turn left from Tuscany onto Freedom, which backs up traffic on Tuscany and in the school parking lot.	Consider study for roundabout. Restripe the bikeway approach and right-hand-turn conflict area. The right-turn lane outside of the dedicated bikeway is not the best design (flip placement and put the crossover further north of the intersection, and the crossover should include conflict striping). Add conflict striping across Freedom Pkwy.	$45,400	City
MBLE003	School parking lot	Goal of creating a one-way loop to reduce congestion at the intersection of Tuscany Blvd and Tuscany Way.	Install raised crosswalk to align with Tuscany Way crossing. Remove speed humps. Remove “No left turn” unless roundabout is installed. Make eastern driveway exit only.	$151,500	School
MBLE004	Tuscany Blvd from Freedom Parkway to Monte Bella Blvd	Reports of speeding.	Consider traffic calming for two vehicular travel lanes in a way that does not affect bike lanes.	$255,000	City
MBLE005	Tuscany Blvd	Heavy traffic congestion in school parking lot.	Install loading-zone curb markings and signage at curb along school frontage.	$5,700	School/city
MBLE006 & MBLE010	Tuscany Blvd at Canelli Ct	Key pedestrian route to school and park.	Add high-visibility yellow crosswalk across Canelli Ct. Consider other pedestrian crossing enhancements per city policy.	$14,000	City
MBLE007	Tuscany Blvd at Tuscany Wy	Reports of speeding.	Install raised crosswalk.	$145,000	City
MBLE008	Monte Bella Blvd at Palermo Dr (north leg)	Pedestrian route to school and park. Reports of speeding.	Evaluate for all-way stop control. If warranted, install marked high-visibility crosswalks on all legs and ADA compliant ramps. If not warranted, consider pedestrian facility, per city policy.	$53,000	City
MBLE009	Pardova Drive	Traffic congestion on Tuscany Blvd in front of school.	Open back gate to campus to provide an alternative to the traffic in front of the school.	$8,500	School

MONTEREY PARK ELEMENTARY

Monterey Park is located in south Salinas and draws most of its students from south Salinas neighborhoods, with less than half of the students living within a mile of the school (see map on the following page).

GRADE LEVELS
K-6

NUMBER OF STUDENTS
556

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
44%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
82.3%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 58 SURVEY RESPONSES)
7%

PARENT SURVEY

Monterey Park parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September of 2020, and 58 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 40, below.

Figure 40. Parents' top concerns about letting children walk or bike to and from school.

Curb extensions and high-visibility striping are recommended for the crosswalk in front of the school

Monterey Park Elementary School

Salinas Safe Route to School Plan

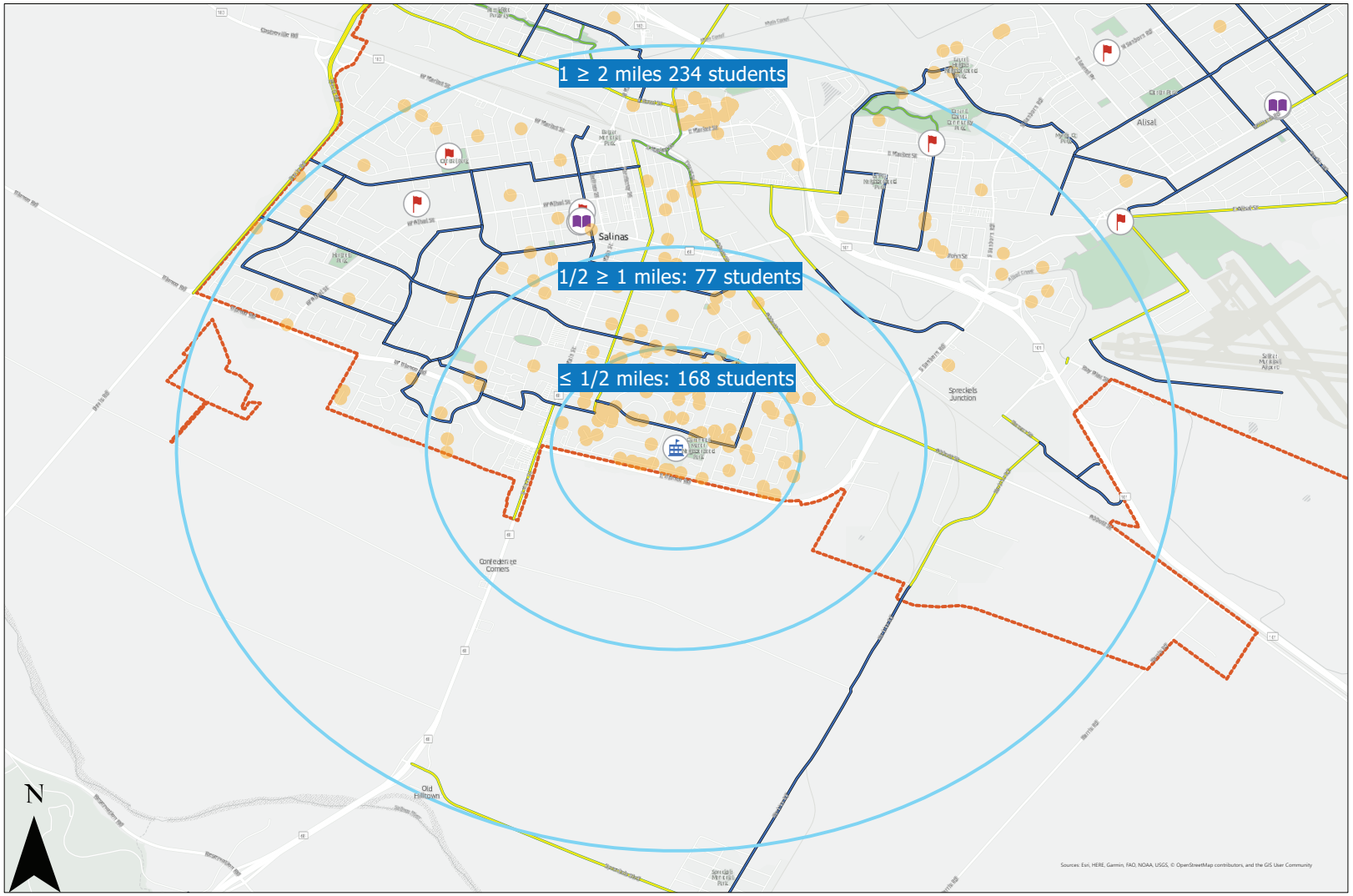
Legend

- Monterey Park
- Students
- 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



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Monterey Park Elementary is located on San Miguel Avenue, a two-lane residential roadway with parking on both sides.
- There is a drop-off area and parking lot on the school campus frontage. There is a secondary staff parking lot on the southeast side of campus. Left turns are permitted out of the school parking lot.
- Bus drop-off takes place on San Miguel Avenue just past the school, adjacent to the park.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of San Miguel Avenue and other roadways near the school.
- There is a yellow crosswalk on San Miguel Avenue at Alameda Avenue to the east of the school driveway entrance.
- There are yellow crosswalks on two legs of the intersection of San Miguel Avenue and San Juan Drive.
- There are curb ramps at intersections surrounding the school, but most are not up to current ADA standards.

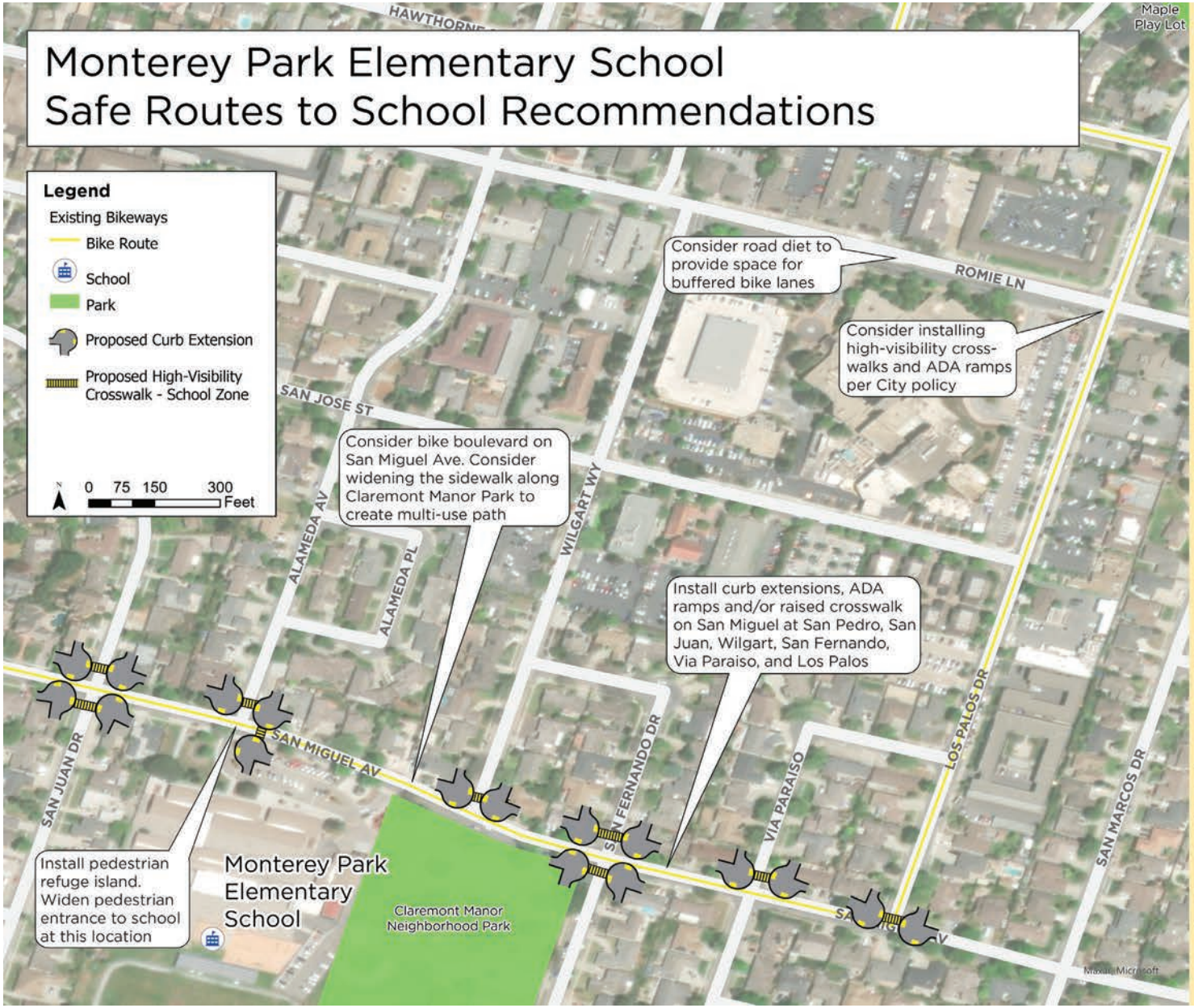
Bicycling Conditions

- There are no bicycle facilities on San Miguel Avenue or other roadways near the school.

There are currently no marked crosswalks at the intersection of San Miguel Ave at San Fernando Ave

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND MONTEREY PARK ELEMENTARY

he following table lists recommendations for Monterey Park, and the map below shows their locations in relation to the school.



SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the crossing distance for people crossing and their exposure to vehicle traffic

Buffered Bicycle Lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
MPKE001	San Miguel Ave	Consider bike boulevard on San Miguel Ave. Consider widening the sidewalk along Claremont Manor Park to create shared-use path.	Install planned Class IIB buffered bike lanes on Williams Rd between Freedom and Bardin. Allow for loading and unloading only, and restrict long-term parking on Williams Rd in front of Alisal High. Install raised median with street trees between Del Monte Ave and Monte Bella Blvd. Replace missing street trees.	$967,400	City
MPKE002	San Miguel Ave	Key pedestrian route to school.	Install curb extensions, ADA ramps and/or continuous sidewalks on San Miguel Ave at San Pedro, San Juan, Wilgart, San Fernando, Via Paraiso, and Los Palos.	$1,287,000	City
MPKE003	San Miguel Ave at San Juan Dr	Key pedestrian route to school.	Install curb extensions with tightened curb radii and ADA ramps. Install high-visibility crosswalks	$216,000	City
MPKE004	San Miguel Ave at San Fernando Dr	Key pedestrian route to school.	Install high visibility crosswalks and construct curb extensions	$216,000	City
MPKE005	San Miguel Ave at Alameda Ave	Key pedestrian route to school.	Install curb extensions on all corners, pedestrian refuge island, high-visibility crosswalks, and curb ramps. Widen pedestrian entrance to school at this location	$247,000	City
MPKE008	La Mesa St	Reports of speeding	Install traffic calming measures if requested and supported by neighborhood residents.	$897,000	City
MPKE006	E Romie Ln	Higher traffic speeds. No bicycle facilities near school.	Install planned road diet to provide space for buffered bike lanes	$1,099,080	City
MPKE007	E Romie Ln at Los Palos Dr	Higher traffic speeds. Concerns about safety of students crossing.	Consider installing high-visibility crosswalks and ADA ramps per City policy	$70,000	City

MOUNT TORO HIGH

Mount Toro High is located in central Salinas and draws students from throughout the city (see map on the following page).

PARENT SURVEY

Mount Toro parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 6 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 41, below.

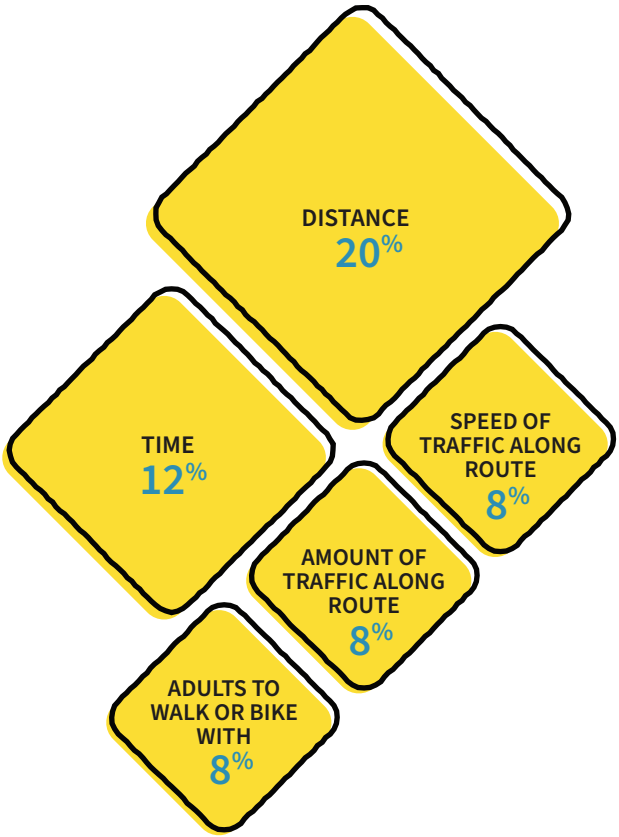


Figure 41. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
9-12

NUMBER OF STUDENTS
193

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
19%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
77.8%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 6 SURVEY RESPONSES)
0%

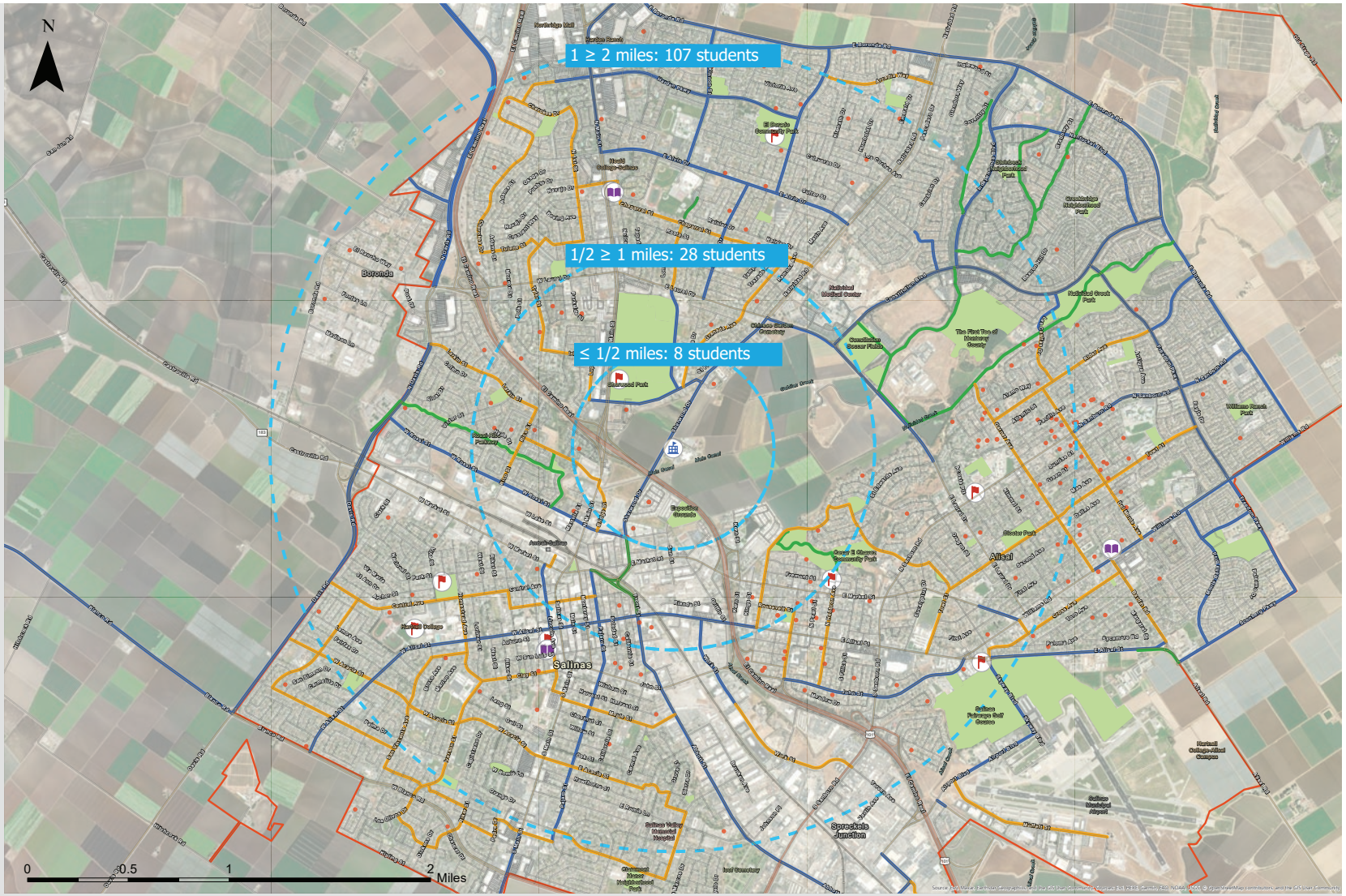
MST buses have blocked traffic waiting to turn onto Sherwood Place

- Students
- Mount Toro High 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

Mount Toro High School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Mount Toro High is located on Sherwood Place, a two-lane roadway with some parking on both sides. Sherwood Place is very congested before and after school.
- There are several schools on Sherwood Place, with multiple drop-off areas and parking lots throughout their campuses. There is a parking lot on the north side of Mount Toro campus that is shared with staff and visitors. Left turns are permitted out of the school parking lot.
- Bus drop-off takes place on the back side of the school campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on the south side of Sherwood Place but none on the north side.
- There are sidewalks on both sides of Sherwood Drive between East Bernal Drive and Highway 101. South of the highway, there is missing sidewalk on the west side of Sherwood Drive to Rossi Street.
- There are no high-visibility yellow crosswalks near the school campus. There is a standard white crosswalk on Sherwood Place near the entrance to the Mount Toro High parking lot.
- There are curb ramps at the intersection of Sherwood Drive and Sherwood Place.
- Mount Toro High is not served by a MST bus route.

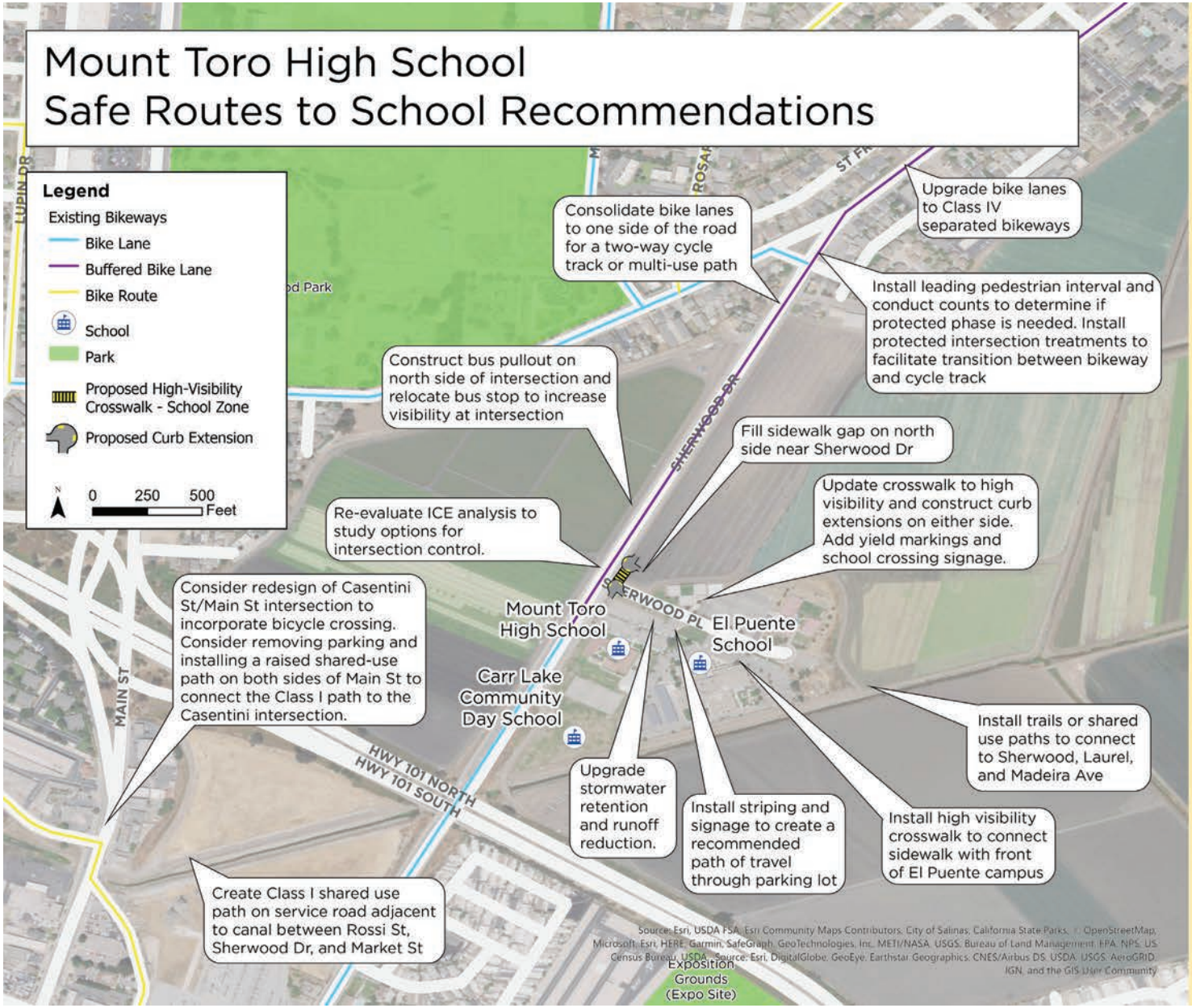
Bicycling Conditions

- There are no bicycle facilities on Sherwood Place.
- There are buffered Class II bicycle lanes on Sherwood Drive between Sherwood Place and East Laurel Drive, and Class II bicycle lanes south of the school to East Rossi Street.
- There are dashed green conflict markings on Sherwood Drive at the intersection of Sherwood Place.

A two-way cycle track or Class I path is recommended for Sherwood Dr.

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND MOUNT TORO HIGH

The following table lists recommendations for Mount Toro High, and the map below shows their locations in relation to the school.



SAFETY IMPROVEMENTS

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.

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.

Class IV 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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
MTH001	Sherwood Pl	Missing sidewalk.	Fill in sidewalk gaps on north side near Sherwood Dr.	$60,000	City
MTH002	Sherwood Pl	Flooding during rainy season.	Upgrade stormwater retention and runoff reduction along Sherwood Place.	$2,000,000	City
MTH003	Sherwood Pl at mid-block crosswalk	Reports of drivers not paying attention to pedestrians in crosswalk, pedestrian hit in crosswalk.	Update crosswalk to high visibility, and construct curb extensions on either side. Add yield lines and school crossing signage assembly A.	$109,700	City
MTH004	Sherwood Dr	MST bus blocks traffic turning right onto Sherwood Pl.	Relocate bus stop to north side of Sherwood Pl to enhance visibility at intersection, and construct bus pullout on north side of intersection.	$75,000	City
MTH005	Sherwood Dr from Bernal St and Rossi St	Large four-lane roadway with high traffic volumes and speeds.	Consolidate bike lanes to one side of the road for a two-way cycle track or Class I shared-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways, and install protected intersection treatments at Bernal to facilitate transition to cycle track.	$12,541,180	City
MTH006	Sherwood Drive at Sherwood Pl	Difficult for drivers to turn in and out of Sherwood Place.	Re-evaluate ICE analysis to study options for intersection control.	$40,000	City
MTH007	Mount Toro parking lot	No marked crosswalk for people walking to campus.	Install striping and signage to create a recommended path of travel through parking lot, including crosswalk to connect ramps.	$15,700	School
MTH008	Behind school	Students walking across agricultural fields to reach the schools.	Install trails or shared-use paths to connect to Sherwood, Laurel, and Madeira Ave.	$2,100,000	City
MTH009	Service roads near canal between Rossi St and Main St, and Main St and Sherwood Dr	Sherwood Drive over Hwy 101 has high traffic volumes and speeds.	Create Class I shared use path on service roads/ROW adjacent to canal, as identified in Urban Greening Plan.	$1,800,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
MTH010	Service road near canal at Main St	If a shared-use path were installed, connection would be needed across North Main St.	Consider redesign of Casentini St/Main St intersection to incorporate bicycle crossing. Consider removing parking and installing a raised shared-use path on both sides of Main St to connect the Class I path to the Casentini intersection.	$305,000	City
MTH011	Sherwood Drive at Bernal St	Main crossing point for people walking from neighborhoods northwest of school.	Install lead pedestrian interval and conduct counts to determine whether protected phase is needed.	$240,000	City

NATIVIDAD ELEMENTARY

Natividad is located in north Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Natividad parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September of 2020, and 80 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 42, below.

Figure 42. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
685

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
91%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
88.2%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 80 SURVEY RESPONSES)
56%

A high-visibility crosswalk was installed across E Alvin Dr at Modoc Ave

Natividad Elementary School

Salinas Safe Route to School Plan

Legend

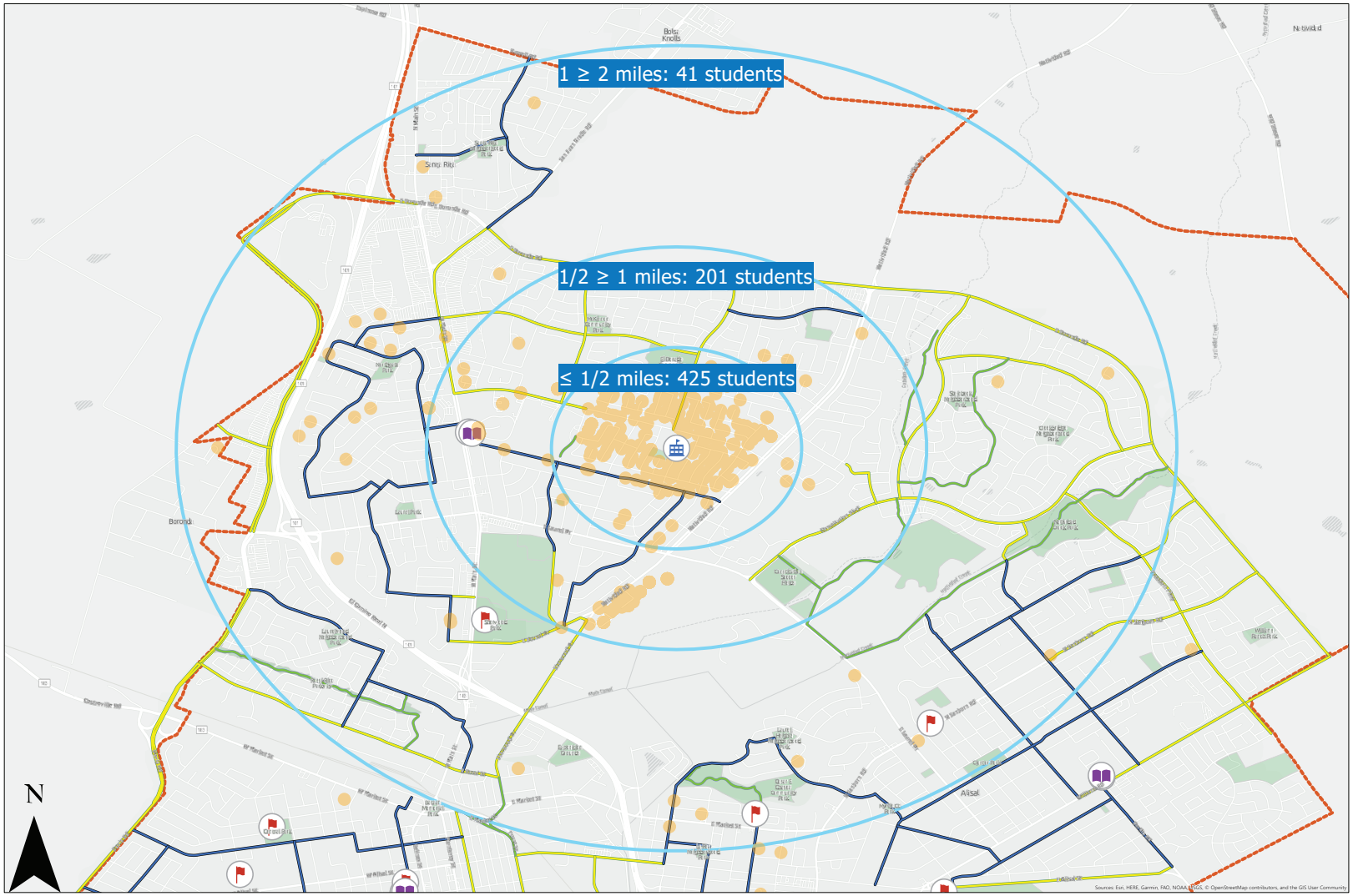
- Students
- Natividad Elementary
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

1 mile | 6 minutes

1/4 mile | 5 minutes



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Natividad Elementary is located on Modoc Avenue, a two-lane residential roadway with parking on both sides. Modoc Avenue is very congested before and after school.
- There is no formal drop-off loop on campus. There is a small parking lot on the north side of campus and another parking lot on the south side that is reserved for staff. Left turns are permitted out of the school parking lot.
- There is also access to the school at the dead-end on Tampico Avenue.
- Bus drop-off takes place on Modoc Avenue in front of the school campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Modoc Avenue and other roadways near the school.
- Alvin Drive was recently renovated by the city of Salinas. This included a road diet, buffered bicycle lanes, high-visibility crosswalks, curb extensions, new traffic signals, and improved pedestrian signal phasing.
- There is a high-visibility yellow crosswalk with rectangular rapid flashing beacon across Alvin Drive at Modoc Avenue.
- There are yellow crosswalks on Modoc Avenue and Glacier Drive at the front of the school and on two legs of the intersection of Modoc Avenue and Rainier Drive.
- There are ADA-compliant curb ramps at intersections surrounding the school.

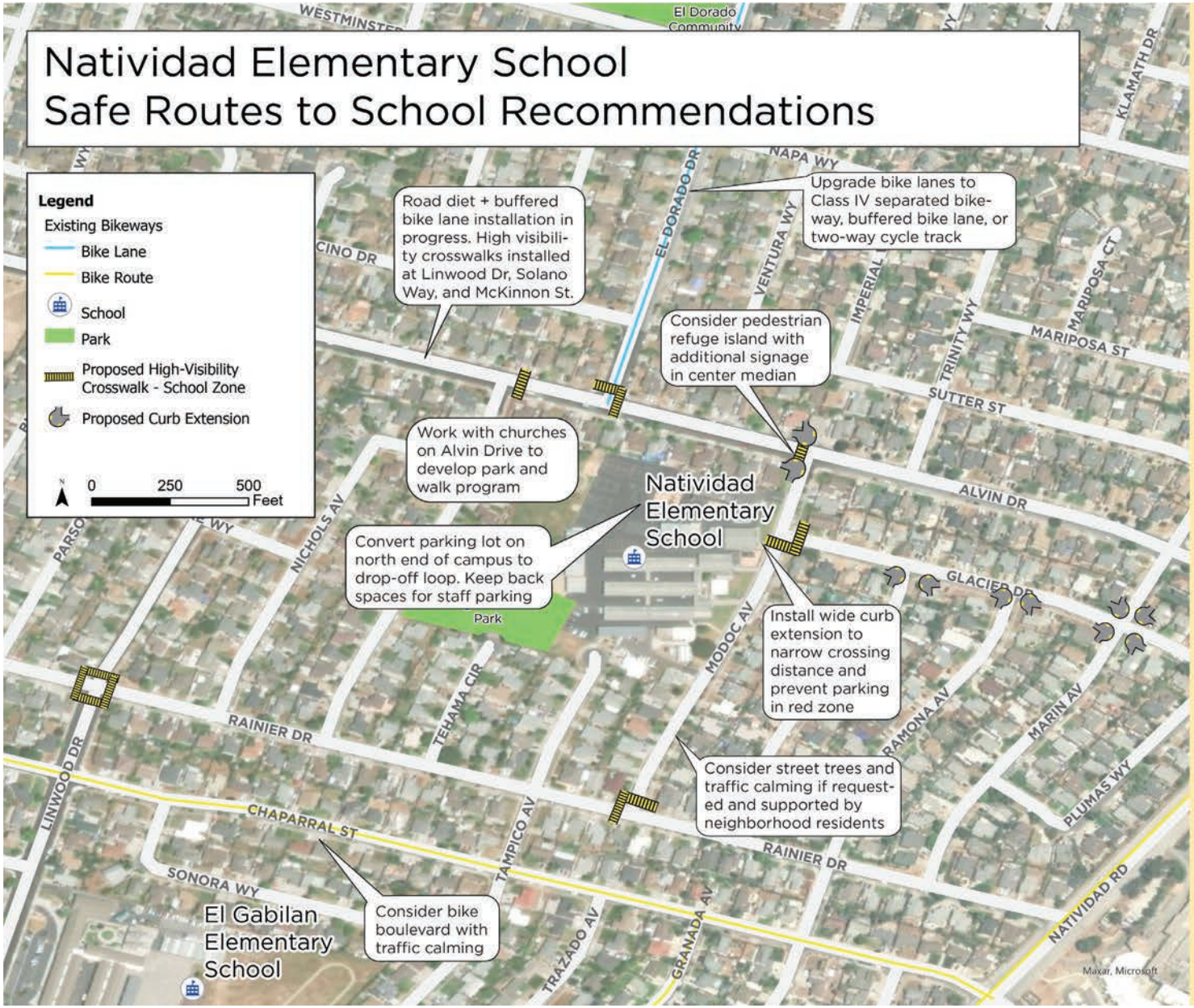
Bicycling Conditions

- Class II buffered bicycle lanes were recently installed on East Alvin Drive and Linwood Drive, and there are Class II bicycle lanes on El Dorado Drive.
- There are no bicycle facilities on Modoc Avenue or other residential roadways near the school.

Curb extensions are recommended on Modoc Ave to prevent parking up to the school crosswalk

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND NATIVIDAD ELEMENTARY

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



SAFETY IMPROVEMENTS

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the crossing distance for people crossing and their exposure to vehicle traffic

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.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

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.

Buffered Bicycle Lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
NE001	General	Congestion on Modoc Ave in front of school.	Work with churches on Alvin Drive to develop park-and-walk program.	N/A	School/TAMC/ nonprofit partners
NE002	Parking lot on north end of campus	No drop-off loop on campus, congestion on Modoc Ave in front of school.	Consider converting to drop-off loop, keeping the back spaces for staff parking.	$2,640	School
NE003	School frontage	Congestion on Modoc Ave in front of school.	Implement staggered start times or incentive program for early arrival.	N/A	School
NE004	Linwood Dr at Rainier Dr	Pedestrian route to school.	Upgrade crosswalks to yellow high-visibility (per Linwood SRTS project).	Project Funded	City
NE005	Rainier Dr at Modoc Ave	Pedestrian route to school.	Update crosswalks to yellow high-visibility.	$8,000	City
NE006	Modoc Ave at Alvin Dr	Key pedestrian route to school.	Install curb extensions and pedestrian refuge island with additional rectangular rapid flashing beacon signage in center median.	$200,850	City
NE008	Modoc Ave at Glacier Dr	Parents parking in red zone, which limits visibility of the crosswalk.	Install wide curb extension to narrow crossing distance and prevent parking in red zone.	$100,000	City
NE009	Modoc Ave from Alvin Dr to Rainier Dr	Reports of speeding.	Consider street trees and traffic calming if requested and supported by neighborhood residents.	$284,600	City
NE010	Glacier Dr from Modoc Av to Plumas Way	Pedestrian route to school.	Install curb extensions at all intersections.	$400,000	City
NE011	Chaparral St	No bicycle facilities south of the school.	Consider bike boulevard with traffic calming or additional speed humps.	$2,162,400	City
NE012	El Dorado Dr	Connection to El Dorado Park.	Upgrade bike lanes to Class IV separated bikeway, buffered bike lane, or two-way cycle track.	$3,562,020	City

NEW REPUBLIC ELEMENTARY

New Republic is located in north Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

New Republic parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 21 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 43, below.

Figure 43. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
624

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
59%

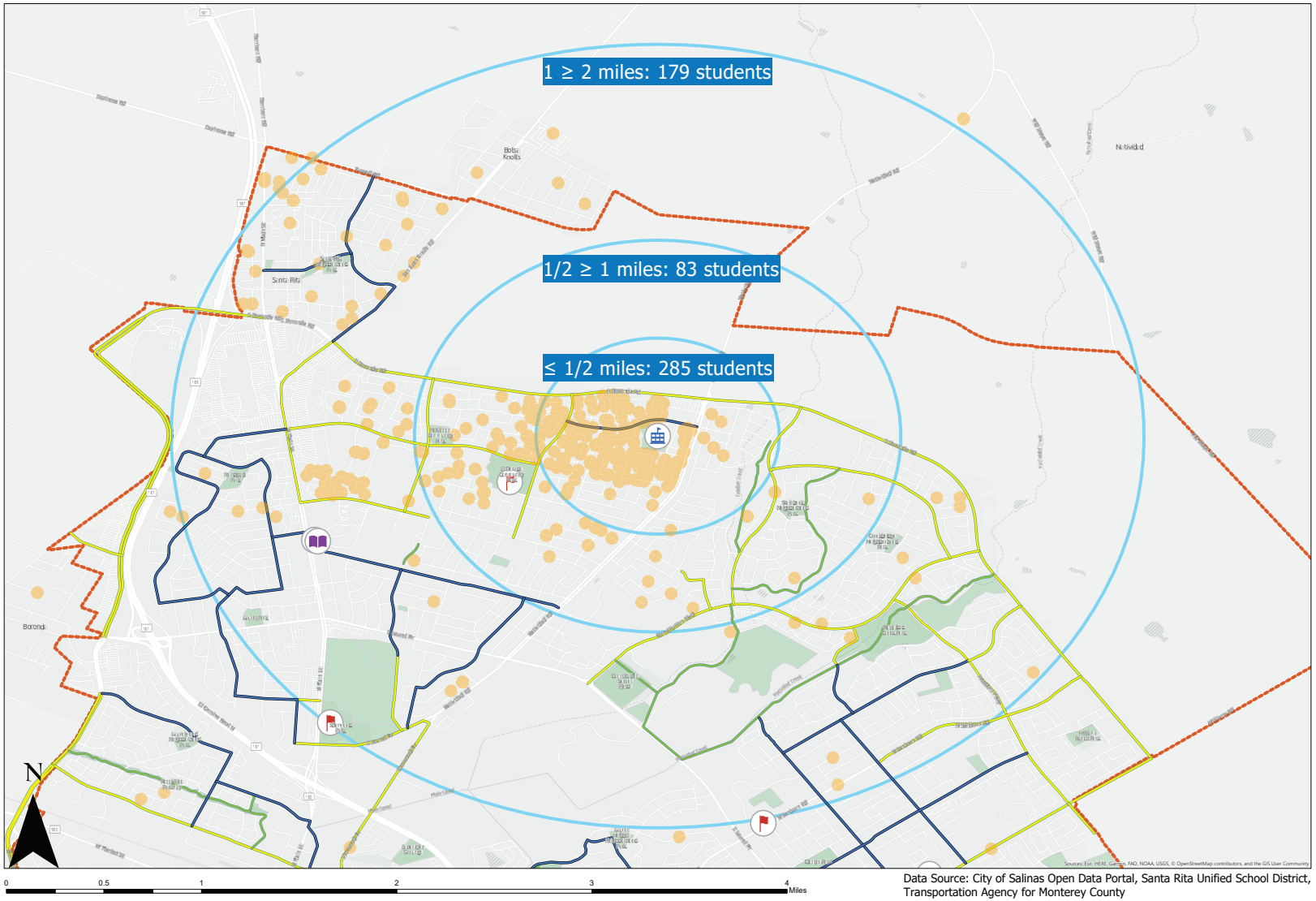
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
60.8%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 21 SURVEY RESPONSES)
42%

Curb stops discourage left turns out of the school parking lot

New Republic Elementary School

Salinas Safe Route to School Plan



Legend

- Students
- New Republic Elementary
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

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

Data Source: City of Salinas Open Data Portal, Santa Rita Unified School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- New Republic Elementary is located on Arcadia Way, a two-lane residential roadway with parking on both sides. Arcadia Way is very congested before and after school.
- There are two drop-off areas and parking lots on the school campus. The drop-off loop on the north side of campus, off Arcadia Way, is designated for parents, and parking spaces are open to parents and staff. Left turns are prohibited out of the parking lot.
- The loop on the east side of campus, off Emerald Drive, is reserved for buses, and parking is reserved for staff. School staff used cones to block off the loop to parents.
- The morning sun creates visibility problems for eastbound traffic at certain times of the year.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Arcadia Way and other roadways near the school.
- There is a high-visibility yellow crosswalk with curb extensions across Arcadia Way to the west of the school driveway entrance.
- There are yellow crosswalks on Emerald Drive, Wimbledon Way, and Kent Street where they intersect with Arcadia Way.
- There are curb extensions with curb ramps at the intersection of Arcadia Way and Wimbledon Way. Curb ramps are in place at intersections in the neighborhood surrounding the school.
- At the time of the audit, there were no crossing guards stationed at New Republic. School staff helped control traffic and cross students in the school drop-off loop.

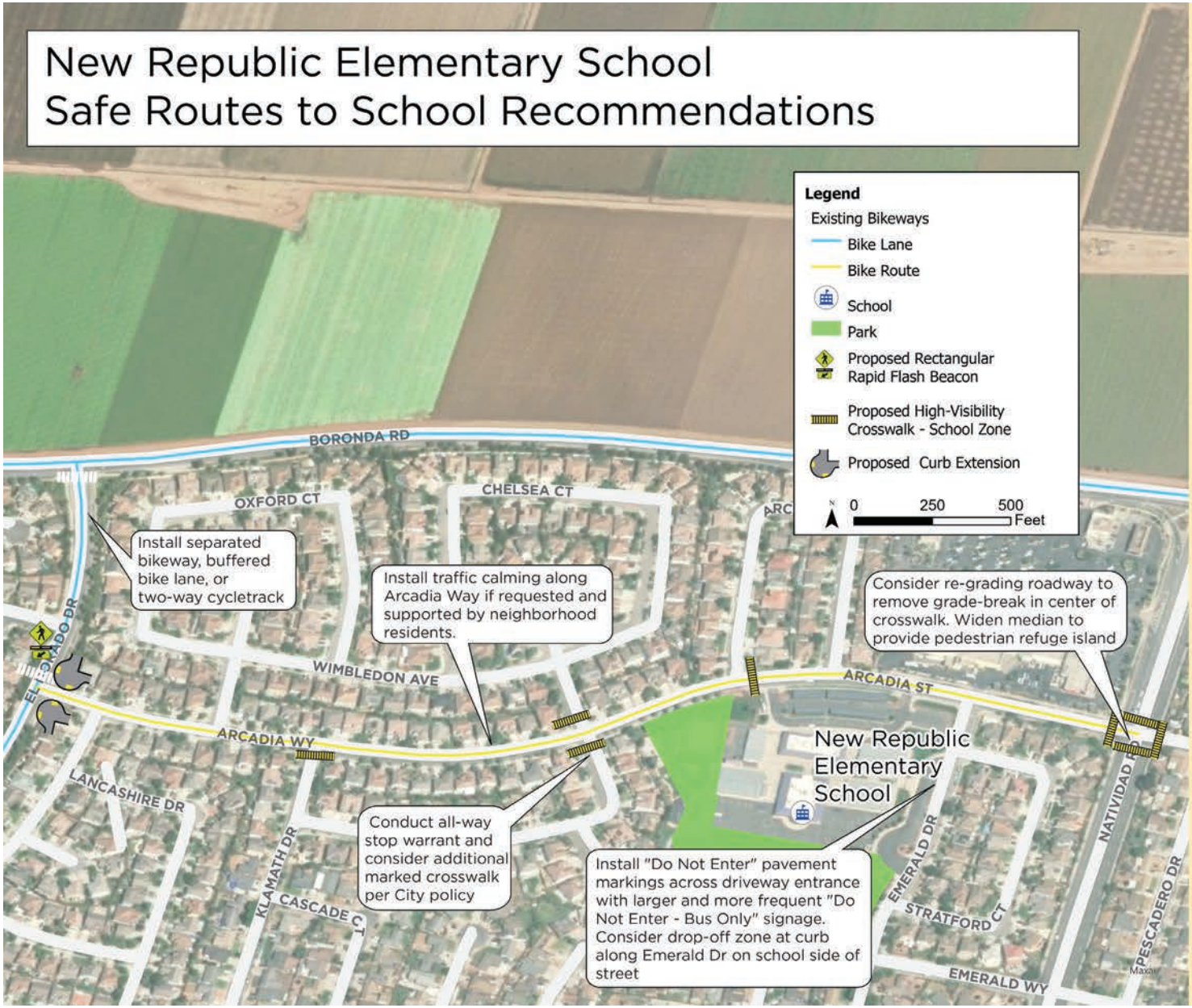
Bicycling Conditions

- There are no bicycle facilities on Arcadia Way or other residential roadways near the school.
- The nearest bicycle facilities are Class II bicycle lanes on El Dorado Drive.

Parents park in the bus loading zone, which blocks school bus access

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND NEW REPUBLIC ELEMENTARY

The following table lists recommendations for New Republic Elementary, and the map below shows their locations in relation to the school.



SAFETY IMPROVEMENTS

Pedestrian refuge islands are protected spaces in the center of a crosswalk that reduce the crossing distance for people crossing and their exposure to vehicle traffic

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.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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
NRE001	Arcadia Way from El Dorado Dr to Natividad Rd	Reports of speeding and cut-through traffic.	Install traffic calming along Arcadia Wy if requested and supported by neighborhood residents.	$540,600	City
NRE002	Arcadia Way at Kent St	Key pedestrian route to school.	Conduct all-way stop warrant. Consider marked crosswalk on Arcadia Way, per city policy.	$13,000	City
NRE003	Arcadia Way at El Dorado Dr	Key pedestrian route to school and El Dorado Park.	Install curb extensions, high-visibility crossings, and rectangular rapid flashing beacon.	$148,000	City
NRE004	Arcadia Way at Klamath Dr	Key pedestrian route to school.	Install marked crosswalk on Klamath Dr and ADA-compliant curb ramps.	$30,000	City
NRE005	Natividad Rd at Arcadia Way	Some students cross Natividad. Six-lane roadway with higher traffic volumes and speeds.	Consider re-grading roadway to remove large grade-break at center of crosswalk (near center median). Widen median to provide pedestrian refuge island. Upgrade crosswalks to high-visibility.	$118,000	City
NRE006	El Dorado Dr	No bicycle facilities near school. Route to school and El Dorado Park.	Upgrade bike lanes to Class IV separated bikeway, buffered bike lane, or two-way cycle track.	$3,562,020	City
NRE007	Emerald Dr	Parents parked in bus loading zone.	Install “Do not enter” pavement markings across driveway entrance and larger or more frequent “Do not enter” and “Bus only” signage. Install drop-off zone at curb along Emerald Dr on school side of street.	$15,530	School

NORTH SALINAS HIGH

North Salinas High is located in north Salinas and draws students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

North Salinas High parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 24 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 44, below.

Figure 44. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
9-12

NUMBER OF STUDENTS
2216

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
58%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
66%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 24 SURVEY RESPONSES)
29%

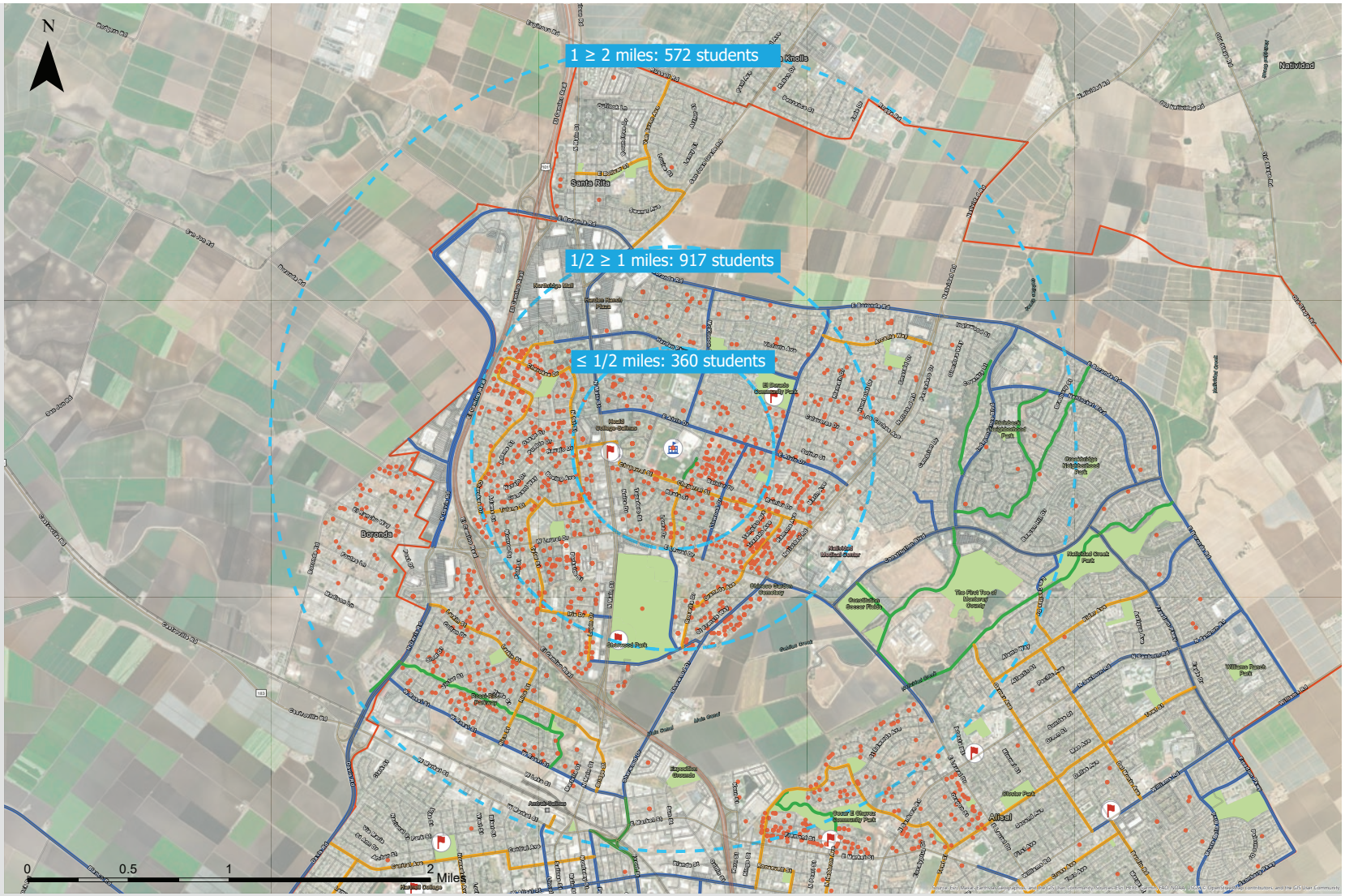
There is no dedicated route for students biking on the path south of the school to enter the school campus

- Students
- North Salinas High 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

North Salinas High School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- North Salinas High is located between Alvin Drive and Kip Drive. Alvin Drive was recently renovated by the city of Salinas. This included a road diet, buffered bicycle lanes, high-visibility crosswalks, curb extensions, new traffic signals, and improved pedestrian signal phasing. Kip Dive is a two-lane residential roadway with parking on both sides. Both Alvin and Kip Drive are very congested before and after school.
- On the north side of the campus off Alvin Drive, there is a large parking lot for parents and students and a small parking lot reserved for staff. Bus drop-off takes place in a small loop in the center of campus which is accessed via Alvin Drive. Left turns are permitted out of the school parking lot.
- On the east side of campus off Kip Drive, there is a small drop-off loop and another parking lot, which is reserved for staff.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Kip Drive, Alvin Drive, and other roadways near the school.
- There are high-visibility yellow crosswalks on all legs of the intersection of Alvin Drive and McKinnon Street.
- There are updated curb ramps at intersections on Alvin Drive surrounding the school.
- There is a bicycle and pedestrian path connecting Kip Drive to Maryal Drive and providing access to the neighborhood south of the school.
- At the time of the audit, school staff acted as crossing guards at the crosswalk between the student parking lot off Alvin Drive and the campus.

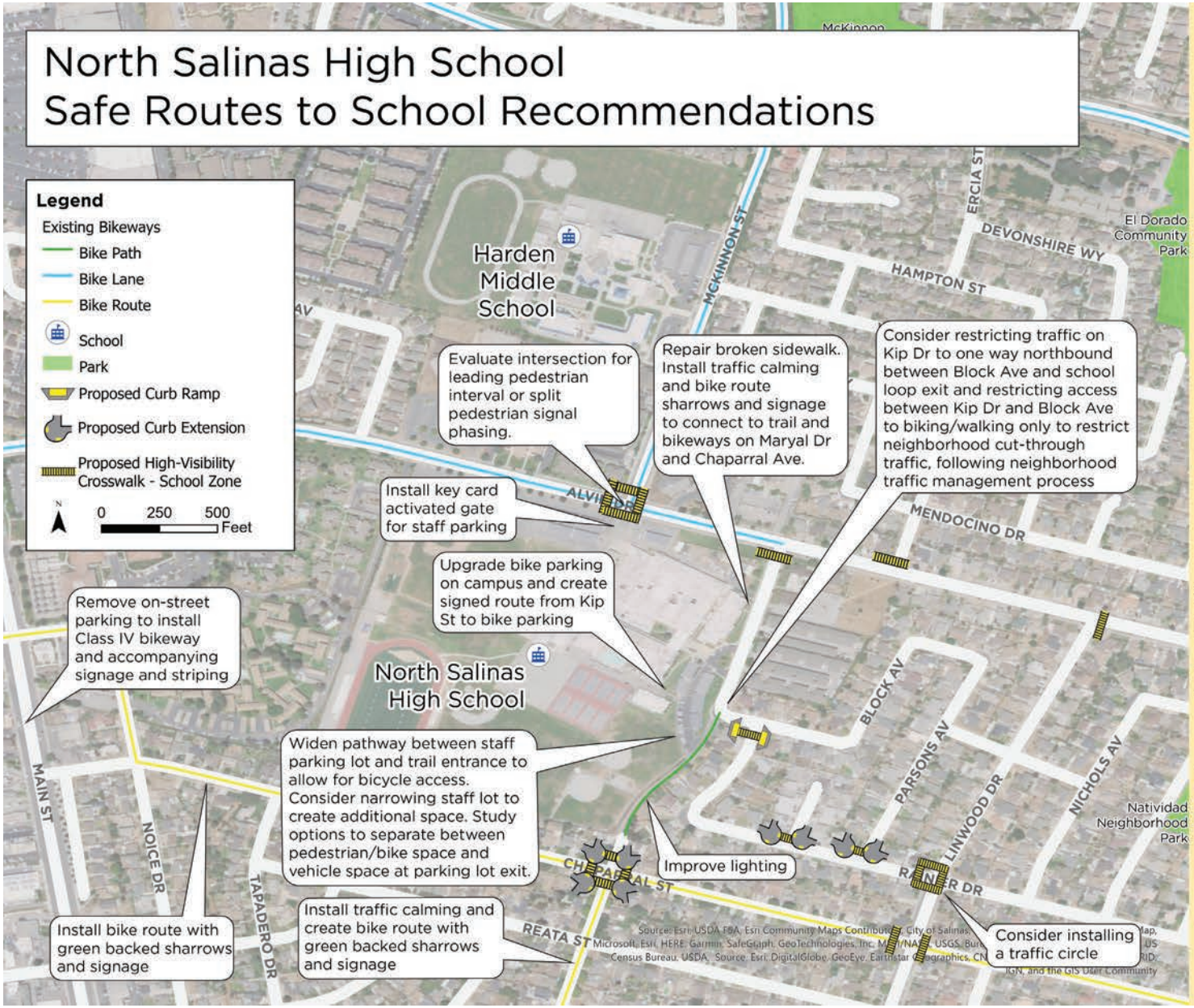
Bicycling Conditions

- There are buffered bicycle lanes on Alvin Drive. There are no bicycle facilities on Kip Drive.
- There is a bicycle and pedestrian path connecting Kip Drive to Maryal Drive, providing access to the neighborhood south of the school.

The intersection of E Alvin Dr and McKinnon St was the biggest concern for school staff

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND NORTH SALINAS HIGH

The following table lists recommendations for North Salinas High, and the map below shows their locations in relation to the school.



SAFETY IMPROVEMENTS

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.

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.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
NSH001	E Alvin Dr at McKinnon St	High volumes of pedestrians and vehicles. Conflicts between drivers turning left and students crossing.	Install intersection improvement per Alvin Dr/Linwood SRTS project, including high-visibility yellow crosswalks yellow. Evaluate intersection for leading pedestrian interval or split pedestrian signal phasing.	$200,000	City
HFK014	W Alvin Dr	Recent Safe Routes to Schools project ends at N Main St.	Consider extending Safe Routes to Schools corridor on E Alvin and installing buffered bike lanes and high-visibility crossings.	$344,380	City
NSH002	Kip Dr from E Alvin Dr to Block Ave/shared-use path	Broken sidewalk across from campus. Students crossing Kip outside of marked crosswalks. No bicycle connection to trail south of campus.	Install traffic calming and create a Class III bike route with sharrows and signage to connect to trail/alley and to bikeways on Maryal Dr and Chaparral Ave. Repair broken sidewalk.	$315,200	City
NSH003	Block Ave from Kip Dr to Parsons Ave	Limited space for drop-off on Kip. Goal of encouraging drop-off in school parking lot off Alvin Dr and providing more space for walking and biking.	Consider restricting traffic on Kip Dr to one-way northbound between Block Dr and school loop exit, and restrict access between Kip and Block to biking and walking. Coordinate with fire department and follow neighborhood traffic-management process.	N/A	City
NSH004	Shires Way at Block Ave	Pedestrian route to school.	Install high-visibility crosswalk and curb extensions.	$158,000	City
NSH005	Maryal Dr at Chaparral St	Pedestrian route to school.	Install high-visibility crosswalks and curb extension on all legs of the intersection.	$216,000	City
NSH006	Maryal Dr from Chaparral St to Laurel Dr	No bicycle facilities on this section of Maryal. Provides connection to trail south of school.	Install traffic calming and create a Class III bike route with green-backed sharrows and signage.	$652,800	City
NSH007	Chaparral St from Maryal Dr to Linwood Dr	No bicycle facilities on Chaparral. Provides connection to trail south of school.	Install a Class III bike route with green-backed sharrows and signage.	$14,000	City
NSH008	Rainier Dr at Amador Cir	Pedestrian route to school.	Install high-visibility crosswalk and curb extensions across Amador Cir.	$104,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
NSH009	Rainier Dr at Parsons Ave	Pedestrian route to school.	Install high-visibility crosswalk and curb extensions across Parsons Ave.	$104,000	City
NSH010	Rainier Dr at Linwood Dr	Pedestrian route to school.	Upgrade crosswalks to high-visibility, per Linwood SRTS project. Consider installing a traffic circle.	$211,000	City
NSH011	Main St from E Alvin Dr to Laurel Dr	Six-lane roadway with higher traffic volumes and speeds.	Remove on-street parking to install Class IV bikeway and accompanying signage and striping.	$2,729,340	City
NSH012	School campus at trail entrance	No bicycle facilities between trail and school campus.	Widen pathway between staff parking lot and trail entrance to allow for bicycle access. Consider narrowing staff lot to create additional space. Look into complete streets treatments to separate pedestrian/bike space from vehicle space at path entrance and parking lot exit.	$53,350	School
NSH013	School campus	No bicycle facilities between trail and school campus.	Upgrade bike parking on campus, and create signed route from Kip St to bike parking.	$8,000	School
NSH014	Trail/alley from Kip Dr to Maryal Dr	Popular walking and biking route.	Install improved lighting.	$62,400	City
NSH015	Staff parking lot entrance	School staff monitor staff parking lot to prevent parent parking. An automated gate would free up staff time for traffic monitoring.	Install keycard-activated gate for staff parking.	$1,000	School

OASIS CHARTER

Oasis Charter School is a charter school located on the northwestern edge of Salinas. It draws students from throughout the city of Salinas and the surrounding areas. None of its students live within two miles of the school.

PARENT SURVEY

Oasis parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, but no survey responses were received.

GRADE LEVELS

K-6

NUMBER OF STUDENTS

244

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL

0%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS

64.7%

STUDENTS USING ACTIVE TRANSPORTATION

0%

The bike lanes on Westridge Parkway end at the city limits

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Oasis is located on Westridge Parkway, a five-lane roadway that channels traffic in and out of the adjacent residential neighborhood and the commercial shopping centers along North Davis Road.
- Oasis is located in a former shopping center, with parking located around the school building. Drivers enter the parking lot from the west side of campus, and different drop-off areas are designated for different grade levels.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- At the time of the audit, none of its students lived within two miles of the school, and all students were driven to school.
- There is complete sidewalk on the northern leg of Westridge Parkway between North Davis Road and the school campus. Sidewalk is missing west of the school entrance and on the western portion of Westridge Parkway.
- There is intermittent sidewalk on Brooks Road and Boronda Road south of the school campus.

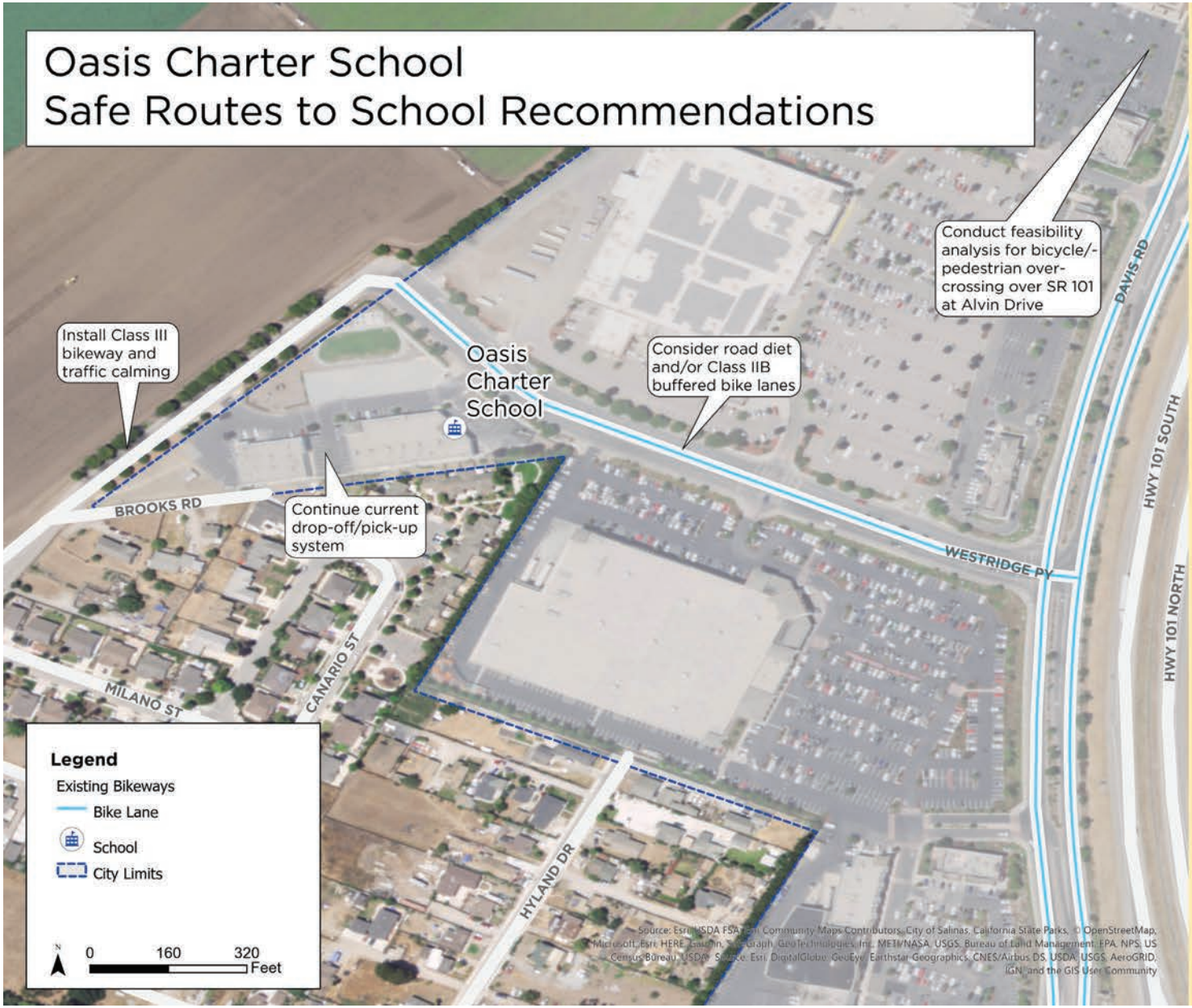
Bicycling Conditions

- There are Class II bike lanes on Westridge Parkway between North Davis Road and the school's east entrance.
- There are Class II bike lanes on North Davis Road.
- There are no bicycle facilities on residential roadways near the school.

The school has developed a well-organized system for drop-off

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND OASIS CHARTER SCHOOL

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



SAFETY IMPROVEMENTS

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

Shared-lane markings (Sharrows) are used on streets where bicycles and motor vehicles share the same travel lane. Sharrows alert drivers that bicyclists may be sharing the lane.

Class III Bike Route are low-traffic streets where full bike lanes are not feasible and Bicyclists must share the road with motor vehicles. Bike routes are usually marked by signs and sharrows.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
OC001	Westridge Parkway from city limits to Boronda Rd	Bike lanes end at city limits.	Install Class III bikeway and traffic calming.	$173,400	Countya
OC003	Westridge from Davis to City limits	Four-lane roadway with higher traffic speeds.	Consider road diet or Class IIB buffered bike lanes.	$199,320	City
OC004	West Alvin Dr	No connection for walking or biking over Hwy 101.	Conduct feasibility analysis for bicycle and pedestrian overcrossing over SR 101 at Alvin Dr.	$10,000	City
OC002	School parking lot	Drop-off/pick-up system was working well at the time of the audit.	Continue current drop-off/pick-up system.	N/A	School

RANCHO SAN JUAN HIGH

Rancho San Juan is located on the northern edge of Salinas and draws students from both the surrounding neighborhoods and Salinas neighborhoods north of East Alvin Drive (see map on the following page).

PARENT SURVEY

Rancho San Juan parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 11 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 45, below.

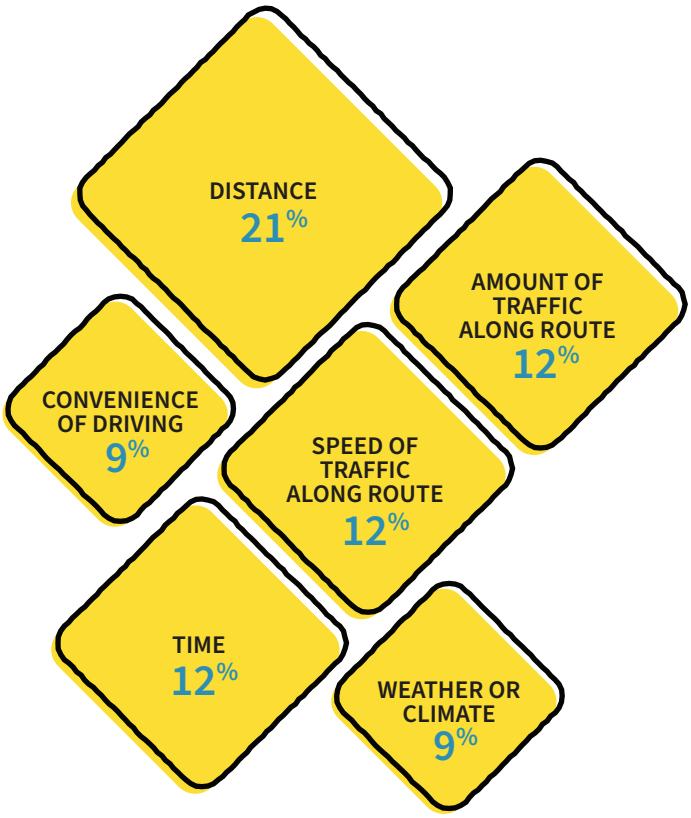


Figure 45. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
9-12

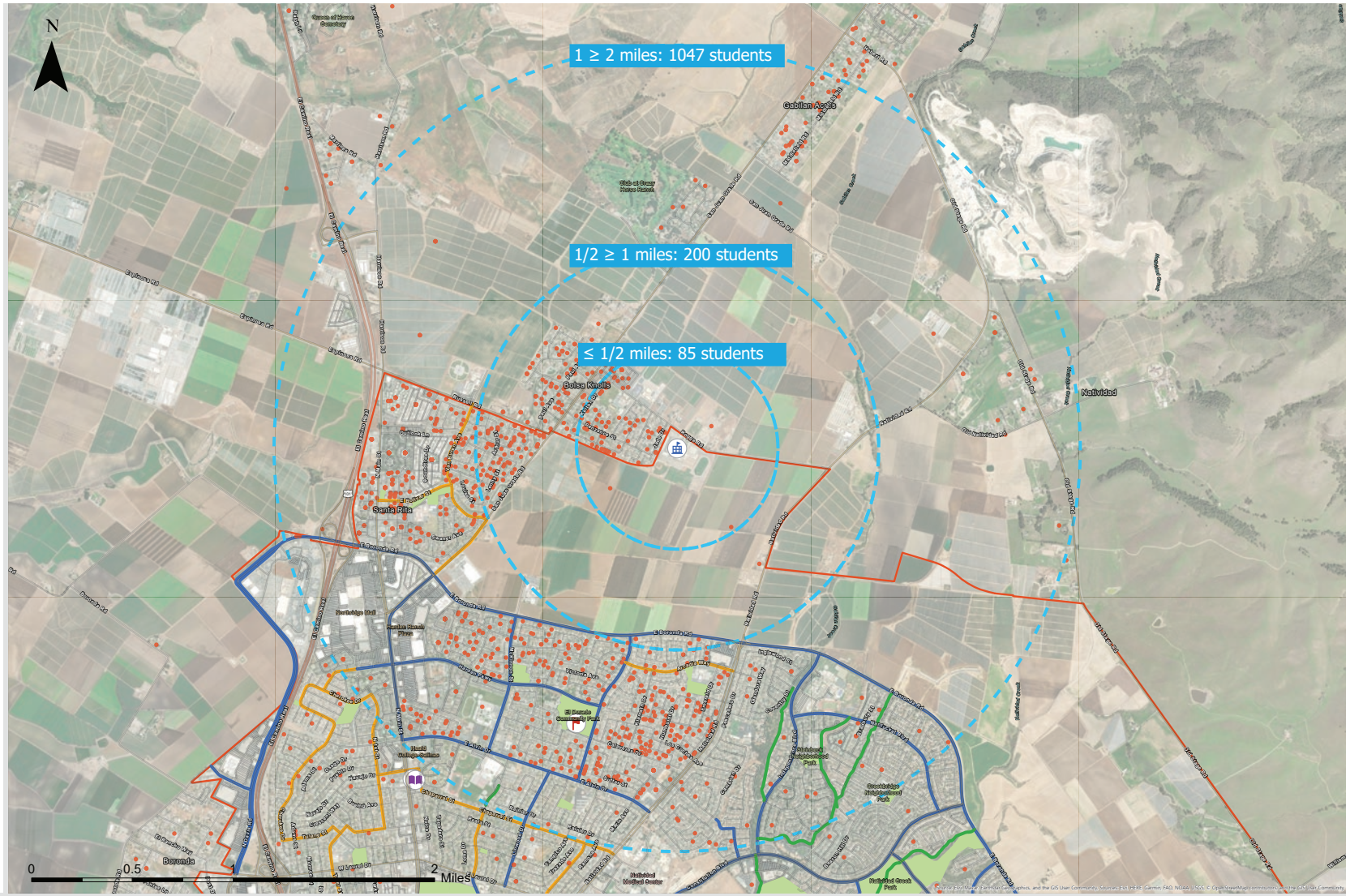
NUMBER OF STUDENTS
1240

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
23%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
85.3%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 11 SURVEY RESPONSES)
0%

There are significant sidewalk gaps on San Juan Grade Rd



- Students
- Rancho San Juan High 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 Union High School District SUHSD Students Learning For Life

Ecology Action

Caltrans

County of Monterey Health Department

Measure X Excellent Transportation

TAMC Transportation Agency for Monterey County

Salinas Safe Routes to School Plan

Rancho San Juan High School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Rancho San Juan is located on Rogge Road, a two-lane roadway with no parking on either side. Rogge Road is the northern border of the city of Salinas and is very congested before and after school.
- There are three drop-off areas and a large parking lot on the school campus that is open to staff and visitors. One drop-off loop is designated for buses. Left turns are permitted out of the school parking lot.
- The morning sun creates visibility problems for eastbound traffic at certain times of the year.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There are complete sidewalks on the south side of Rogge Road adjacent to the school. The sidewalk is broken in some locations. There are no sidewalks on the north side of Rogge Road between Gutierrez Middle and Natividad Road.
- There is intermittent sidewalk on San Juan Grade Road between Rogge Road and Russell Road, and a segment of missing sidewalk at the intersection of San Juan Grade and Rogge Road.
- There are curb ramps at some intersections surrounding the school.
- At the time of the audit, school staff members helped to control traffic in the school loop and acted as crossing guards at the crosswalk in the school loop.
- Rancho San Juan High is not served by a MST bus route.

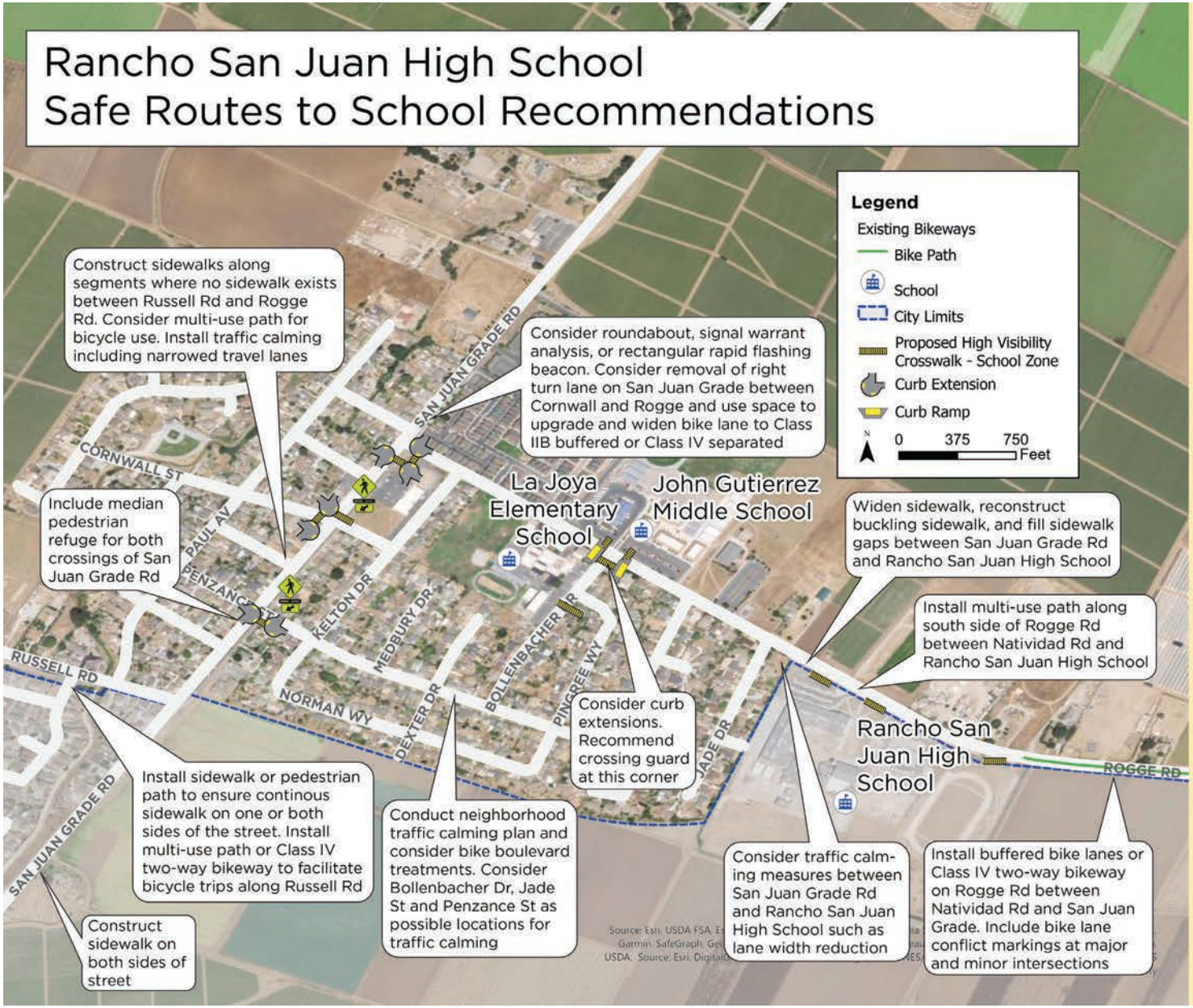
Bicycling Conditions

- There are Class II bicycle lanes on Rogge Road between San Juan Grade Road and Gutierrez Middle, but they end east of the middle school campus.
- There are no bicycle facilities on San Juan Grade Road or the residential roadways near the school.

Bike lanes on Rogge Rd end at Gutierrez Middle School

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND RANCHO SAN JUAN HIGH

The following table lists recommendations for Rancho San Juan, and the map below shows their locations in relation to the school.



SAFETY IMPROVEMENTS

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.

Buffered Bicycle Lanes include a striped buffer between the bike lane and the vehicle lane, which provides greater separation and comfort for people biking.

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.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
RSJH001	General	Students who live within two miles of school can't take the bus, but many have limited options for walking and biking.	Create carpooling program focused on students who live too far to walk or bike to school.	N/A	School/TAMC/ nonprofit partners
RSJH002	Neighborhood around La Joya	Reports of speeding on neighborhood streets. Traffic from three schools combines.	Conduct neighborhood traffic-calming plan, and consider bike boulevard treatments. Consider Bollenbacher Dr, Jade St, and Penzance St as possible locations for traffic calming.	$45,000	County
RSJH003	Rogge Rd at Bollenbacher	Key pedestrian route to school. Reports of speeding and of drivers not yielding to pedestrians in the crosswalk.	Install curb ramps and high-visibility crossings at all three approaches. Consider curb extensions. Curb extensions must be designed to accommodate bus turning radius. Assign crossing guard to this corner.	$127,000	County
RSJH004	Rogge Rd	Incomplete bike lanes between San Juan Grade Rd and high school.	Install Class IIB buffered bike lanes or separated two-way bike facility on Rogge Rd between Natividad Rd and San Juan Grade. Include bike lane conflict markings at major and minor intersections.	$1,480,320	County
RSJH005	Rogge Rd	Missing and broken sidewalk.	Widen sidewalk, reconstruct buckling sidewalk, and fill sidewalk gaps between San Juan Grade Rd and Rancho San Juan High School.	$590,000	County
RSJH006	Rogge Rd	No bicycle facilities on Rogge Rd east of high school	Install Class I shared-use path along south side of Rogge Rd between Natividad Rd and Rancho San Juan High School.	$560,000	City
RSJH007	Rogge Rd at San Juan Grade Rd	Key pedestrian route to middle school and Rancho San Juan High. Reports of drivers not stopping or yielding to pedestrians in the crosswalk.	Construct curb extensions with ADA ramps. Consider roundabout or signal warrant analysis. Consider removal of long right-turn-only trap lane on northbound San Juan Grade between Cornwall and Rogge Village Way, and use space to upgrade and widen bike lane to Class IIB buffered or Class IV separated bikeway.	$335,000	County

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
RSJH008	Rogge Rd	Reports of speeding.	C onsider traffic-calming measures between San Juan Grade Rd and Rancho San Juan High School, such as lane width reduction.	$77,880	County
RSJH009	Russell Rd from North Main St to San Juan Grade Rd	Route to high school and Gavilan View Middle. Sidewalk gaps on both sides of the street. No bicycle facilities present.	Install sidewalk or pedestrian path to ensure continuous sidewalk on one or both sides of the street. Add Class I shared-use path or protected two-way bike facility along Russell Rd (south side has few driveways).	$1,320,000	County/city
RSJH010	San Juan Grade Rd	Key pedestrian route to three schools. No sidewalks.	Construct sidewalks along segments where no sidewalk exists between Russell Rd and Rogge Village Way. Consider shared-use path for bicycles. Install traffic calming, including narrowed travel lanes.	$750,000	County
RSJH011	San Juan Grade Rd from Boronda Rd to Russell Rd	Key pedestrian route to high school. Missing sidewalk.	Construct sidewalk on both sides of street.	$910,000	City
RSJH012	San Juan Grade Rd at Penzance and Cornwall	Pedestrian route to the three schools. Reports of speeding and of drivers not respecting students in the crosswalk.	Construct curb extensions with ADA ramps, and install high-visibility crosswalks across San Juan Rd and on both sides of Penzance and Cornwall. Include rectangular rapid flashing beacon and median pedestrian refuge for San Juan Grade Rd crossing.	$826,000	County
RSJH013	School driveways	Conflict point between pedestrians and vehicles.	Install high-visibility crosswalks across school driveways.	$16,000	School
RSJH014	Natividad Rd	No bike or pedestrian facilities on Natividad Rd.	When development is constructed, install bike lanes and 8-foot sidewalks on both sides of street, as outlined in West Area Specific Plan.	$1,200,800	City

ROOSEVELT ELEMENTARY

Roosevelt Elementary is located in central Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Roosevelt parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 42 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 46, below.

Figure 46. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
621

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
70%

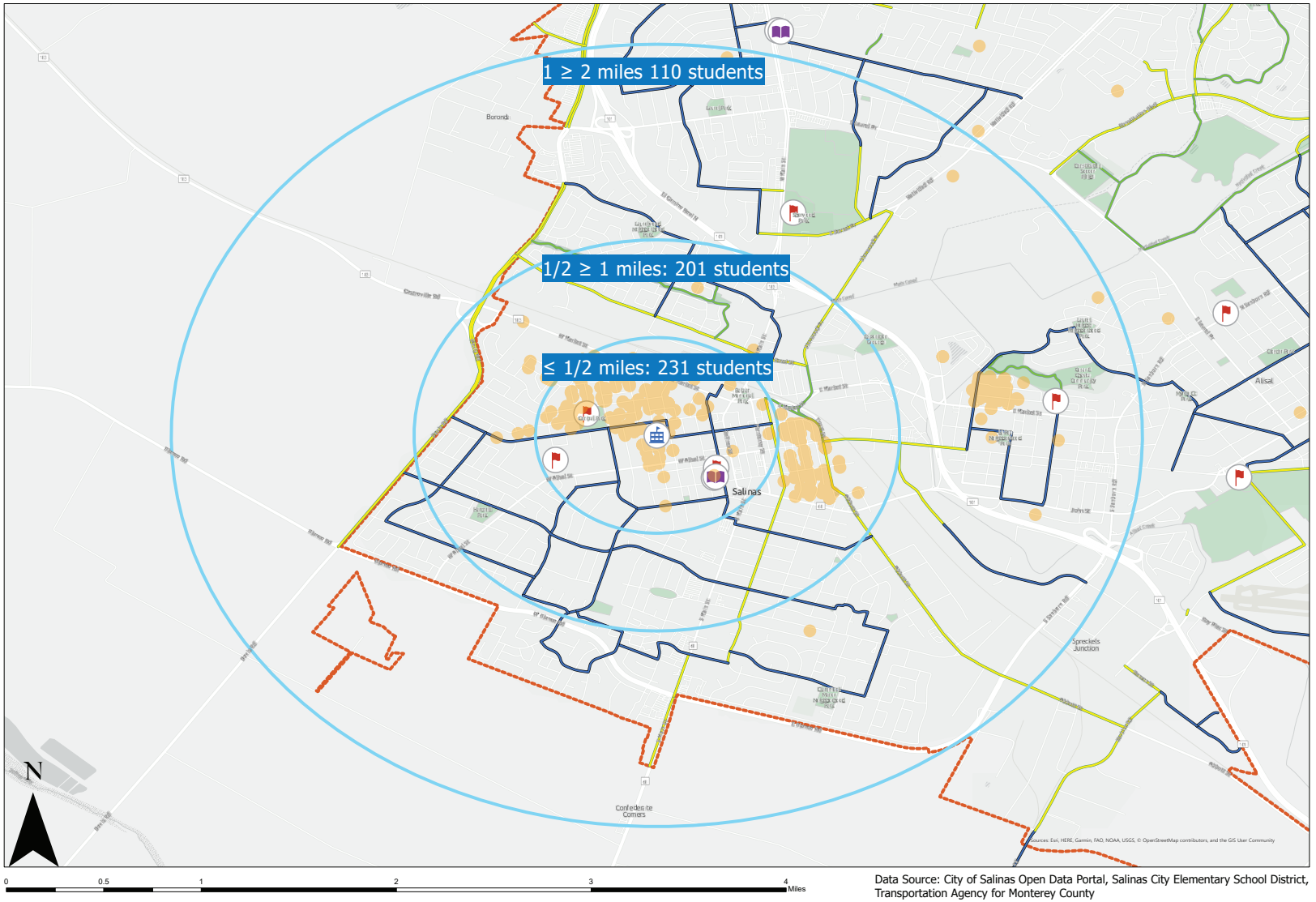
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
88.7%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 42 SURVEY RESPONSES)
37%

The bus drop-off location makes it difficult to see families who are crossing Capitol St at Gabilan

Roosevelt Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Roosevelt Elementary is located on Capitol Street, a two-lane roadway near downtown Salinas with parking on both sides. Capitol Street is very congested before and after school.
- There is no drop-off loop or parent parking lot on the school campus. There is a parking lot on the south side of campus that is reserved for staff and is access controlled.
- Bus drop-off takes place adjacent to the school campus on Capitol Street.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Capitol Street and Central Avenue near the school.
- There are standard yellow crosswalks on all legs of the intersection of Central Avenue and Capitol Street.
- There is a high-visibility yellow crosswalk with rectangular rapid flashing beacons across West Alisal Street at Capitol Street.
- There are curb ramps in place at intersections around the school.

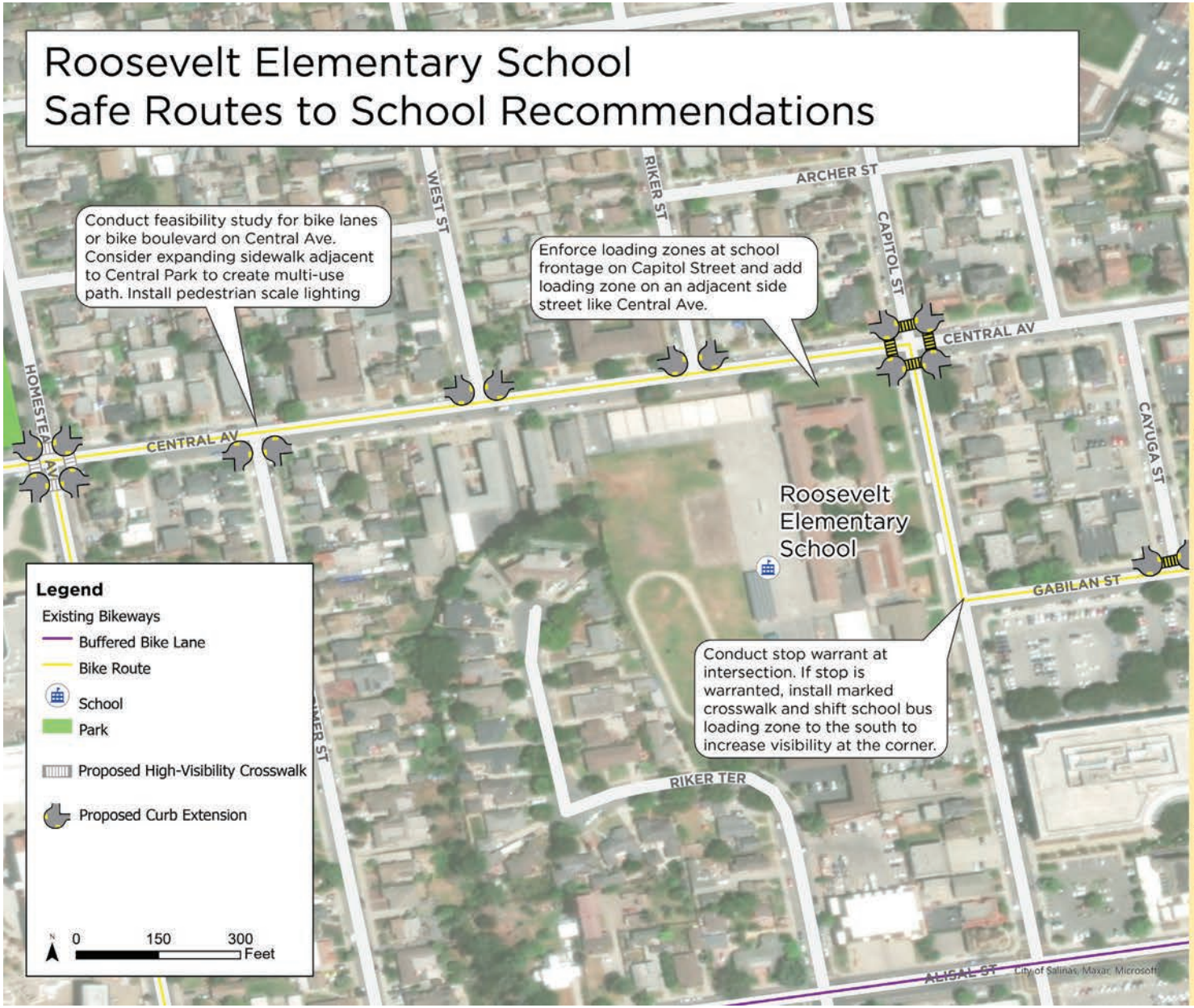
Bicycling Conditions

- There are Class II buffered bicycle lanes on West Alisal Street, south of the school.
- There are no bicycle facilities on Central Avenue, Capitol Street, or other residential roadways near the school.

Curb extensions, street trees, and bike lane or bike boulevard treatments are recommended for Central Ave

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND ROOSEVELT ELEMENTARY

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



SAFETY IMPROVEMENTS

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
RE001	Capitol St at school frontage	No drop-off loop on campus, limited parking available.	Enforce loading zones at school frontage on Capitol Street, and add loading zone on an adjacent side street like Central Avenue.	$1,700	City/school
RE002	Capitol St at Central Ave	Reports of drivers not yielding to pedestrians in the crosswalk.	Install curb extensions and high-visibility crosswalks.	$216,000	City
RE003	Central Ave	No bicycle facilities near school.	Conduct feasibility study for bike lanes or bike boulevard. Consider expanding sidewalk adjacent to Central Park to create Class I shared-use path.	$93,000	City
RE004	Central Ave	Key pedestrian route to school.	Consider curb extensions at intersections with Homestead Ave, Lorimer St, West St, Riker St, and Capitol St. Extend downtown lighting along Central. Consider curb extensions with pedestrian refuge island at Central/Villa. Install street trees where feasible.	$1,518,000	City
RE005	Gabilan St	Pedestrian route to school.	Consider curb extensions and traffic calming on Gabilan Street if requested and supported by neighborhood residents.	$961,000	City
RE006	Capitol St at Gabilan St	Pedestrians crossing here, limited visibility due to current bus stop location.	Conduct stop warrant at intersection. If stop is warranted, install marked crosswalk and shift school bus loading zone to the south to increase visibility at the corner.	$14,700	City

SALINAS HIGH

Salinas High is located near old town Salinas and draws most students from the surrounding neighborhoods (see map on the following page). Some students live in east Salinas and cross Highway 101 to get to school.

PARENT SURVEY

Salinas High parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 57 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 47, below.

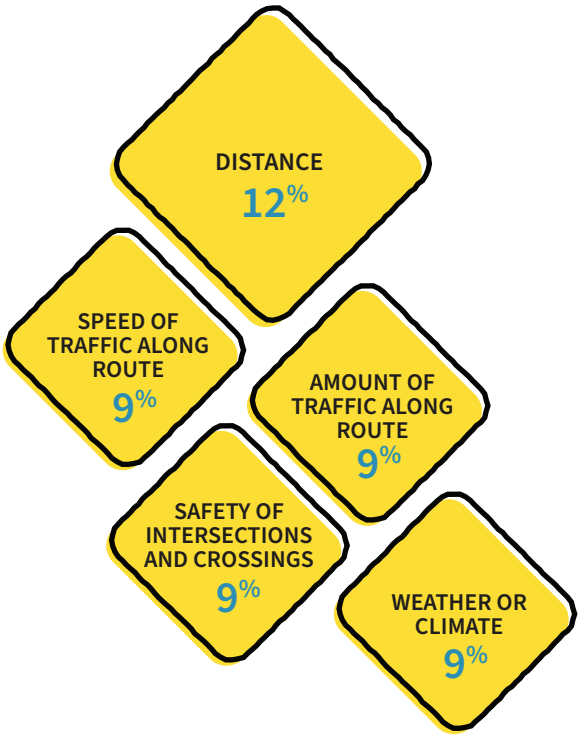


Figure 47. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
9-12

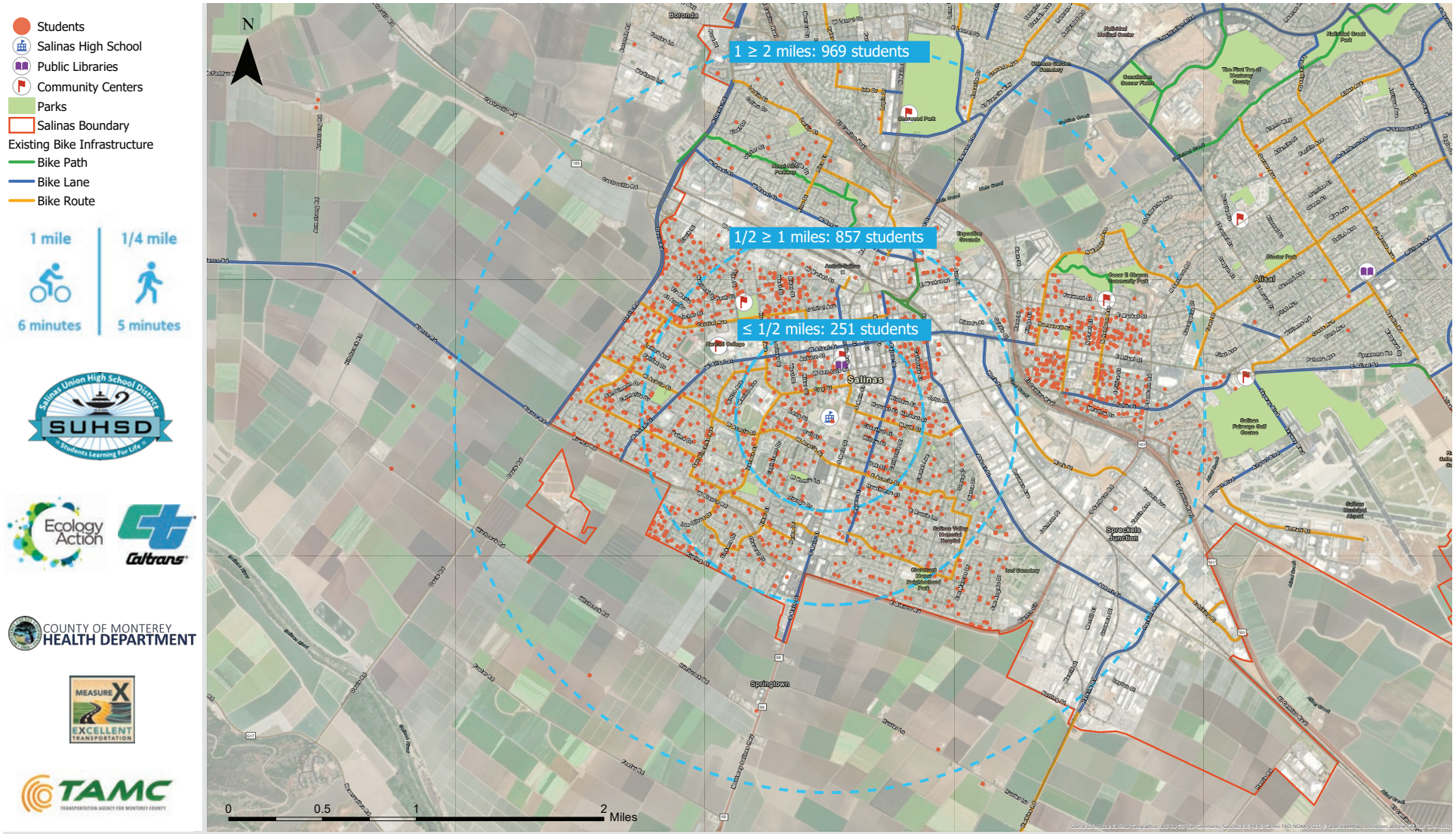
NUMBER OF STUDENTS
2608

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
42%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
50.6%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 57 SURVEY RESPONSES)
9%

An all-way stop warrant evaluation is recommended for the intersection of Riker St at Giel St



Salinas High School

Salinas
Safe Routes
to School Plan

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Salinas High is located on South Main Street, a five-lane state highway with no on-street parking. South Main Street is congested before and after school.
- There is a large one-way drop-off lane and parking lot on the school campus. The parking lot on the east side of campus is open to staff and students and the parking lot on the south side, off Geil Street, is reserved for staff only. Left turns are permitted out of the school parking lot.
- At the time of the audit, school staff helped control traffic in the drop-off loop.
- Bus drop-off takes place in the drop-off loop.
- There is a back entrance to campus on Lang Street at Capitol Street, and loading zone signage is in place adjacent to the school.
- As of the writing of this plan, the speed limit in front of the school is 25 miles per hour.

Pedestrian Conditions

- There are complete sidewalks on both sides of South Main Street and other roadways near the school.
- There are yellow crosswalks on all legs of the signalized intersection of South Main Street and the school loop exit (Avenue B).
- There is a high-visibility yellow crosswalk with rectangular rapid flashing beacons across South Main Street and Maple Street to the north of the school driveway exit.
- There is a marked crosswalk across South Main Street at Clay Street.
- There are updated curb ramps at intersections on South Main Street near the school.
- At the time of the audit, there were no crossing guards stationed around the school.

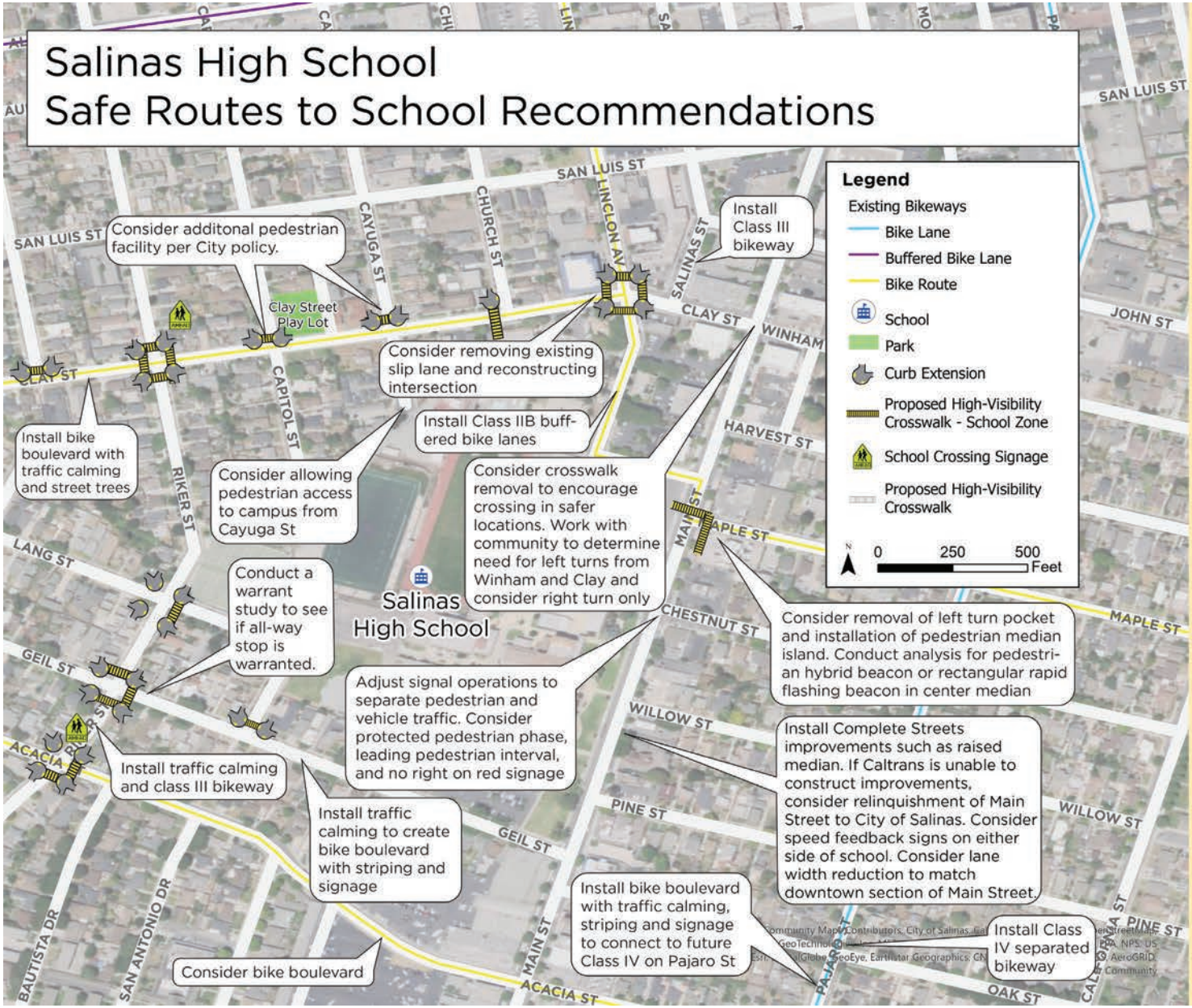
Bicycling Conditions

- There are no bicycle facilities on South Main Street or other roadways near the school.

School staff reported conflicts between students crossing and drivers exiting the school drop-off loop

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND SALINAS HIGH

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



SAFETY IMPROVEMENTS

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.

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

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.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
SH001	Riker St from Alisal St to Blanco Rd	No bicycle facilities near school. Reports of speeding.	Install traffic calming, such as chicanes and Class III bikeway.	$2,142,000	City
SH002	Clay St from Main St to Iverson St	No bicycle facilities near school.	Install traffic calming, such as chicanes or mid-block medians, and install bike boulevard and street trees.	$1,102,200	City
SH003	Main St from John St to Geil St	Main St crossings are principal's top concern. Long crossing distances, reports of drivers not yielding to pedestrians.	Install Complete Streets improvements, such as raised median. If Caltrans is unable to construct improvements, consider relinquishing Main St to city of Salinas. Consider speed feedback signs on either side of school. Consider lane width reduction to match downtown section of Main St.	$94,200	Caltrans
SH004	Main St at Chestnut St	Reports of drivers not yielding to pedestrians. Conflicts between drivers turning left and pedestrians crossing. Pedestrians have to wait a long time for walk signal.	Adjust signal operations to separate pedestrian and vehicle traffic. Consider protected pedestrian phase, leading pedestrian interval, and no right on red.	$200,850	Caltrans
SH005	Main St at Maple St	Reports of drivers not yielding to pedestrians. Pedestrians have to wait a long time for walk signal.	Consider removal of left-turn pocket and installation of pedestrian median island. Conduct analysis for pedestrian hybrid beacon or rectangular rapid flashing beacon in center median.	$141,320	Caltrans
SH006	Main St at Winham St/Clay St	Crosswalk does not comply with city policy.	Consider crosswalk removal: This crosswalk is less than 300 ft from John St. Work with community to determine need for left turns from Winham and Clay, and consider right-turn-only.	$15,040	Caltrans /city
SH007	Giel St from Main St to Iverson St	No bicycle facilities near school.	Install traffic calming to create bike boulevard with striping and signage.	$918,000	City
SH008	Riker St at Lang St	Key pedestrian route to school.	Install curb extensions, and update existing crosswalks to high-visibility. Evaluate for additional pedestrian facilities per city policy.	$226,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
SH009	Riker St at Giel St	Key pedestrian route to high school and Washington Middle School. Drivers were confused and were stopping even though there was no stop sign.	Conduct an all-way stop warrant evaluation. Install curb extensions and update crosswalks to high-visibility. Evaluate for additional pedestrian facilities per city policy.	$231,000	City
SH010	Riker St at W Acacia St	Pedestrian route to school.	Install curb extensions, yellow high-visibility crosswalks, and school crossing signage assembly A.	$219,400	City
SH011	Chestnut St from Clay St to California St	No bicycle facilities near school.	Install traffic calming to create bike boulevard with striping and signage. Connect to future Class IV bikeway on Pajaro St.	$550,800	City
SH012	Lincoln Ave from Alisal St to Avenue A	No bicycle facilities near school.	Install Class IIB buffered bike lanes.	$236,070	City
SH013	Salinas St from Alisal St to Clay St	No bicycle facilities near school.	Install Class III bikeway.	$14,700	City
SH014	Lincoln Ave at Clay St	Offset intersection. Key pedestrian route to school.	Consider removing slip lane and reconstructing intersection. Install high-visibility crosswalk and construct curb extensions.	$466,000	City
SH015	Acacia St from Main St to Alisal St	No bicycle facilities near school.	Consider bike boulevard.	$1,978,800	City
SH016	Clay St at Church St	Pedestrian route to school.	Upgrade to high-visibility crosswalk and install curb extension across Church St.	$108,000	City
SH017	Pajaro St from Market St to Romie Ln	No bicycle facilities near school.	Install Class IV bikeway.	$6,522,660	City
SH018	Clay St at Cayuga St	Pedestrian route to school.	Construct curb extensions to narrow crossing distance on Cayuga St, and install high-visibility crosswalk across Cayuga.	$218,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
SH019	Clay St at Capitol St	Pedestrian route to school.	Consider pedestrian facility, per city policy. Construct curb extensions to narrow crossing distance on Capitol St, and install high-visibility crosswalk across Capitol.	$218,000	City
SH020	Clay St at Riker St	Pedestrian route to school.	Install curb extensions and yellow high-visibility crosswalks on all legs of the intersection, and school crossing signage assembly A. Coordinate any changes with Salinas Fire Department.	$219,400	City
SH021	Clay St at West St	Pedestrian route to school.	Install curb extensions and yellow high-visibility crosswalk across West.	$104,000	City
SH022	Cayuga St	Traffic congestion at current drop-off locations.	Add access to school campus.	$8,500	School
SH023	Geil St at Capitol St	Pedestrian route to school.	Install curb extensions and yellow high-visibility crosswalk across Capitol.	$104,000	City

SANTA RITA ELEMENTARY

Santa Rita Elementary is located in north Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Santa Rita Elementary parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September 2020, and 5 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 48, below.

Figure 48. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
660

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
86%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
81.3%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 5 SURVEY RESPONSES)
20%

There are several back entrances to Santa Rita that could be opened to reduce traffic in front of the school

Santa Rita Elementary School

Salinas Safe Route to School Plan

Legend

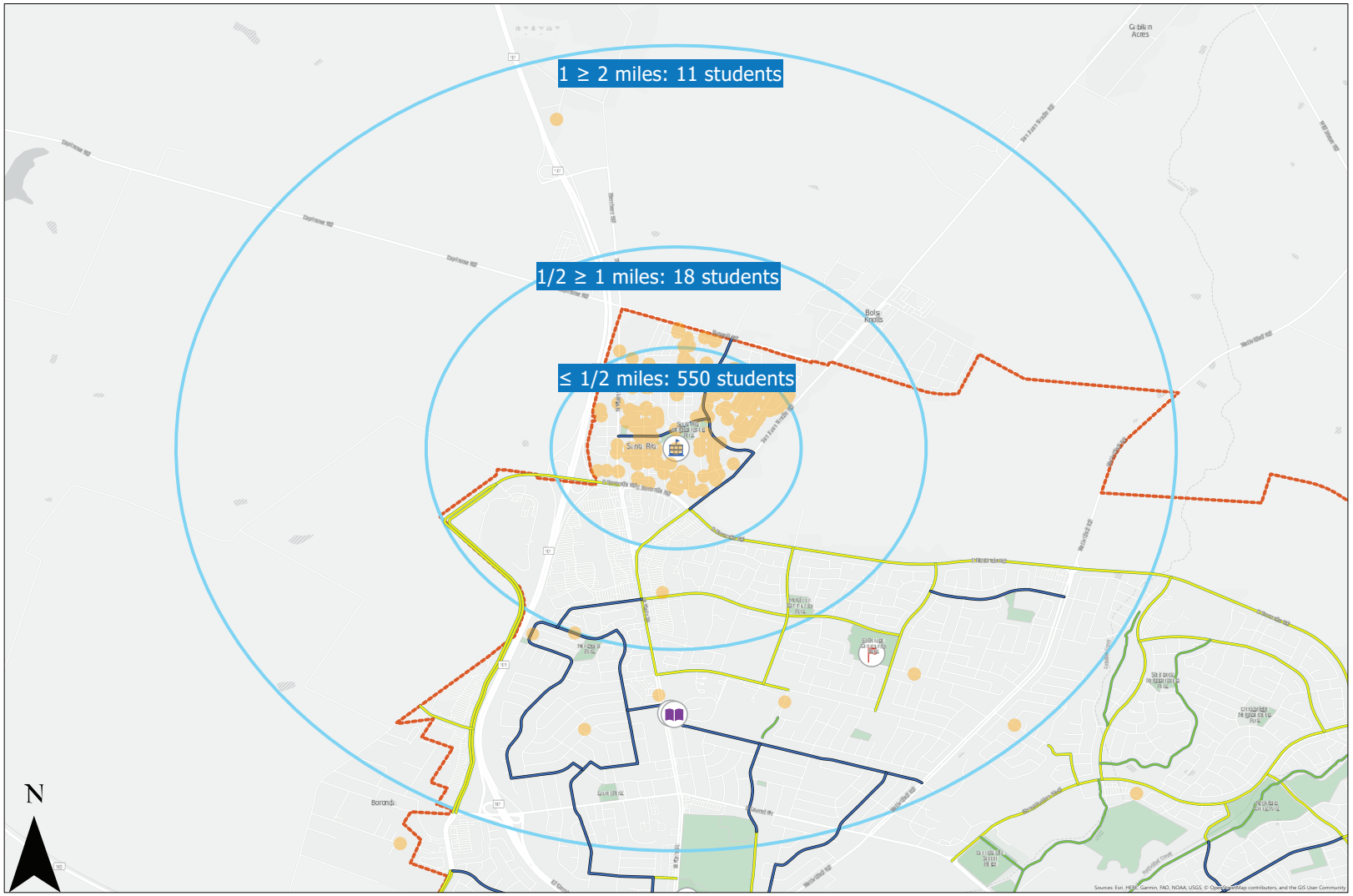
- Students
- Santa Rita Elementary
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

1 mile | 6 minutes

1/4 mile | 5 minutes



Data Source: City of Salinas Open Data Portal, Santa Rita Unified School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Santa Rita Elementary is located on Santa Rita Street, a two-lane residential roadway with parking on both sides. Santa Rita Street is very congested before and after school.
- There is a drop-off area and parking lot on the school campus. The parking lot is shared between staff and visitors. Left turns are permitted out of the school parking lot.
- The morning sun creates visibility problems for eastbound traffic on E Bolivar Street at certain times of the year.
- Special education bus drop-off takes place on the small bus loop on the north side of the school campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Santa Rita Street and other roadways near the school. There is broken sidewalk on Jackson Street on the backside of campus.
- There is a high-visibility crosswalk on Santa Rita Street at Lamar Street, south of the school driveway entrance.
- There is a marked yellow crosswalk on East Bolivar Street at Santa Rita Street.
- There are curb ramps at the intersections of Santa Rita Street at Bolivar Street and Lamar Street. There are no curb ramps at other intersections surrounding the school.
- There are several pedestrian entrances to the school campus from Swaner Avenue, Jackson Street, and East Bolivar Street that were closed at the time of the school audit.

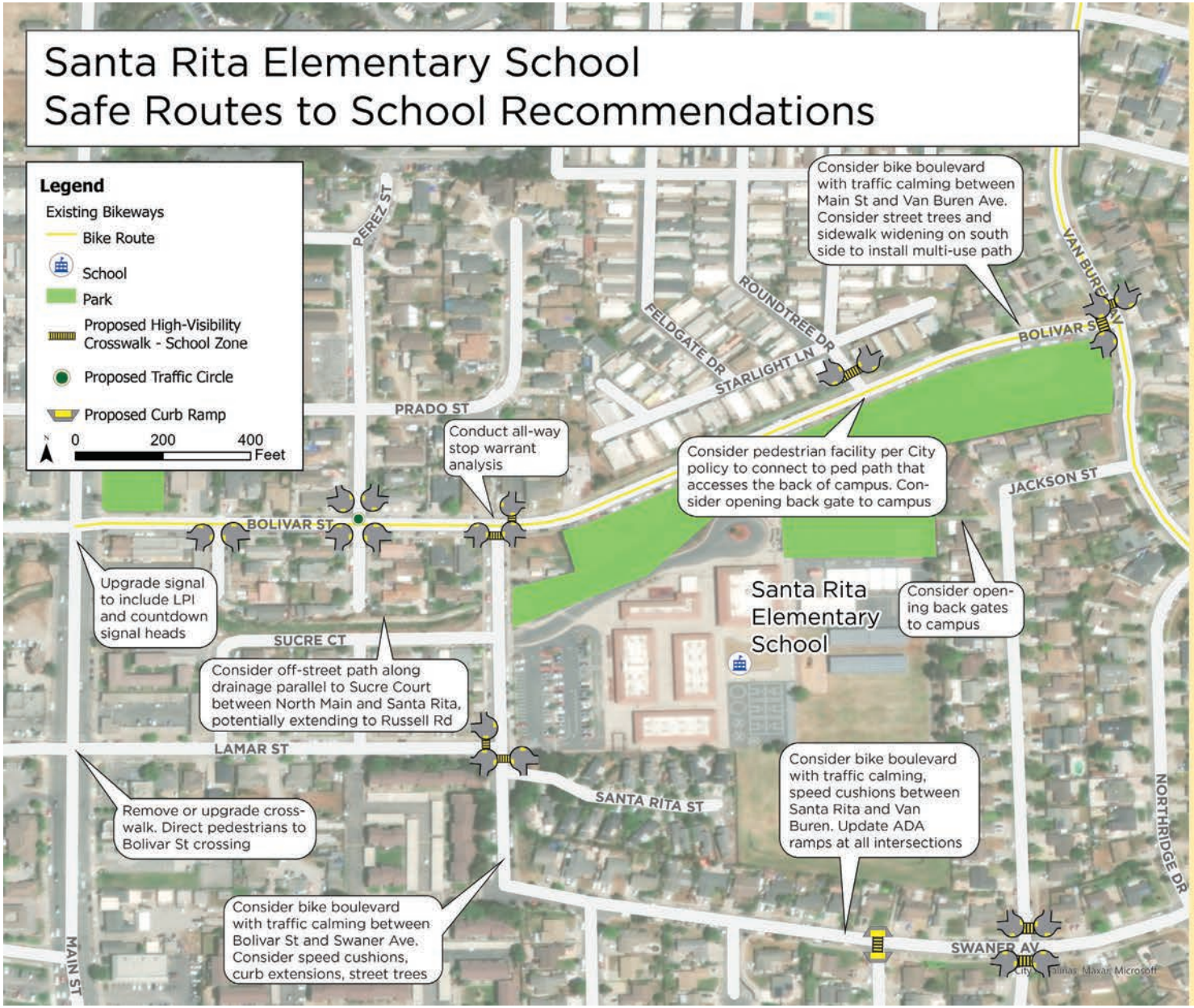
Bicycling Conditions

- There are no bicycle facilities on Santa Rita Street or other roadways near the school.
- The nearest bicycle facility is Class II bike lanes on Boronda Road.

Pedestrian improvements are recommended for the intersection of Bolivar St and N Main St

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND SANTA RITA ELEMENTARY

The following table lists recommendations for Santa Rita Elementary, and the map below shows their locations in relation to the school.



SAFETY IMPROVEMENTS

Leading pedestrian interval (LPI) 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.

Traffic Circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
SRE001	E Bolivar St at Santa Rita St	Key pedestrian route to school. Visibility issues for drivers approaching the intersection, reports of speeding.	Update curb ramps, update existing crosswalk to high-visibility, and add high-visibility crossing on Santa Rita. Consider curb extensions at this corner for visibility. Conduct all-way stop warrant analysis.	$139,000	City
SRE002	E Bolivar St	No bicycle facilities near school.	Consider bike boulevard with traffic calming between Main St and Van Buren Ave. Consider street trees. Consider sidewalk widening on south side to install Class I shared-use path.	$1,099,800	City
SRE003	E Bolivar St	Key pedestrian route to school.	Construct curb ramps or curb extensions along Bolivar for sidewalk connectivity.	$969,000	City
SRE004	E Bolivar St at Roundtree Dr	Potential to reduce traffic on Santa Rita St by opening additional school entrances. Large student population in neighborhood off Roundtree Ln.	Construct curb extensions, and consider pedestrian facility, per city policy, across Bolivar St at Roundtree Dr to connect to pedestrian path/bridge that accesses the back of campus. Open gate to campus during morning and afternoon arrival and departure times.	$110,000	City/school
SRE005	E Bolivar St at Perez St	Reports of speeding.	Install traffic circle.	$195,000	City
SRE006	E Bolivar St at Van Buren Ave	Key pedestrian route to Santa Rita and Gavilan View Middle.	Construct curb extensions, curb ramps, and high-visibility crossings at all three approaches.	$158,000	City
SRE007	Swaner Ave at Pierce St	Potential to reduce traffic on Santa Rita St by opening additional school entrances.	Construct curb ramps and raised crossings on Swaner Ave at Pierce St, to connect to pedestrian path that accesses the back of campus. Open gate to campus during morning and afternoon arrival and departure times.	$171,000	City/school
SRE008	Jackson St	Potential to reduce traffic on Santa Rita St by opening additional school entrances. Broken sidewalk.	Open gate to campus during morning and afternoon arrival and departure times. Reconstruct sidewalk where buckling.	$133,500	City/school
SRE009	Santa Rita St at E Lamar St	Key pedestrian route to school.	Construct curb extensions with updated curb ramps, and stripe high-visibility crossing onto Lamar St at this corner.	$130,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
SRE010	North Main St at E Lamar St	Uncontrolled crossing. Roadway has higher traffic volumes and speeds.	Remove or upgrade crosswalk. Direct pedestrians to Bolivar St crossing.	$2,170	City
SRE011	E Bolivar St at N Main St	Pedestrian route to school. Longer crossing distances.	Upgrade pedestrian heads to include leading pedestrian interval and countdown signal heads.	$200,140	City
SRE012	Drainage parallel to Sucre Court	Opportunity to provide shared-use path. Could provide partial route to Rancho San Juan High.	Consider shared-use path between North Main and Santa Rita, potentially extending to Russell Rd.	$130,000	City
SRE013	Santa Rita St	No bicycle facilities near school.	Consider bike boulevard with traffic calming between Bolivar St and Swaner Ave. Consider speed cushions, curb extensions, and street trees.	$666,400	City
SRE014	Swaner Ave at Jackson St	Pedestrian route to school.	Construct curb extensions, curb ramps, and high visibility crossings on Jackson St/Jackson Circle. Replace faded street sign. Repave or resurface cracked pavement.	$310,550	City
SRE015	Swaner Ave	No bicycle facilities near school.	Consider bike boulevard with traffic calming and speed cushions between Santa Rita and Van Buren. Update ADA ramps at all intersections.	$1,042,600	City

SHERWOOD ELEMENTARY

Sherwood is located in east Salinas and draws most of its students from the surrounding neighborhoods (see map on the following page).

PARENT SURVEY

Sherwood parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September of 2020, and 171 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 49, below.

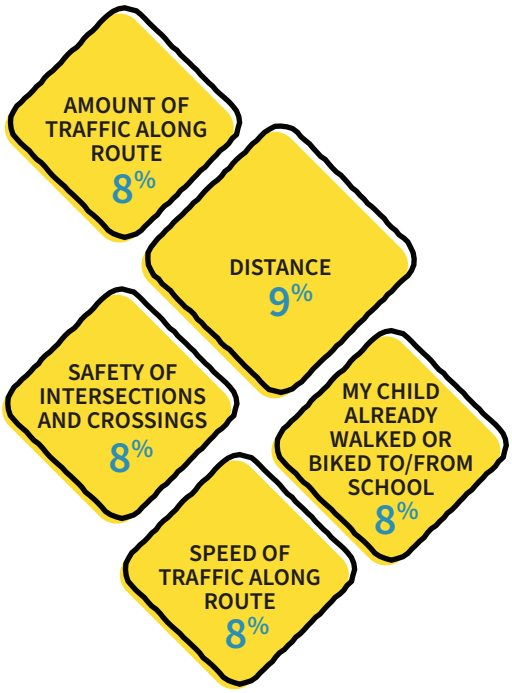


Figure 49. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
1001

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
93%

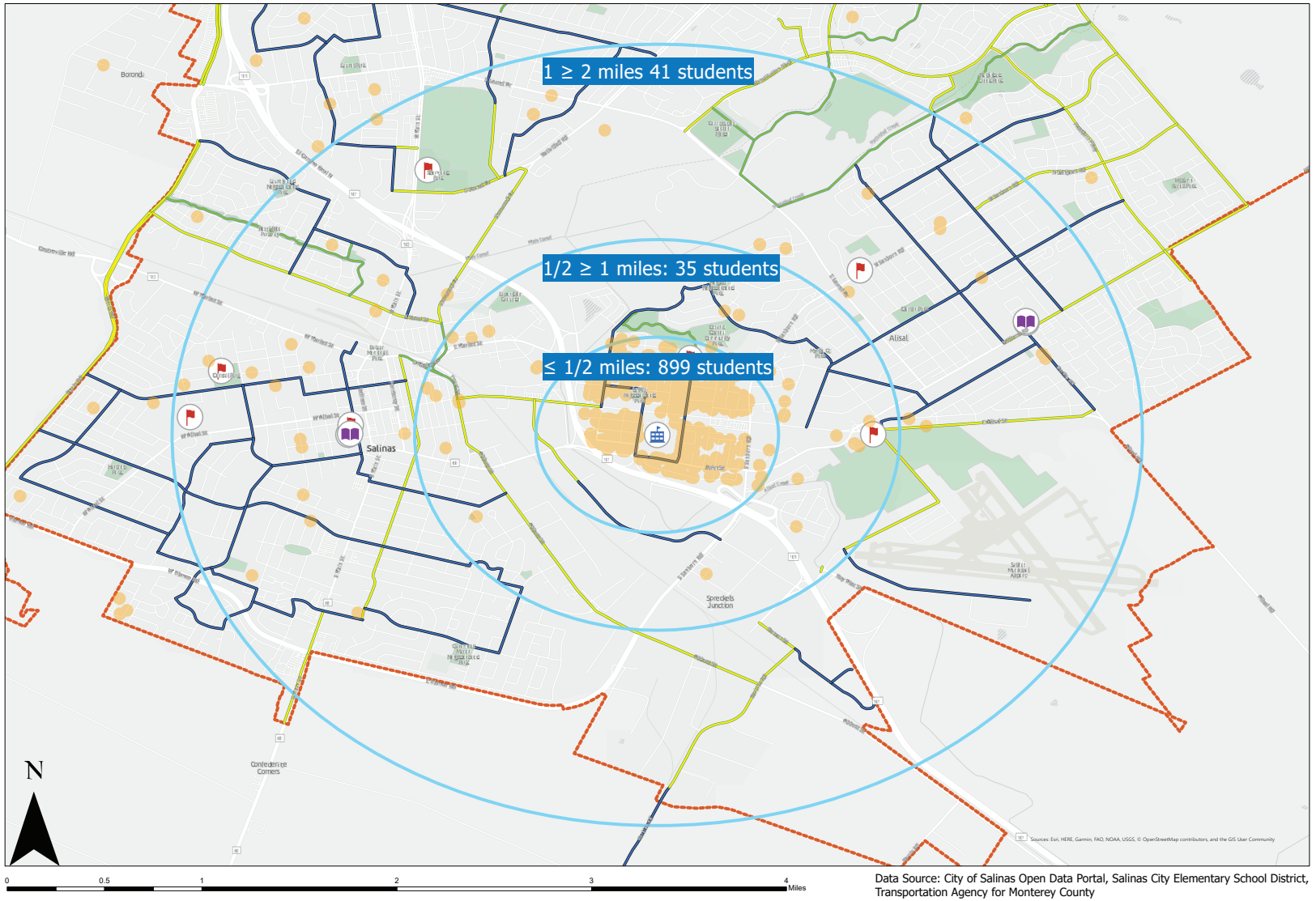
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
93.8%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 171 SURVEY RESPONSES)
65%

High-visibility crosswalks were installed on E Alisal St as part of the temporary installation project

Sherwood Elementary School

Salinas Safe Route to School Plan



Legend

- Sherwood
- Students
- Public Libraries
- Community Centers
- Parks
- Salinas Boundary

Existing Bike Infrastructure

- Bike Path
- Bike Lane
- Bike Route

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

Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Sherwood Elementary is located on South Wood Street, a two-lane residential roadway with parking on both sides. South Wood Street connects to freeway on- and off-ramps, and freeway traffic combined with school traffic lead to very congested conditions before and after school.
- There are three parking lots on the school campus. The small lot on the northwest side and the larger lot on the southeast side are reserved for staff. Some school drop-off takes place in the larger lot on the southwest side, which is open to parents and visitors. Left turns are permitted out of the school parking lot.
- Bus drop-off for special-needs students takes place in the parent parking lot.
- The school is working on plans for a drop-off loop on the school campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of South Wood Street and other roadways near the school.
- There is a high-visibility yellow crosswalk across South Wood Street at Santa Maria Street, to the north of the school driveway exit.
- There are yellow high-visibility crosswalks on three legs of the intersection of South Wood Street and East Alisal Street, which were installed during the temporary demonstration project on East Alisal Street.
- There are yellow crosswalks on two legs of the intersection of South Wood Street and John Street.
- There are curb ramps in place at intersections on South Wood Street and East Alisal Street. There are no curb ramps at intersections on John Street.
- There are back entrances to campus from South Pearl Street and Hebbron Avenue, which were not open at the time of the school audit.

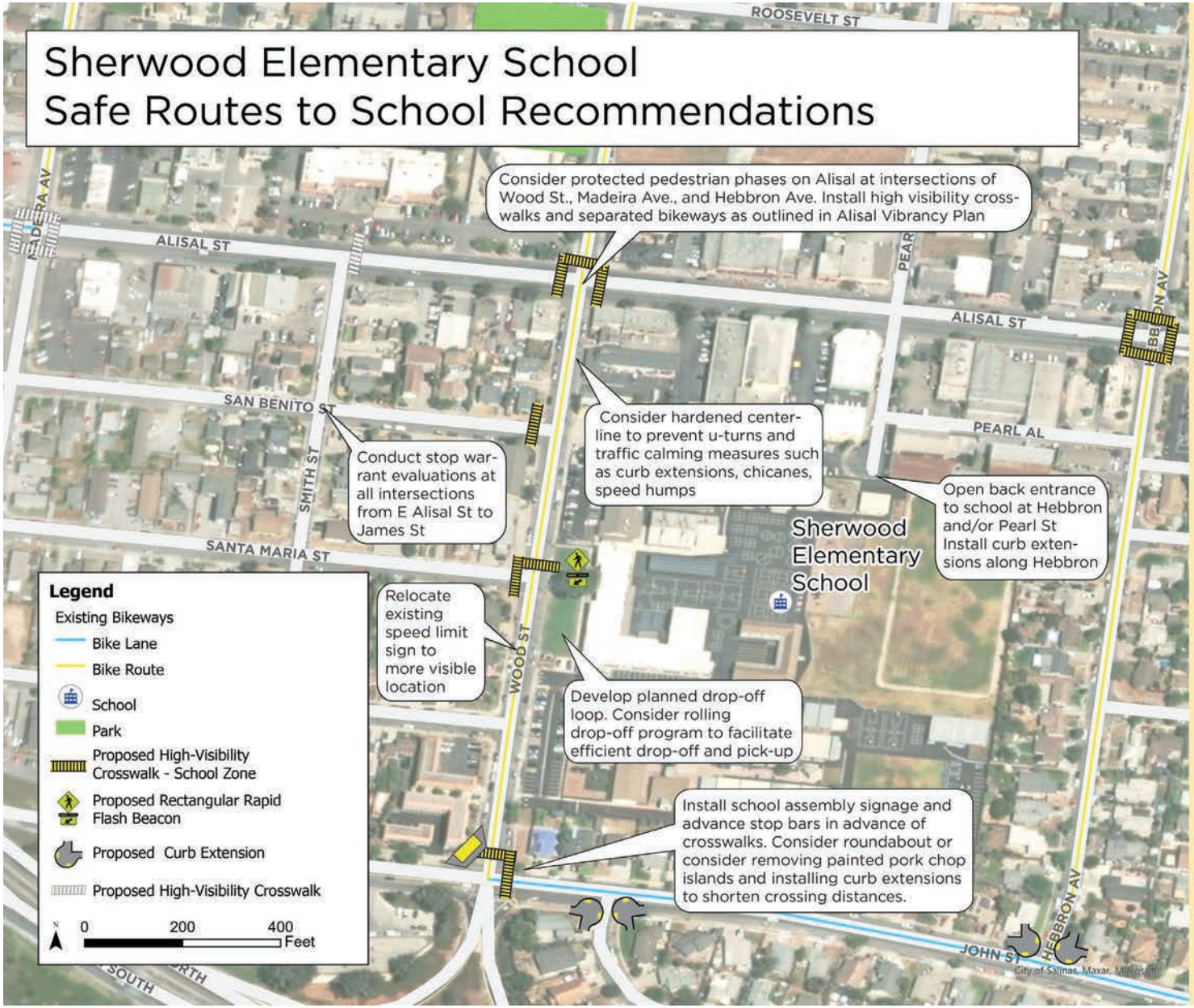
Bicycling Conditions

- There are no bicycle facilities on South Wood Street or East Alisal Street.
- The nearest bicycle facility is Class II bicycle lanes on John Street.

The intersection of S Wood St and John St is a key pedestrian route to school and a freeway on-ramp

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND SHERWOOD ELEMENTARY

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



SAFETY IMPROVEMENTS

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.

Roundabouts are circular intersections where drivers travel counterclockwise around a center island. They have been shown to reduce crashes and improve safety for people walking.

High-Visibility Crosswalks are "ladder style" more visible to drivers than crosswalks consisting of two lines.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
SE001	School frontage	Traffic congestion on S Wood St and in school parking lot before and after school.	Develop drop-off loop in accordance with existing plans. Consider a rolling drop-off program more efficient drop-off and pick-up in the loop.	N/A	School
SE002	S Wood St from E Alisal St to John St	Reports of speeding and U-turns in front of the school.	Consider a hardened centerline to prevent U-turns, and traffic-calming measures. Consider curb extensions, chicanes, and speed humps.	$846,400	City
SE003	S Wood St at John St	Key pedestrian route to school and location of freeway on-ramp. Reports of drivers not yielding to pedestrians.	Upgrade crosswalks to high visibility and install ADA curb ramp at northwest corner. Install school assembly signage and advance stop bars ahead of crosswalks. Consider roundabout or consider removing painted pork chop islands and installing curb extensions to shorten crossing distances.	$209,850	City/ Caltrans
SE004	S Wood St near John St	Reports of speeding.	Move speed limit sign to more visible location.	$850	City
SE005	Williams Rd at Freedom Parkway	Large numbers of vehicles and pedestrians at intersection. Reports of drivers not respecting pedestrians.	Conduct intersection control evaluation analysis to study installation of roundabout. Upgrade to yellow high-visibility crosswalks.	$60,000	City
SE006	S Wood St at Santa Maria St	Reports of speeding and drivers not yielding to pedestrians in the crosswalk.	Install planned rectangular rapid flashing beacon and yellow high-visibility crosswalk. Consider continuous sidewalk.	$48,500	City
SE007	S Wood St at San Benito St	Key pedestrian route to school.	Consider continuous sidewalk across San Benito	$4,500	City
SE008	Smith St from E Alisal St to James St	Pedestrian route to school.	Conduct stop warrant evaluations at all intersections.	$5,000	City
SE009 & SE010	S Hebbron Ave	Traffic congestion on S Wood St and in school parking lot before and after school.	Open back entrance to school at Hebbron or Pearl St or both. Install curb extensions and ramps along Hebbron.	$1,203,500	School/city

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
SE012	John St	Key pedestrian route to school, traffic congestion.	Install curb extensions and ramps along John St.	$3,102,000	City
SE013	E Alisal St from Kern St to Skyway Blvd	Key pedestrian route to school. Reports of speeding and drivers not yielding to pedestrians in the crosswalk.	Consider protected pedestrian phases at Alisal/Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan.	$1,480,680	City

UNIVERSITY PARK ELEMENTARY

University Park is located in southwest Salinas and draws students from the surrounding neighborhoods and the area near the Rossi Rico Parkway (see map on the following page).

PARENT SURVEY

University Park parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in September of 2020, and 15 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 50, below.

Figure 50. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
522

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
52%

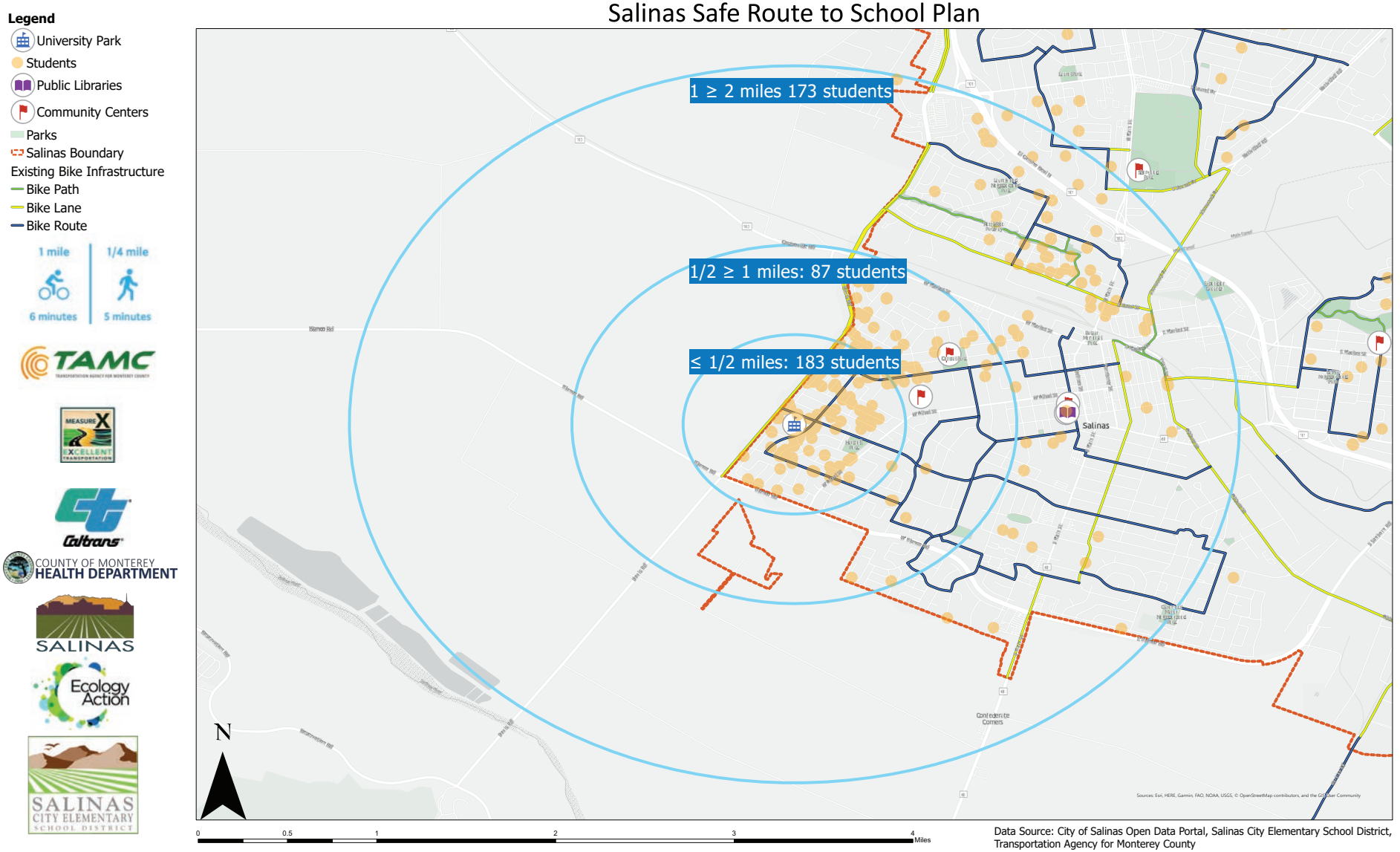
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
78.7%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 15 SURVEY RESPONSES)
0%

Opening the school entrance at Palma Dr is recommended to reduce traffic in front of the school

University Park Elementary School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Salinas City Elementary School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- University Park Elementary is located on West Acacia Street, a two-lane residential roadway with parking on both sides. West Acacia Street is very congested before and after school.
- There is a drop-off area and small parking lot in the front of the school campus. There is also a parking lot on the south side of campus that is reserved for staff. Left turns are permitted out of the school parking lot.
- Bus drop-off takes place on Acacia Street to the west of the drop-off loop.
- The morning sun creates visibility problems for eastbound traffic at certain times of the year.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of West Acacia Street and other roadways near the school.
- There is a high-visibility yellow crosswalk across University Avenue at Palma Drive on the south side of the school. There is an alternate entrance to campus at this location which was closed at the time of the audit.
- There are marked crosswalks on three legs of the intersection of West Acacia Street and University Avenue. One leg of the intersection has high-visibility striping. There was a crossing guard at this intersection before and after school at the time of the audit.
- There are missing curb ramps at many intersections surrounding the school.

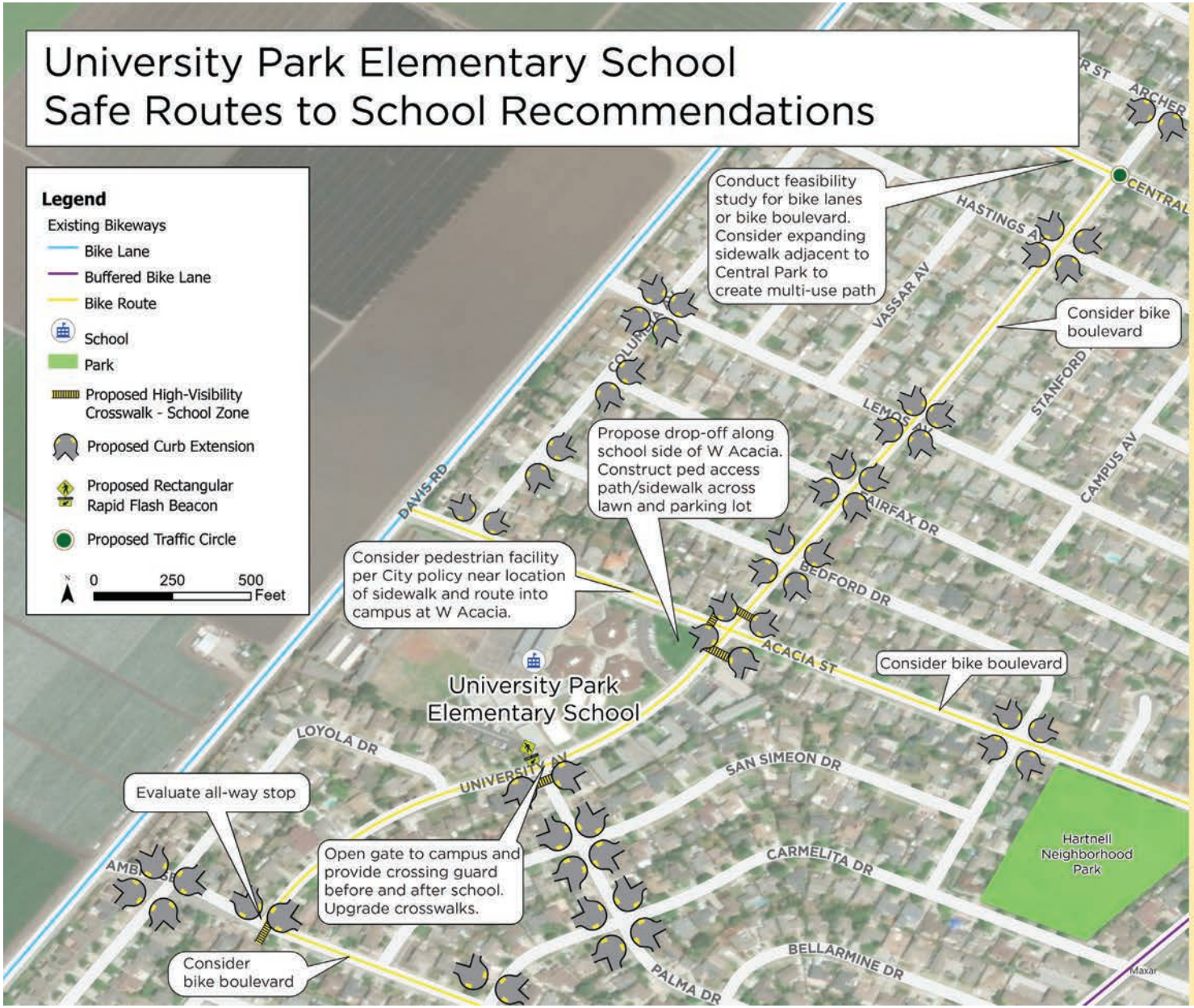
Bicycling Conditions

- There are no bicycle facilities on West Acacia Street or other residential roadways near the school.
- The nearest bicycle facilities are Class II bicycle lanes on South Davis Road and buffered bicycle lanes on West Alisal Street.

Curb extensions are recommended at the intersection of University Ave and W Acacia St

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND UNIVERSITY PARK ELEMENTARY

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



SAFETY IMPROVEMENTS

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.

Traffic Circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

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.

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.

Illustration credit: Nacto.org

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
UPE001	School frontage	Students crossing without marked crosswalk. Congestion in school drop-off loop.	Consider pedestrian facility, per city policy, across West Acacia St near location of sidewalk and access route into campus. Propose drop-off along school side of W Acacia. Construct pedestrian access path or sidewalk across lawn and parking lot.	$32,920	City/school
UPE002	W Acacia St at University Ave	Key pedestrian route to school. Reports of speeding.	Refresh crosswalks with high-visibility striping, construct curb extensions and ramps.	$251,000	City
UPE003	University Ave at Ambrose Dr	Pedestrian route to school.	Evaluate for all-way stop. Install curb extensions.	$105,000	City
UPE004	University Ave at Palma Dr	Congestion on W Acacia St and in school loop. Key pedestrian route to school.	Open gate to campus at this location. Provide crossing guard before and after school. Upgrade crosswalks and construct curb extensions and ramps. Consider rectangular rapid flashing beacon.	$178,500	City/school
UPE005	University Ave at Central Ave	Reports of speeding on University Ave	Conduct feasibility study for neighborhood traffic circle.	$195,000	City
UPE006	University Ave from Ambrose Dr to Archer St	Reports of speeding on University Ave. No bicycle facilities near school.	Consider bike boulevards and curb extensions at all intersections.	$2,766,800	City
UPE007	Ambrose Dr from Carmelita Dr to University Ave	No bicycle facilities near school.	Consider bike boulevards and curb extensions at intersections.	$524,400	City
UPE008	Columbia Ave from W Acacia St to Hastings Ave	Pedestrian route to school.	Install curb extensions at all intersections.	$500,000	City
UPE009	Palma at Carmelita Dr San Simeon Dr	Pedestrian route to school.	Install curb extensions at intersections of Carmelita Drive and San Simeon Dr.	$400,000	City
UPE010	W Acacia from Davis Rd to S Main St	Reports of speeding on Acacia St. No bicycle facilities near school.	Consider bike boulevard and curb extensions at Camden Way.	$3,117,200	City
UPE011	Central Ave	No bicycle facilities near school.	Conduct feasibility study for bike lanes or bike boulevard. Consider expanding sidewalk adjacent to Central Park to create Class I shared-use path.	$93,000	City

VIRGINIA ROCCA BARTON ELEMENTARY

Barton Elementary is located in east Salinas and draws most of its students from the surrounding neighborhoods south of the school (see map on the following page).

PARENT SURVEY

Barton elementary parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 36 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 51, below.

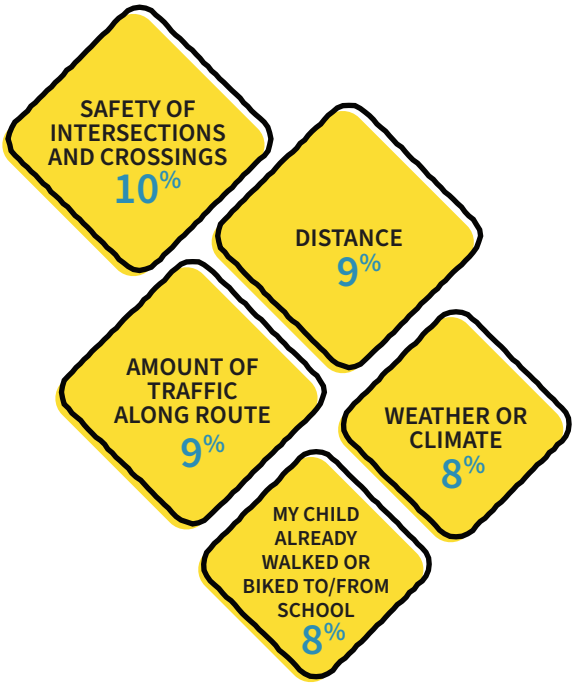


Figure 51. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
K-6

NUMBER OF STUDENTS
799

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
76%

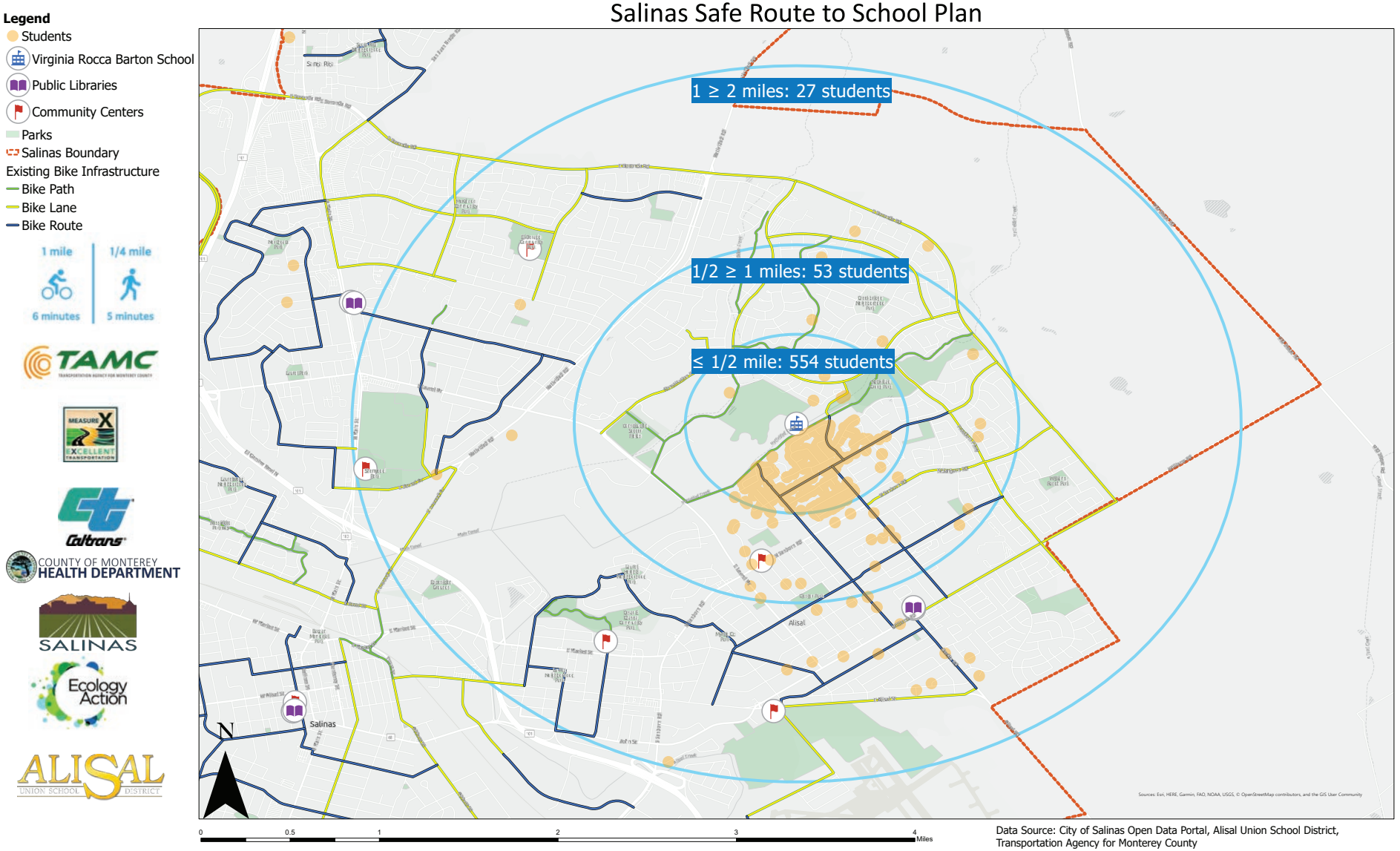
STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
82.6%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 36 SURVEY RESPONSES)
57%

The Creek Trail near the school is used by families, but parents expressed concerns about maintenance and lack of lighting

Virginia Rocca Barton School

Salinas Safe Route to School Plan



Data Source: City of Salinas Open Data Portal, Alisal Union School District, Transportation Agency for Monterey County

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Barton Elementary is located on Las Casitas Drive, a residential two-lane roadway that connects east Salinas and north Salinas.
- There is a school drop-off loop that is heavily congested before school. A median separates the drop-off lane from the school parking lot.
- There is another parking lot on the south side of campus that is designated for staff parking only.
- Left turns out of the school drop-off loop are allowed.
- Buses drop off on Las Casitas Drive just north of the school driveway.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There is continuous sidewalk on both sides of Las Casitas Drive between Constitution Boulevard and Rider Avenue.
- There is a standard yellow crosswalk across Las Casitas Drive at the driveway entrance of school. The school has had crossing guards at this crosswalk in the past, but it has been difficult to maintain them due to safety issues and abuse from frustrated parents.
- There is a bicycle and pedestrian pathway adjacent to the school campus that extends from Freedom Parkway at the north end and East Laurel Drive on the south end. The path is connected to the school via a short segment of Las Casitas Drive.
- Pedestrians were observed walking to and from school along Ranchero Drive after dismissal. Sidewalks were frequently blocked by cars parked in driveways.

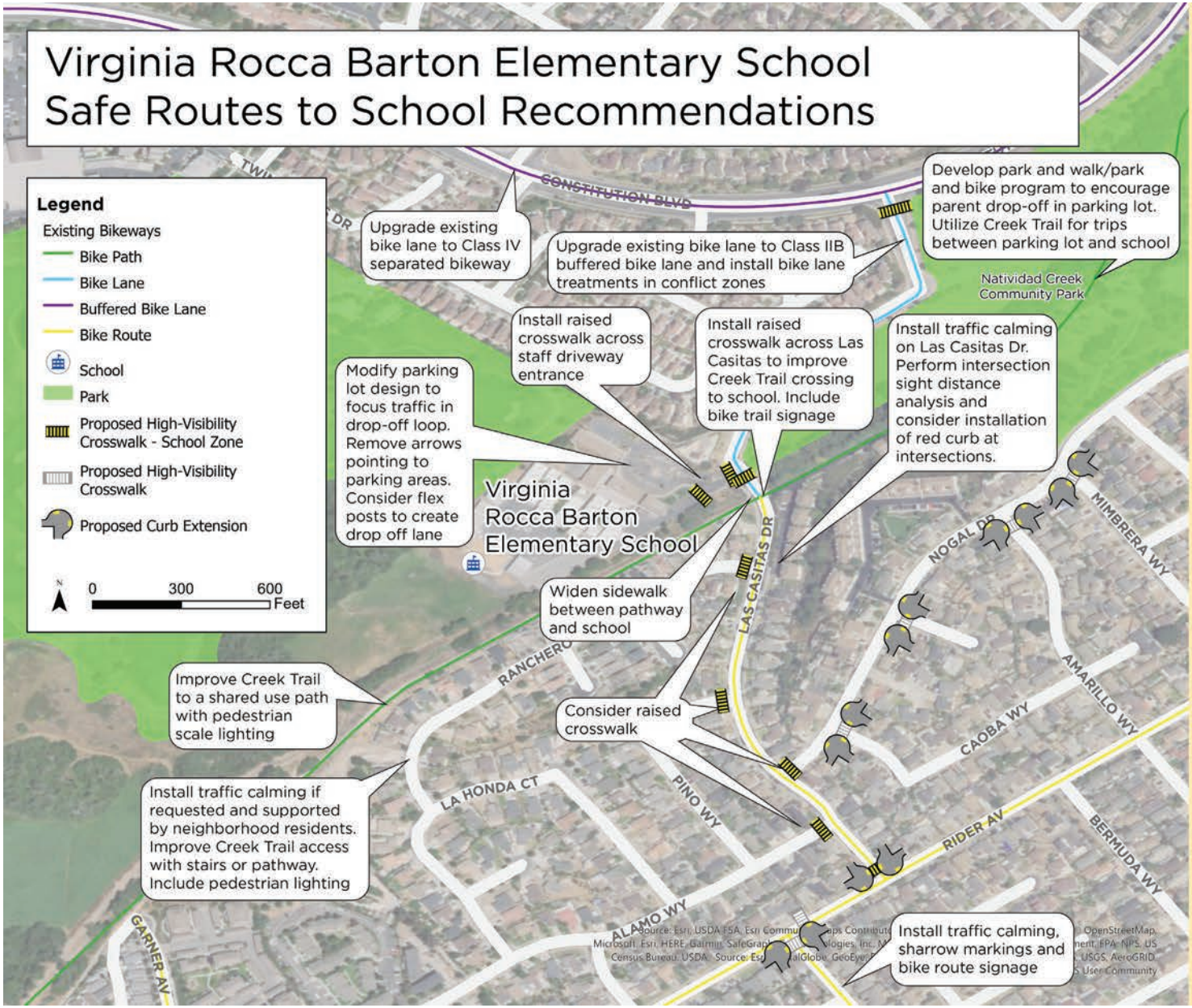
Bicycling Conditions

- There are Class II bike lanes on Las Casitas Drive between Constitution Boulevard and the school driveway, and buffered bicycle lanes on Constitution Boulevard.
- There are no bicycle facilities on other residential roadways near the school.

A raised crosswalk is recommended across Las Casitas Dr in front of the school to slow traffic and connect trail segments

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND BARTON ELEMENTARY

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



SAFETY IMPROVEMENTS

Raised Crosswalks are a higher section of pavement with a marked crosswalk. It is used to encourage drivers to slow down and to make people walking more visible to drivers.

Traffic Calming uses measures including speed humps, traffic circles, and chicanes to slow vehicle traffic on residential streets and improve safety and conditions for walkers and cyclists.

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.

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.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
VRBE001	Creek Trail from Freedom Parkway to Garner Ave	Current trail has broken pavement, no lighting, and no barriers between path and creek. Parents have concerns about safety of path.	Improve Creek Trail to a shared-use path with pedestrian-scale lighting.	$1,260,000	City
VRBE002	Las Casitas Dr at school entrance	Heavy traffic congestion at intersection before and after school. Reports of speeding at other times of day.	Install raised crosswalk on Las Casitas to improve Creek Trail crossing to school. Include bike trail signage to remind cyclists to disembark and walk their bicycles across intersection.	$146,700	City
VRBE003	Creek Trail entrance at Ranchero Dr	Steep informal connection between path and neighborhood.	Improve Creek Trail access with stairs or graded switchback. Include pedestrian lighting.	$1,478,400	City
VRBE004	Las Casitas Dr from Constitution Blvd to school entrance	Heavy traffic congestion before and after school. Reports of speeding at other times of day.	Upgrade bike lane to Class IIB buffered bike lane.	$170,280	City
VRBE005	Las Casitas Dr from Constitution Blvd to school entrance	Drivers queueing in bike lane to enter school campus.	Install bike lane treatments in conflict zones.	$500	City
VRBE006	Las Casitas Dr at school entrance	Heavy traffic congestion at intersection before and after school. Reports of speeding at other times of day.	Upgrade to high-visibility crosswalk yellow on all legs of the intersection.	$8,000	City
VRBE007	Las Casitas Dr from south of school entrance to Creek Trail	Connection between Creek Trail and school is too narrow to be shared by people walking and biking.	Narrow travel lanes to construct wider sidewalk.	$18,200	City
VRBE008	School parking lot at teacher parking lot entry	Potential conflicts between people walking and teachers entering staff parking lot	Install raised crosswalk to help delineate pedestrian travel and discourage parents from entering staff lot.	$145,000	School
VRBE009	School parking lot	Heavy traffic congestion in school parking lot.	Modify design to limit to circular pattern. Remove arrows pointing to the northern parking lot and the small lane between angled parking to reduce conflicts. Vehicles should stay in line even after dropping off students; consider flexible posts to create drop-off lane.	$6,000	School

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
VRBE010	Off-site parking lot for Natividad Creek Park at Las Casitas Dr	Heavy traffic congestion in school parking lot.	Develop park-and-walk or park-and-ride program to encourage parent drop-off in parking lot. Use Creek Trail for trips between parking lot and school.	N/A	School/TAMC/ nonprofit partners
VRBE011	Las Casitas Dr at Constitution Blvd	Pedestrian route to school and connection between Creek Trail and neighborhood.	Upgrade to high-visibility crosswalk yellow across Las Casitas Dr.	$5,000	City
VRBE012	Las Casitas Dr at Ranchero Dr	Key pedestrian route to school.	Consider raised crosswalk, and upgrade to high visibility yellow crosswalk across Ranchero Dr.	$149,000	City
VRBE013	Las Casitas Dr at Pino Way	Key pedestrian route to school.	Consider raised crosswalk, and upgrade to high-visibility yellow crosswalk across Pino Way.	$149,000	City
VRBE014	Las Casitas Dr at Nogal Dr	Key pedestrian route to school.	Consider raised crosswalk, and upgrade to high-visibility yellow crosswalk across Nogal Dr.	$149,000	City
VRBE015	Las Casitas Dr at Alamo Way	Key pedestrian route to school.	Consider raised crosswalk, and upgrade to high-visibility yellow crosswalk across Alamo Way.	$149,000	City
VRBE016	Las Casitas Dr at Rider Ave	Pedestrian route to Barton and Frank Paul Elementary Schools.	Install high-visibility yellow crosswalk and construct curb extensions across Las Casitas Dr.	$104,000	City
VRBE017	Las Casitas Dr from Constitution Blvd to Rider Ave	Reports of speeding and low visibility at intersections.	Install traffic calming. Perform intersection sight distance analysis, and consider installation of red curb at intersections.	$520,600	City
VRBE018	Rider Ave at Del Monte Ave	Pedestrian route to Barton and Frank Paul elementary schools.	Upgrade to high-visibility crosswalk. Review to see if curb extensions can be constructed given potential conflict with bus stop locations.	$108,000	City
VRBE019	Del Monte Ave at Pacific Ave	Pedestrian route to Barton and Frank Paul elementary schools.	Upgrade to high-visibility white crosswalk, and install curb ramps.	$68,000	City
VRBE020	Del Monte Ave from Rider Ave to Williams Rd	Key route to Barton and Frank Paul elementary schools and La Paz Middle. No bicycle facilities.	Install traffic calming (chicanes, removal of parking at those locations), sharrow markings, and bike route signage.	$1,815,600	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
VRBE021	Constitution Blvd from Freedom Parkway to Manchester Cir	Four-lane roadway with higher traffic volumes and speeds.	Upgrade bike lane to Class IV separated bikeway.	$3,885,840	City
VRBE022	Atlantic St at Del Monte Ave	Pedestrian route to school.	Install curb extension, and upgrade to high-visibility crosswalk on Atlantic St.	$104,000	City
VRBE023	Atlantic St at Cari Court	Pedestrian route to school.	Install curb extension, and upgrade to high-visibility crosswalk on Cari Court.	$104,000	City
VRBE024	Nogal Drive at Caoba Way	Pedestrian route to school.	Install curb extension, and upgrade to high-visibility crosswalk on Caoba Way.	$104,000	City
VRBE025	Nogal Drive at Nogal Circle	Pedestrian route to school.	Install curb extension, and upgrade to high-visibility crosswalk on Nogal Circle.	$104,000	City
VRBE026	Nogal Drive at Amarillo Way	Pedestrian route to school.	Install curb extension, and upgrade to high-visibility crosswalk on Amarillo Way.	$104,000	City
VRBE027	Ranchero Dr from Las Casitas Dr to La Honda Ct	Reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$244,800	City
VRBE028	Las Casitas Dr at School Entrance	Heavy traffic congestion at intersection before and after school.	Consider location for crossing guard.	N/A	School

WASHINGTON MIDDLE

Washington Middle is located in south Salinas and draws students from the southwest corner of the city, east Salinas, and rural areas outside of city limits (see map on the following page).

PARENT SURVEY

Washington parents were asked to complete a bilingual survey about their attitudes toward walking and biking to school in March 2021, and 55 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 52, below.

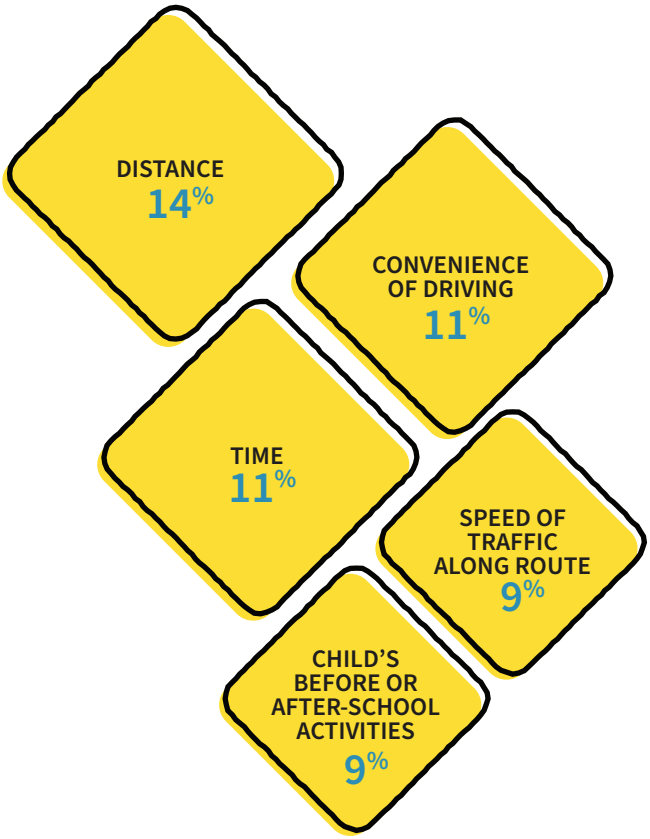


Figure 52. Parents' top concerns about letting children walk or bike to and from school.

GRADE LEVELS
7-8

NUMBER OF STUDENTS
1280

STUDENTS RESIDING WITHIN 1 MILE OF SCHOOL
39%

STUDENTS QUALIFYING FOR FREE OR REDUCED MEALS
72%

STUDENTS USING ACTIVE TRANSPORTATION (BASED ON 55 SURVEY RESPONSES)
18%

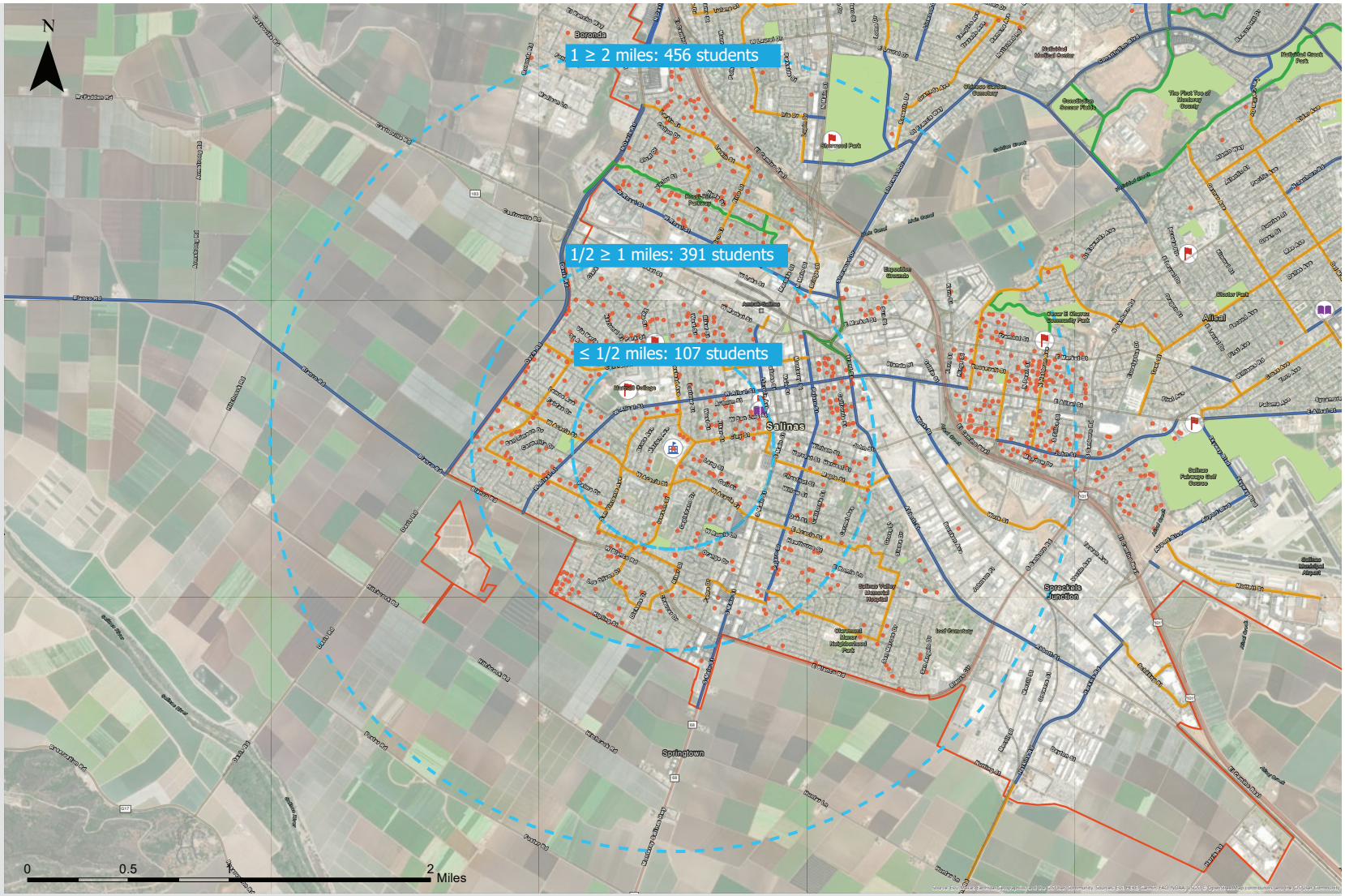
A traffic circle or curb extensions are recommended for the intersection of Homestead Ave, Clay St, and Iverson St

- Students
- Washington 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

Washington Middle School

CURRENT INFRASTRUCTURE CONDITIONS

Motorist Conditions

- Washington is located on Iverson St, a residential roadway with parking on both sides. Most of Iverson Street is two lanes, but there is also a center turn lane between Clay Street and Geil Street in front of the school. Iverson St is very congested before and after school.
- There is no drop-off area on campus. There are two parking lots, both of which are reserved for staff parking. Parent drop-off takes place on Iverson Street.
- Bus drop-off takes place on Iverson Street south of Geil Street, adjacent to the school campus.
- The area in front of this school is designated as a reduced school speed limit zone, established to reduce speed limits in school zones. These zones are typically 100 to 500 ft from the school boundary and have either 15-mph or 25-mph speed limits.

Pedestrian Conditions

- There are sidewalks on both sides of Iverson Street and other streets near the school.
- There are high-visibility yellow crosswalks on Iverson Street at Lang Street and Geil Street. At the time of the audit, there were no crossing guards in place.
- There are yellow crosswalks on three legs of the intersection of Iverson Street and Acacia Street.
- There are yellow crosswalks on two legs of the intersection of Iverson Street, Homestead Avenue, and Clay Street.
- There are curb ramps at many intersections surrounding the school, though most do not meet current ADA standards.
- There is a back entrance to campus from College Drive that was closed at the time of the audit.
- Washington Middle is not served by a MST bus route.

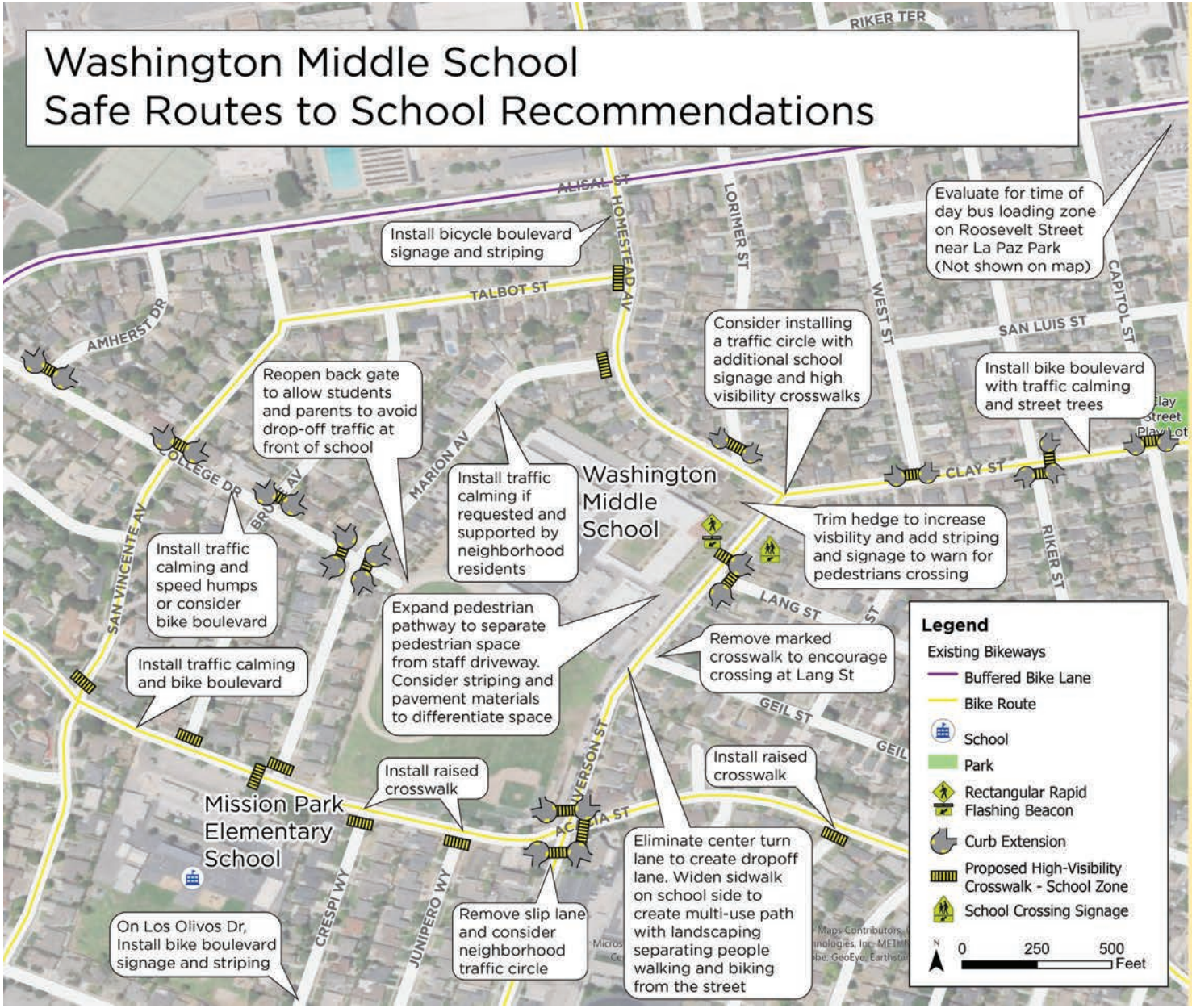
Bicycling Conditions

- There are no bicycle facilities on Iverson Street or other residential roadways near the school.
- The nearest bicycle facilities are Class IIB buffered bicycle lanes on West Alisal Street.

The center turn lane on Iverson St is recommended to be repurposed for a drop-off lane in front of the school

RECOMMENDED INFRASTRUCTURE IMPROVEMENTS AROUND WASHINGTON MIDDLE

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



SAFETY IMPROVEMENTS

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.

Traffic Circles are small roundabouts installed on neighborhood streets to slow traffic and create a safer and more comfortable environment for people walking and biking.

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.

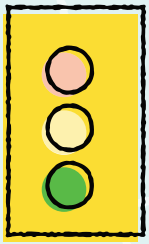
Curb Extensions are installed at intersections or mid-block crosswalks to shorten the crossing distance for people walking and make them more visible to people driving.

ILLUSTRATION CREDIT: NACTO.ORG

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
WM001	Iverson St at Lang St	Key pedestrian crossing to school. Parents parked in red zones make it difficult to see students crossing.	Install rectangular rapid flashing beacon, curb extensions, yellow high-visibility crosswalks, and school crossing signage assembly A.	$150,550	City
WM002	Iverson St at Geil	Heavy traffic congestion and reports of speeding on Iverson St in front of school	Remove marked crosswalk to encourage crossing at Lang St.	$4,000	City
WM003	Iverson St from Clay St to W Acacia St	No drop-off loop on campus. Parents park in center turn lane to drop-off students and double-park in front of school. No bicycle facilities near school.	Eliminate center turn lane to create drop-off lane. Widen sidewalk on school side to create Class I shared-use path with landscaping separating students who are biking and walking from the street. Study options to separate bike and pedestrian travel. Maintain 24-foot width for two travel lanes. Install bike boulevard signage and striping on Los Olivos between Blanco and San Blanco Dr.	$912,400	City
WM004	Iverson St at W Acacia St	Key pedestrian route to Washington Middle and Mission Park Elementary.	Square intersection, remove slip lane, install high-visibility crosswalk markings, and construct curb extensions to shorten crossing distance. Consider neighborhood traffic circle to manage speed.	$657,000	City
WM005	College Dr	Heavy traffic congestion on Iverson St in front of school.	Reopen back gate to allow student entry and disperse traffic at the front of the school.	$8,500	School
WM006	College Dr at Marion Ave	Possible future pedestrian route to school.	Install high-visibility yellow crosswalks, and construct curb extensions and ramps.	$268,000	City
WM007	College Dr from Alisal St to back entrance to school	Possible future pedestrian and bike route to school.	Install traffic calming and speed humps, or consider bike boulevard.	$550,800	City
WM008	College Dr at Bruce Ave	Pedestrian route to Washington Middle and Mission Park Elementary.	Install high-visibility crosswalk and curb extensions across Bruce Ave.	$208,000	City
WM009	College Dr at San Vincente Ave	Pedestrian route to Washington Middle and Mission Park Elementary.	Install high-visibility crosswalk and curb extensions across San Vincente Ave.	$208,000	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
WM010	College Dr at Amherst Dr	Pedestrian route to Washington Middle and Mission Park Elementary.	Install high-visibility crosswalk and curb extensions across Amherst Dr.	$104,000	City
WM011	Acacia St from Main St to Alisal St	Reports of speeding. No bicycle facilities.	Install traffic calming and bike boulevard.	$2,917,200	City
WM012	Homestead Ave at Lorimer St	Pedestrian route to school. Long crossing distance.	Install high-visibility crosswalk on Lorimer St and curb extensions to square intersection.	$104,000	City
WM013	Homestead Ave at Talbot St	Pedestrian route to school.	Install high-visibility crosswalk on Talbot St.	$4,000	City
WM014	Marion Ave from Acacia St to Homestead Ave	Reports of speeding.	Install traffic calming if requested and supported by neighborhood residents.	$346,800	City
WM015	Acacia St at Junipero Way	Pedestrian route to Washington Middle and Mission Park Elementary.	Install raised high-visibility crosswalk on Junipero Way.	$149,000	City
WM016	Acacia St at Capistrano Dr	Pedestrian route to Washington Middle and Mission Park Elementary.	Install raised high-visibility crosswalk on Capistrano Dr.	$149,000	City
WM017	Acacia St at Crespi Way	Pedestrian route to Washington Middle and Mission Park Elementary.	Install raised high-visibility crosswalk on Crespi Way.	$149,000	City
WM018	Homestead Ave at Marion Ave	Pedestrian route to school.	Install high-visibility crosswalk on Marion.	$4,000	City
WM019	Staff parking lot entrance on Iverson St	Potential conflicts between students walking and staff entering parking lot.	Expand pedestrian pathway to separate path from staff driveway. Consider striping and potential pavement materials to differentiate space.	$5,000	City
WM020	Parking lot entrance (driveway to the back lot)	Limited visibility for drivers exiting staff parking lot.	Trim hedge to increase visibility, and add striping and signage about pedestrians crossing.	$9,500	City
WM021	Homestead Ave from Clay St to Wilson St	No bicycle facilities near school.	Install bicycle boulevard signage and striping.	$1,407,600	City

NO.	STREET	ISSUE	RECOMMENDATION	COST EST.	IMPLEMENTING AGENCY
WM022	Homestead Ave at Clay St and Iverson St	Key pedestrian route to Washington Middle and Salinas High. High traffic volumes before and after school.	Consider installing a traffic circle with high-visibility crosswalks and school crossing signage assembly A. If not a traffic circle, install curb extensions, yellow high-visibility crosswalks, and school crossing signage assembly.	$305,550	City
WM023	Roosevelt St	Bus stop for Washington Middle located here. Parents have safety concerns about bus stop location.	Evaluate for possible time-of-day loading zone on Roosevelt Street near La Paz Park, to provide space for parent drop-off and pick-up at bus stop.	$13	City
WM024	Blanco Rd	Some students cross Blanco Road to walk to school.	Evaluate possible bicycle and pedestrian improvements on East and West Blanco Road.	$250	City



CHAPTER 6
IMPLEMENTATION AND MAINTENANCE

IMPLEMENTATION AND REPORTING

The projects included in this plan will be implemented over time, as funding becomes available. With limited funding, the City of Salinas must decide how to prioritize the recommendations.

Some projects that are low cost and have community support can be incorporated into the City's maintenance programs and installed using its appropriated maintenance funds. For larger projects, leveraging local funds with additional grant funding will be critical. There are also projects that require either private property acquisition or coordination with Caltrans. Though these are high-cost projects that will take many years to fund, design, and construct, they are included in this plan as part of a long-term vision for the future of transportation in Salinas.

The City of Salinas has the opportunity to make bicycle and pedestrian improvements as part of ongoing road maintenance. The City is required to upgrade curb ramps to Americans with Disabilities Act standards during major road resurfacing projects. Many resurfacing projects provide a chance to restripe roadways and install improvements such as high-visibility crosswalks, Class IIB buffered bike lanes, green bike lane treatments, and Class IV separated bikeways for a relatively low additional cost. Traffic signal maintenance and upgrades also provide opportunities to install countdown pedestrian signal heads, leading pedestrian interval signal phasing, and video detection for cyclists. City staff will review the Safe Routes to Schools Plan project list when planning maintenance projects to look for ways to incorporate bike and pedestrian improvements. This allows for a highly cost-effective strategy for implementing the projects included in this plan.

The City already incorporates safety improvements into its maintenance projects as part of the Vision Zero Integrated into Maintenance Program (VZIM). VZIM is one of the most cost-effective ways the city can invest in traffic safety. Vision Zero is a multidisciplinary approach to eliminating severe and fatal collisions, and there is a substantial opportunity to make incremental safety improvements through the City's pavement maintenance program. Maintenance projects are less expensive than projects that are identified in the City's Capital Improvement Program (CIP). CIP projects often involve reconstructing roads, moving flow lines, upgrading drainage systems, rebuilding sidewalks, relocating utilities, and planting trees, all of which are very expensive. Resurfacing, restoration, and rehabilitation projects are typically regularly planned maintenance projects initiated on the basis of current or anticipated pavement

conditions. Maintenance funds are already programmed, and making striping changes would add only a nominal cost for the City. Because of this low additional cost, VZIM is one of the most cost-effective approaches to improving traffic safety.

Installing bicycle and pedestrian improvements as part of regularly scheduled maintenance is part of the quick-build approach to providing bicycle and pedestrian facilities. The concept of quick-build is meant to allow local jurisdictions to construct facilities faster using low-cost materials. Materials such as paint, planters, and plastic posts are less expensive initially than projects that require new pavement or changes to curb alignments, but they have more substantial ongoing maintenance costs. Quick-build is best suited to temporary trial projects that can be adjusted based to the success of the design and community feedback. More information on the quick-build approach can be found in the Quick-Build Guide developed by the California Bicycle Coalition and Alta Planning + Design.[1]

Projects from this plan can also be installed as future development occurs in Salinas. This Safe Routes to Schools Plan provides a list of projects that can be used to mitigate land-use development impacts by reducing vehicle miles traveled. In 2013, California lawmakers approved Senate Bill 743, which considers vehicle miles traveled as a metric to determine impacts in transportation analysis under the California Environmental Quality Act (CEQA). Jurisdictions are no longer required to use traffic congestion or level of service as a metric, though they can still enforce them through consistency with the agency's General Plan. In addition, the traditional level-of-service metric may still be relevant to CEQA, as it relates to impacts on public services, including emergency response and transit. The state released guidelines in 2018 that recommended the use of vehicle miles traveled as the key metric for analyzing transportation impacts. The Safe Routes to Schools Plan is a resource that the city and developers can use for project ideas to improve biking and walking facilities and reduce vehicle miles traveled.

This chapter includes a list of high-priority projects based on criteria that are aligned with the vision and goals of this plan. Individual projects will be prioritized for funding through the Monterey County Regional Transportation Plan and the City's Capital Improvement Program (CIP). Reporting on project funding, design, and construction will occur through an update to the city council and the public during the annual CIP update process.

For projects within Caltrans's right of way, all improvements must be consistent with Highway Access Management Plans. Caltrans's maintenance agreements are required prior to new construction. The city and Caltrans may also consider relinquishment of state highway routes 68 and 183 within city limits to allow for local control and to streamline implementation of complete streets improvements.

1 California Bicycle Coalition website, Quick Build Bikeway Networks: https://www.calbike.org/our_initiatives/quick-build-bikeway-networks-for-safer-streets/

CROSSWALK, TRAFFIC-CALMING, AND CURB-MARKING RECOMMENDATIONS

The City of Salinas has several policies and programs that govern the installation of crosswalks, traffic calming, and curb markings near schools.

All traffic-calming recommendations in this plan are subject to the Neighborhood Traffic Management Program, which addresses concerns about traffic speeds and other safety issues on Salinas residential streets. The program is driven by neighbors and requires that the residents themselves support the traffic-calming plan. It requires a petition from the community to begin the process and support from at least 50% of neighbors for the proposed changes. City staff prioritizes streets with higher traffic speeds and volumes. Learn more here: https://www.cityofsalinas.org/our-city-services/public-works/current-projects/traffic-calming.

New marked traffic control devices, including crosswalks, require further analysis and must meet the guidelines of the California Manual of Uniform Traffic Control Devices and city of Salinas policies in order to be installed. Learn more here: https://www.cityofsalinas.org/our-city-services/public-works/traffic-transportation-engineering/policies/accordion/salinas-crosswalk-policy.

There are several recommendations in this plan for new curb markings to create loading zones near schools. The city has an established program and procedure available for new special curb markings, in which schools can begin the process by submitting an application to the City. The costs for installing and maintaining special curb markings are paid by the applicant. There is a fee for the application and an annual renewal fee to refresh the curb markings. All curb markings require Transportation and Traffic Commission and city council approval to be legitimate and enforceable.

PROJECT PRIORITIZATION

This prioritized project list is meant to help decisionmakers and City staff prioritize projects and identify the most competitive projects for various grant funding opportunities. The recommended projects were evaluated using five criteria that are aligned with the vision and goals of this plan and with common grant application criteria. Equity scores are based on the Healthy Places Index map, which shows data on health indicators such as education, job opportunities, and clean air and water. Each project was assigned a number from 0 to 100 based on the criteria in Table 3.

Table 5: Criteria for Project Prioritization

CRITERIA	DESCRIPTION	MAX POINTS
Safety	The following points are awarded for bicycle and pedestrian collisions in the last 5 years within 150 ft of the project, for a max score of 30 points: • 5 points per fatal collision • 3 points per severe-injury collision • 1 point per complaint-of-pain collision	30
Access to Key Destinations	10 points for every school and 5 points for every park, library, and recreation center within 500 ft of the project, for a max of 15 points.	15
Connectivity and Low Stress Network	15 points if the project closes a gap in the existing bicycle or pedestrian network or upgrades an existing facility to a class IV bikeway or class I path.	15
Equity	20 points if the project is located within an area designated as <10% most disadvantaged.	20
	10 points if the project is located within an area designated as 10%–25% most disadvantaged.	
	0 points if the project is not located in a disadvantaged area (>25%).	
Community-Identified Need	20 points if the project or location was identified by members of the community during project outreach.	20
	10 points if the project or location was identified in one or more community planning documents.	
	Total	**100**

PRIORITIZED PROJECT LIST

The table below shows the top ten high-priority projects for the City of Salinas. The full project list, including project prioritization scoring, can be found in Appendix E. Tables 7 and 8 show the highest-scoring projects in the small and medium project categories as defined by the California Active Transportation Program, which is one of the primary grant funding sources for active transportation projects.

Table 6: High-Priority Project List

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/El Sausal Middle	SE013/ ESM001	Consider protected pedestrian phases at Alisal/Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Kern St	Skyway Blvd	100	$2,717,020
2	Dr. Martin Luther King Jr. Elementary/ Jesse G. Sanchez Elementary	MLKA008	Short term: Install Class II bike lanes between Laurel and Del Monte. Long term: Widen sidewalk to create multi-use path from Laurel to Garner. Install bike-conflict markings at recreation center entrance and exit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	$1,799,520
3	Carr Lake Community Day/Mount Toro High/El Puente	CLCD005	Consolidate bike lanes to one side of the road for a two-way cycle track or multi-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways and install protected intersection treatments at Bernal to facilitate transition to cycle track.	Sherwood Dr	Bernal St	Rossi St	86	$12,541,180
4	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV.	Constitution Blvd	Boronda Rd	Indepen-dence	85	$5,458,680

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
4	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path.	W Laurel Dr	Davis Rd	N Main St	85	$1,200,000
4	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping and lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	$3,879,220
4	Sherwood Elementary	SE012	Install curb extensions and ramps along John St.	John St	S Wood St	Sanborn Rd	85	$3,102,005
5	Fremont Elementary	FE014	Install traffic calming, sharrow marking, and bike boulevard signage.	Towt St	Market St	Laurel Dr	81	$550,800
6	Santa Rita Elementary	SRE002	Consider bike boulevard with traffic calming between Main St and Van Buren Ave. Consider street trees. Consider sidewalk widening on south side to install multi-use path.	E Bolivar St	Main St	Van Buren Ave	79	$1,099,800
6	Virginia Rocca Barton Elementary	VRBE020	Install traffic calming (chicanes and removal of parking at those locations), sharrow markings, and bike route signage.	Del Monte Ave	Rider Ave	Williams Rd	79	$1,815,600

Table 7: Top Three Projects in Active Transportation Program Small Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Sherwood Elementary/ El Sausal Middle	SE013/ ESM001	Consider protected pedestrian phases at Alisal/ Woods, Alisal/Madeira, and Alisal/Hebbron. Install high-visibility crosswalks and protected bike lanes as outlined in Alisal Vibrancy Plan. Remove on-street parking in front of El Sausal, and shift bus drop-off from Towt to Alisal.	E Alisal St	Work St	Skyway Blvd	100	$2,717,020
2	Dr. Martin Luther King Jr. Elementary	MLKA008	Short term: install class II bike lanes between Laurel/Del Monte. Long term: widen sidewalk to create multi-use path between Laurel to Garner. Install bike conflict markings at Recreation Center entrance/edit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	90	$1,799,520
3	Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path	W Laurel Dr	Davis Rd	N Main St	85	$1,200,000

Table 8: Top Three Projects in Active Transportation Program Medium Project Category

RANK	SCHOOL	PROJECT NO.	RECOMMENDATION	STREET	CROSS ST 1	CROSS ST 2	TOTAL	EST. COST
1	Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV	Constitution Blvd	Boronda Rd	Independence	85	$5,458,680
2	Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping/lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	85	$3,879,220
3	Lincoln Elementary	LE006	Install separated bikeways as proposed in Active Transportation Plan	Pajaro St	E Blanco Rd	E Market St	68	$6,522,660

FUNDING SOURCES

The following table lists potential grant and program funding sources that can be used to implement the projects identified in this plan. Most state and federal funding sources require local matching funds.

Table 9: Funding Sources for Active Transportation

FUNDING SOURCE	CAPITAL IMPROVEMENTS	EVALUATION & PLANNING	EDUCATION, ENCOURAGEMENT & ENFORCEMENT PROGRAMS	MAINTENANCE
LOCAL				
Measure X: Regional Sales Tax	X	X	X	X
Measure G: Local Sales Tax	X	X		X
Transportation Development Act	X	X	X	X
City General Funds	X	X	X	X
City Gas Tax Revenues	X	X	X	X
Foundations	X	X	X	
Businesses and Corporations	X		X	
Developer Impact Fees	X			
STATE				
Active Transportation Program	X	X	X	
California Office of Traffic Safety			X	
AB 2766	X	X	X	
State Highway Operations and Protection Program (SHOPP)	X	X		
State Transportation Improvement Program (STIP)	X			

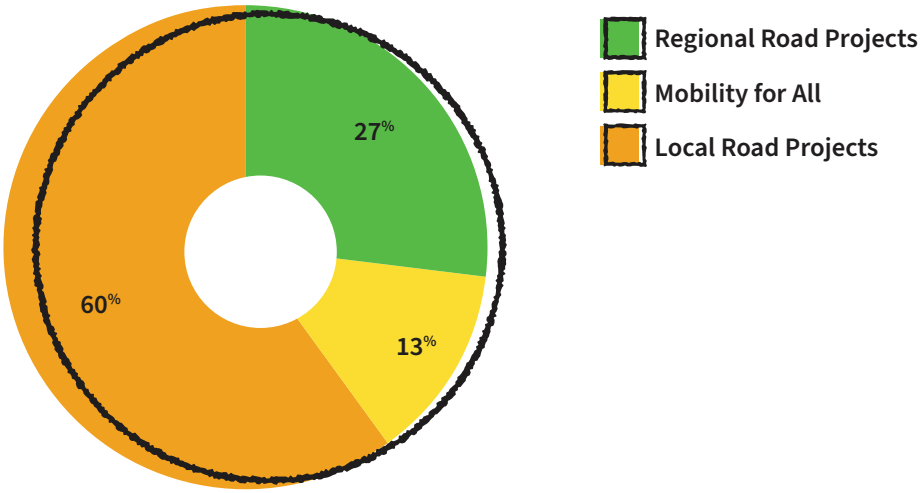
FUNDING SOURCE	CAPITAL IMPROVEMENTS	EVALUATION & PLANNING	EDUCATION, ENCOURAGEMENT & ENFORCEMENT PROGRAMS	MAINTENANCE
FEDERAL				
Surface Transportation Block Grant/ Regional Surface Transportation Program Exchange (STBG/RSTPX)	X	X	X	
Highway Safety Improvement Program	X		X	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program	X			
Safe Streets 4 All Program	X			
American Rescue Plan Act	X	X	X	X

Quick build project in San Jose, CA

MEASURE X

To address the ongoing shortfall in transportation funding, Monterey County voters approved Measure X in 2016. Measure X establishes a 3/8-percent sales tax that will provide approximately $20 million annually for local transportation projects over the next thirty years. Sixty percent of the funds are distributed by formula to cities and the County of Monterey for road maintenance and repair. Funding in the Pedestrian and Bike Safety and Mobility category can be used for Safe Routes to Schools projects.[2]

Figure 53: Measure X Expenditure Categories



Source: Transportation Agency for Monterey County

2 Monterey County Regional Transportation Plan: https://www.tamcmonterey.org/wp-content/uploads/2018/06/Chapter-2-Policy-Element.pdf

MEASURE G

Measure G is a 1-cent transactions and use tax for general services that was approved by Salinas voters in 2014. The tax went into effect on April 1, 2015 and will expire in 2030.

With the passage of Measure G, the City is now in a position to make strategic investments to restore services and improve public facilities and infrastructure. Each city department's plans are focused on delivering services and projects that are aligned with city council goals and objectives, ranked as high priorities in the budget, and reflect the main interests of the community as determined by extensive community outreach, surveys, and engagement.

The public has consistently expressed a desire for more services to achieve a better, safer Salinas. Crime prevention, public safety, economic development, and street and sidewalk repair all contribute to safe, clean neighborhoods. These and other critical public services have all suffered from inadequate funding.

Increased funding for public safety has been identified through the community outreach process as the highest priority, but not the only priority. While residents have consistently stressed the importance of public safety, they have also recognized that safe communities require investments in violence prevention and community-building programs such as after-school programs, recreational activities, life-long learning opportunities, special events, and cultural arts programming.

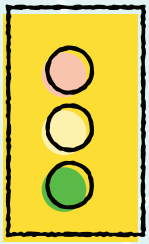
MAINTENANCE

The need for maintenance of bicycle and pedestrian facilities is often reported by residents walking and bicycling on local roadways. Bicycle and pedestrian maintenance issues in Salinas can be reported through the Salinas Connect app or through the Public Works Department website. The Transportation Agency for Monterey County (TAMC) also maintains the Bicycle Service Request program, which is a webpage where any issue related to bicycle safety can be reported. Reports are forwarded to the appropriate jurisdiction for action. Maintenance issues on state highways can be reported to Caltrans at https://csr.dot.ca.gov/.

The City of Salinas is responsible for maintaining pavement on roads that have been accepted for maintenance by the City. The City also maintains signage, signals, striping, guardrails, and other traffic-safety devices, walls and other retaining structures, and drainage facilities serving the roadway.

The City of Salinas currently employs the following maintenance policies and procedures to keep bicycle and pedestrian facilities in good repair:

- **Bike lanes that are contiguous with a City-maintained roadway are maintained by the City as part of the roadway**. The City strives to sweep bike lanes every two weeks. Currently, the street-sweeping program has limited access to the curb, where there are no parking restrictions in place. The street-sweeping program prioritizes the curb and gutter areas, in accordance with state guidelines for stormwater management. Where bike lanes are intercepted by the sweeper, they will be cleaned, but these are not specific. Cleaning requirements are to ensure that stormwater-management requirements are met. Sweeping will be the responsibility of a private company, Republic Services, starting July 1, 2022. The City of Salinas may have limited oversight of their program moving forward.
- **According to the California Streets and Highways Code Section 5610, adjacent property owners are responsible for the maintenance of sidewalks along the frontage of their properties**. However, the City of Salinas continues to maintain sidewalks fronting private properties to the best of its abilities. The City repairs sidewalks, curbs, and gutters when requested and as funding allows, but requests to repair sidewalks have exceeded the City's ability to respond, and there is currently a twenty-year backlog of sidewalk repairs. The City also incentivizes private property owners to repair their sidewalks by offering to pay half the cost of repairs, via the 50/50 Sidewalk Repair Program. Alternatively, the City will replace the asphalt concrete tie-in to the new curb and gutter if the property owner repairs the curb and gutter.
- **According to the Streets and Highways Code, a set amount of maintenance funding is provided by the gas tax, and the City is charged with maintaining roadways as best those funds allow**. There is no specific standard to which a roadway must be maintained. Ideally, roads are resealed every five to ten years to keep pavement in good condition. The City works to maximize the funding it receives to provide the greatest benefit to the greatest number of road users.



APPENDIX

APPENDIX A

OUTREACH MATERIALS & SURVEY

Join us for a virtual parent meeting on traffic safety issues around Los Padres Elementary school!

Your input will be used to create a Safe Routes to Schools Plan, which help make it easier and safer for students to walk and bike to school.

September 23rd at 5:30pm

Click Here to Register

meet.google.com/rhk-tndr-iqa

For more information, visit https://ecoact.org/planningsalinas/, find us on Facebook @Transportation Agency for Monterey County, or call (831) 515-1364 to give input over the phone.

¡Acompáñenos para una junta virtual de padres sobre problemas de seguridad de tráfico alrededor de la escuela primaria Los Padres!

Su opinión se utilizará para crear un Plan de Rutas Seguras a las Escuelas. Este plan ayudará a que sea mas fácil y seguro para los estudiantes caminar y andar en bicicleta a la escuela.

23 de Septiembre a las 5:30pm

Click Here to Register
meet.google.com/rhk-tndr-iqa

Para más información, visítenos en https://ecoact.org/planningsalinas-spanish/, encuéntrenos en Facebook @Transportation Agency for Monterey County, o llámenos directamente al (831) 515-1364 para brindar comentario por teléfono.

Virtual Meeting Flier

Safe Routes to School

Neighborhood Scavenger Hunt

Over the next two years, members of our community will create a Safe Routes to Schools plan for 44 schools in Salinas to make walking and biking to school safer, easier and more FUN!

We would love to hear from you!

With a parent present and while following current social distancing guidelines (remain 6 feet from others, wear a mask, do not gather in groups), walk along the route you normally take to school and take notes on any of the items listed to the right. If going outside is not possible, make as many notes as possible for the items using your memory and imagination!

Make NOTES on each item you find.

You don't have to find ALL the items! It's more important to make notes for each one (as shown on the first example).

1. **Tell us what street you found the item on.**
2. **Does this item make it easier to get to school? How does it make it easier?**
3. **Does this item make it harder to get to school? How does it make it harder?**

Once you complete this sheet, visit this website to enter your responses:
www.ecoact.org/scavengerhunt

HELPFUL TIP: If you can't print this sheet, write down items 1-10 on your own sheet of paper before going out on your walk. Make any notes on your sheet of paper.

1. Missing or Broken Sidewalk Example: Broken sidewalk at John St and Magnolia Dr. makes it harder to get to school–sometimes I trip!	6. Stop sign
2. Crosswalk	7. Tree
3. Bike Lanes	8. Traffic Signal
4. Speeding Traffic	9. Speed Limit SIgn
5. Dogs	10. Trash

Social Media Graphic English

Social Media Graphic Spanish

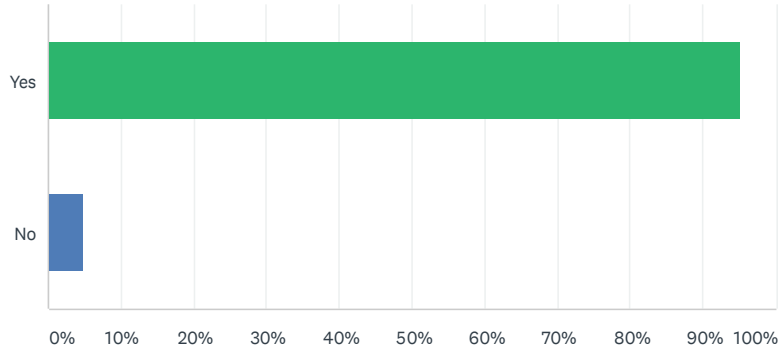
APPENDIX B

PARENT SURVEY DATA ENGLISH

SRTS Parent Survey - SALINAS

Q1 Do you have a child who attends a school in Salinas?

Answered: 1,278 Skipped: 9

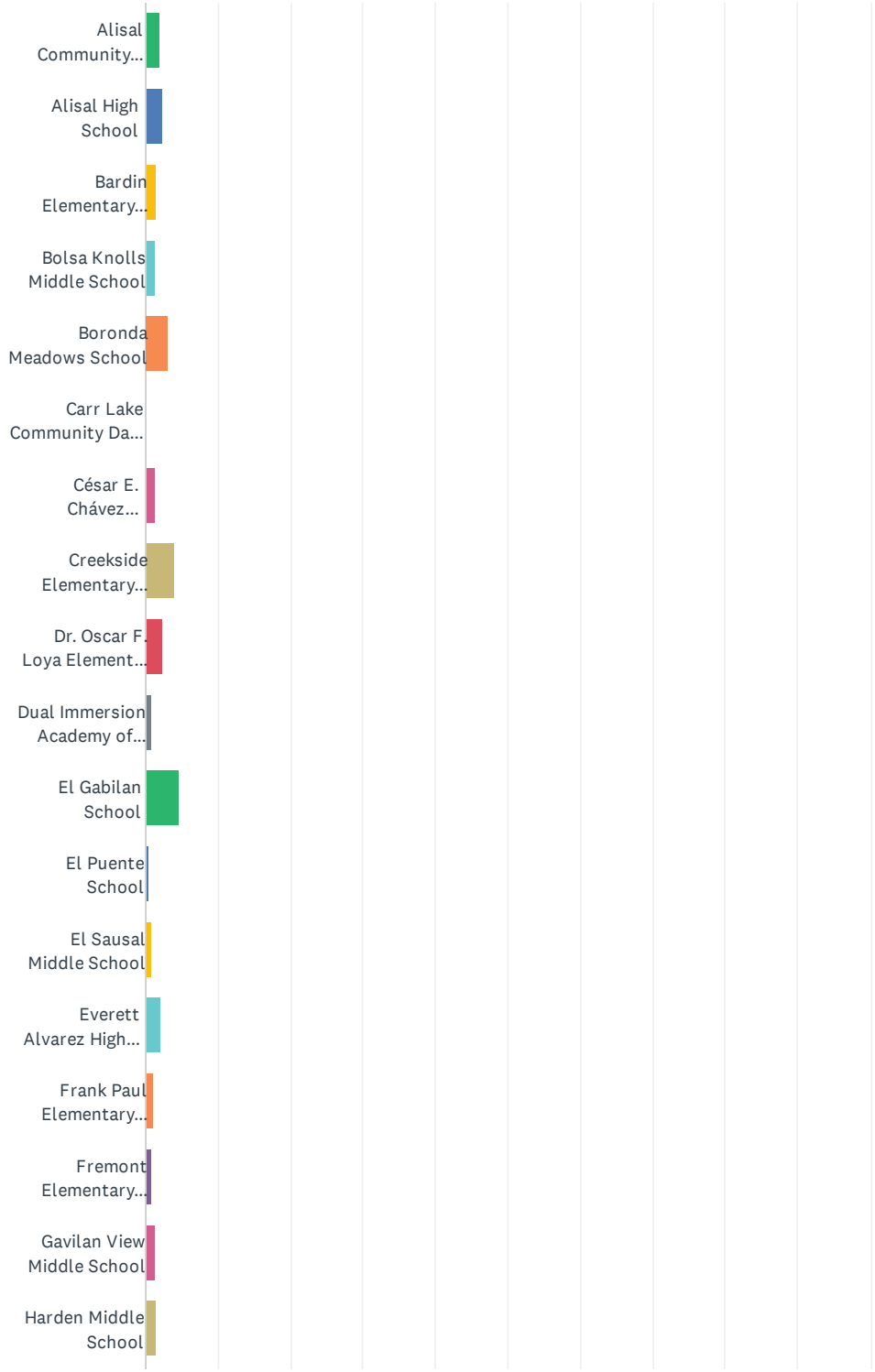


ANSWER CHOICES	RESPONSES	
Yes	95.23%	1,217
No	4.77%	61
TOTAL		1,278

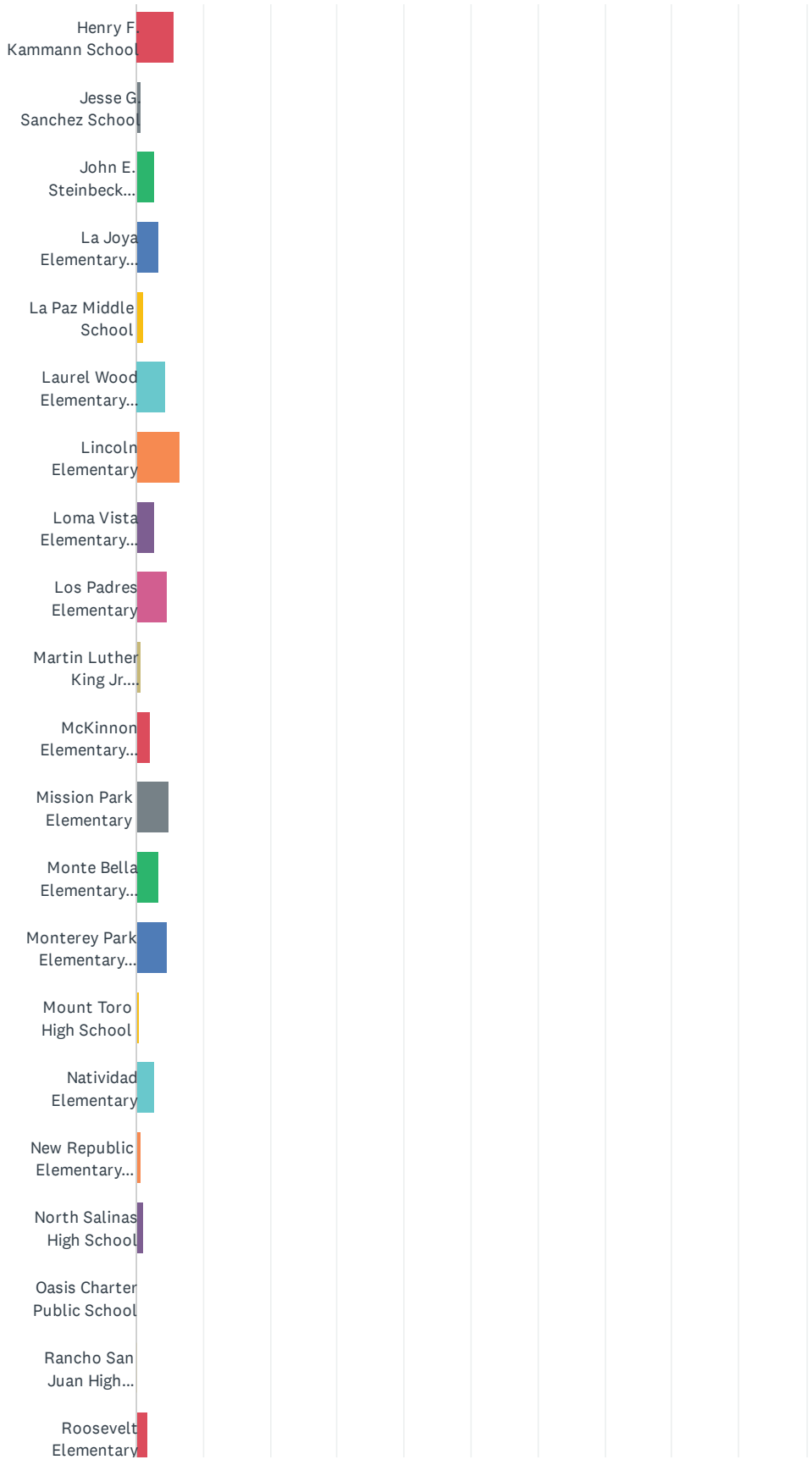
SRTS Parent Survey - SALINAS

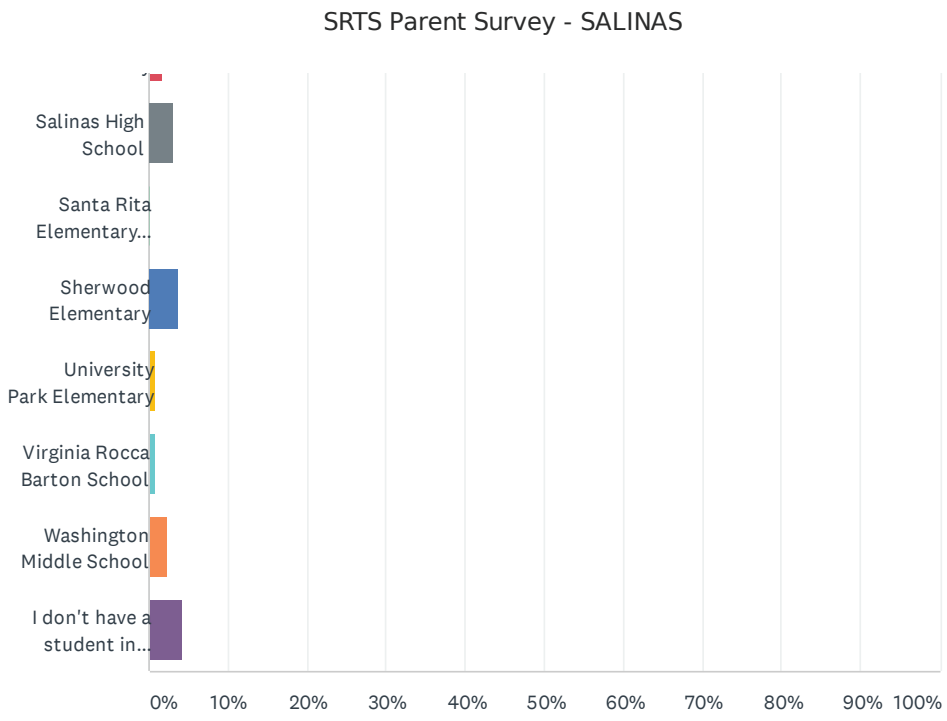
Q2 Which school does your student attend? Feel free to complete this survey multiple times if you have children attending different schools.

Answered: 1,282 Skipped: 5



SRTS Parent Survey - SALINAS




SRTS Parent Survey - SALINAS
Salinas High School
Santa Rita Elementary...
Sherwood Elementary
University Park Elementary
Virginia Rocca Barton School
Washington Middle School
I don't have a student in...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

SRTS Parent Survey - SALINAS

ANSWER CHOICES	RESPONSES	
Alisal Community School	1.87%	24
Alisal High School	2.26%	29
Bardin Elementary School	1.56%	20
Bolsa Knolls Middle School	1.25%	16
Boronda Meadows School	3.20%	41
Carr Lake Community Day School	0.00%	0
César E. Chávez Elementary School	1.25%	16
Creekside Elementary School	3.98%	51
Dr. Oscar F. Loya Elementary School	2.34%	30
Dual Immersion Academy of Salinas	0.86%	11
El Gabilan School	4.52%	58
El Puente School	0.39%	5
El Sausal Middle School	0.86%	11
Everett Alvarez High School	2.03%	26
Frank Paul Elementary School	1.09%	14
Fremont Elementary School	0.78%	10
Gavilan View Middle School	1.33%	17
Harden Middle School	1.56%	20
Henry F. Kammann School	5.62%	72
Jesse G. Sanchez School	0.70%	9
John E. Steinbeck Elementary School	2.73%	35
La Joya Elementary School	3.35%	43
La Paz Middle School	1.01%	13
Laurel Wood Elementary School	4.45%	57
Lincoln Elementary	6.55%	84
Loma Vista Elementary School	2.73%	35
Los Padres Elementary	4.52%	58
Martin Luther King Jr. Academy	0.70%	9
McKinnon Elementary School	2.11%	27
Mission Park Elementary	4.76%	61
Monte Bella Elementary School	3.35%	43
Monterey Park Elementary School	4.52%	58

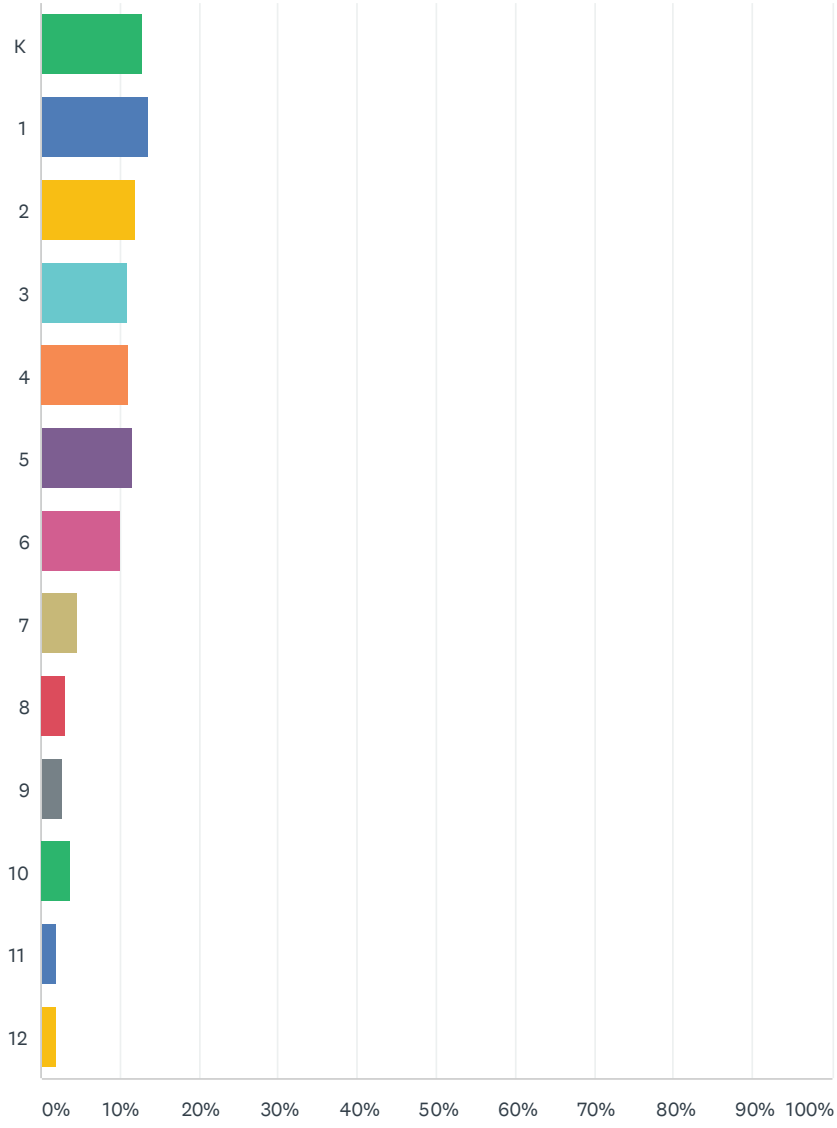
SRTS Parent Survey - SALINAS

Mount Toro High School	0.39%	5
Natividad Elementary	2.73%	35
New Republic Elementary School	0.62%	8
North Salinas High School	1.09%	14
Oasis Charter Public School	0.08%	1
Rancho San Juan High School	0.16%	2
Roosevelt Elementary	1.64%	21
Salinas High School	3.20%	41
Santa Rita Elementary School	0.16%	2
Sherwood Elementary	3.67%	47
University Park Elementary	0.86%	11
Virginia Rocca Barton School	0.78%	10
Washington Middle School	2.26%	29
I don't have a student in school. (select and skip to question #9)	4.13%	53
TOTAL		1,282

SRTS Parent Survey - SALINAS

Q3 In what grade is the child for whom you are completing this survey (Grade K,1,2,3…)?

Answered: 1,219 Skipped: 68



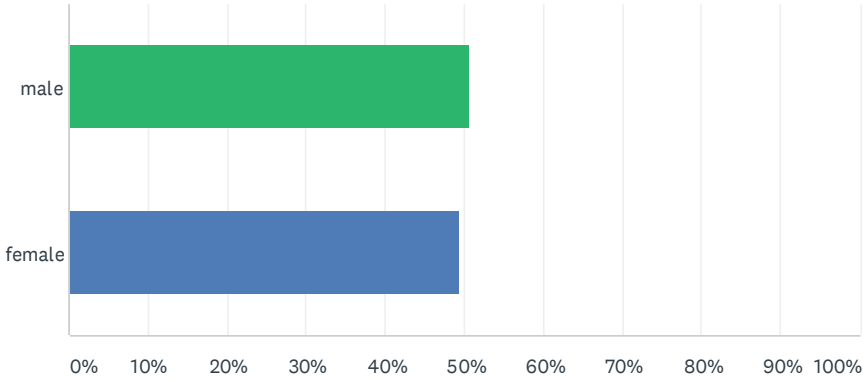
SRTS Parent Survey - SALINAS

ANSWER CHOICES	RESPONSES	
K	12.80%	156
1	13.70%	167
2	11.98%	146
3	10.91%	133
4	11.07%	135
5	11.40%	139
6	10.09%	123
7	4.59%	56
8	3.20%	39
9	2.63%	32
10	3.69%	45
11	1.97%	24
12	1.97%	24
TOTAL		1,219

SRTS Parent Survey - SALINAS

Q4 Is the child for whom you are completing this survey male or female?

Answered: 1,211 Skipped: 76

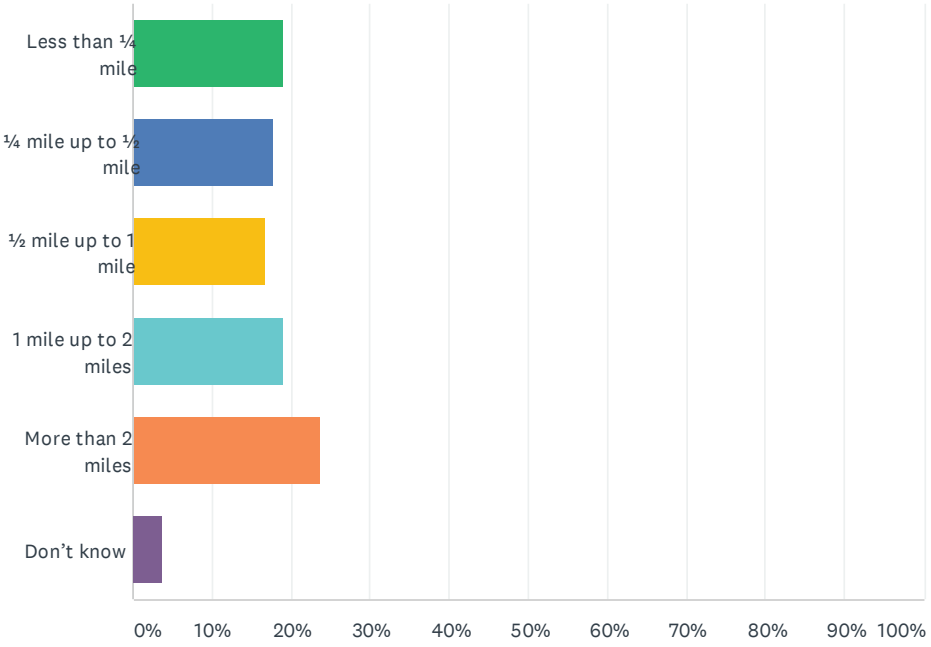


ANSWER CHOICES	RESPONSES	
male	50.70%	614
female	49.30%	597
TOTAL		1,211

SRTS Parent Survey - SALINAS

Q5 How far does your child live from school?

Answered: 1,223 Skipped: 64

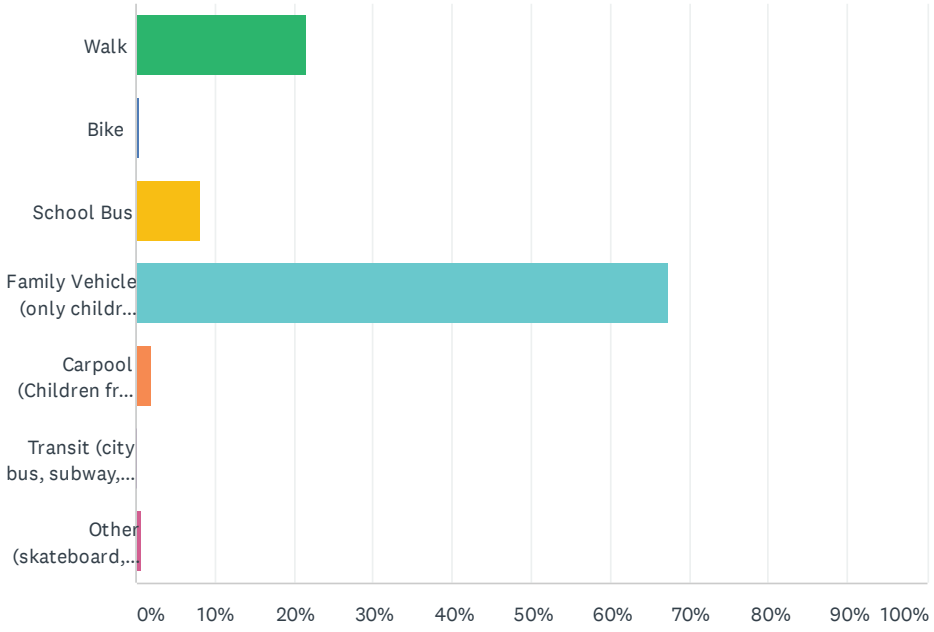


ANSWER CHOICES	RESPONSES	
Less than ¼ mile	19.13%	234
¼ mile up to ½ mile	17.83%	218
½ mile up to 1 mile	16.68%	204
1 mile up to 2 miles	19.05%	233
More than 2 miles	23.55%	288
Don't know	3.76%	46
TOTAL		1,223

SRTS Parent Survey - SALINAS

Q6 On most days (before Covid), how did your child arrive to school?

Answered: 1,219 Skipped: 68

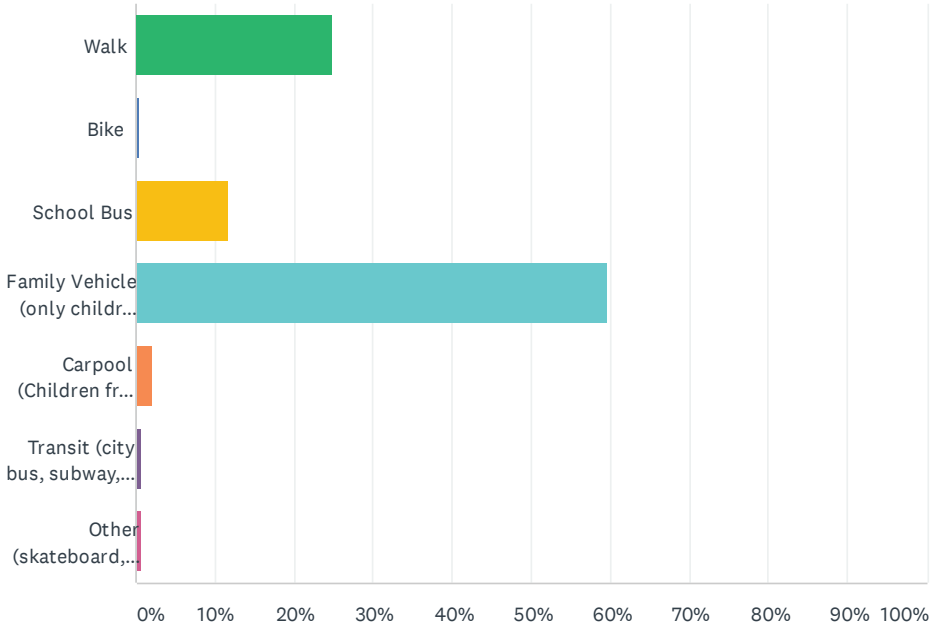


ANSWER CHOICES	RESPONSES	
Walk	21.49%	262
Bike	0.41%	5
School Bus	8.20%	100
Family Vehicle (only children in your family)	67.27%	820
Carpool (Children from other families)	1.89%	23
Transit (city bus, subway, etc.)	0.16%	2
Other (skateboard, scooter, inline skates, etc.)	0.57%	7
TOTAL		1,219

SRTS Parent Survey - SALINAS

Q7 On most days (before Covid), how does your child leave from school?

Answered: 1,221 Skipped: 66

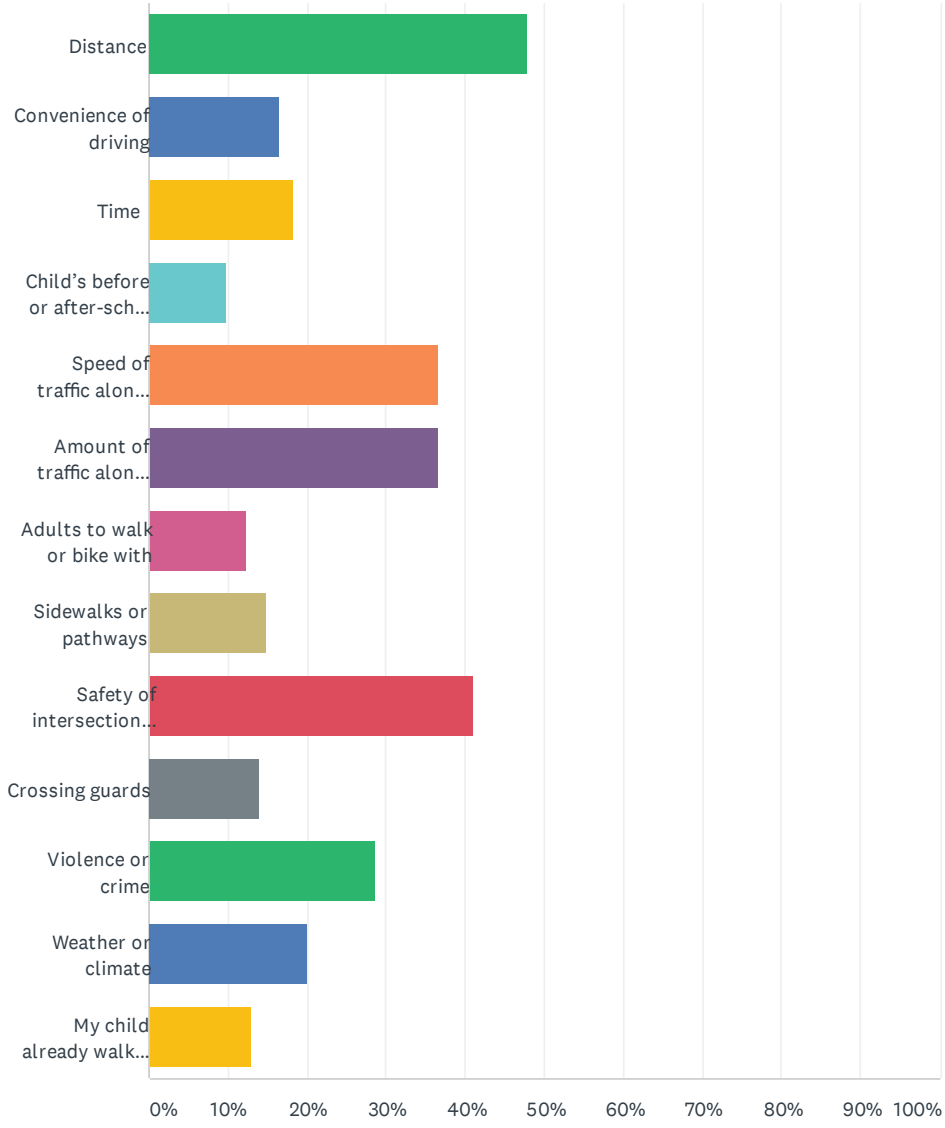


ANSWER CHOICES	RESPONSES	
Walk	24.98%	305
Bike	0.49%	6
School Bus	11.71%	143
Family Vehicle (only children in your family)	59.54%	727
Carpool (Children from other families)	2.13%	26
Transit (city bus, subway, etc.)	0.57%	7
Other (skateboard, scooter, inline skates, etc.)	0.57%	7
TOTAL		1,221

SRTS Parent Survey - SALINAS

Q8 Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

Answered: 1,208 Skipped: 79



SRTS Parent Survey - SALINAS

ANSWER CHOICES	RESPONSES	
Distance	47.85%	578
Convenience of driving	16.47%	199
Time	18.13%	219
Child's before or after-school activities	9.77%	118
Speed of traffic along route	36.67%	443
Amount of traffic along route	36.67%	443
Adults to walk or bike with	12.42%	150
Sidewalks or pathways	14.90%	180
Safety of intersections and crossings	41.06%	496
Crossing guards	14.07%	170
Violence or crime	28.56%	345
Weather or climate	20.12%	243
My child already walked or biked to/from school	12.91%	156
Total Respondents: 1,208		

SRTS Parent Survey - SALINAS

Q9 What walking or biking safety issues are you concerned about in your neighborhood or on your child's trip to school? Please share specific street names if possible.

Answered: 958 Skipped: 329

SRTS Parent Survey - SALINAS

Q10 What is the most important safety issue in your neighborhood or on your child's trip to school that you would like to see addressed in the Safe Routes to School Plan?

Answered: 878 Skipped: 409

SRTS Parent Survey - SALINAS

Q11 Please provide any additional comments below:

Answered: 305 Skipped: 982

SRTS Parent Survey - SALINAS

Q12 Would you like to be notified of community meetings for your child's school or a school in your neighborhood? If YES, please enter your contact info below:

Answered: 428 Skipped: 859

ANSWER CHOICES	RESPONSES	
Name	99.77%	427
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	93.69%	401
Phone Number	89.49%	383

SRTS Parent Survey - SALINAS

Q13 If you would like to be entered in our raffle for a $25 gift card, enter your name and contact info below:

Answered: 768 Skipped: 519

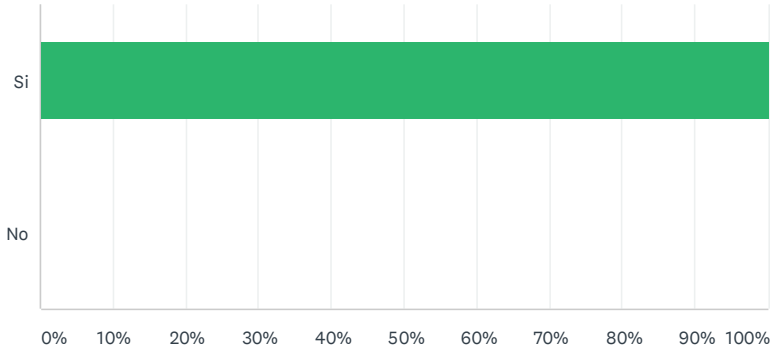
ANSWER CHOICES	RESPONSES	
Name	99.74%	766
Phone Number	98.96%	760
Home Address	95.57%	734

PARENT SURVEY DATA SPANISH

Rutas Seguras a las Escuelas - SALINAS

Q1 Tiene usted hijo(a) inscrito en una escuela en Salinas?

Answered: 1,078 Skipped: 20

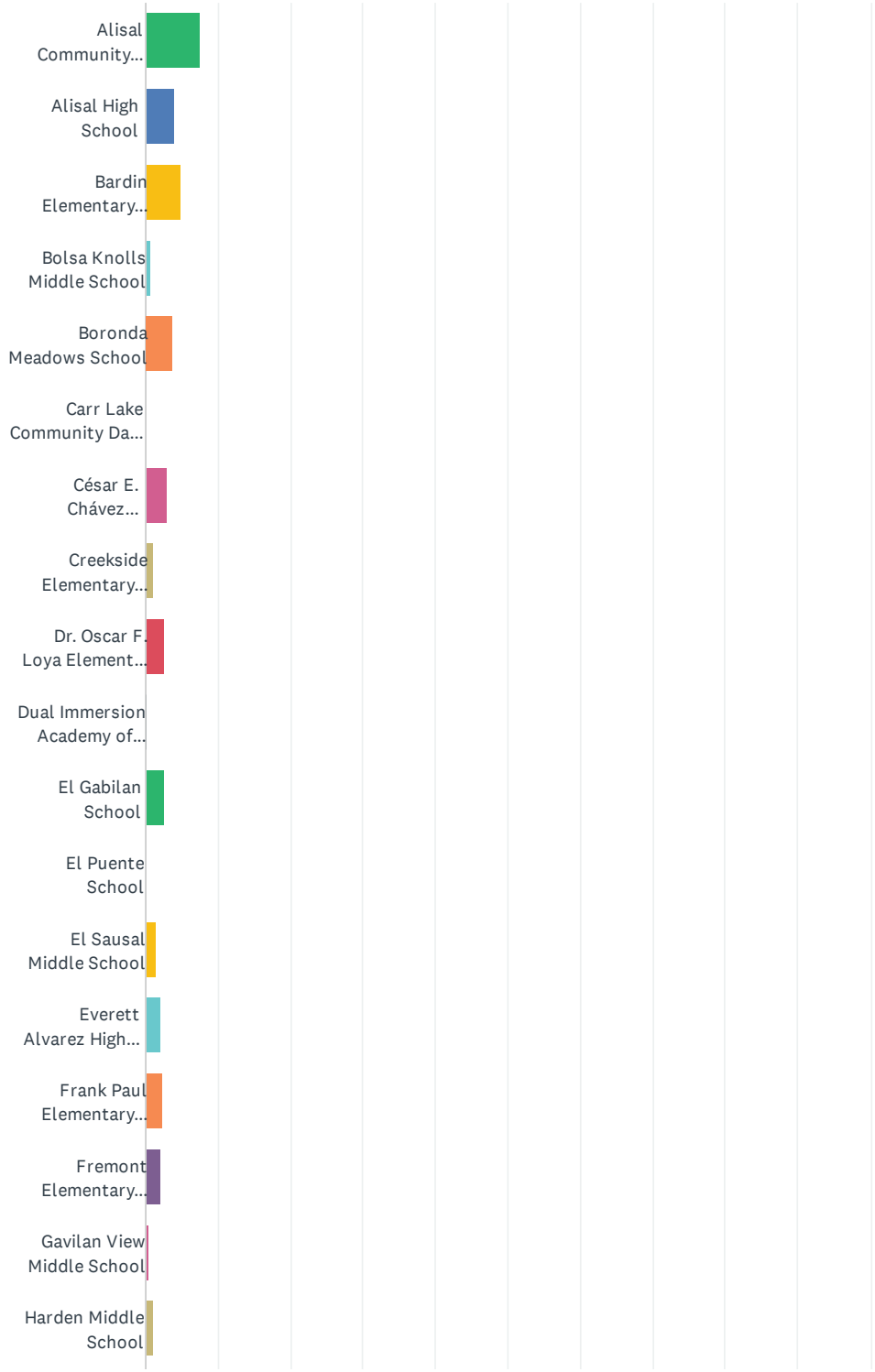


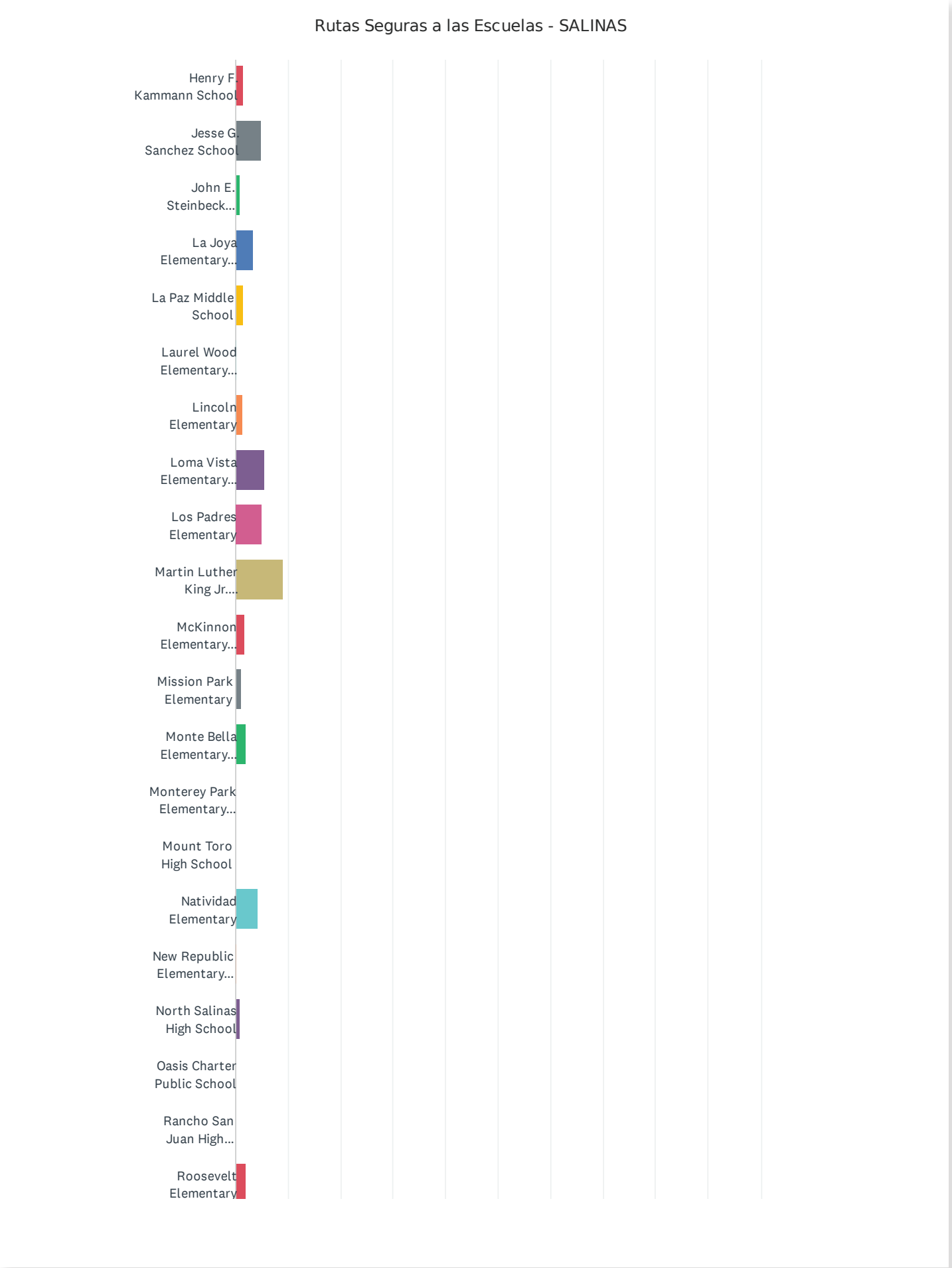
ANSWER CHOICES	RESPONSES	
Si	99.91%	1,077
No	0.09%	1
TOTAL		1,078

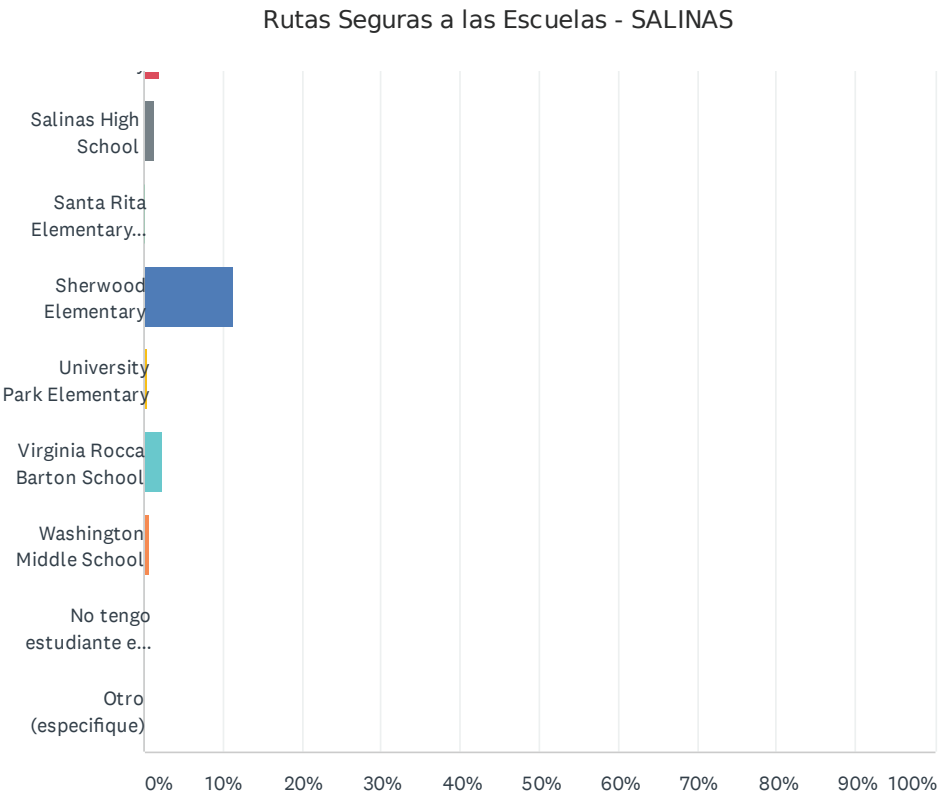
Rutas Seguras a las Escuelas - SALINAS

Q2 A que escuela va su estudiante? (Complete una encuesta por cada uno de sus estudiantes)

Answered: 1,096 Skipped: 2



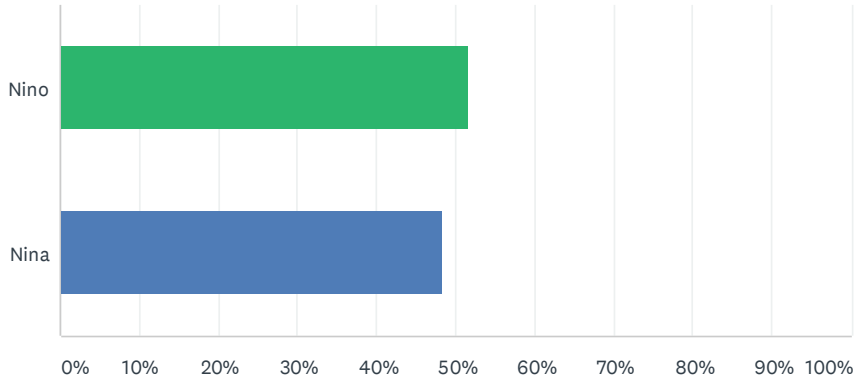

Rutas Seguras a las Escuelas - SALINAS
Henry F. Kammann School
Jesse G. Sanchez School
John E. Steinbeck...
La Joya Elementary...
La Paz Middle School
Laurel Wood Elementary...
Lincoln Elementary
Loma Vista Elementary...
Los Padres Elementary
Martin Luther King Jr....
McKinnon Elementary...
Mission Park Elementary
Monte Bella Elementary...
Monterey Park Elementary...
Mount Toro High School
Natividad Elementary
New Republic Elementary...
North Salinas High School
Oasis Charter Public School
Rancho San Juan High...
Roosevelt Elementary



Rutas Seguras a las Escuelas - SALINAS

Q4 El niño para quien completa esta encuesta es niño o niña?

Answered: 1,084 Skipped: 14



ANSWER CHOICES	RESPONSES	
Nino	51.75%	561
Nina	48.25%	523
TOTAL		1,084

Rutas Seguras a las Escuelas - SALINAS

ANSWER CHOICES	RESPONSES	
Alisal Community School	7.57%	83
Alisal High School	3.92%	43
Bardin Elementary School	4.74%	52
Bolsa Knolls Middle School	0.73%	8
Boronda Meadows School	3.83%	42
Carr Lake Community Day School	0.00%	0
César E. Chávez Elementary School	2.83%	31
Creekside Elementary School	1.09%	12
Dr. Oscar F. Loya Elementary School	2.46%	27
Dual Immersion Academy of Salinas	0.18%	2
El Gabilan School	2.46%	27
El Puente School	0.00%	0
El Sausal Middle School	1.37%	15
Everett Alvarez High School	2.10%	23
Frank Paul Elementary School	2.37%	26
Fremont Elementary School	2.10%	23
Gavilan View Middle School	0.36%	4
Harden Middle School	1.00%	11
Henry F. Kammann School	1.37%	15
Jesse G. Sanchez School	4.74%	52
John E. Steinbeck Elementary School	0.82%	9
La Joya Elementary School	3.28%	36
La Paz Middle School	1.37%	15
Laurel Wood Elementary School	0.27%	3
Lincoln Elementary	1.28%	14
Loma Vista Elementary School	5.38%	59
Los Padres Elementary	5.11%	56
Martin Luther King Jr. Academy	9.03%	99
McKinnon Elementary School	1.73%	19
Mission Park Elementary	1.09%	12
Monte Bella Elementary School	1.92%	21
Monterey Park Elementary School	0.00%	0

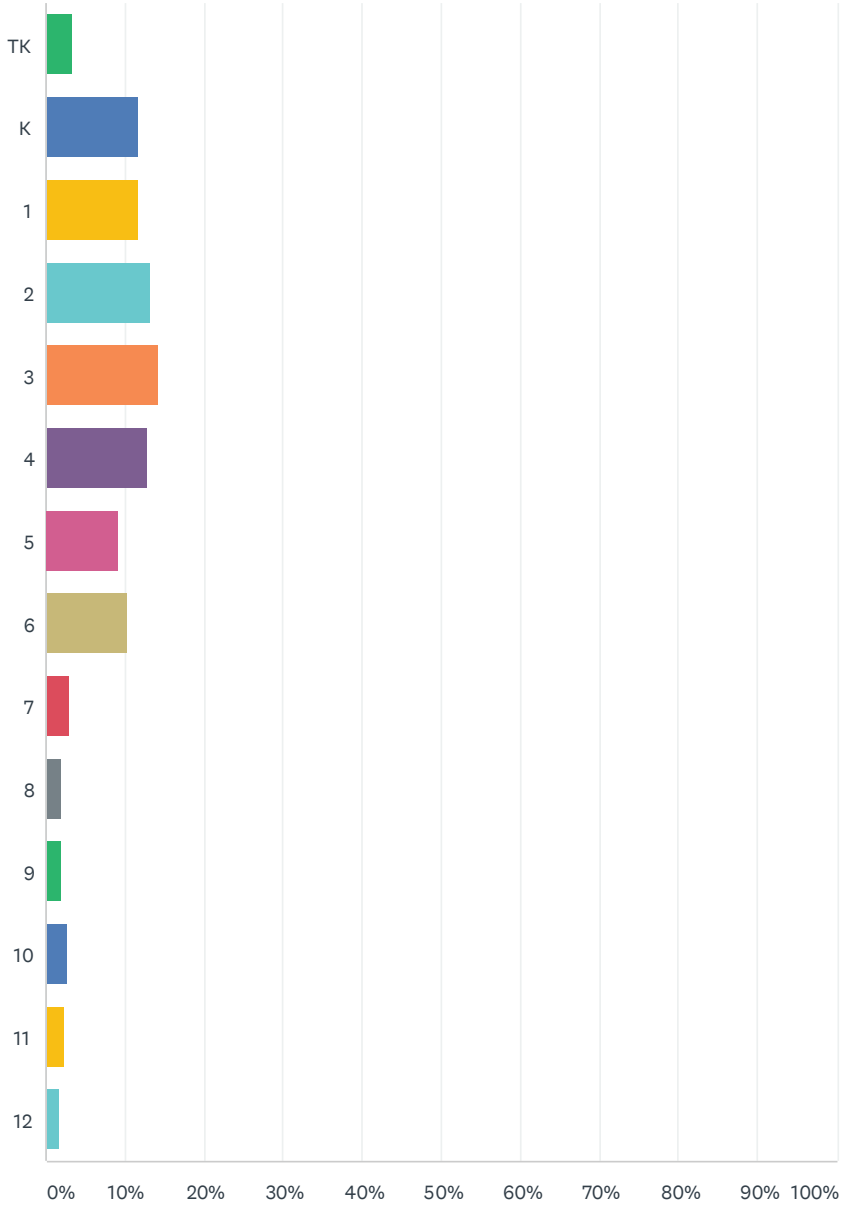
Rutas Seguras a las Escuelas - SALINAS

Mount Toro High School	0.09%	1
Natividad Elementary	4.11%	45
New Republic Elementary School	0.27%	3
North Salinas High School	0.91%	10
Oasis Charter Public School	0.00%	0
Rancho San Juan High School	0.00%	0
Roosevelt Elementary	1.92%	21
Salinas High School	1.28%	14
Santa Rita Elementary School	0.27%	3
Sherwood Elementary	11.31%	124
University Park Elementary	0.36%	4
Virginia Rocca Barton School	2.28%	25
Washington Middle School	0.55%	6
No tengo estudiante en la escuela. (Siga a pregunta #9)	0.09%	1
Otro (especifique)	0.00%	0
TOTAL		1,096

Rutas Seguras a las Escuelas - SALINAS

Q3 ¿En qué grado está el niño para quien esta completando esta encuesta? Grado (TK,K,1,2,3,…)

Answered: 1,092 Skipped: 6



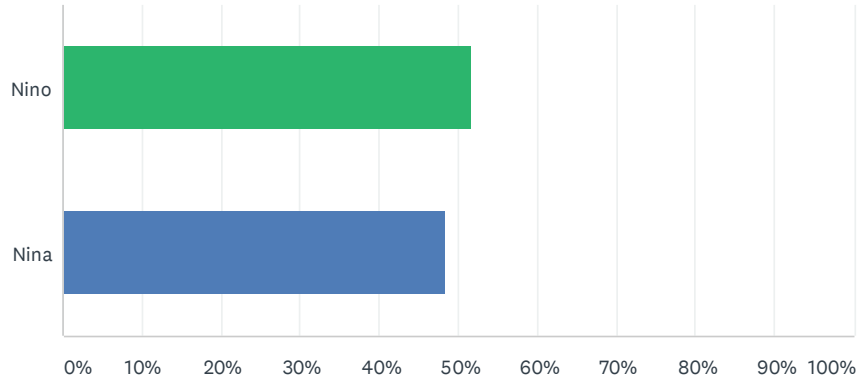
Rutas Seguras a las Escuelas - SALINAS

ANSWER CHOICES	RESPONSES	
TK	3.39%	37
K	11.63%	127
1	11.72%	128
2	13.28%	145
3	14.29%	156
4	12.82%	140
5	9.16%	100
6	10.16%	111
7	3.02%	33
8	1.92%	21
9	1.92%	21
10	2.75%	30
11	2.20%	24
12	1.74%	19
TOTAL		1,092

Rutas Seguras a las Escuelas - SALINAS

Q4 El niño para quien completa esta encuesta es niño o niña?

Answered: 1,084 Skipped: 14

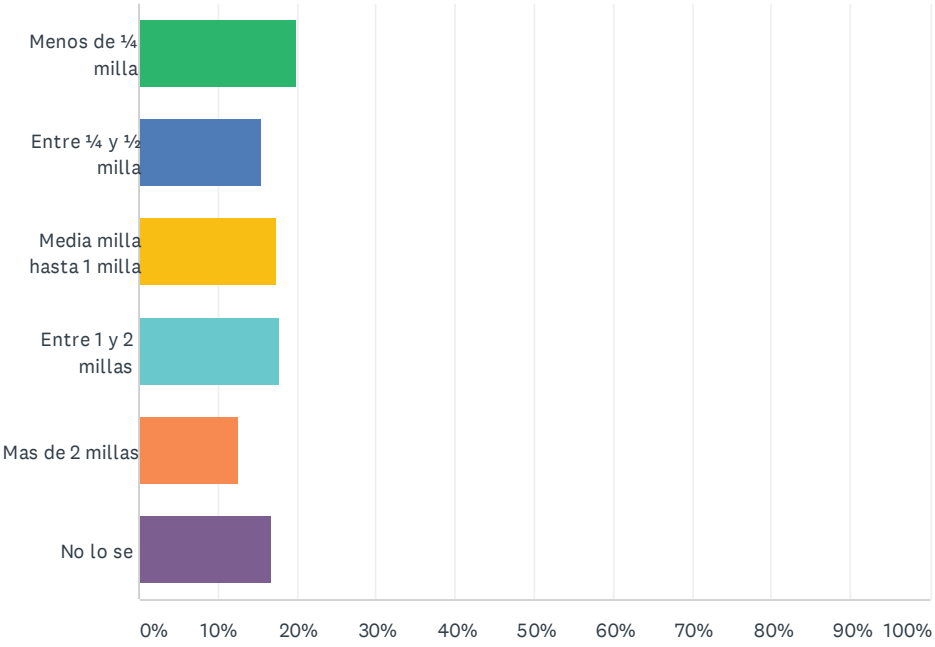


ANSWER CHOICES	RESPONSES	
Nino	51.75%	561
Nina	48.25%	523
TOTAL		1,084

Rutas Seguras a las Escuelas - SALINAS

Q5 ¿A qué distancia vive su niño de la escuela?

Answered: 1,085 Skipped: 13

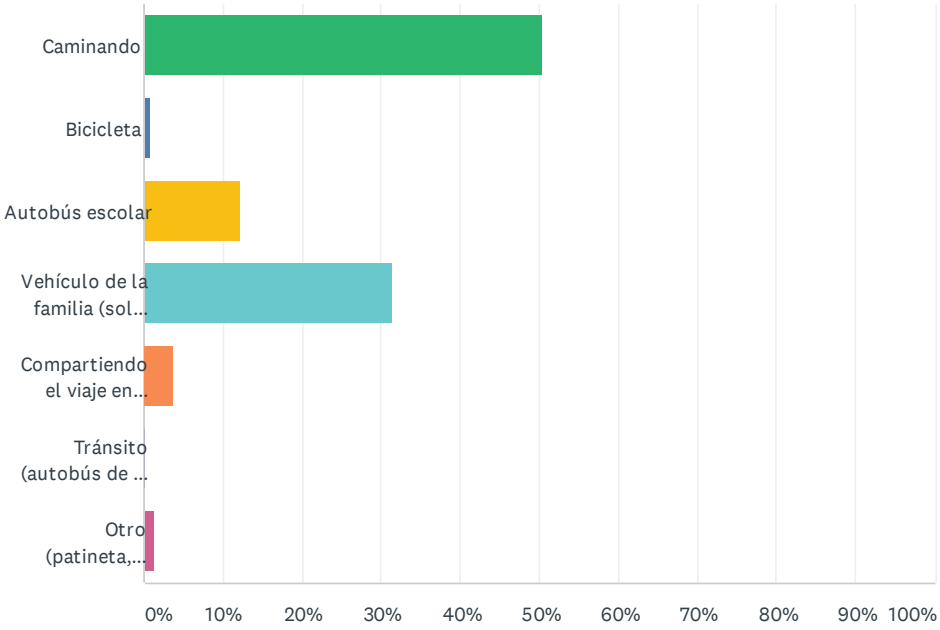


ANSWER CHOICES	RESPONSES	
Menos de ¼ milla	19.82%	215
Entre ¼ y ½ milla	15.58%	169
Media milla hasta 1 milla	17.33%	188
Entre 1 y 2 millas	17.88%	194
Mas de 2 millas	12.63%	137
No lo se	16.77%	182
TOTAL		1,085

Rutas Seguras a las Escuelas - SALINAS

Q6 ¿La mayoría de los días (pre-covid), como va su niño a la escuela?

Answered: 1,072 Skipped: 26

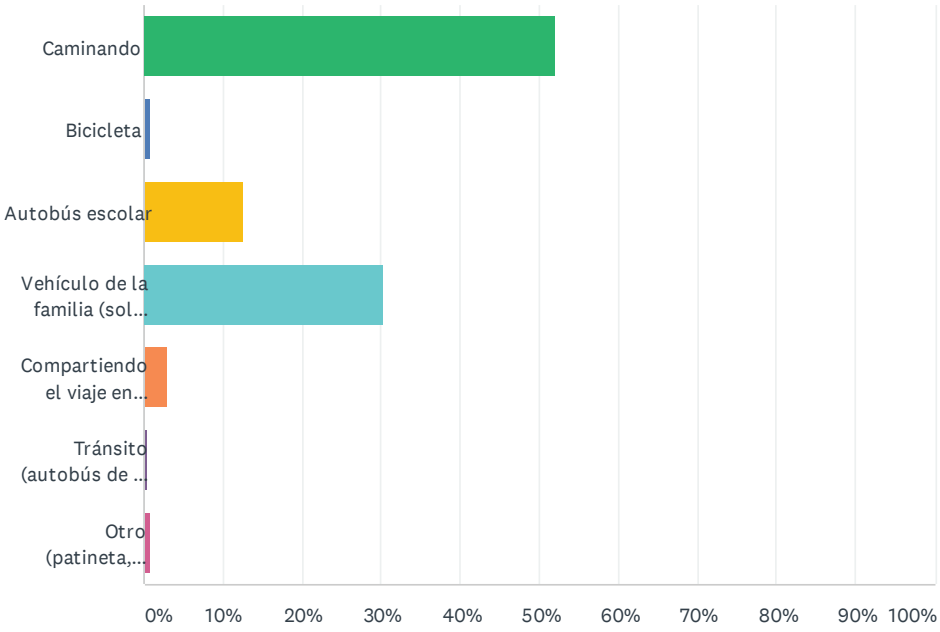


ANSWER CHOICES	RESPONSES	
Caminando	50.37%	540
Bicicleta	0.84%	9
Autobús escolar	12.13%	130
Vehículo de la familia (solo con niños de la familia)	31.34%	336
Compartiendo el viaje en auto con niños de otras familias	3.82%	41
Tránsito (autobús de la ciudad, subterráneo, etc.)	0.19%	2
Otro (patineta, monopatín, patines, etc.)	1.31%	14
TOTAL		1,072

Rutas Seguras a las Escuelas - SALINAS

Q7 ¿La mayoría de los días (pre-covid), como regresa su niño a la casa después de la escuela?

Answered: 1,069 Skipped: 29

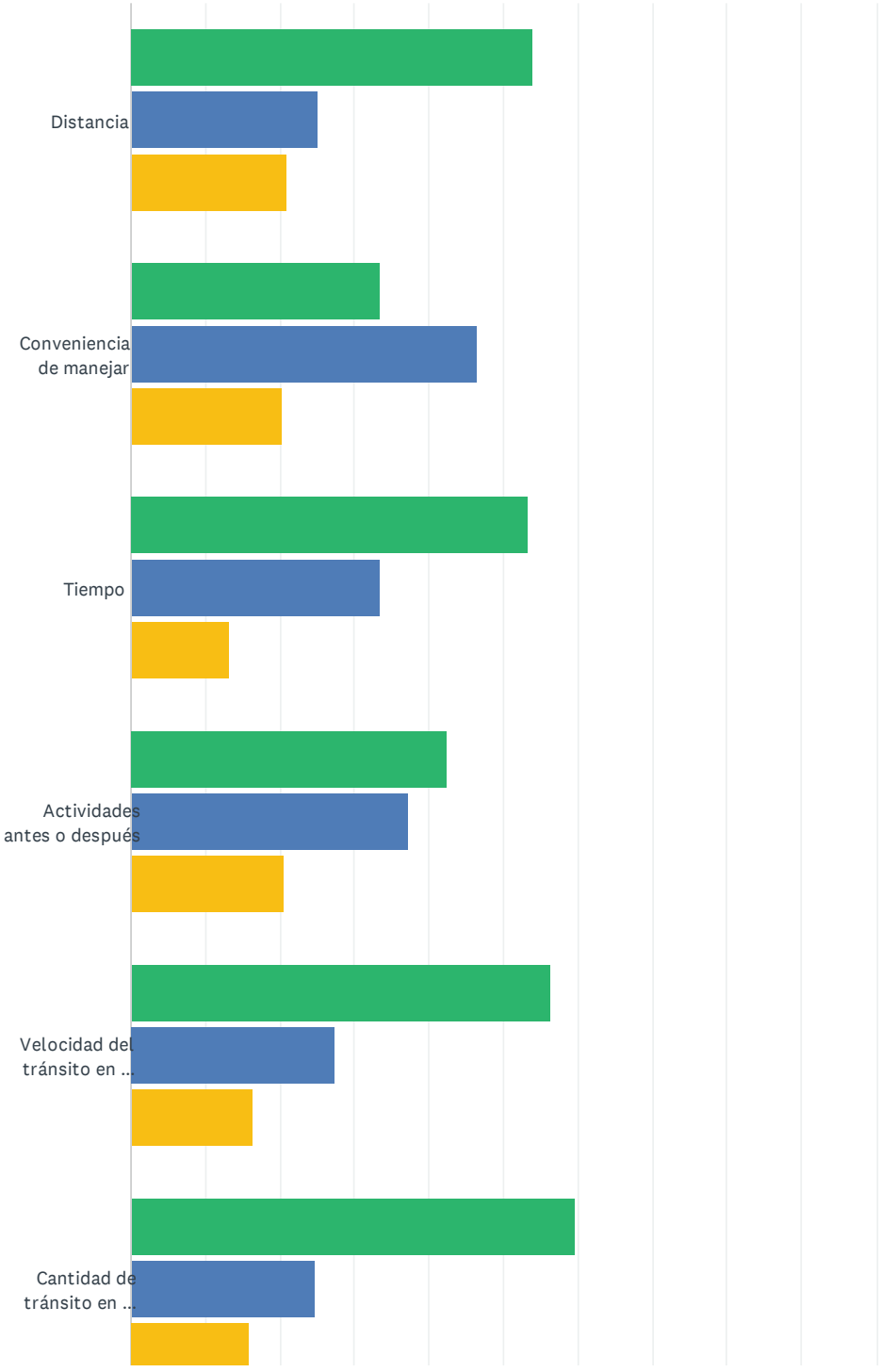


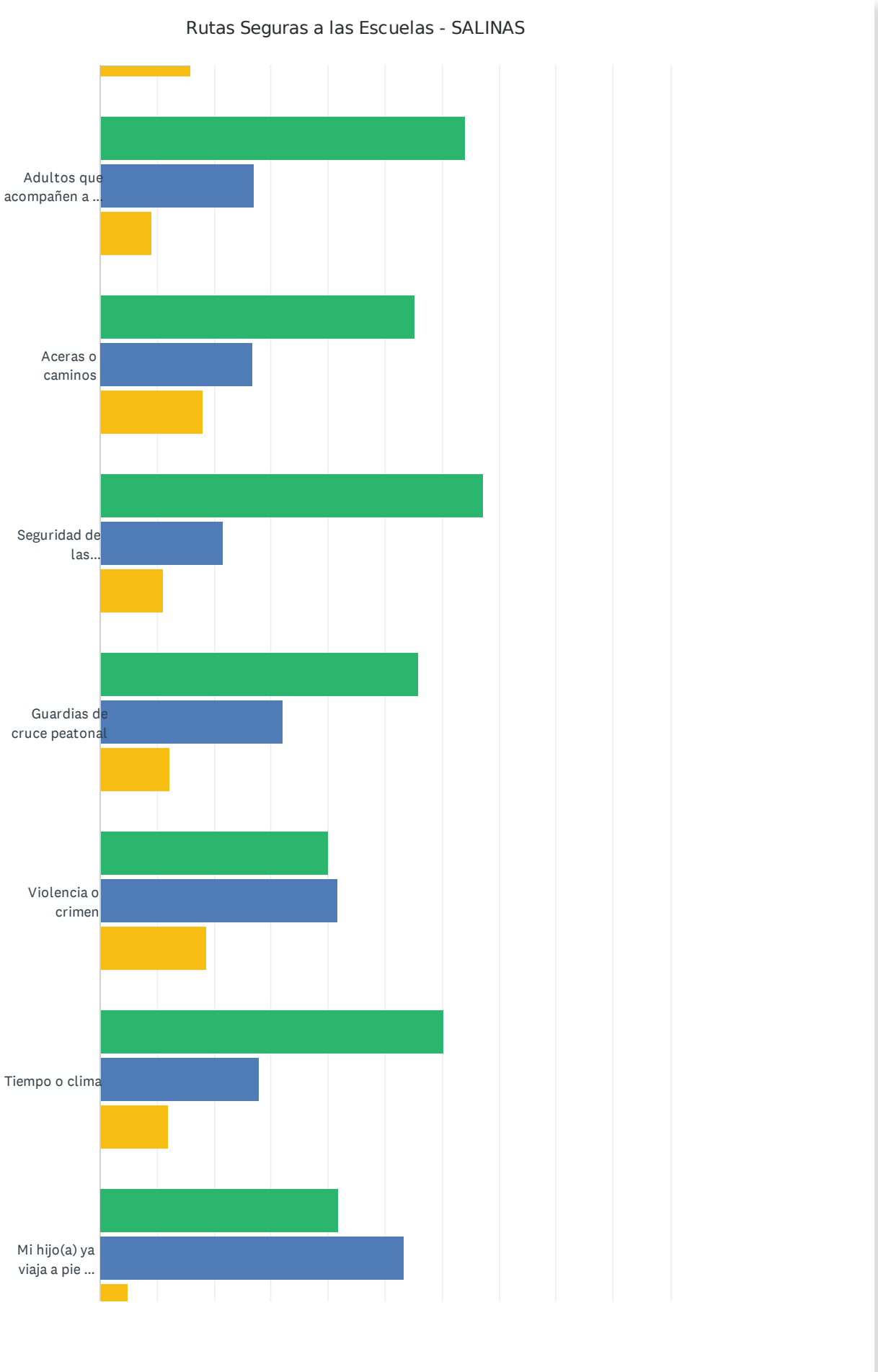
ANSWER CHOICES	RESPONSES	
Caminando	52.01%	556
Bicicleta	0.75%	8
Autobús escolar	12.63%	135
Vehículo de la familia (solo con niños de la familia)	30.31%	324
Compartiendo el viaje en auto con niños de otras familias	2.99%	32
Tránsito (autobús de la ciudad, subterráneo, etc.)	0.37%	4
Otro (patineta, monopatín, patines, etc.)	0.94%	10
TOTAL		1,069

Rutas Seguras a las Escuelas - SALINAS

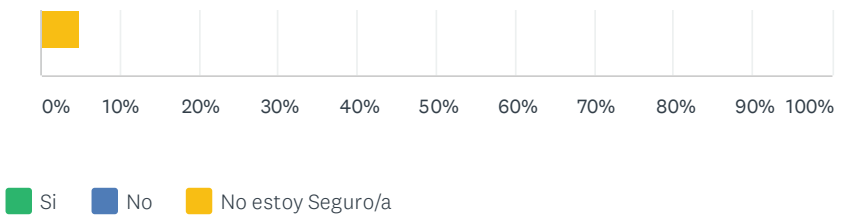
Q8 Cual de los siguientes problemas afecto su decision de dejar, o no dejar, que su estudiante fuera a la escuela caminando o en bicicleta? (puede marcar varios que apliquen).

Answered: 1,062 Skipped: 36




Rutas Seguras a las Escuelas - SALINAS
Adultos que acompañen a ...
Aceras o caminos
Seguridad de las...
Guardias de cruce peatonal
Violencia o crimen
Tiempo o clima
Mi hijo(a) ya viaja a pie ...

Rutas Seguras a las Escuelas - SALINAS



	SI	NO	NO ESTOY SEGURO/A	TOTAL
Distancia	54.02% 517	25.08% 240	20.90% 200	957
Conveniencia de manejar	33.42% 271	46.36% 376	20.22% 164	811
Tiempo	53.28% 447	33.49% 281	13.23% 111	839
Actividades antes o después	42.44% 345	37.15% 302	20.42% 166	813
Velocidad del tránsito en la ruta	56.26% 485	27.38% 236	16.36% 141	862
Cantidad de tránsito en la ruta	59.58% 516	24.60% 213	15.82% 137	866
Adultos que acompañen a su niño	64.06% 565	26.98% 238	8.96% 79	882
Aceras o caminos	55.22% 460	26.77% 223	18.01% 150	833
Seguridad de las intersecciones y cruces	67.23% 601	21.59% 193	11.19% 100	894
Guardias de cruce peatonal	55.91% 478	32.05% 274	12.05% 103	855
Violencia o crimen	39.88% 337	41.54% 351	18.58% 157	845
Tiempo o clima	60.19% 517	27.82% 239	11.99% 103	859
Mi hijo(a) ya viaja a pie o en bicicleta a/desde la escuela	41.83% 379	53.31% 483	4.86% 44	906

Rutas Seguras a las Escuelas - SALINAS

Q9 Cuales problemas de seguridad le preocupa relacionados al caminar o andar en bicicleta cuando su hijo(a) va a la escuela? Por favor indique calles específicas si es posible.

Answered: 905 Skipped: 193

Rutas Seguras a las Escuelas - SALINAS

Q10 Cuál es el problema de seguridad más importante para usted que le gustaría que fuera considerado en este Plan de Rutas Seguras a las Escuelas?

Answered: 839 Skipped: 259

Rutas Seguras a las Escuelas - SALINAS

Q11 Por favor proporcione comentarios adicionales:

Answered: 467 Skipped: 631

Rutas Seguras a las Escuelas - SALINAS

Q12 Si le interesaria ser notificado(a) de juntas comunitarias relacionadas a la escuela de su hijo(a) por favor escriba su informacion abajo:

Answered: 663 Skipped: 435

ANSWER CHOICES	RESPONSES	
Nombre	96.98%	643
Telefono	96.98%	643
Correo Electronico	68.63%	455

Rutas Seguras a las Escuelas - SALINAS

Q13 Si le gustaria participar en nuestro sorteo de una tarjeta de regalo valorada en $25, por favor escriba su informacion abajo:

Answered: 833 Skipped: 265

ANSWER CHOICES	RESPONSES	
Nombre	99.76%	831
Telefono	99.16%	826
Direccion de Casa	96.04%	800

APPENDIX C

EAST ALISAL STREET TEMPORARY DEMONSTRATION

Safe Routes to School

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

Proyecto Temporal Viene Próximamente

Instalación Para Caminar y Andar en Bicicleta de Manera Protegida
Viene a la Calle East Alisal **14 de octubre - 10 de noviembre**

Se instalarán sobre la calle East Alisal entre las calles Griffin Street y Hebbron Avenue mejoras temporales que incluyen la reducción de vías de tráfico a solo una en cada dirección, carriles para bicicletas protegidos y otras mejoras de seguridad peatonal y ciclista. La meta es obtener comentario publico acerca de esta instalación.

Le invitamos a que camine o ande en bicicleta sobre la calle East Alisal durante esta demostración para que vea lo que pudiera ser un proyecto permanente. Después de probarla, utilice el código QR, el enlace o el número de teléfono debajo para participar en la encuesta y cuéntenos lo que piensa.

Este es un ejemplo de lo que verá

Acompáñenos para la ceremonia de inauguración.
21 de octubre a partir de las 5:00pm-7:00pm
523 E Alisal St

MANTENGASE INFORMADO:

Para más información acerca del Plan de Rutas Seguras a las Escuelas:

» Visítenos en nuestro sitio web https://saferoutesmonterey.org/planningsalinas-spanish/
» Llámenos al (831) 515-1364
» Escanear el código QR:

Measure X Excellent Transportation
SALINAS
COUNTY OF MONTEREY HEALTH DEPARTMENT
Ecology Action
Salinas City Elementary
SUHSD
ALISAL UNION SCHOOL DISTRICT

Outreach Materials - Flier

NOTICE:

Temporary Protected Walking and Biking Installation Coming to East Alisal Street

October 14th – November 10th

We Heard You!

This temporary project is the next step in the Alisal Vibrancy Plan process. You are invited to walk and bike on East Alisal Street during the installation to see what a permanent project could look like.

AVISO:

Proyecto Temporal Para Caminar y Andar en Bicicleta de Manera Protegida Viene a la calle East Alisal

14 de octubre - 10 de noviembre

¡Le Escuchamos!

Este proyecto temporal es el próximo paso en el proceso del Alisal Vibrancy Plan. Le invitamos a que camine y ande en bicicleta sobre la calle East Alisal durante esta instalación para que vea lo que pudiera ser un proyecto permanente.

Here's an example of what you will see
Este es un ejemplo de lo que verá

Safe Routes to School · TAMC · Measure X · Salinas · County of Monterey Health Department · Ecology Action · Salinas · SUHSD · Alisal Union School District

East Alisal Street between Griffin Street and Hebbron Avenue will be temporarily changed to one vehicle lane in each direction with new bicycle lanes and pedestrian improvements, with the goal of improving safety and getting feedback from the community.

WHAT TO EXPECT

- There may be additional traffic during the temporary installation. **Please allow extra time to drive through this area.**
- There may be more people walking and biking on East Alisal Street during the temporary installation. **When you are driving, please slow down and watch for people walking and biking.**

LEARN MORE

For more information about the Safe Routes to School Plan, scan the QR code, visit https://saferoutesmonterey.org/planning-salinas/, or call (831) 515-1364.

Como parte del Plan de Rutas Seguras a las Escuelas de la Ciudad de Salinas, se reducirán de manera temporal las vías de tráfico a solo una en cada dirección y se instalaran nuevas vías ciclistas y mejoras peatonales sobre la calle East Alisal entre Griffin Street y Hebbron Avenue con la meta de aumentar la seguridad y obtener comentario de la comunidad.

QUE SE PUEDE ESPERAR

- Puede que aumente la cantidad de tráfico durante la instalación temporal. **Favor de darse más tiempo para manejar por esta área.**
- Puede que vea más gente caminando y andando en bicicleta sobre la calle East Alisal durante esta instalación. **Cuando maneje por favor disminuya su velocidad y esté atento de más gente que ande caminando y andando en bicicleta.**

MANTENGASE INFORMADO

Para más información, escanear el codigo QR o visítenos en https://saferoutesmonterey.org/planningsalinas-spanish/, o llámenos al (831) 515-1364

PRSRT STD
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Outreach Materials - Mailer

Safe Routes to School

What do these colors mean?

Green means space for biking

Barriers protect people walking and biking from cars

Temporary Installation

October 14th - November 10th

Protected Walking and Biking Installation Coming to East Alisal Street

https://saferoutesmonterey.org/planning-salinas

¿Qué significan estos colores?

El cuadro verde es un espacio para bicicletas.

Estas barreras protegen del trafico de carros a personas caminando o en bicicleta.

Proyecto Temporal

14 de Octubre - 10 de Noviembre

Instalación Para Caminar y Andar en Bicicleta de Manera Protegida Viene a la Calle East Alisal

Safe Routes to School TAMC

Temporary Installation Coming Soon

Protected Walking and Biking Installation
Coming to East Alisal Street
October 14th - November 10th

You're invited to try walking or biking through this temporary project and take the survey to tell us what you think!

LEARN MORE

For more information about the Safe Routes to Schools Plan:

» Visit https://saferoutesmonterey.org/planning-salinas/
» Call (831) 515-1364
» Scan the QR code

Safe Routes to School TAMC

Proyecto Temporal Viene Próximamente

Instalación Para Caminar y Andar en Bicicleta
de Manera Protegida Viene a la Calle East Alisal
14 de octubre - 10 de noviembre

Le invitamos a que camine o ande en bicicleta sobre la calle East Alisal durante esta demostración y cuéntenos lo que piensa participando en una encuesta.

MANTENGASE INFORMADO

Para más información acerca del Plan de Rutas Seguras a las Escuelas:

» Visítenos en nuestro sitio web
https://saferoutesmonterey.org/planningsalinas-spanish/
» Llámenos al (831) 515-1364
» Escanear el código QR

Measure X Excellent Transportation · Salinas · County of Monterey Health Department · Ecology Action · Salinas City Elementary School District · SUHSD · Alisal Union School District

Outreach Materials - Banner

Social Media Graphic #1 English

Social Media Graphic #1 Spanish

Social Media Graphic #2 English

Social Media Graphic #2 Spanish

East Alisal Temporary Installation Participant Survey
Encuesta para Participante sobre la Instalación Temporal En el Este de Alisal

1. How did you experience the temporary installation? Select all that apply/ *¿Cómo uso el espacio de instalación temporal? Selección todas las respuestas que se aplica para usted.*
   - ☐ Walking / *caminando*
   - ☐ Biking / *por bicicleta*
   - ☐ Driving / *manejando*

2. How would you describe your experience using this space? For each feature, place a check in the box that best describes your experience. / *¿Cómo calificaría su experiencia usando este espacio? Por favor indique cómo se siento con cada una de las instalaciones en la siguiente lista. Para cada instalación indique la casilla que mejor describa su experiencia.*

   a. Curb extension / *Extensión de acera/banqueta*

   - I love it / *Me encanto*
   - I like it / *Me gusto*
   - I'm neutral / *Neutral*
   - I don't like it/ *No me gusto*
   - I hate it / *No me gusto para nada*
   - ☐ I did not use it/ *No la use*

   b. High-visibility crosswalk / *Cruce peatonal de alta-visibilidad*

   - I love it / *Me encanto*
   - I like it / *Me gusto*
   - I'm neutral / *Neutral*
   - I don't like it/ *No me gusto*
   - I hate it / *No me gusto para nada*
   - ☐ I did not use it/ *No la use*

c. Buffered-bicycle-lanes / *Instalación ciclista (sin barrera protejida)*

- I love it / *Me encanto*
- I like it / *Me gusto*
- I'm neutral / *Neutral*
- I don't like it/ *No me gusto*
- I hate it / *No me gusto para nada*
- ☐ I did not use it/ *No la use*

d. Parking protected bicycle lanes / *Instalación ciclista con barrera protejida*

- I love it / *Me encanto*
- I like it / *Me gusto*
- I'm neutral / *Neutral*
- I don't like it/ *No me gusto*
- I hate it / *No me gusto para nada*
- ☐ I did not use it/ *No la use*

3. Did you walk or bike more because of the temporary installation? / *¿Caminó o anduvo en bicicleta usted más ahora porque está la instalación temporal?*
   - ☐ Yes / *Si*
   - ☐ No / *No*

4. Would you like to see the temporary improvements made permanent? / *¿Le gustaría ver estos mejoramientos temporales convertidas a instalaciones permanentes?*
   - ☐ Yes / *Si*
   - ☐ No / *No*
   - ☐ Undecided/*Indeciso(a)*
   - ☐ Maybe – with some changes / *Tal vez – con ciertos cambios*

5. How likely would you be to walk or bike through this area if the changes became permanent? / *¿Cuál sería la probabilidad que usted usaría esta instalaciones para andar en bicicleta o caminar si estos cambios se hicieran permanentes?*
   - ☐ Not at all likely / *No usaría este espacio para nada*
   - ☐ Not likely / *Pienso que no lo usaría*
   - ☐ Likely / *Pienso que si lo usaría*
   - ☐ Definitely / *Definitivamente lo usaría*

6. What is your favorite part about the temporary installation? / *¿Cuál es su parte favorita de la instalación temporal?*

7. What would you change about the temporary installation? / *¿Que sería una cosa que cambiaría de la instalación temporal?*

8. Do you have any additional comments? / *¿Tiene algún otro comentario adicional?*

Optional Questions / *Preguntas Opcionales*:

1. Do you have a child or children that attend any of the following schools? (select all that apply) / *¿Tiene usted estudiantes que van a las siguientes escuelas? (seleccione todas que apliquen)*:
   - ☐ Sherwood Elementary
   - ☐ Los Padres Elementary
   - ☐ El Sausal Middle
   - ☐ Alisal High
   - ☐ No

2. What is your ZIP code? / *Indique su código postal.*
   - ☐ 93905
   - ☐ 93906
   - ☐ 93907
   - 93901
   - ☐ 93908
   - ☐ Other / *Otro*: _____

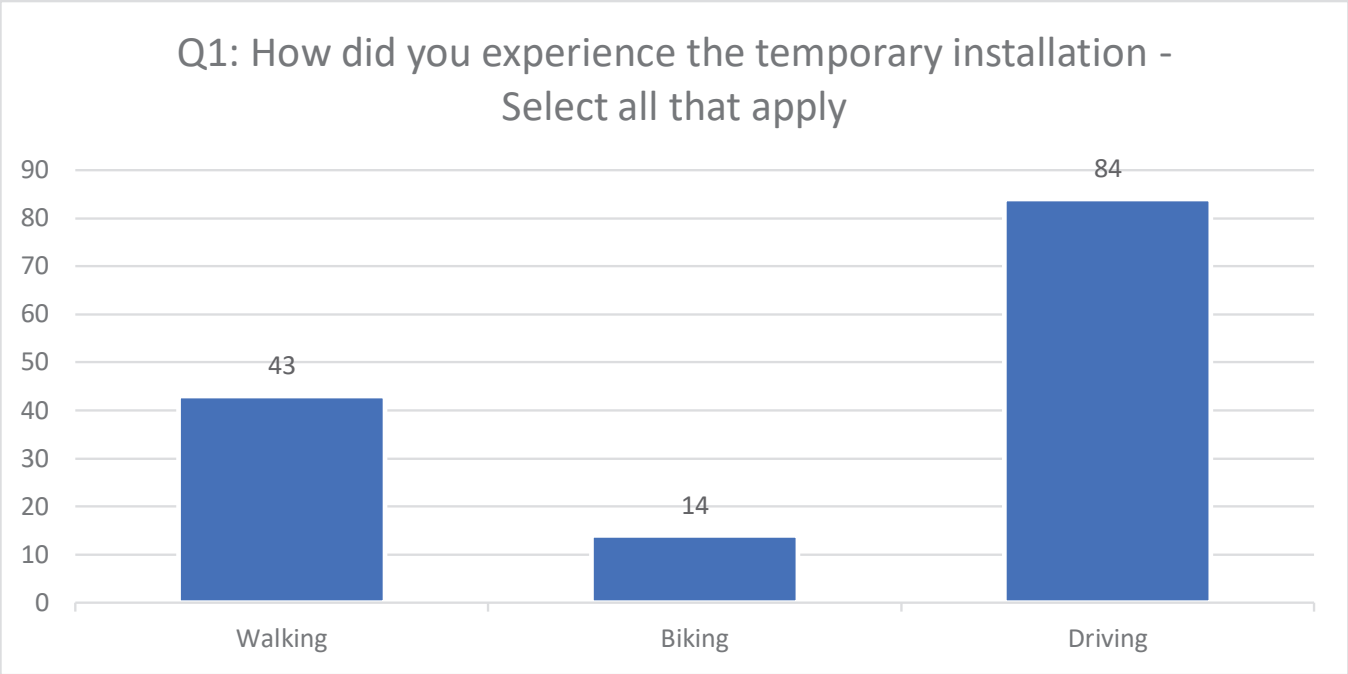
3. What is your age? / *Marque la casilla que indique su edad.*
   - ☐ Under 18 / *Menos de 18*
   - ☐ 18 – 35
   - ☐ 36 – 50
   - ☐ 51 – 65
   - ☐ 65+

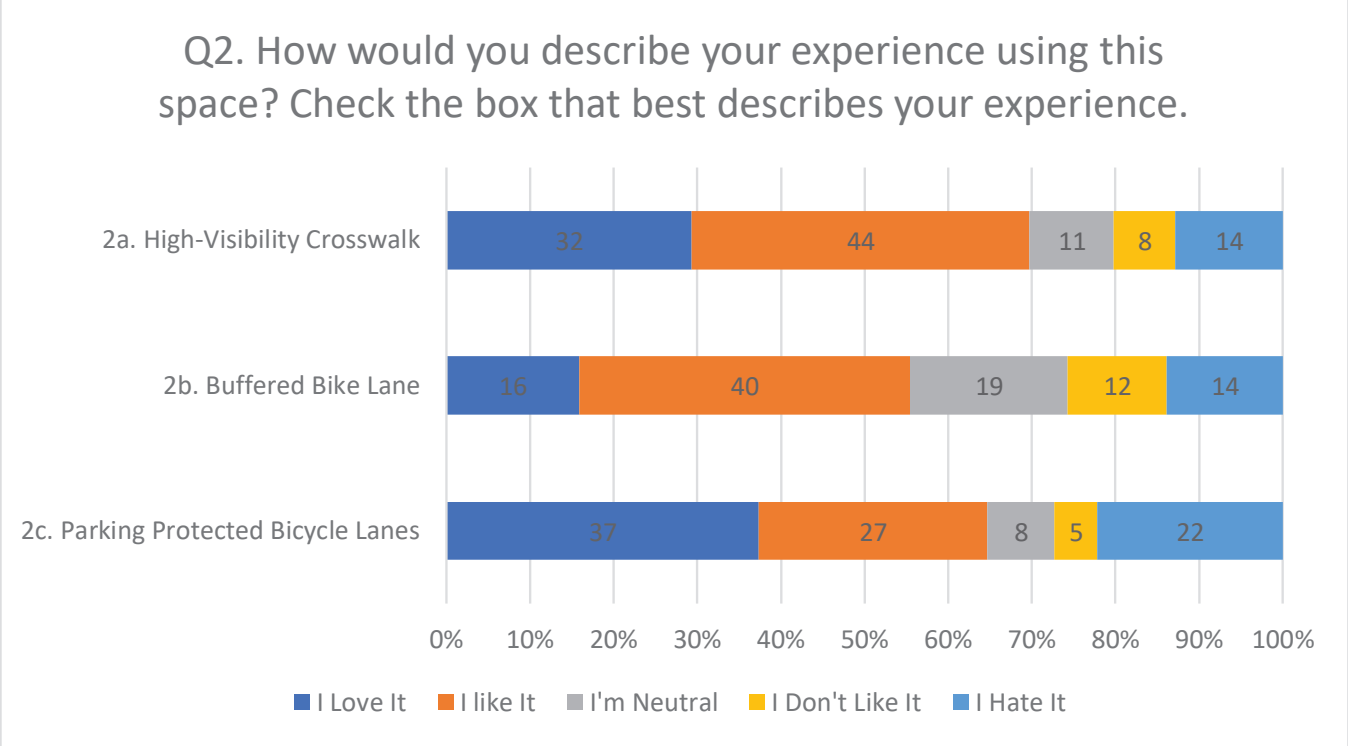
4. What is your gender? / *¿Cuál es su género?*
   - ☐ Man/ *hombre*
   - ☐ Woman/ *mujer*
   - ☐ Other/*otro*
   - ☐ Prefer not to say / *prefiero no decir*

5. What is your race/ethnicity? / *Cuál es su raza/etnicidad?*
   - ☐ Black/African American / *Afro Americano*
   - ☐ Hispanic/Latinx / *Hispano/Latinx*
   - ☐ White/Caucasian / *Blanco/Anglo*
   - ☐ Asian / *Asiático*
   - ☐ Native American / *Americano Nativo*
   - ☐ Mixed ethnicity / *Etnicidad mixta*
   - ☐ Other / *Otra*
   - ☐ Prefer not to say / *Prefiero no decir*

Thank you for your participation!! / *¡Gracias por su participación!*

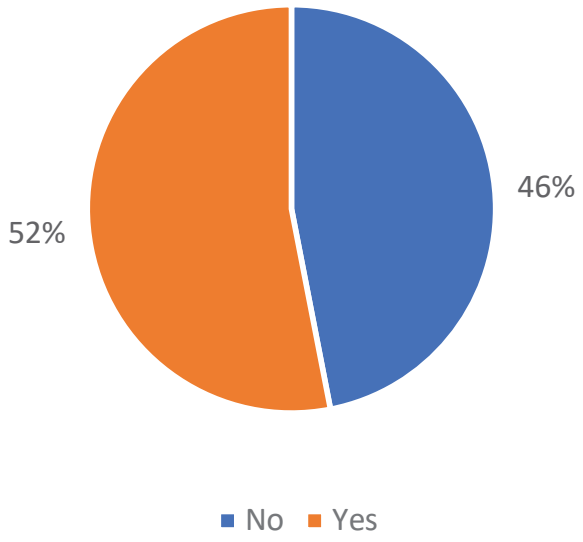
East Alisal Street Temporary Installation Survey Responses



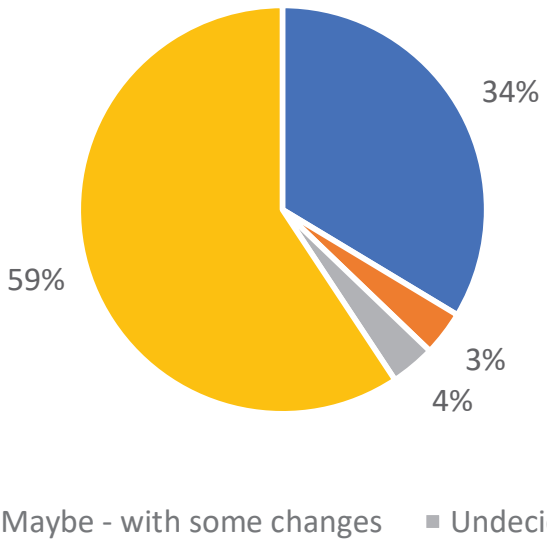


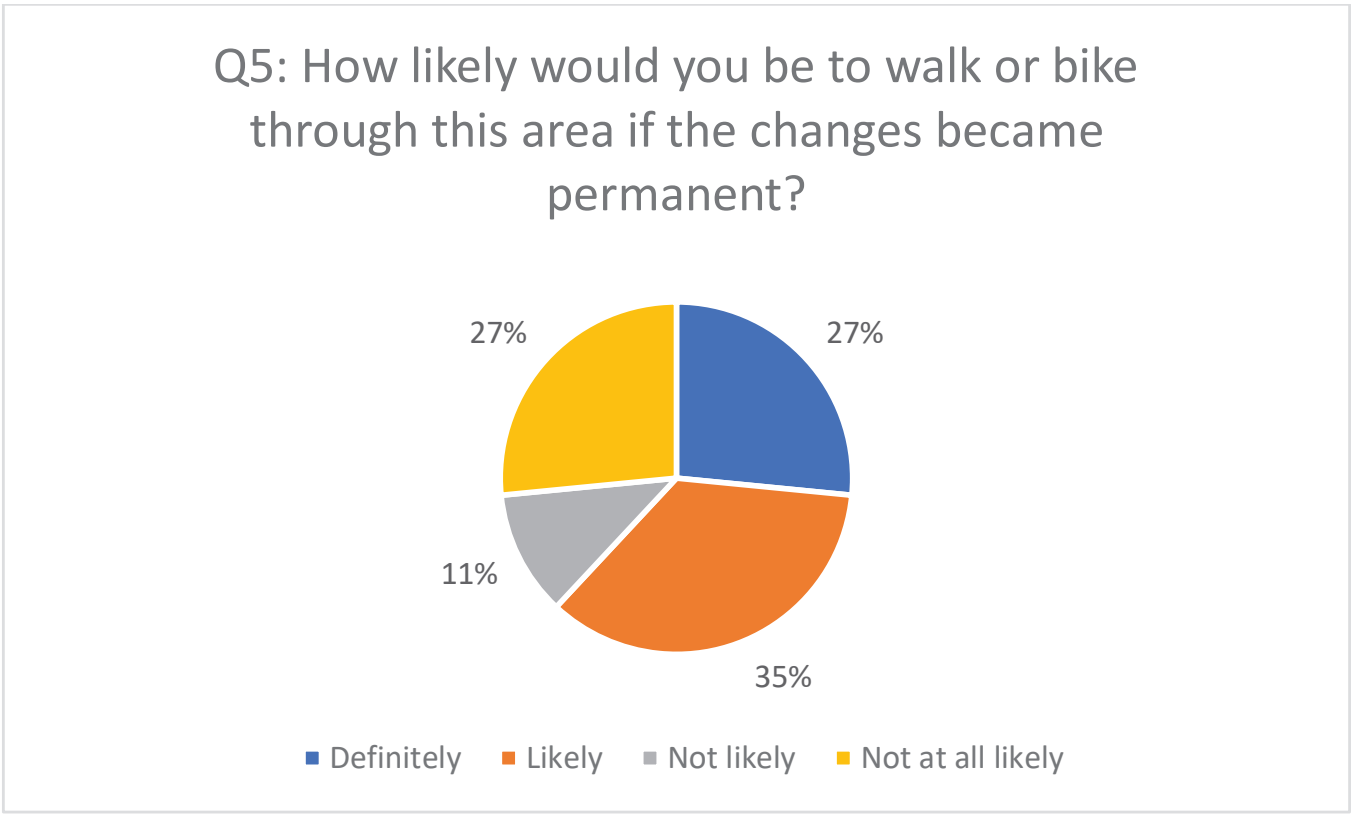
East Alisal Survey Responses

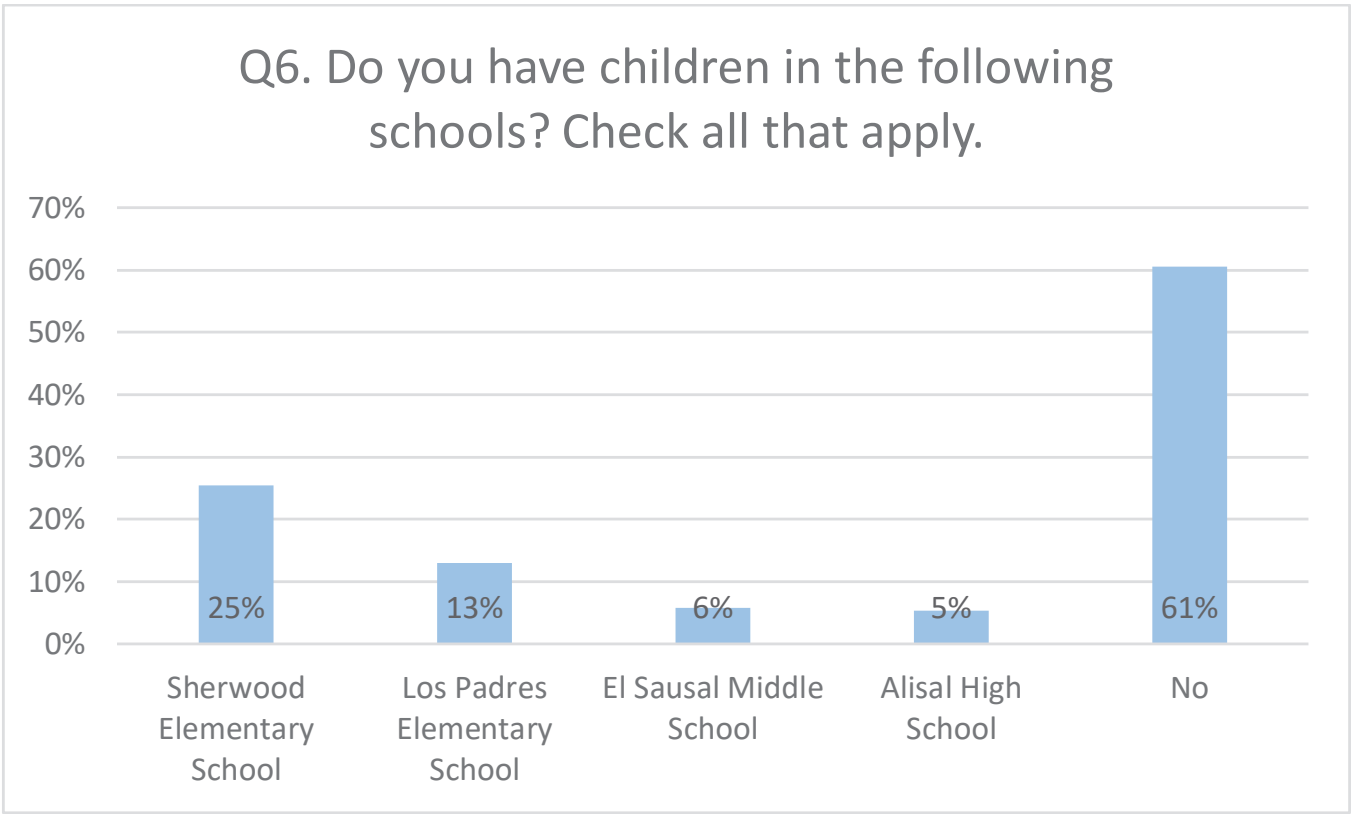
Q3. Did you walk or bike more because of the temporary installation

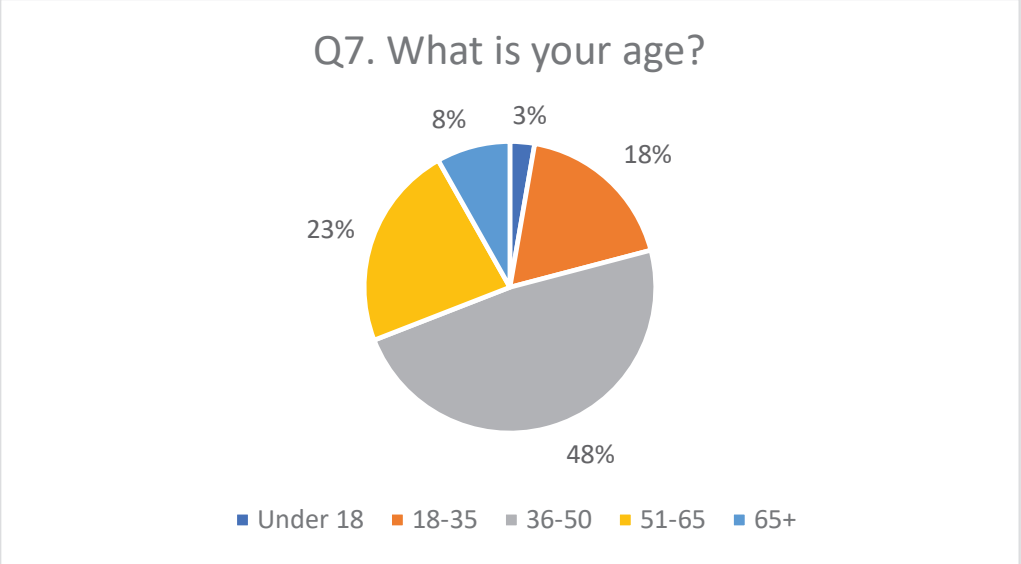


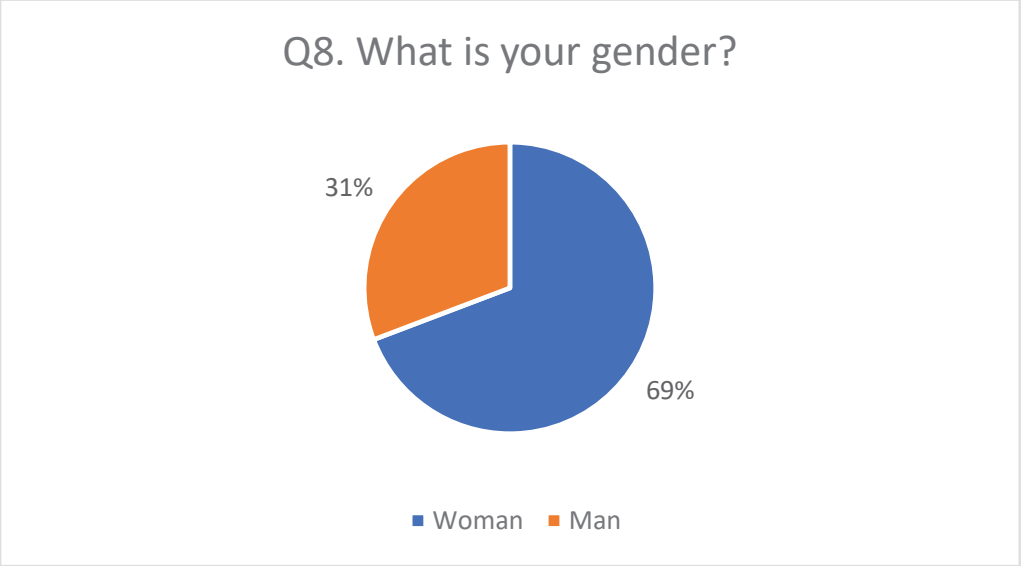
Q4. Would you like to see the temporary improvements made permanent?

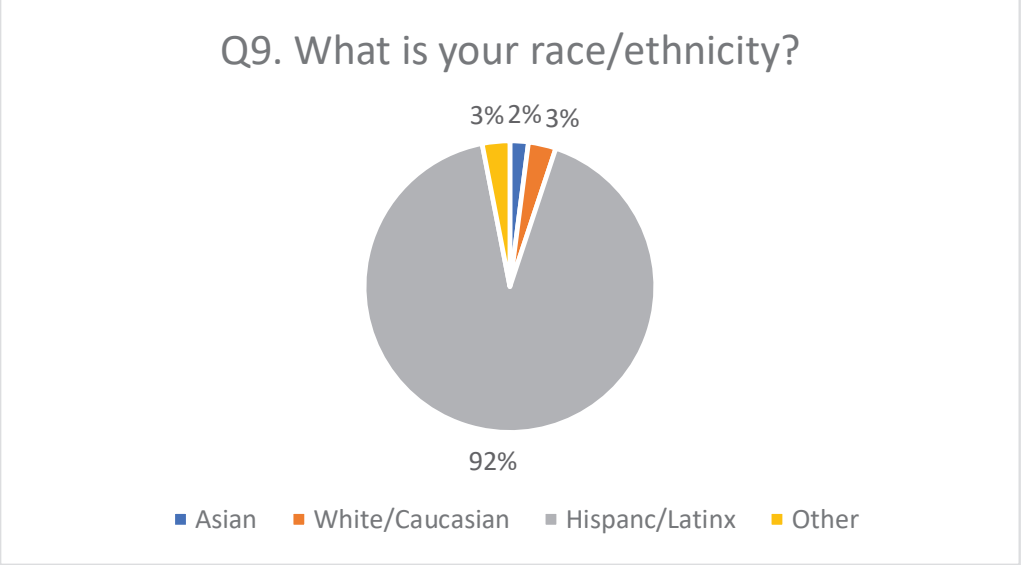



Q5: How likely would you be to walk or bike through this area if the changes became permanent?
27%
27%
11%
35%
Definitely
Likely
Not likely
Not at all likely


Q6. Do you have children in the following schools? Check all that apply.
70%
60%
50%
40%
30%
20%
10%
0%
25%
13%
6%
5%
61%
Sherwood Elementary School
Los Padres Elementary School
El Sausal Middle School
Alisal High School
No


Q7. What is your age?
8%
3%
18%
23%
48%
Under 18
18-35
36-50
51-65
65+


Q8. What is your gender?
31%
69%
Woman
Man


Q9. What is your race/ethnicity?
3%
2%
3%
92%
Asian
White/Caucasian
Hispanc/Latinx
Other

APPENDIX D

MCKINNON STREET TEMPORARY DEMONSTRATION

Safe Routes to School | TAMC

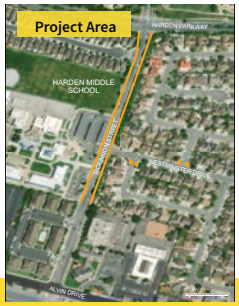
Coming Soon

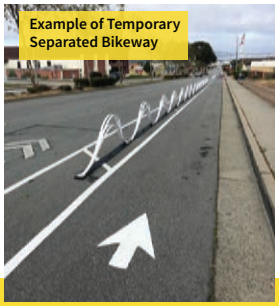
Temporary Protected Walking and Biking Installation

At McKinnon Street and Westminster Drive

April 20th - May 18th

The bike lanes on McKinnon Street between Harden Parkway and Harden Middle School will be temporarily changed to separated bikeways, and temporary curb extensions will be added on Westminster Drive. The goal of these changes is to improve safety and get feedback from the community.





GET INVOLVED

Learn more about the project and make sure your voice is heard.

1. **Attend a virtual community meeting** April 7th 6-7:30pm. Scan the QR code below for details.
2. Try walking or biking through this temporary project.
3. Use the QR code, link, or phone number below to take the survey.

LEARN MORE

- Call (831) 515-1364
- Scan the QR code
- Visit https://saferoutesmonterey.org/planning-salinas

Safe Routes to School | TAMC

Viene Próximamente

Proyecto Temporal Para Caminar y Andar en Bicicleta de Manera Protegida

a McKinnon Street y Westminster Drive

20 de abril - 18 de mayo

Las vías ciclistas sobre McKinnon Street entre Harden Parkway y Harden Middle serán cambiadas temporalmente a vías ciclistas separadas, y además, extensiones de acera serán instaladas sobre Wesminster Drive. La meta de estos cambios es mejorar la seguridad y obtener comentario publico.

PARA INVOLUCRARSE

Obtenga más información sobre el proyecto y asegúrese de que se escuche su voz.

1. **Asista a una junta virtual** 7 de Abril de 6–7:30pm. Para más información, use el código QR.
2. Intenta caminar o andar en bicicleta usando este proyecto temporal.
3. Use el código QR, el enlace o el número de teléfono para tomar la encuesta.

APRENDE MÁS

- Llámenos al (831) 515-1364
- Escanear el código QR
- Visítenos en nuestro sitio web https://saferoutesmonterey.org/planningsalinas-spanish/

Outreach Materials - Flier

Outreach Materials - Banner

The bike lanes on McKinnon Street between Harden Parkway and Harden Middle School will be temporarily changed to separated bikeways, and temporary curb extensions will be added on Westminster Drive. The goal of these changes is to improve safety and get feedback from the community.

WHAT TO EXPECT

- There may be traffic delays on McKinnon Street on April 18th and 19th while the temporary installation is being installed. **Please allow extra time to drive through this area.**
- There may be more people walking and biking on McKinnon Street and Westminster Drive during the temporary installation. **When you are driving, please slow down and watch for people walking and biking.**

LEARN MORE

For more information about the Safe Routes to School Plan, scan the QR code, visit https://saferoutesmonterey.org/planning-salinas/, or call (831) 515-1364.

Las vías ciclistas sobre McKinnon Street entre Harden Parkway y Harden Middle serán cambiadas temporalmente a vías ciclistas separadas, y además, extensiones de acera serán instaladas sobre Wesminster Drive. La meta de estos cambios es mejorar la seguridad y obtener comentario publico.

QUE SE PUEDE ESPERAR

- Puede haber retrasos por el tráfico sobre la calle McKinnon Street durante los días de instalación que serán el 18 y 19 de Abril. **Favor de darse más tiempo para manejar por esta área.**
- Puede que vea más gente caminando o andando en bicicleta sobre las calles McKinnon St y Westminster Drive durante esta instalación. **Cuando maneje por favor disminuya su velocidad y esté atento de más gente que ande caminando y andando en bicicleta.**

MANTENGASE INFORMADO

Para más información sobre el Plan de Rutas Seguras a la Escuela, haga scan al codigo QR o visítenos en https://saferoutesmonterey.org/planningsalinas-spanish/, o llámenos al (831) 515-1364

PRSRT STD
ECRWSS
U.S.POSTAGE
PAID
EDDM Retail

Local Postal Customer

NOTICE:

Temporary Protected Walking and Biking Installation Coming to McKinnon Street and Westminster Drive

April 20th – May 18th

You are invited to walk and bike on McKinnon Street and Westminster Drive during the installation to see what a permanent project could look like.

AVISO:

Instalación Temporal Para Caminar y Andar en Bicicleta de Manera Protegida Viene a McKinnon Street y Westminster Drive

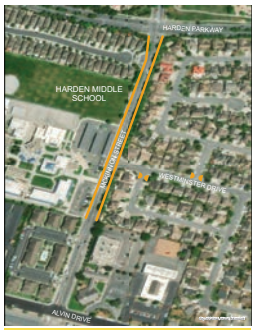
20 de abril - 18 de mayo

¡Le Escuchamos!

Le invitamos a que camine o ande en bicicleta sobre las calles McKinnon Street y Westminster Drive durante esta instalación para que vea lo que pudiera ser un proyecto permanente.

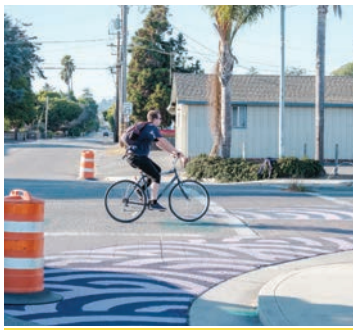
Virtual Community Meeting
April 7th 6:00 - 7:30pm.
Scan the QR code for details

Junta Comunitaria Virtual
7 de Abril de 6:00 – 7:30pm.
Para más información, use el código QR



Project Area
Área del Proyecto

Example of Temporary Separated Bikeway
Ejemplo de los Vías Ciclistas Separadas


Example of Curb Extension
Ejemplo de las Extensiones de Acera

Safe Routes to School · TAMC · Measure X Excellent Transportation · Salinas · County of Monterey Health Department · Ecology Action · Salinas City Elementary · SUHSD · Alisal Union School District

Outreach Materials - Mailer

Safe Routes to School

COMING SOON!

Temporary Protected Walking and Biking Installation

At McKinnon Street and Westminster Drive
April 20th – May 18th

Possible Traffic Impacts

The installation will include barriers between the bike lane and the motor vehicle lane, so you will not be able to drop-off or pick up students on McKinnon Street during the demonstration. This may cause additional traffic in the school drop-off loop. Thank you for your patience with any additional traffic during this project.

How Can My Student Get to School During the Demonstration?

1. **Walk or Bike to School.** Students are encouraged to walk or bike during the installation, and will be entered in a raffle to win prizes if they log their trips through the Move It Monterey County Challenge. Learn more at https://rb.gy/2pwefn
2. **Drop-off in Church Parking Lot (5-minute walk).** You can drop off or pick up students in the parking lot of the Church of Latter Day Saints, located at 255 E Alvin Dr. (see map above)
3. **Drop-off Circle (15+ minutes):** The drop-off circle will remain open but may take 15+ minutes to get through. If enough students walk or bike to school or are dropped off in the church parking lot, it will take less time to get through the drop-off loop.

Why Redesign McKinnon Street?

The temporary installation is designed with students in mind. The project will include barriers between the bike lane and the motor vehicle lane, which makes it safer for students to bike to Harden Middle School and North Salinas High School.

LEARN MORE:
For more information, scan the QR code
visit https://saferoutesmonterey.org/planning-salinas,
or call (831) 515-1364.

Safe Routes to School

VIENE PRÓXIMAMENTE

Instalación Temporal para Caminar y Andar en Bicicleta de Manera Protegida

En las calles McKinnon Street y Westminster Drive
20 de April – 18 de Mayo

Posible Impacto al Tráfico Normal

La instalación incluirá barreras entre la vía ciclista y la vía de autos, así que no será posible parar para dejar o recoger a su estudiante sobre la calle McKinnon Street durante el mes de demostración. Esto puede que cause tráfico adicional en el área de descenso a la par del estacionamiento escolar. Le agradecemos su paciencia por el tráfico adicional durante este proyecto.

Maneras que su estudiante puede llegar a la escuela durante la demostración:

1. **Caminando o en bicicleta.** Animamos a que estudiantes caminen o vayan a la escuela en bicicleta durante el mes de la demostración. Estudiantes que usen este método podrán grabar sus viajes a la escuela por medio del programa Move It Monterey County Challenge y participar en una rifa para ganar premios. Para más informes puede ir a la página web https://rb.gy/2pwefn
2. **Puede dejar su estudiante en el estacionamiento de la iglesia (requiere caminar al campo escolar que toma 5 minutos).** Usted podrá dejar y recoger a su estudiante de la iglesia Church of Latter Day Saints, localizada en el 255 E. Alvin Dr. (refiera al mapa arriba)
3. **Puede dejar su estudiante en el área de ascenso cerca del estacionamiento escolar (15+ minutos):** El área de ascenso se mantendrá abierto durante la demostración, pero puede que le tome más de 15 minutos para usarla. Si suficientes estudiantes caminan o van a la escuela en bicicleta, o son dejados en el estacionamiento de la iglesia, puede ser que pasar por el área de ascenso sea más rápido.

¿Porque el rediseño de la calle McKinnon Street??

La instalación temporal está diseñada con estudiantes en mente. El proyecto incluirá barreras entre las vías ciclistas y las vías de autos para aumentar la seguridad de estudiantes que andan en bicicleta hacia las escuelas Harden Middle y North Salinas High.

PARA MAS INFORMACION:
Para más información, haga scan el código QR o visítenos en la página web:
https://saferoutesmonterey.org/planningsalinas-spanish/, o llámenos al (831) 515-1364.

Outreach Materials - Drop-off Flier

Safe Routes to School

What do these colors mean?

Green means space for biking

Barriers protect people walking and biking from cars

Temporary Installation

April 20th – May 18th

Protected Walking and Biking Installation Coming to McKinnon Street

https://saferoutesmonterey.org/planning-salinas

¿Qué significan estos colores?

El cuadro verde es un espacio para bicicletas.

Estas barreras protegen del trafico de carros a personas caminando o en bicicleta.

Proyecto Temporal

20 de Abril - 18 de Mayo

Instalación Para Caminar y Andar en Bicicleta de Manera Protegida Viene a la Calle McKinnon

Social Media Graphic #1 English

Social Media Graphic #1 Spanish

Social Media Graphic #2 English

Social Media Graphic #2 Spanish

Safe Routes to School

McKinnon Street Temporary Installation Participant Survey

Encuesta para Participante sobre la Instalación Temporal en la Calle McKinnon

1. How did you experience the temporary installation? Select all that apply/ *¿Cómo uso el espacio de instalación temporal? Selección todas las respuestas que se aplica para usted.*
   - ☐ Walking / **caminando**
   - ☐ Biking / **por bicicleta**
   - ☐ Driving / **manejando**

2. How would you describe your experience using this space? For each feature, place a check in the box that best describes your experience. / *¿Cómo calificaría su experiencia usando este espacio? Por favor indique cómo se siento con cada una de las instalaciones en la siguiente lista. Para cada instalación indique la casilla que mejor describa su experiencia.*

   a. Curb extension / *Extensión de acera/banqueta*

   - I love it / *Me encanto*
   - I like it / *Me gusto*
   - I'm neutral / *Neutral*
   - I don't like it/ *No me gusto*
   - I hate it / *No me gusto para nada*
   - I did not use it/ *No la use*

b. Protected bicycle lanes / *Instalación ciclista con barrera protejida*

- I love it / *Me encanto*
- I like it / *Me gusto*
- I'm neutral / *Neutral*
- I don't like it/ *No me gusto*
- I hate it / *No me gusto para nada*
- I did not use it/ *No la use*

3. Did you walk or bike more because of the temporary installation? / *¿Caminó o anduvo en bicicleta usted más ahora porque está la instalación temporal?*

   - ☐ Yes / *Si*
   - ☐ No / *No*

4. Would you like to see the temporary improvements made permanent? / *¿Le gustaría ver estos mejoramientos temporales convertidas a instalaciones permanentes?*

   - ☐ Yes / *Si*
   - ☐ No / *No*
   - ☐ Undecided/*Indeciso(a)*
   - ☐ Maybe – with some changes / **Tal vez – con ciertos cambios**

5. How likely would you be to walk or bike through this area if the changes became permanent? / *¿Cuál sería la probabilidad que usted usaría esta instalaciones para andar en bicicleta o caminar si estos cambios se hicieran permanentes?*

   - ☐ Not at all likely / *No usaría este espacio para nada*
   - ☐ Not likely / *Pienso que no lo usaría*
   - ☐ Likely / *Pienso que si lo usaría*
   - ☐ Definitely / *Definitivamente lo usaría*

6. What is your favorite part about the temporary installation? / *¿Cuál es su parte favorita de la instalación temporal?*

7. What would you change about the temporary installation? / *¿Que sería una cosa que cambiaría de la instalación temporal?*

8. Have you ever felt unsafe walking or riding a bike at the intersection of Harden Parkway and McKinnon Street? / *¿Alguna vez se ha sentido inseguro al caminar o andar en bicicleta en la intersección de Harden Parkway y McKinnon St?*

9. Please describe any traffic incidents you've seen (near misses) or of which you have heard about involving people walking, biking, or driving at the intersection of Harden Parkway and McKinnon Street. / *Describa cualquier incidente de tráfico que haya visto (casi accidentes) o de los que haya oído hablar de personas que caminan, andan en bicicleta o conducen en la intersección de Harden Parkway y McKinnon Street.*

10. Do you have any additional comments? / **¿Tiene algún otro comentario adicional?**

Optional Questions / *Preguntas Opcionales*:

1. Do you have a child or children that attend any of the following schools? (select all that apply) / *¿Tiene usted estudiantes que van a las siguientes escuelas? (seleccione todas que apliquen)*:
   - ☐ Harden Middle
   - ☐ North Salinas High
   - ☐ Natividad Elementary
   - ☐ McKinnon Elementary
   - ☐ No

2. What is your ZIP code? / ***Indique su código postal.***
   - ☐ 93905
   - ☐ 93906
   - ☐ 93907
   - ☐ 93901
   - ☐ 93908
   - ☐ Other / ***Otro***: _____

3. What is your age? / ***Marque la casilla que indique su edad.***
   - ☐ Under 18 / ***Menos de 18***
   - ☐ 18 – 35
   - ☐ 36 – 50
   - ☐ 51 – 65
   - ☐ 65+

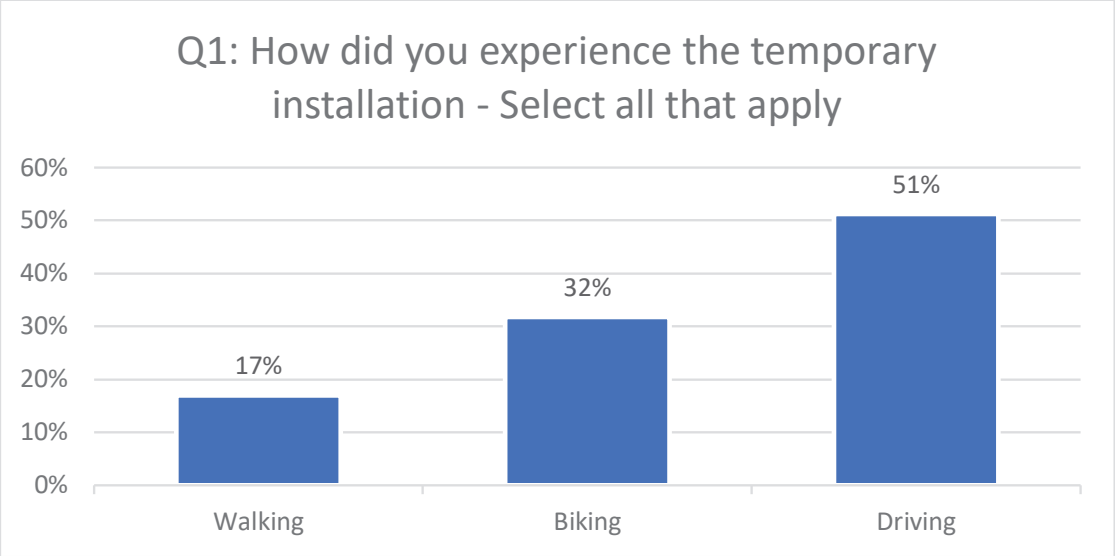
4. What is your gender? / ***¿Cuál es su género?***
   - ☐ Man/ ***hombre***
   - ☐ Woman/ ***mujer***
   - ☐ Other/***otro***
   - ☐ Prefer not to say / ***prefiero no decir***

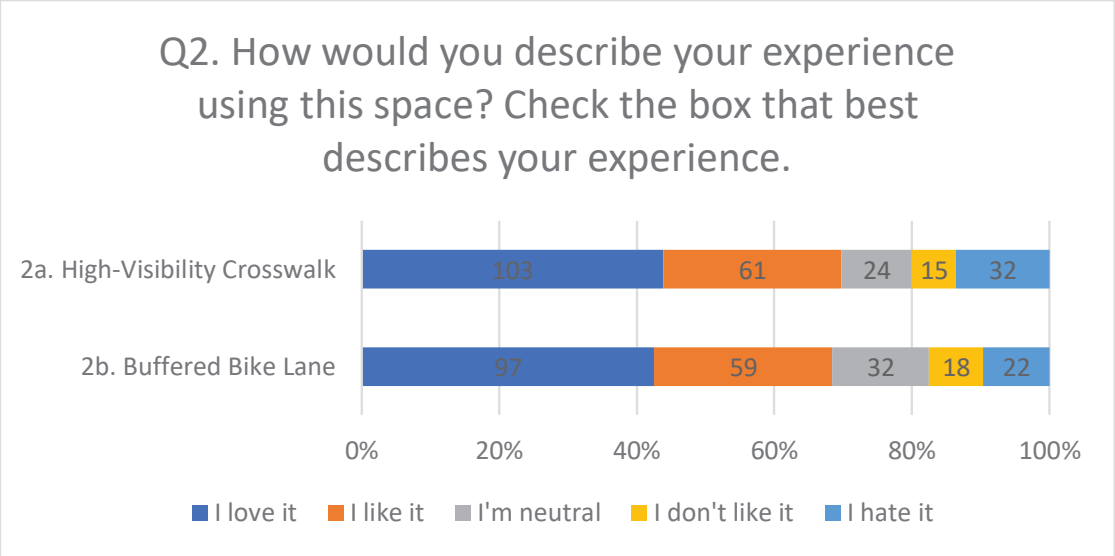
5. What is your race/ethnicity? / ***Cuál es su raza/etnicidad?***
   - ☐ Black/African American / ***Afro Americano***
   - ☐ Hispanic/Latinx / ***Hispano/Latinx***
   - ☐ White/Caucasian / ***Blanco/Anglo***
   - ☐ Asian / ***Asiático***
   - ☐ Native American / ***Americano Nativo***
   - ☐ Mixed ethnicity / ***Etnicidad mixta***
   - ☐ Other / ***Otra***
   - ☐ Prefer not to say / ***Prefiero no decir***

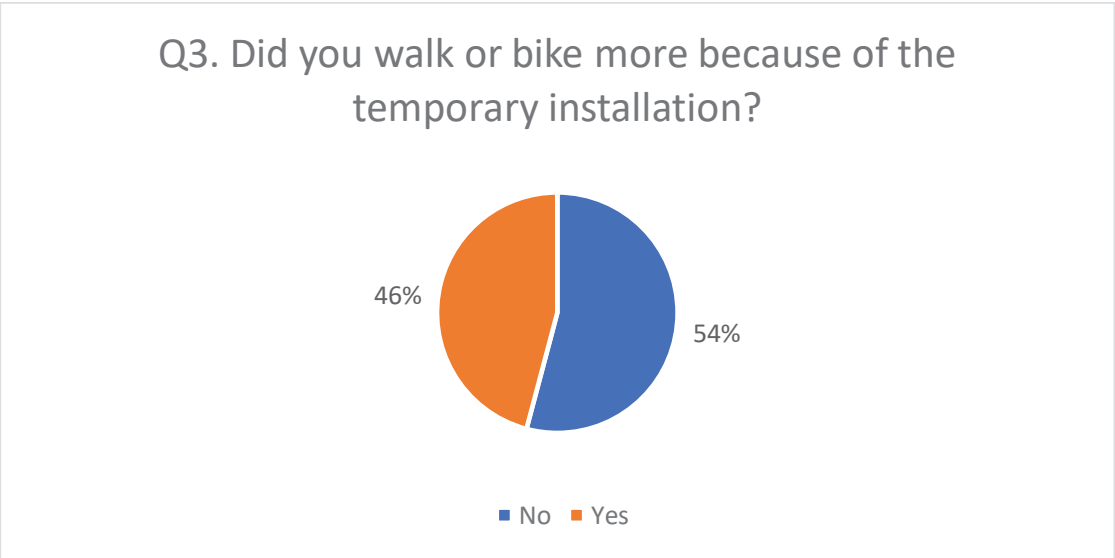
6. We are raffling off two bicycles for survey respondents! If you would like to enter the raffle, enter your name and contact info (phone number or email) below. / ***¡Estaremos sorteando dos bicicletas para participantes de esta encuesta! Si le gustaría participar, incluya su nombre y número de teléfono o email en el área abajo.***

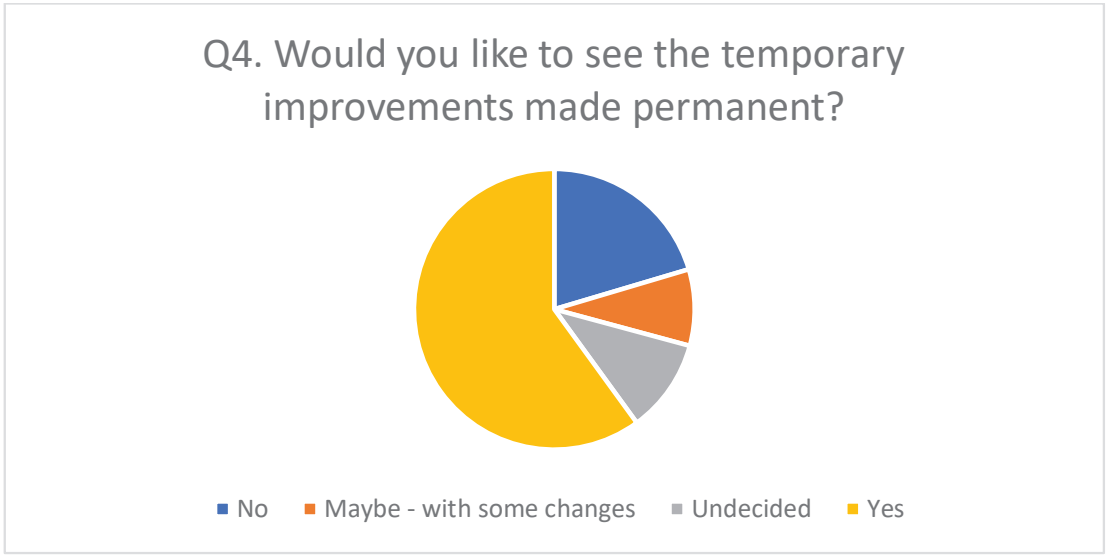
Thank you for your participation!! / ¡**Gracias por su participación!**

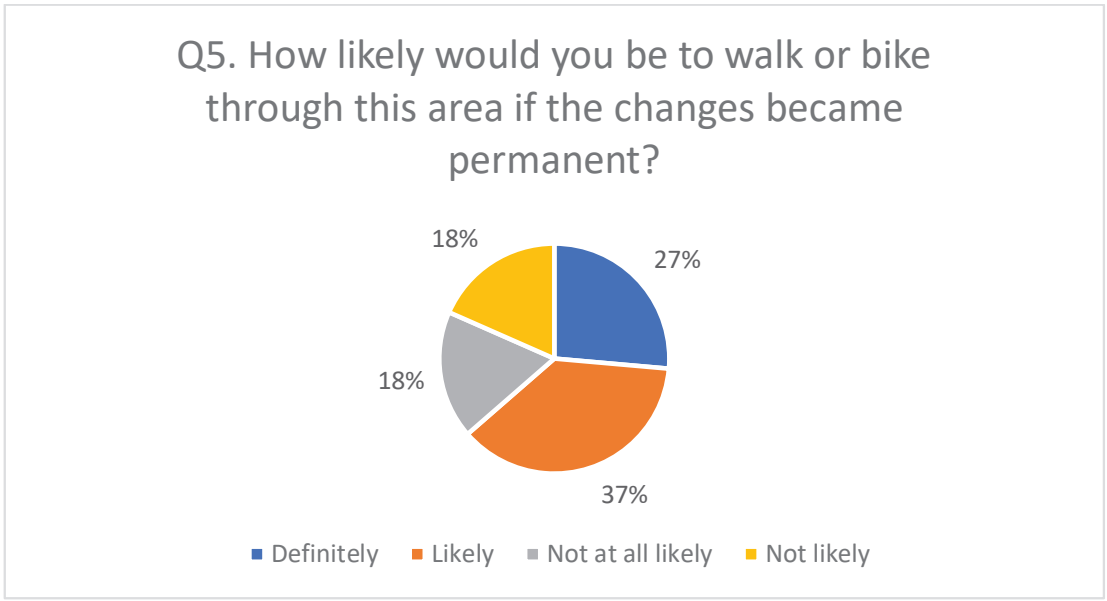
McKinnon Street Temporary Installation Survey Responses

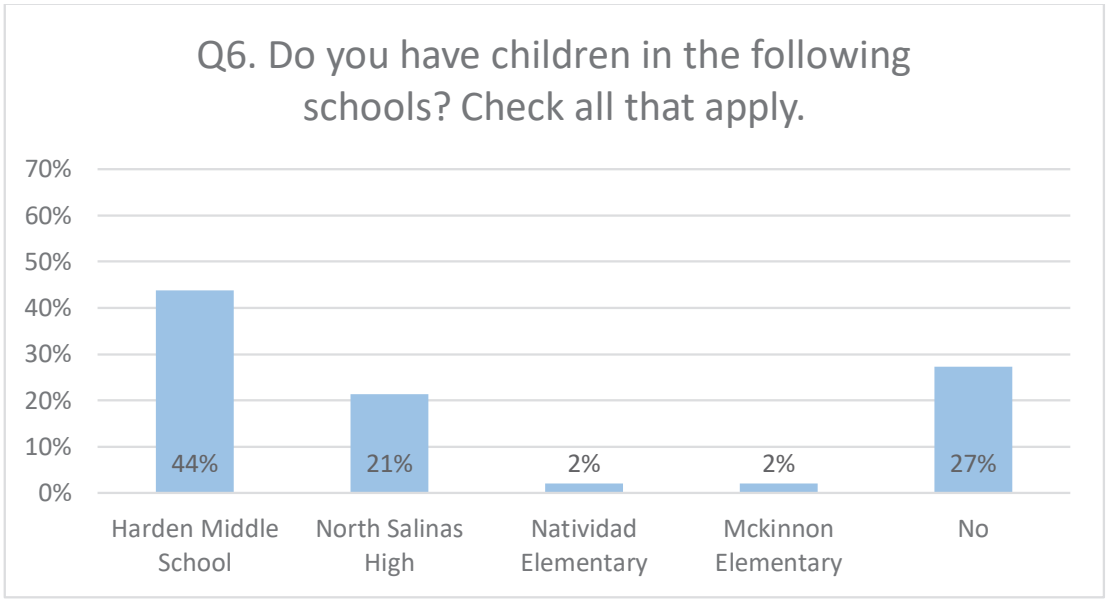


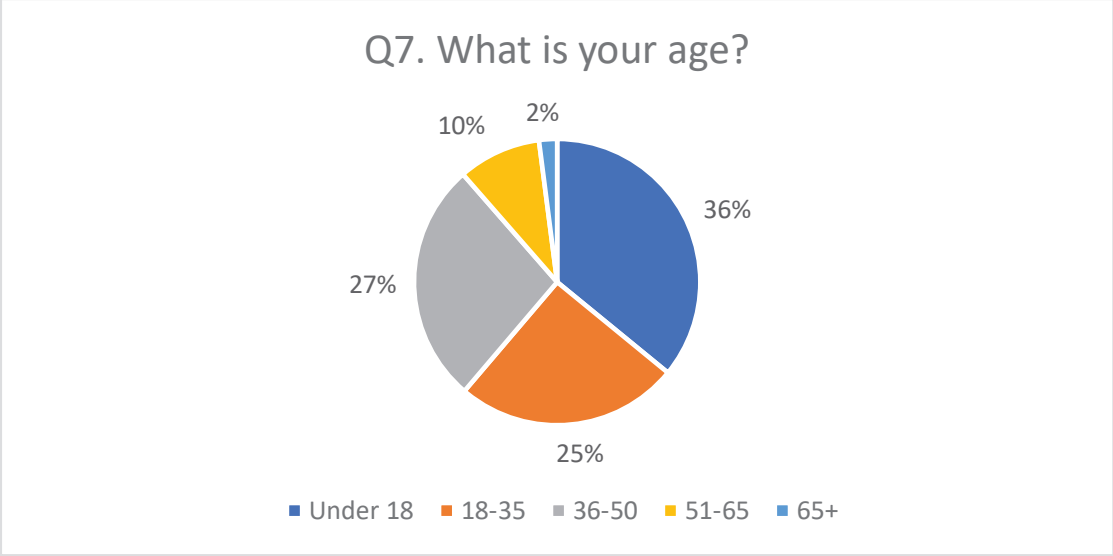


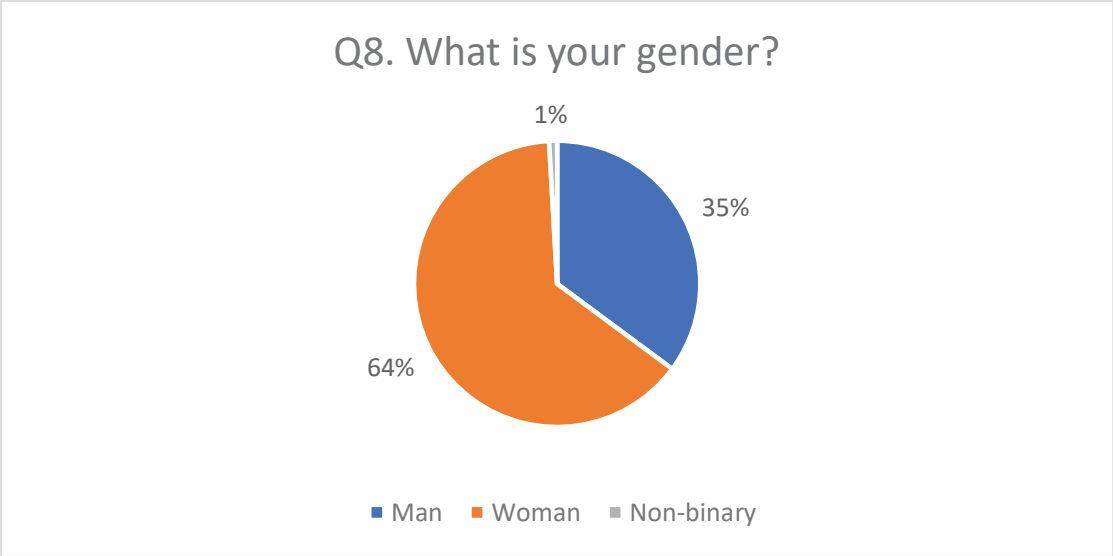


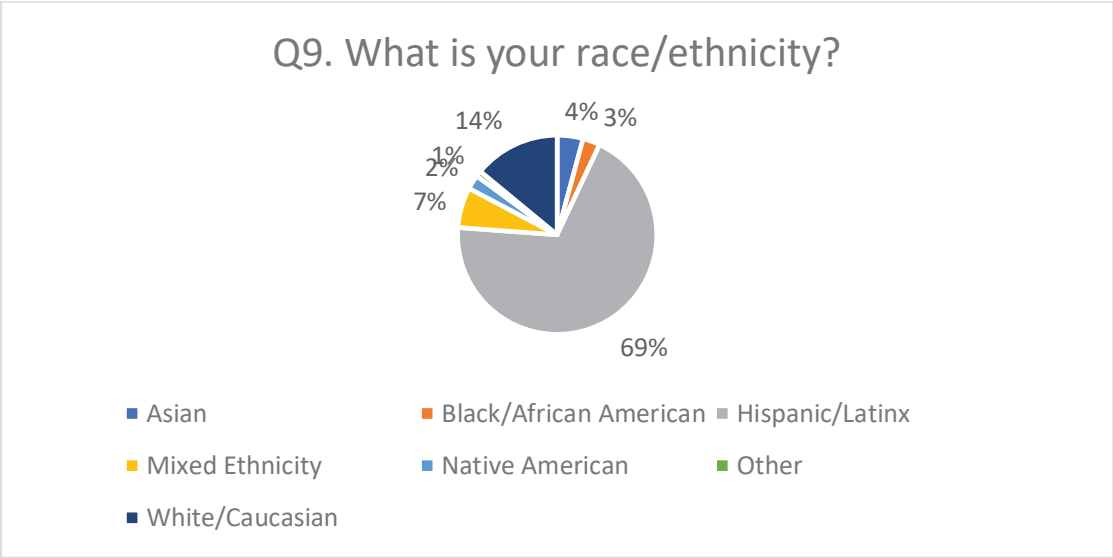

Q4. Would you like to see the temporary improvements made permanent?
No
Maybe - with some changes
Undecided
Yes


Q5. How likely would you be to walk or bike through this area if the changes became permanent?
18%
27%
18%
37%
Definitely
Likely
Not at all likely
Not likely


Q6. Do you have children in the following schools? Check all that apply.
70%
60%
50%
40%
30%
20%
10%
0%
44%
21%
2%
2%
27%
Harden Middle School
North Salinas High
Natividad Elementary
Mckinnon Elementary
No


Q7. What is your age?
10%
2%
36%
27%
25%
Under 18
18-35
36-50
51-65
65+


Q8. What is your gender?
1%
35%
64%
Man
Woman
Non-binary


Q9. What is your race/ethnicity?
14%
4%
3%
1%
2%
7%
69%
Asian
Black/African American
Hispanic/Latinx
Mixed Ethnicity
Native American
Other
White/Caucasian

CSU Monterey Bay Class: ENSTU 376

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Summary Report of Bicycle & Pedestrian Counts for Temporary Installations on McKinnon Street & Westminster Drive, Salinas CA

Written by: Mollie Brogdon

June 24, 2022

Abstract

To ensure the safety for children and all community members in Monterey County, as part of the Salinas Safe Routes to School Program, The Transportation Agency for Monterey County installed temporary safety measures in front of Harden Middle School located in Salinas, CA. With help from the Sustainable City Year Program and CSUMB students, a study on the temporary installations was conducted to assess their effectiveness in increasing pedestrians and bicyclist traffic, as well as improving their overall safety. Each movement an individual made across the intersection of McKinnon Street and Westminster Drive was recorded during four designated days and time frames both before and after the temporary safety measures were installed. When it was observed, additional documentation concerning dangerous behavior was made. This study concluded that the temporary installations did increase the safety of bicyclists and pedestrians. However, pedestrians may still be subject to unsafe conditions due to the speed of vehicular traffic, and children bicyclists remain susceptible to injury from the lack of prevalent helmet use. Pedestrian activity had a notable increase following the installations, whereas bicyclist activity decreased. It was also found that the temporary installations did not encourage bicyclists to travel in the protected bike lanes. This study argues that an additional speed survey is necessary to better assess the severity of speeding in the area. Education on proper bike lane use for child bicyclists is also recommended. Finally, stronger enforcement of helmet use for minors is imperative. A program to connect the children with such safety gear is advised.

Background & Purpose

All children should be able to make their way to school safely. The Transportation Agency for Monterey County (TAMC) is working to ensure children's safety through various Safe Routes to School projects and programs across Monterey County. TAMC is aware that the majority of children in Monterey County are driven to school. This is one of the leading causes of traffic congestion on local roads during the morning and afternoon. This chaotic drop-off traffic in front of schools creates an unsafe environment for children who walk and bike. TAMC is making an effort to bring forth a community approach to achieving a deep and comprehensive impact for children's safety through the Safe Routes to School Program. One specific project that TAMC employed took place in front of Harden Middle School and was made possible through the Sustainable City Year Program. The Sustainable City Year Program is a connection made by universities and communities to assist with local needs. The program is intended to assist local municipalities with sustainability-related projects that they would like to take on but may not have the resources to do so. For this project, an Environmental Studies class focusing on infrastructure at California State University, Monterey Bay, collaborated with TAMC to collect bicycle and pedestrian count data and assess the effectiveness of the project.

The project in front of Harden Middle School was focused on the intersection of McKinnon Street and Westminster Drive, with the goal of getting feedback from the community and improving safety. TAMC added temporary curb extensions on Westminster Drive and changed bike lanes to protected bikeways with a barrier from cars on McKinnon Street. Examples of these temporary installation are found below in ***Figure 1***. To properly evaluate the effectiveness of these temporary measures, CSUMB students were tasked with counting the movements of pedestrians and bicyclists across the entire intersection. The counts were primarily intended to answer the following question: How do the temporary installations impact pedestrian

and bicyclists' behaviors? Questions of more specific interest include, Do the temporary installations improve safety for pedestrians? Do the temporary installations improve safety for bicyclists? Do the temporary installations encourage more pedestrian and bicyclist activity? Recording the activity within the intersections through pedestrian and bicyclist counts allowed for a comprehensive investigation to answer the questions of interest.

***Figure 1*. Temporary Bike Lane Separations on McKinnon Street**

Methodology

The counts were recorded by CSUMB students, whose role included observing and tallying the movements of pedestrians and bicyclists across the McKinnon and Westminster intersection. An example of how the intersection was labeled for the purpose of counting can be seen in ***Figure 2*** below. These counts were taken from 7-9am and 2:30-4:30pm on Tuesday April 5th and Thursday April 7th before the installations. After the installation of the curb extensions and separate bikeways, counts were taken during the same time frames on Tuesday April 26th and Thursday April 28th.

During the counts, students recorded the number of individual movements people made at any of the four crossings, as well as turns they made on corners of the street. Counters specified if the pedestrians or bicyclists were adults or children, if the crossings were considered

safe, if child bicyclists were wearing helmets or not, and if bicyclists were traveling on the sidewalk or street. A safe crossing was one in which a pedestrian or bicyclists used the designated pathways and did not have a dangerous interaction with the vehicular traffic.

Additional notes were recorded if dangerous or unusual behavior was observed. Counters also recorded the opinions and input from community members as well as teachers from Harden Middle School that approached them about the study. To account for other variables impacting the results, the temperature and weather conditions during each count were also documented. Weather during every count was mild; no rain, extreme heat, cold, or wind was recorded. It is likely that the weather did not impact the results of this study.

Within the collected data, there is some information regarding bicyclists that is incomplete or was entered incorrectly. The data is concerned with helmet use by child bicyclists and if the bicyclists were traveling on the sidewalk or street. The findings and conclusions further explain in detail the impact of this on the study.

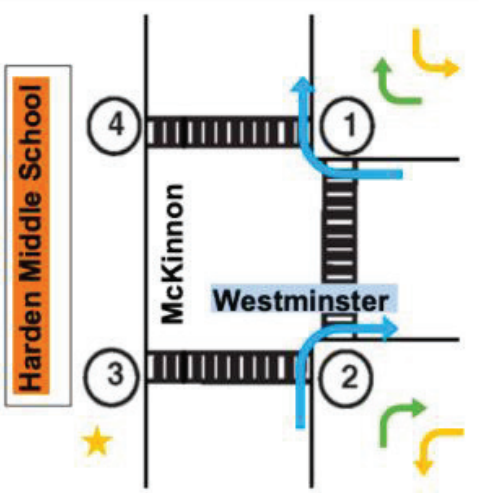


Figure 2. Labeled Intersection for Counting

Findings:

To gain a better understanding of the results of this project, an overview of three themes within the findings will be presented. These include results relating to pedestrians, bicyclists, and dangerous behaviors. These findings will relay comparative information and data from before and after the temporary installations.

Pedestrians

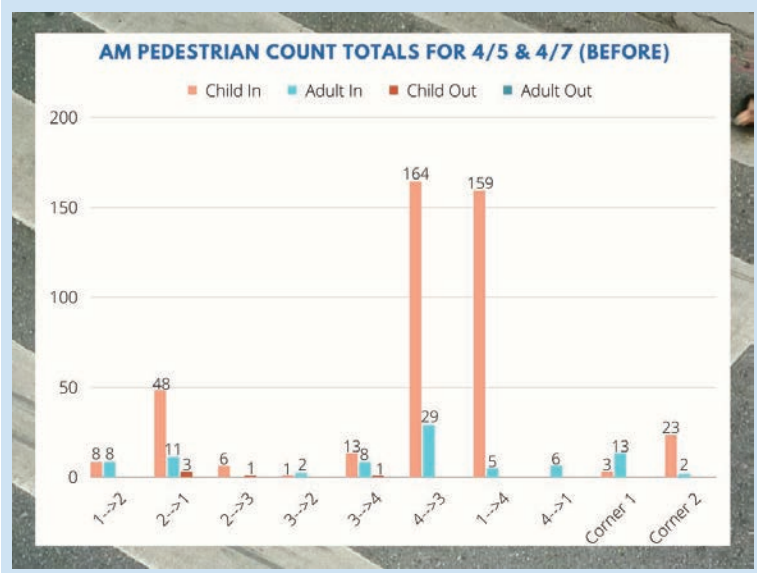
Figure 3 below displays several findings from the study. Within the graphs, categories of "In" signifies that the crossing took place within a designated pathway and that the crossing was considered safe from vehicular traffic. On the other hand, those that say "Out" indicate that the crossing took place outside of the crossway and was considered an unsafe crossing. "Before" signifies the count data prior to the installation of the temporary safety measures and "After" signifies the data that was collected following the installation of temporary street improvements. Since the before and after counts for Tuesday and Thursday were generally comparable to each other, the data from the two days was compiled into sum totals.

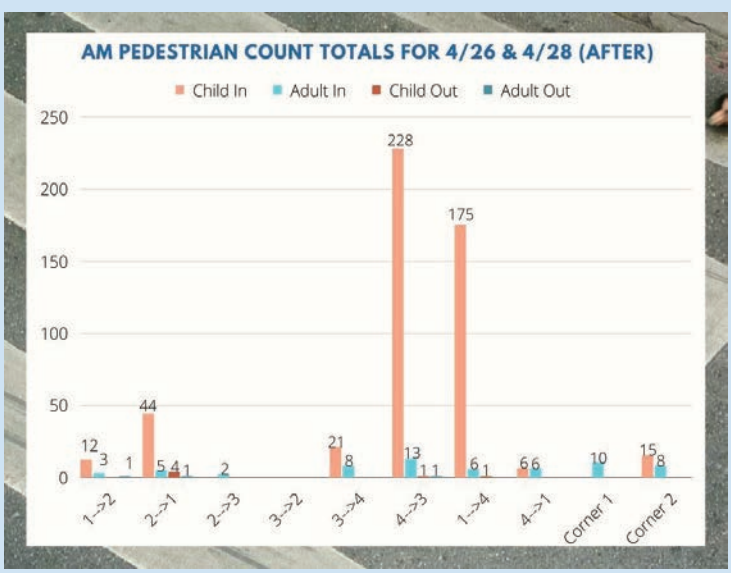
As seen in the graphs, movements of children were far more frequent than adults at almost every crossing. In the morning, the most frequently crossed pathways were from 2→1 with 48 children inside the crosswalk before and 44 after, 3→4 with 13 children before and 21 after, 4→3 with 164 children before and 228 after, and 1→4 with 159 children before and 175 after. Likewise, in the evening, the most frequent crossings for children included: 1→2 with 40 before and 72 after, 2→1 with 63 before and 49 after, 3→4 with 307 before and 435 after, 4→3 with 35 before and 70 after, 1→4 with 19 before and 47 after, 4→1 with 215 before and 248 after, and finally Corner 2 where there were 44 turns before and 54 turns after the pop-ups.

The main pathways traveled by children are the crossings between locations 4 and 3 as well as the between locations 1 and 4. Both were traveled in high frequency in the morning and

afternoon, just in the opposite direction. In the morning, children typically traveled sequentially from 1→4 then, from 4→3. In the afternoon, they typically travel from 3→4 then, from 4→1.

The graphs further demonstrate that there is more pedestrian traffic during the afternoons than there is in the mornings. Moreover, there are more children crossings that took place outside of the crosswalks during the afternoon. It is important to note that one of the most frequent crosswalks that children traveled outside of was 3→4 in the afternoon. This pathway is not an actual street crossing, but a sidewalk where the large bins were added as a barrier between the bike lane and the street. The data is unclear whether the pedestrians were traveling behind these bins in the bike lane, or in front of the bins in the street.





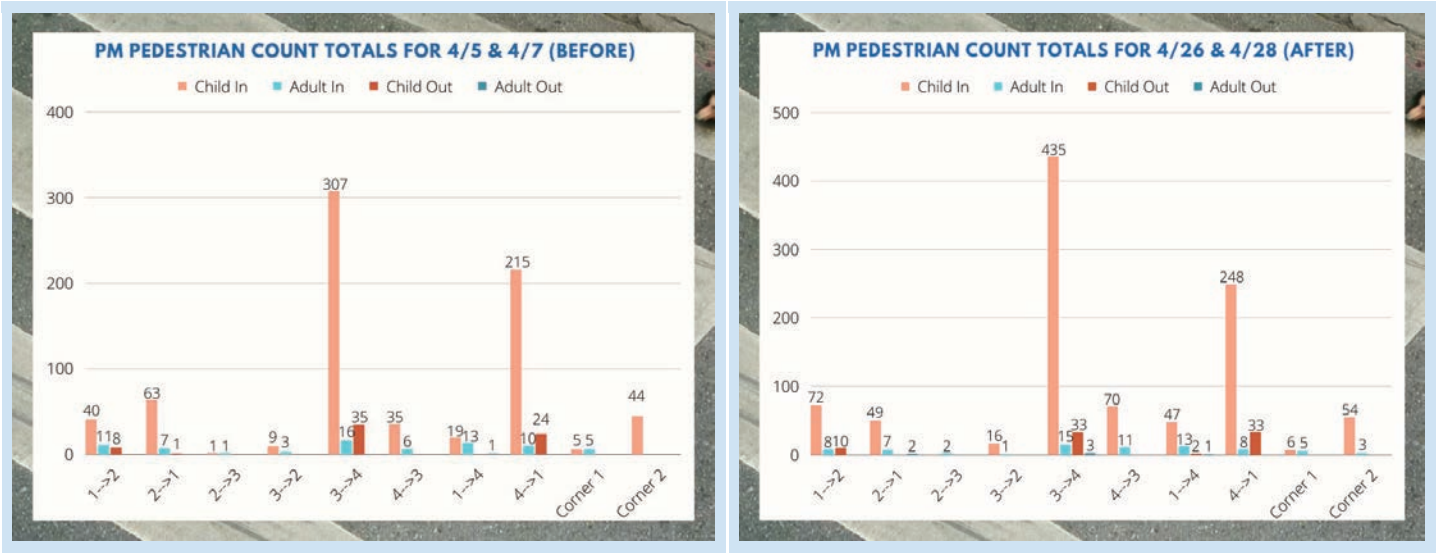


Figure 3. Pedestrian Count Graphs

Bicyclists

Similar to ***Figure 3, Figure 4*** also displays compiled data from two data collection days to best showcase the findings. ***Figure 4*** shows that in the mornings of the pre-counts, there were a total of 94 bicyclists. Within this, 40 were children, 38 of which, traveled on the sidewalk. In the afternoon of the pre-counts, there were 37 bicyclists. 22 out of the 37 bicyclists were children with 18 traveling on the sidewalks. After the temporary measures were installed, post-counts revealed that in the morning there were a total of 35 bicyclists. 28 of these bicyclists were children, with 25 of them traveling on sidewalks. Likewise, the afternoon post-counts totaled 49 bicyclists. Out of the 49 bicyclists, there were 41 children. The data that was collected during these time frames does not indicate whether these children traveled on the sidewalk or the street.

Cumulatively, ***Figure 5*** reveals that there was a total of 131 bicyclist movements during the pre-count, and 84 bicyclist movements observed during the post-count. This is a 35.9% overall decrease in bicyclist traffic. In the mornings, bicyclist traffic decreased by 62.7%.

However, in the afternoon, bicyclist traffic increased by 32.4%. Overall, the number of bicyclists decreased following the installation of the temporary measures.

Lack of helmet use by children bicyclists proved to be a significant finding within the study. The data collected on helmet use may not be reflective of the precise percentage of children that wore helmets due to data entry errors. However, based on substantial observational data, it can be concluded that there were very few children who wore helmets. The vast majority of children bicyclists did not wear helmets. A change in the frequency of helmet use by children bicyclists was not observed following the installations.

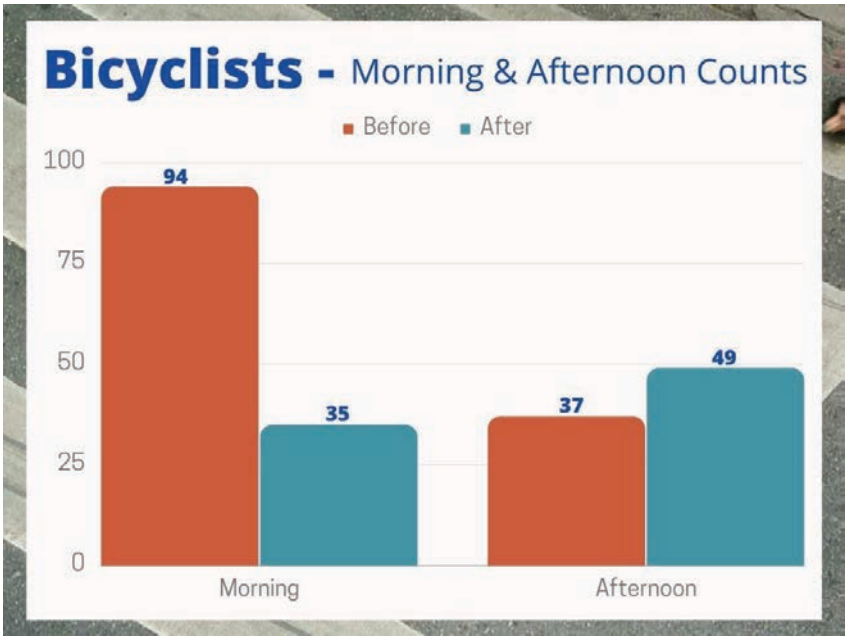


Figure 4. Morning & Afternoon Counts of Bicyclists Graph

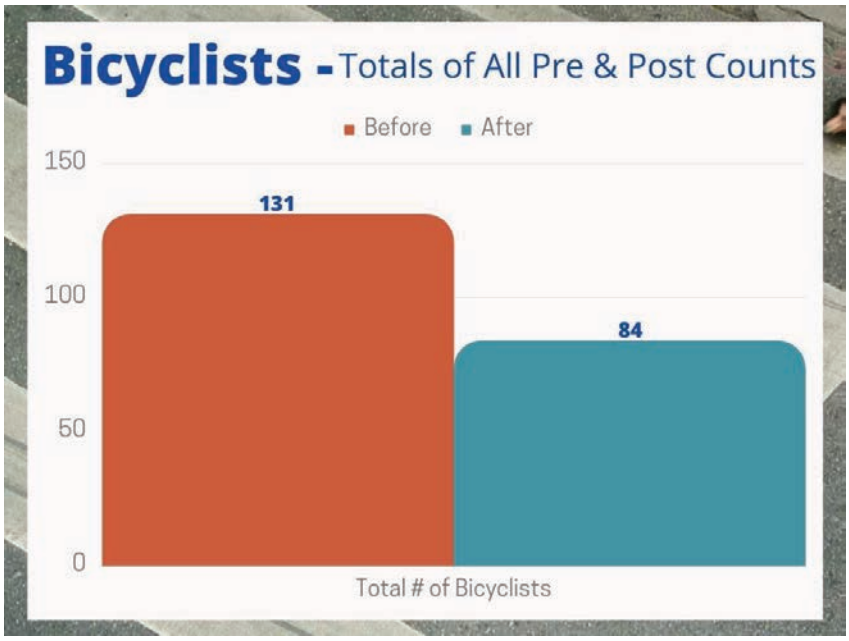


Figure 5. Totals of Before & After Counts Graph

Dangerous Behaviors

Based on observational data collected during the study, vehicular traffic was a significant contributor to dangerous behaviors within the intersection. Prior to the installations, cars commonly pulled into the unprotected bike lanes on McKinnon Street to drop-off or pick-up children. ***Figure 6*** below provides an example of this frequent occurrence. Following the installation of the temporary bike lane barriers, cars were no longer able to make this maneuver. Instead, they then opted to park in the residential streets down Westminster Drive. These locations down Westminster became crowded and cars ended up blocking intersections, parking in front of driveways, and in fire lanes as they waited to pick their children up. One CSUMB student counter reported on the deeper implications that could arise as a result of vehicles blocking intersections:

> "During [a post-count] count on Thursday April 28, multiple cars were parked, blocking the fire lanes where Westminster opens onto McKinnon (in the 1→2/2→1 crossing, see Figure 1). A few minutes later, I observed an ambulance and fire engine responding to a

> medical emergency on Tynan Court, which intersects Westminster near the count site. If those cars had been blocking the lanes, neither emergency vehicle would have been able to access the street without driving over a planted center divider and knocking over a sign. This is the only major drawback I can see with the installation: as parking opportunities are limited on McKinnon to create safer conditions for pedestrians, drivers are routed onto residential streets, causing potential issues for emergency and residential access to the neighborhood. Granted, this problem only arises during school pickup hours, but it is still a concerning possibility."

After the temporary installations were put in place, it was observed that the number of children who were dropped off in the morning within the intersection significantly decreased. More specifically, there were fewer cars that stopped to drop off children in front of the crossing between locations 3 and 4. Prior to the installation, this was a popular spot for cars to stop and drop off children.

Another frequent dangerous behavior observation made by counters relates to the speed of vehicular traffic. Before and after the installations, multiple counters noted that the speed vehicles were traveling down McKinnon was a concern. Although the actual speed of vehicles was not recorded in the study, it was evident that they were traveling at a speed that was unsafe for pedestrians. One observation of particular importance deals with the crosswalk between locations 1 and 4. During the morning counts, both before and after the installations, it was recorded that a child was almost hit by a vehicle in the middle of this crosswalk. In both instances, the children had to make abrupt stops in the middle of the crossing to avoid being hit by a car.

Figure 6. Cars Parked in Bike Lane on McKinnon Street

Conclusions

The purpose of this study was to gain insight into the following questions: How do the temporary installations impact pedestrian and bicyclists' behaviors? Do the temporary installations encourage more pedestrian and bicyclist activity? Do the temporary installations improve safety for pedestrians and bicyclists?

It is concluded that overall pedestrian traffic increased following the addition of the temporary street improvements. Almost every route during the post-installation counts had a notable increase. It is also clear that the main routes traveled by children are the crossings between locations 4 and 3 as well as the crossing between locations 1 and 4. Both of these were traveled in high frequency in the morning and afternoon, just in the opposite direction. From this, it can be assumed that many children are being picked up in the same places that they are dropped off for school or that they live in the neighborhoods accessed by Westminster Drive. It was also observed that children traveled outside of the crosswalks more frequently in the afternoon than in the morning. This is likely a result of a rush of students being released from

school at the same time and the resulting crowding on the sidewalks in front of Harden Middle School. Since the children are traveling outside of the pathways during these times, the bins that were set up in front of the 3←→4 crossing are likely providing a necessary safety barrier to protect the child pedestrians from vehicular traffic.

This temporary barrier bins in front of locations 3 and 4 proved to be advantageous for bicyclists who utilize the bike lane as well. They actively assisted in inhibiting cars from entering and parking in the bike lane to drop-off or pick-up children. The bins, along with the other temporary installations that created protected bikeways, allows for bicyclists to safely travel in the bike lane without the risk of interference from vehicles. Despite the fact that the protected bikeways are making traveling in the bike lane safer, they did not encourage bicyclists to travel in the bike lanes themselves. Although it cannot be concluded with full certainty due to missing data during the afternoon post-counts on whether the bicyclists were traveling on or off the sidewalks, the data that is available during the morning counts indicates that there was no change in bicyclists traveling on the streets instead of the sidewalk. Bicyclists continued to travel on the sidewalks.

As it has been presented, there was an 35.9% overall decrease in bicyclist traffic following the instillations. In the mornings, there was a decrease of 62.7%. Only during the afternoon was there an 32.4% increase in bicyclists traffic following the installations.

Although the temporary installations were not created with the intention of improving this observation, one of the main concerns that became evident within the study is the lack of helmet use in child bicyclists. Very few, if any, children wore helmets while riding their bikes. This is a significant safety risk for children.

An additional safety concern for both pedestrian and bicyclists is the speed of vehicular traffic on McKinnon Street. The installations did not appear to significantly lower the speed that

vehicles are traveling. Pedestrians and bicyclists continue to be at risk from speeding cars. While this study reported only two “close-calls” events where children were almost struck by motorists in a designated crosswalk, other stakeholders such as Harden Middle School teachers, have reported that it is a common occurrence.

In all, the temporary installations did increase the safety of bicyclists and pedestrians by providing a safety barrier from motorists. However, pedestrians are still subject to unsafe conditions due to the speed of vehicular traffic, and children bicyclists remain susceptible to injury from the lack of prevalent helmet use. Pedestrian activity had a notable increase following the installations, whereas bicyclist activity decreased. The temporary installations did not encourage bicyclists to travel in the protected bike lanes.

Recommendations

To address the safety concerns that this study has uncovered, a few recommendations for infrastructure improvements and programming should be taken into consideration. First, to make a more accurate assessment on the speed of vehicular traffic within the area, an additional speed survey is recommended. Once the severity of speeding is recorded, it would allow for a better examination of pedestrian and bicyclist safety. Then, applicable recommendations on how to decrease the speed of traffic can be made.

An additional recommendation is to better educate child bicyclists on using the bike lanes. Child bicyclists may not be aware that using sidewalks while traveling on bikes is unsafe and that the street bike lanes is where they should travel instead. Sufficient education on bicycle policies for children will enhance safety for all. It may also encourage more children to bike to school after they have had the opportunity to become more familiar and confident about biking.

However, if measures continue to be taken to encourage children to bike to school, helmet enforcement for children under the age of 18 must also take effect. Whether this be through actions Harden Middle School takes to regulate helmet use, through local law enforcement, or even through a program that allows children to gain access to safety gear such as helmets, intervention is necessary.

APPENDIX E

PRIORITIZED PROJECT LIST

School	Rec ID Code	Recommendation	Street	Cross Street 1	Cross Street 2	Safety	Access to key destinations	Equity	Connectivity and Low Stress Network	Community-Identified Need	Total Score	Cost Estimate
Alisal Community	AC001	Install yellow High-Visibility crosswalks per planned redesign of Williams Rd. Implement Lead Pedestrian Interval and install pedestrian countdown signal heads	Williams Rd	Del Monte Ave		12	10	20	0	20	62	$218,140
Alisal Community	AC002	Install traffic calming (chicanes and removal of parking at those locations), sharrow markings and bike route signage	Del Monte Ave	Williams Rd	Towt St	20	10	20	0	0	50	$652,800
Alisal Community	AC003	Upgrade crosswalks to High-Visibility, construct curb extensions with ramps	Del Monte Ave	Towt St		5	0	20	0	20	45	$268,000
Alisal Community	AC004	Additional School Zone Signage Assembly A	Del Monte Ave	Williams Rd	Towt St	20	10	20	0	20	70	$3,400
Alisal Community	AC005	Consider pedestrian crossing enhancements per City policy.	Del Monte Ave	Williams Rd	Burke St	12	10	20	0	20	62	$10,000
Alisal Community	AC006	Consider this location for a.m. crossing guard station	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alisal Community	AC007	Install High-Visibility yellow crosswalk across Dallas Ave	Del Monte Ave	Dallas Ave		3	0	20	15	20	58	$4,000
Alisal Community	AC008	Install High-Visibility yellow crosswalk across New Deal Ave	Del Monte Ave	New Deal Ave		3	0	20	15	20	58	$4,000
Alisal Community	AC009	Install High-Visibility yellow crosswalk across Burke St	Del Monte Ave	Burke St		0	0	20	0	0	20	$4,000
Alisal Community	AC010	Perform intersection sight distance analysis and consider	Del Monte Ave	Williams Rd	Towt St	20	10	20	0	20	70	$700

School	Rec ID Code	Recommendation	Street	Cross Street 1	Cross Street 2	Safety	Access to key destinations	Equity	Connectivity and Low Stress Network	Community-Identified Need	Total Score	Cost Estimate
Alisal Community	AC011	Install High-Visibility crosswalk and curb extension across Cortez St	Towt St	Cortez St		0	0	20	15	20	55	$204,000
Alisal Community	AC012	Install traffic calming if requested and supported by neighborhood residents.	Dallas Ave	Del Monte Ave	Cortez St	3	0	20	0	20	43	$157,800
Alisal Community	AC013	Install traffic calming if requested and supported by neighborhood residents.	New Deal Ave	Del Monte Ave	Cortez St	8	0	20	0	20	48	$157,800
Alisal High	AH001	Install buffered bike lanes on Williams Rd between Freedom and Bardin. Allow for loading and unloading only and restrict long term parking on Williams Road in front of Alisal High. Install raised median with street trees between Del Monte Avenue and Monte Bella Boulevard. Replace missing	Williams Rd	Del Monte Ave	Freedom Parkway	15	10	20	0	10	55	$513,380
Alisal High	AH002	Install yellow High-Visibility crosswalks per redesign of	Williams Rd	Del Monte Ave		12	10	20	0	20	62	$218,140
Alisal High	AH003	Upgrade existing crosswalks with High-Visibility yellow crosswalk. Continue to restrict left turns into the high school at Monte Bella	Williams Rd	Monte Bella Blvd		0	0	0	0	20	20	$14,000
Alisal High	AH004	Enhance crosswalk with pedestrian hybrid beacon and	Williams Rd	Existing mid-block crosswalk		0	0	0	0	20	20	$800,000
Alisal High	AH005	Conduct ICE analysis to study	Williams Rd	Freedom		3	0	0	0	20	23	$60,000
Alisal High	AH006	Install additional school zone signage assembly A	Williams Rd	Freedom Parkway		3	0	0	0	20	23	$1,700
Alisal High	AH007	Upgrade existing class II bike lane to buffered bike lanes. Evaluate for potential reduction in the number of lanes, Class IV cycle	Freedom Parkway	Constitution	Williams	9	0	0	0	0	9	$426,740
Alisal High	AH008	Install bike lane conflict striping across right turn lane transition, and conflict striping across the	Freedom Parkway	Williams Rd		3	0	0	0	10	13	$18,000
Alisal High	AH009	Improve lighting and connection from Burke to make it ADA	Burke St	Back entrance to school		0	0	0	0	20	20	$39,000
Alisal High	AH011	Install High-Visibility crosswalk and construct curb extensions with curb ramps across Estrella	Freedom Parkway	Estrella Way		0	0	0	15	20	35	$130,000

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Alisal High	AH012	Construct formal pedestrian pathway through eastern driveway into campus. Consider removing parking spaces next to portables and repurpose space for	School parking lot	Williams Rd	Back entrance to school, along driveway on east side	0	10	0	15	20	45	$10,000
Alisal High	AH013	Consider creating a new right turn-only lane from the school parking lot and closing driveway access at Monte Bella Blvd to reduce conflicts with students crossing. Evaluate Williams Road crosswalk location and signal operations with any changes to lane configurations. Direct drop-off to school campus.	School parking lot	Monte Bella Blvd / Williams Rd (North side of Intersection)		0	0	0	0	0	0	$11,700
Alisal High	AH014	Add bike route signage, sharrow striping and install traffic calming if requested and supported by	Camarillo Court	Moreno Dr		0	5	0	0	0	5	$550,800
Alisal High	AH015	Install traffic calming if requested and supported by neighborhood residents.	Gaviota Dr	Paseo Grande	Tecopa Way	0	0	0	0	20	20	$214,200
Alisal High	AH016	Add pedestrian-scale lighting to improve existing back entrance to	Camarillo Court	Back entrance		0	0	0	0	20	20	$83,200
Bardin Elementary	BE001	Install High-Visibility crosswalk yellow across entrance	Alisal Rd	school parking lot entrance		0	10	0	15	20	45	$4,000
Bardin Elementary	BE002	Install double roundabout configuration at intersection, include new striping plan and roadway reconfiguration per Alisal Vibrancy Plan and current Bardin SRTS project	E Alisal St	Bardin Rd		0	0	15	0	10	25	Project Funded
Bardin Elementary	BE003	Install new sidewalk on the south side of the roadway and multi-use path between Margaret St and Bardin Road per Bardin SRTS project. Long term: extend multi-use path from Margaret St to Skyway Blvd	E Alisal St	Sconberg Parkway	Tampa St	0	15	15	15	10	55	Project Funded
Bardin Elementary	BE004	Install buffered bike lanes per Bardin SRTS project	E Alisal St	Bardin Rd	Skyway Blvd	3	15	15	0	10	43	Project Funded
Bardin Elementary	BE005	Install high-visibility crosswalk, curb extensions, and rectangular rapid flashing beacon along with appropriate yield signage and striping	E Alisal St	Margaret St		0	0	15	15	20	50	Project Funded

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Bardin Elementary	BE006	Reconfigure roadway to one lane in each direction with a center turn lane per Bardin SRTS project	Bardin Rd	Sconberg Parkway	Williams Rd	3	15	20	0	10	48	Project Funded
Bardin Elementary	BE007	Install no parking signage to reduce parent parking in loop	Bardin Rd	school drop-off loop		0	10	0	0	0	10	$40,000
Bardin Elementary	BE008	Install High-Visibility crosswalk across side streets with curb extensions and curb ramps per Bardin SRTS project. Install marked crosswalks across Bardin Road at Toro Ave and Countryside Drive	Bardin Rd	Alisal Rd	Williams Rd	3	15	20	15	20	73	Project Funded
Bardin Elementary	BE009	Install High-Visibility crosswalks and upgrade curb ramps at three of the corners. Include curb extensions at southwest corners and remove dedicated right turn pocket/lane per Bardin SRTS plan. Install conflict area striping for the buffered bike lane approach to the intersection. Evaluate intersection for Lead Pedestrian Interval feasibility.	Bardin Rd	Williams Rd		0	10	20	0	20	50	Project Funded
Bardin Elementary	BE010	Install Class II buffered bikeway along with accompanying striping per Bardin SRTS project	Bardin Rd	Alisal Rd	Williams Rd	3	15	20	0	10	48	Project Funded
Bardin Elementary	BE011	Install traffic calming if requested and supported by neighborhood	Paloma Ave	Quilla St	Margaret St	0	15	15	0	20	50	$754,800
Bardin Elementary	BE012	Work with neighborhood to develop access control plan that includes pedestrian safety	Paloma Ave	Market St / Toro Ave		0	5	15	0	0	20	$40,000
Bardin Elementary	BE013	Install Class II bike lane and signage (extended project further	Sconberg Parkway	Alisal Rd	Monte Bella Blvd	0	10	0	0	10	20	$46,580
Boronda Meadows Elementary	BME001	Consider installing a roundabout in school parking lot intersection	School parking lot	Larkin St (Terminus)		0	10	0	0	20	30	$195,000
Boronda Meadows Elementary	BME002	Conduct traffic analysis at this intersection. Upgrade crosswalks to yellow High-Visibility	N Davis Rd	Larkin St		3	0	0	0	20	23	$18,750
Boronda Meadows	BME003	Install multi-use path on west side of Davis Road to connect to	N Davis Rd	Larkin Rd	Rossi St	6	15	0	15	10	46	$235,000
Carr Lake Community Day	CLCD001	Fill in existing sidewalk gaps on north side near Sherwood Dr	Sherwood Pl	Sherwood Dr	Cul-de-sac	0	15	15	15	20	65	$60,000

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Carr Lake Community Day	CLCD002	Upgrade stormwater retention/runoff reduction along Sherwood Place.	Sherwood Pl	Sherwood Dr	Cul-de-sac	0	15	15	0	20	50	$2,000,000
Carr Lake Community Day	CLCD003	Update crosswalk to High-Visibility and construct curb extensions on	Sherwood Pl	existing mid-block crosswalk		0	15	15	0	20	50	$109,700
Carr Lake Community Day	CLCD004	Relocate bus stop to north side of Sherwood Pl to enhance visibility at intersection and construct bus pullout on north side of	Sherwood Drive	Sherwood Pl		0	10	15	0	20	45	$75,000
Carr Lake Community Day	CLCD005	Consolidate bike lanes to one side of the road for a two-way cycle track or multi-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways and install protected intersection treatments at Bernal to facilitate transition to cycle track.	Sherwood Drive	Bernal St	Rossi St	21	15	15	15	20	86	$12,541,180
Carr Lake Community Day	CLCD006	Re-evaluate ICE analysis to study options for intersection control.	Sherwood Drive	Sherwood Pl		0	10	15	0	20	45	$40,000
Carr Lake Community Day	CLCD007	Install trails or shared-use paths to connect to Sherwood, Laurel Dr, and Madeira Ave	Behind school	Laurel Dr	Madeira Ave	0	15	15	15	10	55	$2,100,000
Carr Lake Community Day	CLCD008	Create Class I shared use path on service roads/ROW adjacent to	Existing service roads near canal	Rossi St (crosses main street	Sherwood Dr	13	5	15	15	10	58	$1,800,000
Carr Lake Community Day	CLCD009	Consider redesign of Casentini St/Main St intersection to	Existing service road near canal	Main St		13	0	15	15	10	53	$305,000
Carr Lake Community Day	CLCD010	Install High-Visibility crosswalk to connect sidewalk with front of campus	El Puente Campus	Sherwood Pl (South Side)		0	15	15	15	20	65	$4,000
Carr Lake Community Day	CLCD011	Install lead pedestrian interval and conduct counts to determine if	Sherwood Drive	Bernal St		0	0	15	0	20	35	$240,000
Cesar E. Chavez Elementary	CECE001	Install traffic calming if requested and supported by neighborhood residents.	Towt St	Freedom Parkway	Del Monte Ave	11	15	20	0	20	66	$510,000

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Cesar E. Chavez Elementary	CECE002	Upgrade crosswalks to High-Visibility and construct curb extensions with ramps	Towt St	Moreno St		0	10	0	0	20	30	$268,000
Cesar E. Chavez Elementary	CECE003	Upgrade crosswalks to High-Visibility and construct curb extensions with ramps	Towt St	Del Monte Ave		5	0	20	0	20	45	$268,000
Cesar E. Chavez Elementary	CECE004	Upgrade crosswalks to High-Visibility and construct curb extensions with ramps	Towt St	Paseo Grande		3	5	0	0	20	28	$268,000
Cesar E. Chavez Elementary	CECE005	Construct curb extensions with curb ramps across Towt St. Include appropriate yield signage and striping	Towt St	Freedom Parkway		3	0	0	0	20	23	$128,850
Cesar E. Chavez Elementary	CECE006	Install class II bike lanes	Towt St	Freedom Parkway	Paseo Grande	6	5	0	15	0	26	$42,240
Cesar E. Chavez Elementary	CECE007	Install High-Visibility crosswalks and construct curb extensions	Mae Ave	Del Monte Ave		0	0	20	15	20	55	$208,000
Cesar E. Chavez Elementary	CECE008	Install raised high-visibility crosswalk across C St and construct curb ramps	Mae Ave	C St		0	0	20	15	20	55	$175,000
Cesar E. Chavez Elementary	CECE009	Install raised High-Visibility crosswalks across D St and construct curb ramps	Mae Ave	D St		0	0	20	15	20	55	$175,000
Cesar E. Chavez Elementary	CECE010	Upgrade crosswalks to High-Visibility, construct curb extensions with ramps	Josephine St	D St		0	0	20	15	20	55	$268,000
Cesar E. Chavez Elementary	CECE011	Install High-Visibility crosswalk across C St and construct curb	Gallindo St	C St		0	0	20	15	20	55	$30,000
Cesar E. Chavez Elementary	CECE012	Install High-Visibility crosswalk across D St and construct curb ramps	Gallindo St	D St		0	0	20	15	20	55	$30,000
Cesar E. Chavez Elementary	CECE013	Install raised High-Visibility crosswalk across Josephine St and	Josephine St	C St		0	0	20	15	20	55	$175,000
Cesar E. Chavez Elementary	CECE014	Install High-Visibility crosswalk and construct curb extensions w/	Kilbreth Ave	Del Monte Ave		0	0	20	15	20	55	$130,000
Cesar E. Chavez Elementary	CECE015	Install High-Visibility crosswalk and construct curb extensions w/ curb ramps across Galindo	Galindo St	Del Monte Ave		3	0	20	15	20	58	$130,000
Cesar E. Chavez Elementary	CECE016	Implement valet program or park and walk program to campus.	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A

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Creekside Elementary	CE001	Install school crossing signs on both sides of Kittery St (crossing assembly A)	Kittery St	Crestview St		0	10	0	0	20	30	$1,700
Creekside Elementary	CE002	Implement loading zone curb markings and signage for drop off and pick up (side adjacent to the	Beacon Hill Dr	Declaration St	Kittery St	0	15	0	0	20	35	$4,100
Creekside Elementary	CE003	Install traffic calming if requested and supported by neighborhood residents. Install sharrow markings and signage	Beacon Hill Dr	Constitution Blvd	Constitution Blvd	3	15	15	0	20	53	$244,800
Creekside Elementary	CE004	Add High-Visibility crosswalks to all side streets	Beacon Hill Dr	Constitution Blvd	Constitution Blvd	3	15	15	15	20	68	$112,000
Creekside Elementary	CE005	Add speed feedback sign	Beacon Hill Dr	Declaration St	Kittery St	0	15	0	0	20	35	$10,700
Creekside	CE006	Install raised crosswalk with High-	Fitzgerald St	greenway path		0	0	0	15	10	25	$154,700
Creekside Elementary	CE007	Install raised crosswalk with High-Visibility crosswalk with yield signage and striping	Snug Harbor St	greenway path crossing		0	0	0	15	10	25	$154,700
Creekside Elementary	CE008	Install raised crosswalk with High-Visibility crosswalk with yield signage and striping	Crestview St	greenway path crossing		0	0	0	15	10	25	$154,700
Creekside Elementary	CE009	Install raised crosswalk with High-Visibility crosswalk with yield signage and striping	Newington St	greenway path crossing		0	0	0	15	10	25	$154,700
Creekside Elementary	CE010	Upgrade crosswalks to High-Visibility and construct curb extensions across side streets	Kittery St	Snug Harbor		0	10	0	0	0	10	$104,000
Creekside Elementary	CE011	Upgrade crosswalks to High-Visibility and construct curb extensions across side streets	Kittery St	Crestview St		0	10	0	0	0	10	$104,000

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Creekside Elementary	CE012	Upgrade crosswalks to High-Visibility and construct curb extensions across side streets	Kittery St	Newington St		0	10	0	0	0	10	$104,000
Creekside Elementary	CE013	Upgrade crosswalks to High-Visibility and construct curb extensions (where not in conflict	Nantucket	Declaration St		0	0	0	0	0	0	$216,000
Creekside Elementary	CE014	Evaluate pedestrian crossing opportunities between Massachusetts neighborhood and	Constitution Blvd	Nantucket	Freedom Parkway	0	0	0	15	20	35	$22,660
Creekside Elementary	CE015	Install conflict striping across intersections to connect bike lanes or future Class IV.	Beacon Hill Dr	Constitution (west intersection)		3	0	15	15	20	53	$1,412,660
Creekside Elementary	CE016	Upgrade Class II bike lane to Class IV	Constitution Blvd	Boronda Rd	Independence	30	15	15	15	10	85	$5,458,680
Creekside Elementary	CE017	Install crossing on third leg of intersection to connect to trail that connects to Massachusetts	Freedom Parkway	Constitution Blvd		10	0	0	15	20	45	$105,000
Creekside Elementary	CE018	Install High-Visibility crosswalk and curb extensions across Cape Cod Way and install conflict striping for bike lane or future Class IV	Constitution Blvd	Cape Cod Way		3	5	0	15	10	33	$110,720
Creekside Elementary	CE019	Create bicycle boulevard by installing traffic calming, sharrow markings and signage and connect	Crestview St	Kittery St	Great Island St	0	10	0	15	0	25	$244,800
Creekside Elementary	CE020	Upgrade bike racks/bike cage on campus	School Campus	front of school		0	10	0	0	0	10	$8,000
Creekside Elementary	CE021	Provide access to the school from the back side of campus to allow students to avoid school drop-off	School Campus	Middle east side of school yard		0	15	0	0	20	35	$8,500
Creekside Elementary	CE022	Install High-Visibility crosswalk and curb extensions across Fitzgerald. Upgrade to High-	Kittery St	Fitzgerald St		0	10	0	15	0	25	$112,000
Creekside Elementary	CE024	Install High-Visibility crosswalks and curb extensions on three legs of intersection	Kittery St	Beacon Hill Dr		0	5	0	15	20	40	$162,000
Creekside Elementary	CE025	Install path to connect back entrance to school with Declaration Street	Creekbridge Neighborhood Park	Middle east side of school yard		0	15	0	15	20	50	$20,000
DIAS	DIAS001	Restripe parking lot to allow access to parking spaces adjacent to street without driving through	Parking lot	Fontes Ln		0	10	0	0	20	30	$104,000

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DIAS	DIAS002	Reconstruct fencing and establish path through empty lot to allow bridge access without accessing	Empty parcel behind school	Service road on east side of school		0	0	0	15	20	35	$24,450
DIAS	DIAS003	Install gate connecting school campus to foot bridge	Back entrance	Calle del Adobe		0	0	0	15	20	35	$8,500
DIAS	DIAS004	Install curb extensions and marked crossing across Addington Lane and Fontes Lane. Alternate	Fontes Ln	Addington Ln		0	0	0	15	20	35	$112,000
DIAS	DIAS005	Work with neighboring property owners to cut back vegetation to remove sidewalk obstructions	Fontes Lane	Randall Rd	Boronda Rd	0	10	0	0	0	10	$3,800
DIAS	DIAS006	Install or update curb ramps and install marked crossings across side streets	Fontes	Nancy Dr	Randall Rd	0	0	0	15	0	15	$22,000
Dr. Martin Luther King Jr. Elementary	MLK010	Repair sidewalk.	Acosta Plaza	Garner Ave	school entrance	0	5	20	0	20	45	$180,000
Dr. Martin Luther King Jr. Elementary	MLKA001	Install planned all-way stop with high-visibility crosswalks and nearside bus bulbouts/curb extensions.	Garner Ave	Pacific Ave		0	0	20	15	20	55	$119,400
Dr. Martin Luther King Jr. Elementary	MLKA002	Install new High-Visibility crosswalk yellow across Atlantic	Garner Ave	Atlantic St		0	0	20	15	20	55	$4,000
Dr. Martin Luther King Jr.	MLKA003	Install new High-Visibility crosswalk yellow across Sieber St	Garner Ave	Sieber St.		3	0	20	15	20	58	$4,000
Dr. Martin Luther King Jr. Elementary	MLKA004	Upgrade to High-Visibility crosswalk yellow on all legs. Install curb extension at NE corner to	Garner Ave	Sanborn Rd		21	0	15	0	20	56	$66,000
Dr. Martin Luther King Jr. Elementary	MLKA005	Upgrade to High-Visibility crosswalk yellow across Alma	Sanborn Rd	Alma Ave		0	0	15	0	0	15	$4,000
Dr. Martin Luther	MLKA006	Optimize signal timing and	Sanborn Rd	Kimmel St		0	15	15	0	0	30	$188,000
Dr. Martin Luther King Jr. Elementary	MLKA007	Upgrade to High-Visibility crosswalk yellow across Montana	Sanborn Rd	Montana St		0	15	15	0	0	30	$4,000

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Dr. Martin Luther King Jr. Elementary	MLKA008	Short term: install class II bike lanes between Laurel/Del Monte. Long term: widen sidewalk to create multi-use path between Laurel to Garner. Install bike conflict markings at Recreation Center entrance/edit driveways. Install raised median with pedestrian refuge islands.	Sanborn Rd	Del Monte Ave	Laurel Dr	30	15	20	15	10	90	$1,799,520
Dr. Martin Luther King Jr. Elementary	MLKA009	Install traffic calming, sharrow marking and bicycle boulevard signage.	Garner Ave	Sanborn Rd	end of street (to the north)	30	0	20	0	20	70	$938,400
Dr. Oscar Loya Elementary	DOLA001	Install raised High-Visibility crosswalk and curb extension across Bison Way	Buckhorn Dr	Bison Way		0	5	0	15	0	20	$249,000
Dr. Oscar Loya Elementary	DOLA002	Install traffic calming and create bike boulevard	Buckhorn Dr	Rider Ave	Falcon Dr	0	5	0	15	20	40	$1,081,200
Dr. Oscar Loya Elementary	DOLA003	Install raised crosswalks and High-Visibility crosswalks on side streets	Buckhorn Dr	Saguaro Dr	Sanborn Rd	0	0	0	15	0	15	$1,043,000
Dr. Oscar Loya Elementary	DOLA004	Install traffic calming if requested and supported by neighborhood residents and additional school	Cougar Dr	Freedom Parkway	Elk Dr	0	10	0	0	20	30	$122,400
Dr. Oscar Loya Elementary	DOLA005	Install curb extensions to improve crossing	Cougar Dr	Badger Way		0	10	0	0	20	30	$100,000
Dr. Oscar Loya Elementary	DOLA006	Install school crossing signage assembly B	Cougar Dr	Badger Way		0	10	0	0	20	30	$1,700
Dr. Oscar Loya Elementary	DOLA007	Install curb extensions across Elk	Cougar Dr	Elk Dr		0	0	0	0	0	0	$100,000
Dr. Oscar Loya Elementary	DOLA008	Install curb extensions across Cougar Way	Cougar Dr	Cougar Way		0	0	0	0	0	0	$100,000

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Dr. Oscar Loya Elementary	DOLA009	Install curb extensions across Raven Ct both legs	Cougar Dr	Raven Ct		0	0	0	0	0	0	$200,000
Dr. Oscar Loya Elementary	DOLA010	Add loading zone signage on Elk Drive and Falcon Drive and encourage drop-off on these	Elk Dr / Falcon Dr	Buckhorn Dr	Cougar Dr	0	15	0	0	20	35	$850
Dr. Oscar Loya Elementary	DOLA011	Evaluate all way stop or consider traffic circle	Falcon Dr	Buckhorn Dr		0	5	0	0	20	25	$200,000
Dr. Oscar Loya Elementary	DOLA012	Install curb extensions across Elk.	Falcon Dr	Elk Dr		0	5	0	0	0	5	$100,000
Dr. Oscar Loya Elementary	DOLA013	Install traffic calming if requested and supported by neighborhood residents.	Falcon Dr	Bison Way	Buckhorn Dr	0	5	0	0	20	25	$122,400
Dr. Oscar Loya Elementary	DOLA014	Upgrade 'Do Not Enter' sign at parking lot exit to standard sign	Cougar Dr	Parking lot exit		0	10	0	0	0	10	$850
Dr. Oscar Loya Elementary	DOLA015	Consider working with parent volunteers/PTA on valet drop-off program in main school loop.	Program			N/A	N/A	N/A	N/A	N/A	N/A	$8,500
Dr. Oscar Loya Elementary	DOLA016	Install planned Pedestrian Hybrid Beacon and upgrade to High-Visibility crosswalks yellow across	Sanborn Rd	Buckhorn Dr		0	0	0	0	20	20	$708,000
Dr. Oscar Loya Elementary	DOLA017	Consider Crossing guard support	Sanborn Rd	Buckhorn Dr		0	0	0	0	20	20	N/A

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Dr. Oscar Loya Elementary	DOLA018	Install Class IV separate bikeway or Class IIB buffered bike lanes and conflict striping	Sanborn Rd	Freedom Parkway	Boronda Rd	3	0	0	15	0	18	$1,665,360
Dr. Oscar Loya Elementary	DOLA019	Install planned Roundabout	Sanborn Rd	Boronda Rd		0	0	0	0	10	10	$2,500,000
Dr. Oscar Loya Elementary	DOLA020	Install Class II buffered bikeway and conflict striping. Consider upgrading to Class IV bikeway	Williams Rd	Freedom Parkway	Boronda Rd	3	0	0	15	10	28	$1,850,400
El Gabilan Elementary	EGE001	Install planned buffered bike lanes and traffic calming on Linwood. Plant trees in the median for street enclosure and tree canopy. Trim vegetation that obstructs existing school speed limit signs.	Linwood Dr	Laurel Dr	Alvin Dr	13	0	0	0	20	33	$10,000
El Gabilan Elementary	EGE002	Install pedestrian refuge island and yellow high-visibility crosswalk across Linwood and high-visibility crosswalk across Sequoia. Install School Assembly signage.	Linwood Dr	Sequoia St		0	0	0	15	20	35	$4,850
El Gabilan Elementary	EGE003	Install yellow, high-visibility crosswalks on all four legs of intersection with pedestrian refuge islands at both Linwood Dr crossings. Install school assembly signage.	Linwood Dr	Chaparral St		8	0	0	15	20	43	$216,850
El Gabilan Elementary	EGE004	Upgrade crosswalks to yellow high-visibility.	Linwood Dr	Rainier Dr		5	0	0	0	20	25	$16,000
El Gabilan Elementary	EGE005	Install yellow, high-visibility crosswalks on three legs of the intersection with pedestrian refuge island at the Linwood Dr crossing. Install School Assembly signage.	Linwood Dr	Elwood St		0	0	0	15	20	35	$112,850
El Gabilan Elementary	EGE006	Upgrade crosswalks to high-visibility and reconstruct pedestrian curb ramps. Install pedestrian refuge island at Linwood Dr crossing. Implement leading pedestrian interval	Laurel Dr	Linwood St		0	0	0	0	20	20	$299,000

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El Gabilan Elementary	EGE007	Install protected pedestrian signal phasing	Laurel Dr	Maryal Dr		5	5	0	0	20	30	$200,000
El Gabilan Elementary	EGE008	Install buffered or separated bike lanes.	Laurel Drive	N Main St	Natividad	30	10	0	15	10	65	$17,069,940
El Gabilan Elementary	EGE009	Install separated bikeway	Natividad Rd	Laurel Dr	Old Stage Rd	30	0	5	15	10	60	$19,429,200
El Gabilan Elementary	EGE010	Install planned crosswalk improvements (rectangular rapid flashing beacon and pedestrian refuge island)	Natividad Rd	Pacheco St		0	0	0	0	0	0	$160,000
El Puente	EP001	Fill existing sidewalk gaps on north side near Sherwood Dr	Sherwood Pl	Sherwood Dr	Cul-de-sac	0	15	15	15	20	65	$60,000
El Puente	EP002	Upgrade stormwater retention/runoff reduction along Sherwood Place.	Sherwood Pl	Sherwood Dr	Cul-de-sac	0	15	15	0	20	50	$2,000,000
El Puente	EP003	Update crosswalk to High-Visibility and construct curb extensions on either side. Add yield lines and school crossing signage assembly A.	Sherwood Pl	existing mid-block crosswalk		0	15	15	0	20	50	$109,700
El Puente	EP004	Relocate bus stop to north side of Sherwood Pl to enhance visibility at intersection and construct bus pullout on north side of intersection	Sherwood Drive	Sherwood Pl		0	10	15	0	20	45	$75,000
El Puente	EP005	Consolidate bike lanes to one side of the road for a two-way cycle track or multi-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways and install protected intersection treatments at Bernal to facilitate transition to cycle track.	Sherwood Drive	Bernal St	Rossi St	21	15	15	15	10	76	$12,541,180
El Puente	EP006	Re-evaluate ICE analysis to study options for intersection control.	Sherwood Drive	Sherwood Pl		0	10	15	0	20	45	$40,000
El Puente	EP007	Install trails/shared use paths to connect to Sherwood, Laurel, and Madeira Ave	Behind school	Laurel Dr	Madeira Ave	0	15	15	15	10	55	$2,100,000

School	Rec ID Code	Recommendation	Street	Cross Street 1	Cross Street 2	Safety	Access to key destinations	Equity	Connectivity and Low Stress Network	Community-Identified Need	Total Score	Cost Estimate
El Puente	EP008	Create Class I shared-use path on service roads/ROW adjacent to canal (this trail/shared-use path is part of a large proposed network that goes behind the school and will connect to the trail in recommendation above)	Existing service roads near canal	Rossi St (crosses main street following canal)	Sherwood Dr	13	5	15	15	10	58	$1,800,000
El Puente	EP009	Consider redesign of Casentini St/Main St intersection to incorporate bicycle crossing. Consider removing parking and installing a raised shared-use path	Existing service road near canal	Main St		13	0	15	15	10	53	$305,000
El Puente	EP010	Install High-Visibility crosswalk to connect sidewalk with front of campus	El Puente Campus	Sherwood Pl		0	15	15	15	20	65	$4,000
El Puente	EP011	Install lead pedestrian interval and conduct counts to determine if protected phase is needed	Sherwood Drive	Bernal St		0	0	15	0	20	35	$240,000
El Sausal Middle	ESM001	Install roadway reconfiguration and class IV bikeway per corridor plans. Remove on-street parking in front of school and shift bus	E Alisal	Work St	Skyway Blvd	30	15	20	15	10	90	$1,236,340
El Sausal Middle	ESM002	Install stop or yield signs at driveway exits	Eucalyptus Dr	Parking lot driveway		3	0	15	0	0	18	$1,700
El Sausal Middle	ESM003	Install loading zone curb markings and signage along the east side of Eucalyptus Dr. for drop-off and pick-up. Install formal pedestrian entrance to campus from	Eucalyptus Dr	Parkway Rd	E Alisal	6	10	15	0	20	51	$185,165
El Sausal Middle	ESM004	Upgrade raised crosswalk with yellow high-visibility crossing. Construct curb extensions and add	Eucalyptus Dr	Connely St		3	10	15	15	20	63	$159,700
El Sausal Middle	ESM005	Resurface street. Install traffic calming and create bike boulevard	Eucalyptus Dr	East Alisal St	Market St	6	15	20	15	20	76	$2,021,925

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El Sausal Middle	ESM006	Consider pedestrian facility per City policy. Consider median to restrict left turns out of Eucalyptus. Upgrade existing crosswalk across Eucalyptus Dr to	Eucalyptus Dr	E Alisal St		3	0	20	0	20	43	$114,500
El Sausal Middle	ESM007	Reconstruct driveway entrances to staff parking lot and redesign parking lot with reconfigured stalls	Eucalyptus Dr	Parking lot driveway		0	0	15	0	20	35	$96,600
El Sausal Middle	ESM008	Work with nearby churches to establish park and walk programs - Vineyard Christian, Iglesia Bautista Del Sur	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
El Sausal Middle	ESM009	Upgrade crosswalk at E Alisal St with yellow high-visibility crossing.	Towt St	E Alisal		0	0	20	0	20	40	$8,000
El Sausal Middle	ESM010	Add school crossing signage on both sides of street assembly A	Towt St	1st Ave		0	10	15	0	0	25	$1,700
El Sausal Middle	ESM011	Install curb extensions and formalize pedestrian island both to narrow the intersection. Install	Towt St	Myrtle St		0	5	20	15	20	60	$230,000
El Sausal Middle	ESM012	Install traffic calming and speed humps and create bike boulevard. Install loading zone curb markings and signage along the west side of	Towt St	E Alisal St	Market St	8	15	20	15	20	78	$957,295
Everett Alvarez High	EAH001	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeway	Boronda Rd	Natividad Rd	Hemingway Dr	13	0	5	15	10	43	$4,626,000
Everett Alvarez High	EAH002	Install planned roundabout	Boronda Rd	Natividad Rd		8	0	0	0	10	18	$5,000,000
Everett Alvarez High	EAH003	Install a Class I multi-use path along Gabilan Creek. Include crossing at Danbury St	Gabilan Creek	Boronda Rd	Lexington Dr	6	0	0	15	10	31	$1,200,000
Everett Alvarez High	EAH004	Consider reducing roadway to two lanes and upgrading existing bike lanes to Class IV separated	Independence Blvd	Boronda Rd	Constitution Blvd	19	5	0	15	10	49	$5,123,340
Everett Alvarez	EAH005	Install planned roundabout	Independence	Boronda Rd		0	0	0	0	10	10	$8,000,000
Everett Alvarez High	EAH007	Conduct warrant study for traffic signal or pedestrian hybrid beacon. If traffic signal is	Independence Blvd	Danbury St		6	0	0	15	20	41	$83,850
Everett Alvarez High	EAH008	Consider roundabout to improve traffic flow and pedestrian safety	Independence Blvd	Nantucket Blvd		0	0	0	0	10	10	$195,000
Everett Alvarez High	EAH009	Consider pedestrian facility per City policy.	Nantucket Blvd	Independence Blvd	Hemingway Dr	5	0	0	0	20	25	$10,000

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Everett Alvarez High	EAH010	Install additional school signage	Nantucket Blvd	New Haven Way		0	0	0	0	20	20	$3,400
Everett Alvarez High	EAH011	Upgrade bike lanes to buffered bike lanes or Class IV separated	Nantucket Blvd	Independence Blvd	Constitution Blvd	8	0	0	15	10	33	$3,700,800
Everett Alvarez High	EAH012	Consider roundabout or traffic circle at Nantucket and Hemingway as future development is constructed.	Nantucket Blvd	Hemingway Dr		0	5	0	0	10	15	$2,500,000
Everett Alvarez High	EAH013	Evaluate pedestrian demand and consider formalized connection between Crestview St and	Trail network behind Steinbeck	Snug Harbor	school	0	0	0	15	20	35	$1,000,000
Everett Alvarez High	EAH014	Consider installing additional entrance to school parking lot from Nantucket Blvd	Nantucket Blvd	South entrance to school parking lot		6	0	0	0	20	26	$8,500
Everett Alvarez High	EAH015	Remove the traffic diverters on Inglewood and Coventry Streets to	Danbury St	Independence Blvd		0	0	0	0	20	20	$30,000
Frank Paul Elementary	FPE001	Conduct intersection control evaluation analysis to study installation of a roundabout.	Rider Ave	Freedom Parkway		8	0	0	0	0	8	$235,000
Frank Paul Elementary	FPE002	Install bike lane. Transition to bike boulevard west of Mazatlan.	Rider Ave	Freedom Parkway	Mazatlan Way	8	15	0	15	0	38	$947,400
Frank Paul Elementary	FPE003	Upgrade crosswalk with High-Visibility yellow markings.	Rider Ave	Antigua Ave		0	5	0	0	20	25	$4,000
Frank Paul Elementary	FPE004	Conduct warrant study for stop sign. If not warranted, evaluate crosswalk for a rectangular rapid flashing beacon. Upgrade crosswalk with High-Visibility yellow and install curb ramp on	Rider Ave	Mazatlan Way		0	15	0	0	20	35	$164,000
Frank Paul Elementary	FPE005	Maintain crossing guard even after installation of recommendations. This intersection is the main conflict point for students/vehicles	Rider Ave	Mazatlan Way		0	15	0	0	0	15	N/A
Frank Paul Elementary	FPE006	Upgrade crosswalk to High-Visibility. Install curb ramp on south side of Rider Ave and install	Rider Ave	Mimbrera Way		0	0	0	0	20	20	$117,000
Frank Paul Elementary	FPE007	Install additional school zone signage	Rider Ave	Freedom Parkway	Amarillo Way	8	15	20	0	20	63	$3,400

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Frank Paul Elementary	FPE008	Upgrade crosswalk with High-Visibility yellow and install curb	Rider Ave	Amarillo Way		0	0	20	0	20	40	$204,000
Frank Paul Elementary	FPE009	Create a bicycle route with signage and sharrow markings	Antigua Ave	Rider Ave	Sanborn Rd	0	15	0	0	0	15	$19,600
Frank Paul Elementary	FPE010	Widen sidewalk	Antigua Ave	Palmera Ave	Sanborn Rd	0	15	0	0	20	35	$30,000
Frank Paul Elementary	FPE011	Conduct warrant for traffic signal or installation of Pedestrian Hybrid Beacon signal. If neither is warranted, install pedestrian	Sanborn Rd	Antigua Ave		0	0	0	0	20	20	$737,000
Frank Paul Elementary	FPE013	Install raised crosswalks with High-Visibility yellow crosswalk striping across South intersection with La	Antigua Ave	La Cuesta Ct (South intersection)		0	5	0	15	20	40	$149,000
Frank Paul Elementary	FPE014	Install High-Visibility yellow crosswalk across Antigua Cir	Antigua Ave	Antigua Cir		0	5	0	15	20	40	$4,000
Frank Paul Elementary	FPE015	Consider raised intersection with High-Visibility crosswalks on all legs, or install High-Visibility yellow crosswalk and construct curb extension all legs and raised crosswalks across Bernardo Ave	Antigua Ave	Bernardo Ave		0	5	0	0	20	25	$796,000
Frank Paul Elementary	FPE016	Install raised crosswalk with High-Visibility yellow crosswalk and curb extensions across Vera Cruz Cir.	Antigua Ave	Vera Cruz Cir		0	0	0	15	20	35	$249,000
Frank Paul Elementary	FPE017	Install raised crosswalks with High-Visibility yellow crosswalk striping across North intersection with La Cuesta Ct	Antigua Ave	La Cuesta Ct (North intersection)		0	5	0	15	20	40	$149,000
Fremont Elementary	FE001	Install High-Visibility crosswalk and curb extensions or consider installing a neighorhood traffic circle	2nd St	Quilla St		0	0	15	15	20	50	$216,000
Fremont Elementary	FE002	Install School Zone signage assembly A	Cooper Ave	Towt St	2nd Ave	5	0	20	0	20	45	$1,700
Fremont Elementary	FE003	Evaluate ped crossing demand. If this is the highest use crosswalk, upgrade to yellow High-Visibility crosswalk and install curb ramps and RRFB.	Laurel Dr	2nd Ave		0	0	20	0	20	40	$54,000
Fremont Elementary	FE004	Evaluate ped crossing demand. If lower than 2nd Ave, consider	Laurel Dr	Midway Ave		0	0	20	0	20	40	$14,000
Fremont Elementary	FE006	Install white High-Visibility crosswalk across Laurel Dr	Laurel Dr	Williams Rd		0	0	20	15	20	55	$8,000

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Fremont Elementary	FE007	Install class IV bikeway and recommended roadway reconfiguration	Laurel Dr	Williams Rd	Sanborn Rd	3	5	20	15	10	53	$2,914,380
Fremont Elementary	FE009	Bus Stop no parking signage needs to be installed so vehicle do not block bus parking space	Market St	School Entrance area		0	10	20	0	0	30	$850
Fremont Elementary	FE010	Reconstruct the slip lane to provide pedestrian crossing and include conflict striping. Upgrade all legs of the intersection to High-Visibility crosswalks.	Market St	Williams Rd		5	0	15	0	20	40	$270,000
Fremont Elementary	FE011	Install High-Visibility crosswalk, curb ramps and curb extensions across Oregon St	Towt St	Oregon St		0	0	20	15	20	55	$140,000
Fremont Elementary	FE012	Install High-Visibility crosswalk, curb ramps and curb extensions across Cooper Ave	Towt St	Cooper Ave		5	0	20	15	20	60	$130,000
Fremont Elementary	FE013	Upgrade to High-Visibility crosswalk yellow and curb ramps - ensure consideration of new Laurel St configuration	Towt St	Laurel Dr		3	0	20	0	20	43	$68,000
Fremont Elementary	FE014	Install traffic calming, sharrow marking and bike boulevard signage	Towt St	Market St	Laurel Dr	11	15	20	15	20	81	$550,800
Fremont Elementary	FE015	Install curb extensions across Towt and install High-Visibility crosswalk across Kentucky Ave	Towt St	Kentucky Ave		0	0	20	15	20	55	$104,000
Fremont Elementary	FE016	Evaluate for marked crosswalk	Towt St	Oregon St		0	0	20	15	20	55	$10,000

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Fremont Elementary	FE017	Install traffic calming measures if requested and supported by	Oregon St	Towt St	Sanborn Rd	5	5	20	0	20	50	$15,000
Fremont Elementary	FE018	Consider pedestrian crossing enhancements per City policy.	Williams Rd	Grandhaven St		5	0	20	0	0	25	$10,000
Gavilan View Middle	GVM001	Consider bike boulevard on Van Buren Ave. Consider pedestrian facility per City policy on Van Buren between Bolivar and Russell Rd	Van Buren Ave	San Juan Grade Rd	End of road (by school)	3	5	0	15	20	43	$1,975,600
Gavilan View Middle	GVM002	Install curb extensions, curb ramps, High-Visibility crossings, leading pedestrian intervals, protected pedestrian signal phase, and pedestrian countdown signal	Russell Rd	Van Buren Ave		0	0	0	15	20	35	$1,917,140
Gavilan View Middle	GVM003	Install sidewalk or pedestrian path to ensure continuous sidewalk on	Russell Rd	North Main Street	San Juan Grade Road	0	0	0	15	20	35	$1,320,000
Gavilan View Middle	GVM004	Install school zone speed limit signage, speed feedback sign, and consider traffic calming (speed reduction markings). Consider	Russell Rd	N Main St	San Juan Grade Rd	0	0	0	0	20	20	$29,600
Gavilan View Middle	GVM005	Construct ADA curb ramps and upgrade to High-Visibility crossings. Install leading	Russell Rd	San Juan Grade Rd		0	0	5	15	20	40	$1,515,105
Gavilan View Middle	GVM006	Install multi-use path or protected two-way bike facility along Russell Rd (the south side has few driveways)	Russell Rd	North Main Street	San Juan Grade Road	0	0	0	15	10	25	$2,035,440
Gavilan View Middle	GVM007	Consider possible marked crossing on Russell Road between	Russell Rd	Halfway between		0	0	0	15	20	35	$14,000
Harden Middle	HM001	Evaluate intersection for leading pedestrian interval or split signal	E Alvin Dr	McKinnon St		13	0	0	0	20	33	$200,000
Harden Middle	HM002	Evaluate for possible road reconfiguration (road diet) and Class IV bike lanes.	Harden Parkway	Main St	El Dorado Dr	30	10	0	15	0	55	$4,903,560
Harden Middle	HM003	Conduct intersection control evaluation for possible traffic signal or roundabout. Upgrade to High-Visibility crosswalks and add a marked crosswalk to the fourth	Harden Parkway	McKinnon St		0	5	0	15	20	40	$215,000

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Harden Middle	HM004	Install Class IV bikeway or Class I shared-use path and conflict striping at intersections and driveways	McKinnon St	Harden Parkway	E Alvin Dr	18	5	0	15	0	38	$1,080,000
Harden Middle	HM005	Install speed feedback signs north and south of school campus	McKinnon St	Harden Parkway	E Alvin Dr	18	5	0	0	20	43	$1,700
Harden Middle	HM006	Install Class II buffered bike lane	McKinnon St	Boronda Rd	Harden Parkway	24	5	5	0	0	34	$255,420
Harden Middle	HM007	Repair broken sidewalk	McKinnon St	Harden Parkway	E Alvin Dr	6	5	5	0	20	36	$125,000
Harden Middle	HM008	Install rectangular rapid flashing beacon for McKinnon St crossing and assembly B signage to	McKinnon St	Westminster Dr		5	0	0	0	20	25	$149,480
Harden Middle	HM009	Redesign school driveway exit to discourage left turns and install	School Driveway Exit	McKinnon St		5	0	0	0	20	25	$2,850
Harden Middle	HM010	Install curb extensions and High-Visibility crosswalk on all side streets	Westminster Dr	McKinnon St	Cambridge Ct	5	5	0	15	20	45	$728,000
Harden Middle	HM011	Install traffic calming measures if requested and supported by neighborhood residents and bicycle route sharrows and signage	Westminster Dr	McKinnon St	Cambridge Ct	5	5	0	0	20	30	$612,000
Henry F. Kammann	HFK001	Develop Park and Walk program with drop-off at this location.	Tyler St behind school	4th St	Cul-de-sac	12	10	15	15	0	52	$1,387,200
Henry F. Kammann	HFK002	Install curb ramps and/or curb extensions to align curbs, High-Visibility yellow crosswalks, and advance stop bars	Rochex Ave	Tyler St		3	0	0	0	0	3	$276,000
Henry F. Kammann	HFK003	Consider constructing a center median with street trees on Rochex Ave to slow traffic. Consolidate the number of driveways onto campus.	Rochex Ave	Tyler St	N 4th St	3	15	0	0	20	38	$26,960

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Henry F. Kammann	HFK004	Install traffic calming if requested and supported by neighborhood residents. Install curb extensions to shorten crossing distance and	4th St	Rochex Ave		0	5	0	0	20	25	$456,520
Henry F. Kammann	HFK005	Upgrade curb ramps and install High-Visibility crosswalks and advance limit lines. Upgrade pedestrian heads at signal to include leading pedestrian interval	Tyler St	W Laurel Dr		3	0	15	0	20	38	$268,000
Henry F. Kammann	HFK006	Install Class IV separated bikeways or Class I multi-use path	W Laurel Dr	Davis Rd	N Main St	30	15	15	15	10	85	$1,200,000
Henry F. Kammann	HFK007	Consider bike boulevard with curb extensions and High-Visibility crosswalks at all intersections from 1st St to Tyler St	Curtis St	1st St	Tyler St	6	5	0	15	20	46	$1,160,000
Henry F. Kammann	HFK008	Consider bike boulevard. Consider road closure with bike/pedestrian	Cherokee Dr	Tulane	N Main St	12	10	0	15	0	37	$3,060,000
Henry F. Kammann	HFK009	Install curb extensions and High-Visibility crosswalks	Cherokee Dr	Inca Way		0	0	0	15	20	35	$216,000
Henry F. Kammann	HFK010	Consider bike boulevard with curb extensions and High-Visibility	Tulane St	Cherokee Dr	Rochex Ave	6	0	0	15	0	21	$1,178,400
Henry F. Kammann	HFK011	Consider neighborhood traffic circle	4th St	W Curtis St		0	5	0	0	0	5	$195,000
Henry F. Kammann	HFK012	Consider bike boulevard with curb extensions and tree wells.	N 1st St	Curtis St	Cherokee Dr	16	5	0	15	0	36	$3,447,200
Henry F. Kammann	HFK013	Consider neighborhood traffic circle	N 1st St	Navajo Dr		0	0	0	0	0	0	$195,000
Henry F. Kammann	HFK014	Consider extending SRTS corridor on E Alvin and installing buffered bike lanes and high-visibility crossings.	W Alvin Dr	Cherokee Dr	N Main St	8	5	0	15	10	38	$1,361,580

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Henry F. Kammann	HFK015	Consider bike lanes or bike boulevard	Madrid St	Cherokee Dr	Mall entrance driveway	14	0	0	15	0	29	$408,000
Henry F. Kammann	HFK016	Install planned rectangular rapid flashing beacon and pedestrian refuge island at Laurel/Parkside.	W Laurel Dr	Parkside St		3	5	0	0	20	28	$140,000
Jesse G. Sanchez Elementary	JGSE001	Upgrade to High-Visibility crosswalk yellow across Mohar St	Sanborn Rd	Mohar St		0	10	20	0	20	50	$4,000
Jesse G. Sanchez Elementary	JGSE002	Explore prohibiting left turn into Rec Center (Bread Box) driveway during school pick-up/drop-off times	Sanborn Rd	Mohar St		0	10	15	0	20	45	$850
Jesse G. Sanchez Elementary	JGSE003	Optimize signal timing and improve coordination with nearby signals. Conduct traffic modeling to evaluate impacts of pedestrian	Sanborn Rd	Acosta Pl		3	5	15	0	20	43	$31,750
Jesse G. Sanchez Elementary	JGSE004	Upgrade to High-Visibility crosswalk all legs	Sanborn Rd	Laurel Dr		0	0	20	0	20	40	$18,000
Jesse G. Sanchez Elementary	JGSE005	Optimize signal timing and improve coordination with nearby	Sanbord Rd	Kimmel St		0	15	15	0	20	50	$188,000
Jesse G. Sanchez Elementary	JGSE006	Upgrade to High-Visibility crosswalk all legs	Sanborn Rd	Madeira Ave/Oregon St		5	0	15	0	20	40	$16,000
Jesse G. Sanchez Elementary	JGSE007	Upgrade to High-Visibility crosswalk across Machado Way	Machado Way	Acosta Pl		0	0	20	0	20	40	$4,000
Jesse G. Sanchez Elementary	JGSE008	Install curb ramps	Machado Way	Mohar St		0	0	20	0	0	20	$52,000

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Jesse G. Sanchez Elementary	JGSE009	Install curb ramps	Machado Way	Montana St		5	0	20	0	0	25	$52,000
Jesse G. Sanchez Elementary	JGSE010	Upgrade to High-Visibility crosswalk all legs and curb ramps across Machado Way	Machado Way	Kimmel St		0	0	20	0	20	40	$60,000
Jesse G. Sanchez Elementary	JGSE011	Install Right Turn Only signage	Sanborn Rd	Driveway Entrance/Exit Loop Near Mohar		0	15	15	0	20	50	$850
Jesse G. Sanchez Elementary	JGSE012	Short term: install class II bike lanes between Laurel/Del Monte. Long term: widen sidewalk to create multi-use path between Laurel to Garner. Install bike	Sanborn Rd	Del Monte Ave	Laurel Dr	30	15	20	15	10	90	$1,799,520
John E. Steinbeck Elementary	JESE001	Install traffic calming measures if requested and supported by neighborhood residents	Burlington Dr	Provincetown Dr	end of street	0	15	0	0	20	35	$204,000
John E. Steinbeck Elementary	JESE002	Install traffic circle and include High-Visibility crosswalks and signage. Consider shifting crossing across Provincetown drive to Lexington if all-way stop control is implemented at Lexington Drive.	Burlington Dr	Provincetown Dr		0	5	0	0	0	5	$214,400
John E. Steinbeck Elementary	JESE003	Mark safe route to school along north side of the intersection with signage or decorative crosswalk (school would need to sponsor	Independence Blvd	Provincetown Dr		3	5	0	0	0	8	$5,850
John E. Steinbeck Elementary	JESE004	Consider reducing roadway to two lanes and upgrading existing bike lanes to Class IV separated	Independence Blvd	Boronda Rd	Constitution Blvd	19	5	0	15	10	49	$5,042,340
John E. Steinbeck Elementary	JESE005	Upgrade to raised High-Visibility crosswalk across Provincetown	Lexington Dr	Provincetown Dr (furthest west)		0	5	0	0	0	5	$149,000
John E. Steinbeck Elementary	JESE006	Upgrade to raised High-Visibility crosswalk across Hancock St	Lexington Dr	Hancock St (both intersections)		0	0	0	0	0	0	$298,000

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John E. Steinbeck Elementary	JESE007	Upgrade to raised crosswalk and High-Visibility crosswalk across Newport	Lexington Dr	Newport Ct (both intersections)		0	0	0	0	0	0	$298,000
John E. Steinbeck Elementary	JESE008	Upgrade to raised crosswalk and High-Visibility crosswalk across	Lexington Dr	Waterbury Way		0	0	0	0	0	0	$149,000
John E. Steinbeck Elementary	JESE009	Upgrade crosswalk with yellow High-Visibility crossing across New Britain Cir	New Salem Dr	New Britain Cir		0	10	0	0	0	10	$4,000
John E. Steinbeck Elementary	JESE010	Install traffic calming measures if requested and supported by neighborhood residents	New Salem Dr	Burlington Dr	end of street	0	10	0	0	20	30	$158,100
John E. Steinbeck Elementary	JESE011	Upgrade to High-Visibility crosswalk, construct curb	New Salem Dr	New Haven Way		0	0	0	0	0	0	$147,000
John E. Steinbeck Elementary	JESE012	Install signs in advance of drop-off loop: "stay in car until drop-off zone"	Parking lot	Burlington Dr		0	15	0	0	20	35	$850
John E. Steinbeck Elementary	JESE013	Evaluate for an all-way stop. If warranted, install marked crossing	Provincetown Dr	Lexington Dr		0	5	0	15	20	40	$109,000
John E. Steinbeck Elementary	JESE014	Repair broken sidewalk sections	Provincetown Dr	Lexington Dr	Lexington Dr	0	5	0	0	20	25	$125,000
John E. Steinbeck Elementary	JESE015	Install wayfinding from trail to school entrance (and have bike parking located near entrance)	School	Trail network		0	15	0	0	20	35	$12,250
John E. Steinbeck Elementary	JESE016	Improve trail network behind school with improved paved pathway and pedestrian-scale lighting and other improvements per Urban Greening Plan	Trail network behind school	Nantucket Blvd	Independence Blvd	5	15	0	15	20	55	$264,000
John E. Steinbeck Elementary	JESE017	Evaluate pedestrian demand and consider formalized connection between Crestview and Provincetown (high school recommendation)	Trail network behind school	Snug Harbor	School	0	5	0	15	20	40	$150,000
John E. Steinbeck Elementary	JESE018	Install additional school entrance at back of campus to allow access to school from trail.	School campus	Near Rear Zig-Zag Path		0	15	0	15	20	50	$8,500

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John Gutierrez Middle	JGM001	Install curb ramps and High-Visibility crossings at all three approaches. Consider curb	Rogge Rd	Bollenbacher Dr		0	10	5	15	20	50	$127,000
John Gutierrez Middle	JGM002	Consider buffered bike lanes or separated two-way bike facility on	Rogge Rd	Natividad Rd	San Juan Grade	0	15	5	15	20	55	$1,480,320
John Gutierrez Middle	JGM003	Widen sidewalk, reconstruct broken sidewalk, and fill sidewalk gaps between San Juan Grade Rd and Rancho San Juan High School	Rogge Rd	San Juan Grade Rd	Rancho San Juan High School east border	0	15	5	15	20	55	$590,000
John Gutierrez	JGM004	Install multi-use path along south	Rogge Rd	Natividad Rd	Rancho San Juan	0	0	5	15	20	40	$560,000
John Gutierrez Middle	JGM005	Construct curb extensions with ADA ramps. Consider roundabout,	Rogge Rd	San Juan Grade Rd		0	0	5	15	20	40	$335,000
John Gutierrez Middle	JGM006	Consider traffic calming measures between San Juan Grade Rd and Rancho San Juan High School such as lane width reduction.	Rogge Rd	San Juan Grade Rd	Rancho San Juan High School east border	0	15	5	0	20	40	$77,880
La Joya Elementary	LJE001	Update existing crosswalk to yellow High-Visibility and add High-Visibility crosswalk across Pingree	Bollenbacher Dr	Pingree Way		0	0	5	0	20	25	$224,000
La Joya Elementary	LJE002	Widen sidewalk on east side of Bollenbacher Dr to allow for student bicycle access.	Bollenbacher Dr	Penzance St	Rogge Rd	0	15	5	15	20	55	$80,000
La Joya Elementary	LJE003	Construct curb extensions with ADA ramps and install High-Visibility crossings on all legs of the intersection	Bollenbacher Dr	Penzance St		0	0	5	0	20	25	$132,000
La Joya Elementary	LJE004	Construct curb extensions with ADA ramps and install High-	Penzance St	San Juan Grade Rd		0	0	5	0	20	25	$396,000
La Joya Elementary	LJE005	Construct curb extensions with ADA ramps and install High-Visibility crosswalks across San Juan Rd and both sides of Cornwall St. Include rectangular rapid flashing beacon and median pedestrian refuge for San Juan	Cornwall St	San Juan Grade Rd		0	0	5	15	20	40	$396,000
La Joya Elementary	LJE006	Install sidewalk or multi-use path on north side of the street	Cornwall St	Bellinzona Ave	Kelton Dr	0	0	0	15	20	35	$495,000

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La Joya Elementary	LJE007	Consider bike boulevard on Kelton Dr between Penzance and Rogge	Kelton Dr	Penzance St	Rogge Rd	0	0	5	15	0	20	$255,000
La Joya Elementary	LJE008	Install curb ramps, curb extensions and marked crosswalk	Kelton Dr	Rogge Rd		0	0	5	15	20	40	$114,790
La Joya Elementary	LJE009	Install traffic calming including narrowed travel lanes	San Juan Grade Rd	Russell Rd	Rogge Rd	0	0	0	0	20	20	$166,320
La Joya Elementary	LJE010	Construct sidewalks along segments where no sidewalk exists between Russell Rd and Rogge Village Wy. Consider multi-	San Juan Grade Rd	Russell Rd	Rogge Village Wy	0	0	0	15	20	35	$750,000
La Joya Elementary	LJE011	Conduct neighborhood traffic calming plan and consider bike boulevard treatments. Consider Bollenbacher Dr, Jade St and Penzance St as possible locations for traffic calming.	General			N/A	N/A	N/A	N/A	N/A	N/A	$45,000
La Joya Elementary	LJE012	Install curb extensions with ADA ramps and High-Visibility crossings across cross streets between Paul Ave and Jade Dr	Penzance St	Paul Ave	Jade Dr	0	0	5	15	20	40	$1,682,000
La Paz Middle	LPM001	Create a bicycle route with signage and sharrow markings	Antigua Ave	Rider Ave	Sanborn Rd	0	15	0	0	0	15	$19,600
La Paz Middle	LPM002	Install High-Visibility crosswalk yellow and construct curb extensions across Estrella Way	Freedom Parkway	Estrella Way		0	0	0	15	20	35	$104,000
La Paz Middle	LPM003	Widen sidewalk	Antigua Ave	Palmera Ave	Sanborn Rd	0	0	0	0	20	20	$30,000

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La Paz Middle	LPM004	Conduct warrant for traffic signal or installation of Pedestrian Hybrid Beacon signal. If neither is warranted, install pedestrian refuge island and add an additional flashing beacon to refuge island. Include appropriate yield signage and striping	Sanborn Rd	Antigua Ave		0	0	0	0	20	20	$737,000
La Paz Middle	LPM005	Extend median to prevent left turns onto Paseo Grande. Extend	Sanborn Rd	Paseo Grande		0	0	0	0	20	20	$500
La Paz Middle	LPM007	Install raised crossing with High-Visibility yellow crosswalk across La Cuesta Ct (South Intersection)	Antigua Ave	La Cuesta Ct (South intersection)		0	5	0	15	20	40	$149,000
La Paz Middle	LPM008	Install High-Visibility yellow crosswalk across Antigua Cir	Antigua Ave	Antigua Cir		0	5	0	15	20	40	$4,000
La Paz Middle	LPM009	Consider raised intersection with High-Visibility crosswalks on all legs, or install High-Visibility	Antigua Ave	Bernardo Ave		0	5	0	0	20	25	$796,000
La Paz Middle	LPM010	Install raised crosswalk with High-Visibility yellow crosswalk across Vera Cruz Cir. and construct curb extensions	Antigua Ave	Vera Cruz Cir		5	0	20	15	0	40	$249,000
La Paz Middle	LPM011	Install planned roundabout and appropriate striping	Sanborn Rd	Boronda Rd		0	0	0	0	0	0	$2,500,000
La Paz Middle	LPM012	Upgrade to High-Visibility yellow crosswalk across Estella Way	Paseo Grande	Estrella Way		0	5	0	0	20	25	$4,000
La Paz Middle	LPM013	Consider pedestrian facility per City policy	Paseo Grande	Estrella Way		0	5	0	15	0	20	$10,000
La Paz Middle	LPM014	Update signal to include leading pedestrian interval and install pedestrian signal heads	Sanborn Rd	Freedom Parkway		3	0	0	0	20	23	$400,000
La Paz Middle	LPM015	Install curb extensions across Paseo Grande and upgrade to	Sanborn Rd	Paseo Grande		0	0	0	0	20	20	$249,000
La Paz Middle	LPM016	Upgrade to High-Visibility crosswalk and conflict striping for proposed Class IV bikeway	Sanborn Rd	Del Monte Ave		3	0	20	0	0	23	$5,000

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La Paz Middle	LPM017	Upgrade to High-Visibility yellow crosswalk across Sherwood Ln. Expand center median further	Sanborn Rd	Sherwood Ln		1	0	20	0	20	41	$6,000
La Paz Middle	LPM018	Upgrade existing Class II bike lane to Class IV separated bikeway.	Sanborn Rd	Del Monte Ave	Buckhorn Dr	7	0	20	15	0	42	$3,469,500
La Paz Middle	LPM019	Add additional bus only signage at entry on Sherwood Lane. At the end of the bus drop-off lane,	Bus driveway/ drop-off zone	Sherwood Ln	School entrance off of Sanborn Rd	1	10	0	0	20	31	$3,050
La Paz Middle	LPM020	Include exit only signage and consider narrowing the exit with delineators to limit the ability for vehicles to enter from Paseo	Parking lot entrance	Paseo Grande		0	0	0	0	20	20	$1,150
La Paz Middle	LPM021	Widen sidewalk on west side of street to create multi-use path. Install signage and safety	Paseo Grande	Sanborn Rd	Towt St	3	5	0	15	0	23	$121,700
La Paz Middle	LPM022	Install raised crossing with High-Visibility yellow crosswalk across	Antigua Ave	La Cuesta Ct (North		0	5	0	15	0	20	$149,000
Laurel Wood Elementary	LWE001	Consider bike boulevard with traffic calming measures along Larkin between N Davis Rd and Victor St. Consider crosswalk	Larkin St	N Davis Rd	Victor St	6	15	0	15	0	36	$2,032,000
Laurel Wood Elementary	LWE002	Consider bike boulevard with traffic calming measures. Install curb extensions at all side streets	Victor St	Victor Wy	Larkin St	0	15	0	15	20	50	$1,928,500
Laurel Wood Elementary	LWE003	Close Lombard St at Rossi Linear Park and extend greenway	Lombard St	Rossi Linear Park		0	15	0	15	0	30	N/A
Laurel Wood Elementary	LWE004	Install marked crosswalk and ADA compliant curb ramps across Rico Circle	Rico Cir	Larkin St		0	0	15	15	20	50	$30,000
Laurel Wood Elementary	LWE005	Install marked crossing with curb extensions and/or other crosswalk enhancements to connect Rossi Linear Park	Rico St	Rossi Linear Park		0	15	15	15	20	65	$104,000
Laurel Wood Elementary	LWE006	Install High-Visibility crosswalks, curb extensions, and updated ramps	Larkin St	Flint Way		0	10	0	0	20	30	$268,000

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Laurel Wood Elementary	LWE007	Encourage parent drop off at this location to alleviate front of school traffic. Install curb extensions and High-Visibility crossing across Victor. Consider marked crosswalk across Larkin St.	Victor St	Larkin St		0	5	0	15	20	40	$108,000
Laurel Wood Elementary	LWE008	Encourage use of this as drop-off location to ease traffic on Larkin St. Reconstruct sidewalk and	Flint Way	Colton Dr		0	10	0	0	20	30	$190,000
Laurel Wood Elementary	LWE009	Consider pedestrian facility across Victor St per City policy to provide access to park and school	Victor St	Van Ness Ct		0	10	0	15	20	45	$10,000
Lincoln Elementary	LE001	Install traffic calming measures if requested and supported by neighborhood residents on the	California St	Maple St	Pine St	0	10	0	0	20	30	$1,270,200
Lincoln Elementary	LE002	Install pedestrian countdown signal heads and evaluate for leading pedestrian interval	California St	John St		5	0	20	0	20	45	$200,000
Lincoln Elementary	LE003	Restripe parking lot to reduce drop-off area to one lane. Trim vegetation to maintain visibility at	Drop off loop in school parking lot	Maple St		5	10	0	0	0	15	$6,440
Lincoln Elementary	LE004	Consider pedestrian facilities per City policy.	Chestnut St	Pajaro St		0	0	0	0	20	20	$10,000
Lincoln Elementary	LE005	Consider pedestrian facilities per City policy.	Maple St	Front St		5	10	0	0	20	35	$10,000
Lincoln Elementary	LE006	Install separated bikeways as proposed in Active Transportation Plan	Pajaro St	E Blanco Rd	E Market St	18	5	20	15	10	68	$6,522,660
Lincoln Elementary	LE007	Install planned road diet to provide space for buffered bike lanes	E Romie Ln	S Main St	Abbott Pl	23	0	0	15	10	48	$1,099,080
Lincoln Elementary	LE008	Implement Park and Walk program to ease congestion at school frontage and utilize surrounding areas and side streets	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lincoln Elementary	LE009	Widen sidewalk on school side to create multi-use path. Install	California St	John St	Romie Ln	5	10	20	15	10	60	$300,000
Lincoln Elementary	LE010	Install raised crosswalk across Carmel Ave at Maple Ave	Carmel Ave	Maple St		0	5	0	15	10	30	$145,000

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Loma Vista Elementary	LVE001	Consider moving bus drop off to alternate location (El Sausal Drive	School drop-off loop	Sausal Dr / Cambrian Dr		0	10	0	0	20	30	$75,000
Loma Vista	LVE002	Consider continuous sidewalk at	Glendora Way	Compton Way		0	10	0	15	10	35	$13,500
Loma Vista Elementary	LVE003	Reconstruct sidewalk where needed on Compton Wy and Glendora Wy	Sidewalk	back of school		0	10	0	0	20	30	$125,000
Loma Vista Elementary	LVE004	Reopen back entrance with gate that could be unlocked and opened during drop off and pickup	Back entrance of school	Compton Way / Glendora Way		0	10	0	15	20	45	$8,500
Loma Vista Elementary	LVE005	Install marked crosswalks across side streets. Install curb	Pescadero Dr	Las Coches Ave	Compton Way	0	0	0	15	20	35	$232,000
Loma Vista Elementary	LVE006	Evaluate sight distance criteria and consider daylighting intersections or installing curb	Pescadero Dr	Compton Way		0	0	0	0	10	10	$101,525
Loma Vista Elementary	LVE007	Consider continuous sidewalk/raised crosswalk in front of school	Cambrian Dr	Sausal Dr		0	10	0	15	10	35	$5,000
Loma Vista Elementary	LVE008	Consider bike boulevard. Install marked High-Visibility crosswalk across side streets (Saucito and El	Cambrian Dr	Saucito Ave		0	0	0	15	10	25	$910,600
Loma Vista Elementary	LVE009	Install curb extension and High-Visibility crosswalk	Los Coches Ave	Cambrian Dr		0	0	0	15	20	35	$104,000
Loma Vista Elementary	LVE010	Conduct all-way stop warrant analysis	Cambrian Dr	Atherton Way		0	0	0	0	20	20	$5,000
Loma Vista Elementary	LVE011	Install protected bike lanes	Natividad Rd	Boronda Rd	Sherwood Dr	30	0	15	15	10	70	$2,313,000
Loma Vista Elementary	LVE012	Update crosswalks to high-visibility and consider center median pedestrian refuges and curb extensions, protected pedestrian phasing, leading pedestrian interval, and pedestrian countdown signal heads	Natividad Rd	Los Coches Ave		8	0	0	0	20	28	$766,000

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Loma Vista Elementary	LVE013	Consider pedestrian crossing enhancements per City policy.	Saratoga Drive	Cambrian Drive		0	0	0	0	10	10	$10,000
Los Padres Elementary	LPE001	Install curb extensions and pedestrian refuge island	John St	school frontage		0	15	20	0	20	55	$200,000
Los Padres Elementary	LPE002	Install raised median for entire length of John St with landscaping/lighting. Consider other opportunities for traffic calming.	John St	Salinas St	E Alisal St	30	15	20	0	20	85	$3,879,220
Los Padres Elementary	LPE003	Intersection redesign including but not limited to slip lane closure, sight distance analysis, squaring of vehicle approaches and pedestrian	Alisal St	John St / Williams Rd		8	10	20	0	20	58	$701,000
Los Padres Elementary	LPE004	Perform intersection sight distance analysis and consider	Side streets along John St	John Cir / McGowan Dr		0	10	20	0	20	50	$1,000
Los Padres Elementary	LPE005	Install planned School Assembly B signage in advance of existing	McGowan Dr	Near John St		0	0	20	0	20	40	$850
Los Padres Elementary	LPE006	Implement rolling drop-off program. Hire people and/or recruit volunteers to supervise drop-off and pick-up.	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Los Padres Elementary	LPE007	Consider multi-use path with lighting along Alisal Creek	Alisal Creek	Fairview Ave	Roy Diaz St	0	5	20	15	20	60	$4,892,800
Los Padres Elementary	LPE008	Repave and widen alleyway path. Repair and/or re-install fencing.	Alleyway behind school	John	Beverly	0	15	20	15	20	70	$183,800
Los Padres Elementary	LPE009	Consider acquiring right-of-way for pedestrian access to school campus from Mayfair Dr	Mayfair Dr	100 Mayfair Dr		0	5	20	15	20	60	N/A
McKinnon Elementary	MKE001	Install traffic calming and buffered bike lanes or two-way protected bikeway.	McKinnon St in neighborhood	Boronda Rd	Harden Parkway	6	5	5	15	0	31	$1,595,970
McKinnon Elementary	MKE002	Install improvements per West Area Specific Plan: Class II bike lanes, street trees, and multi-use community path on east side of	McKinnon St.	front of school		0	10	5	15	20	50	$176,400
McKinnon Elementary	MKE003	Install planned changes re: Boronda Road Congestion Relief Project, including high-visibility	Boronda Rd	McKinnon St		3	0	5	15	20	43	$1,316,000
McKinnon Elementary	MKE004	Expand sidewalk to Class I shared use path	E Boronda Rd	Dartmouth	Hemingway	19	0	5	15	10	49	$2,415,000

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McKinnon Elementary	MKE005	Update crosswalks to High-Visibility	McKinnon St	Pennsylvania Dr		3	0	0	0	0	3	$4,000
McKinnon Elementary	MKE006	Install High-Visibility crosswalk across Chardonnay Dr	Chardonnay Dr	McKinnon St		0	5	0	15	0	20	$4,000
McKinnon Elementary	MKE007	When roundabout is installed, share information with parents on how to use roundabouts and station crossing guard at this intersection.	McKinnon St	Boronda Rd		3	0	5	0	0	8	N/A
McKinnon Elementary	MKE008	Upgrade crosswalks to High-Visibility	Boronda Rd	San Juan Grade Rd		0	0	0	0	10	10	$28,000
McKinnon Elementary	MKE009	Remove traffic diverters on Dartmouth Way	Dartmouth Way	Pennsylvania Dr		0	0	0	0	0	0	$3,800
Mission Park Elementary	MPE001	Consider rolling drop-off program and drop-off monitors to streamline student drop-off and pick-up.	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mission Park Elementary	MPE002	Install stop sign at school driveway exit. Redesign school driveway exit to restrict left turns (for	School exit driveway	Acacia St / Marion Ave		0	10	0	0	20	30	$2,170
Mission Park Elementary	MPE003	Upgrade crosswalk to yellow high-visibility crosswalk and install pedestrian island and advance yield ulines. Trim vegetation to increase visibility.	W Acacia St	Marion St		0	10	0	0	20	30	$109,800
Mission Park Elementary	MPE004	Consider bike boulevard. Study options to widen sidewalk to create multi-use path.	W Acacia St	S Davis Rd	S Main St	25	15	0	15	0	55	$4,347,200
Mission Park Elementary	MPE005	Consider bike boulevard	Riker St	Alisal St	Kipling St	8	15	0	15	10	48	$2,713,200
Mission Park Elementary	MPE006	Consider bike boulevard	Iverson St	Clay St / Homestead Ave	San Blanco Dr	13	15	0	15	0	43	$1,407,600
Mission Park Elementary	MPE007	Install curb extensions to shorten crossing distance across Sierra	W Acacia St	Sierra Madre		0	0	0	0	0	0	$200,000
Mission Park Elementary	MPE008	Install curb ramps and high-visibility crosswalk across Bruce	W Acacia St	Bruce Ave		0	10	0	15	0	25	$30,000

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Mission Park Elementary	MPE009	Install curb extensions at all four corners of the intersection	San Vicente Ave	Palma Dr		0	0	0	0	0	0	$200,000
Mission Park Elementary	MPE010	Install curb extensions, tighten curb radii, and install high-visibility crosswalks. Consider neighborhood traffic circle	W Acacia St	San Vicente Ave		0	0	0	0	20	20	$411,000
Mission Park Elementary	MPE011	Square intersection, close slip lanes, shorten crossing distances	W Acacia St	Iverson St		5	0	0	0	20	25	$645,000
Mission Park Elementary	MPE012	Install curb ramps and continuous sidewalk with high-visibility crosswalk across Junipero	W Acacia St	Junipero Way		0	0	0	15	0	15	$34,500
Mission Park Elementary	MPE013	Install curb ramps and continuous sidewalk with high-visibility	W Acacia St	Crespi Way		0	0	0	0	0	0	$34,500
Mission Park Elementary	MPE014	Install protected pedestrian signal phasing	Blanco Rd	Iverson St		0	0	0	0	20	20	$200,000
Monte Bella Elementary	MBLE001	Consider road diet on Freedom from Tuscany and installation of Class IV separated bikeways.	Freedom Parkway	Tuscany Blvd	Padova Dr (eventually to Sconberg	0	5	0	15	10	30	$462,600
Monte Bella Elementary	MBLE002	Consider study for roundabout. Restripe the bikeway approach and right-hand turn conflict area,	Freedom Parkway	Tuscany Blvd		0	0	0	0	10	10	$45,400
Monte Bella Elementary	MBLE003	Install raised crosswalk to align with Tuscany way crossing. Remove speed humps. Remove "no left turn" unless roundabout is installed. Make eastern driveway exit only.	School parking lot	Tuscany Blvd / Tuscany Wy		0	10	0	15	20	45	$151,500
Monte Bella Elementary	MBLE004	Consider traffic calming for two vehicular travel lanes that does not impact existing bike lanes	Tuscany Blvd	Freedom Parkway	Monte Bella Blvd	5	15	0	0	20	40	$255,000
Monte Bella Elementary	MBLE005	Install loading zone curb markings and signage at curb along school frontage	Tuscany Blvd	Spoleto St	Freedom Pkwy	0	15	0	0	0	15	$5,700
Monte Bella Elementary	MBLE006	across Canelli Ct. Consider other pedestrian crossing enhancements	Tuscany Blvd	Canelli Ct		5	5	0	15	20	45	$4,000
Monte Bella Elementary	MBLE007	Install raised crosswalk.	Tuscany Blvd	Tuscany Wy		0	10	0	15	20	45	$145,000
Monte Bella Elementary	MBLE008	Evaluate for all-way stop control. If warranted, install marked high-visibility crosswalks across all legs	Monte Bella Blvd	Palermo Dr (north leg)		0	5	0	15	20	40	$53,000

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Monte Bella Elementary	MBLE009	Open back gate to campus to provide an alternative to the traffic in front of the school.	Back of School	Monte Bella Community Park		0	15	0	15	20	50	$8,500
Monte Bella Elementary	MBLE010	Consider pedestrian crossing enhancements per City policy.	Tuscany Blvd	Canelli Ct		5	5	0	0	0	10	$10,000
Monterey Park Elementary	MPKE001	Consider bike boulevard on San Miguel Ave. Consider widening the sidewalk along Claremont Manor	San Miguel Ave	Main St	Turn in San Miguel Ave (Near San Bruno	9	15	0	15	10	49	$967,400
Monterey Park Elementary	MPKE002	Install curb extensions, ADA ramps and/or continuous sidewalks on San Miguel Ave at San Pedro, San Juan, Alameda, Wilgart, San	San Miguel Ave	San Pedro St	Los Palos Dr	0	15	0	15	10	40	$1,287,000
Monterey Park Elementary	MPKE003	Install curb extensions with tightened curb radii and ADA ramps. Install high-visibility crosswalks	San Miguel Ave	San Juan Dr		0	0	0	15	20	35	$216,000
Monterey Park Elementary	MPKE004	Install High-Visibility crosswalks and construct curb extensions	San Miguel Ave	San Fernando Dr		0	5	0	15	10	30	$216,000
Monterey Park Elementary	MPKE005	Install curb extensions on all corners, pedestrian refuge island, high-visibility crosswalks, and curb	San Miguel Ave	Alameda Ave		0	15	0	15	10	40	$247,000
Monterey Park Elementary	MPKE006	Install planned road diet to provide space for buffered bike	E Romie Ln	Abott St	S Main St	23	0	0	15	10	48	$1,099,080
Monterey Park Elementary	MPKE007	Consider installing high-visibility crosswalks and ADA ramps per	E Romie Ln	Los Palos Dr		3	0	0	15	0	18	$70,000
Monterey Park Elementary	MPKE008	Install traffic calming measures if requested and supported by	La Mesa Dr	Pajaro St	San Angelo St	0	5	0	0	0	5	$897,000
Mount Toro High	MTH001	Fill in existing sidewalk gaps on north side near Sherwood Dr	Sherwood Pl	Sherwood Dr	Cul-de-sac	0	15	15	15	20	65	$60,000
Mount Toro High	MTH002	Upgrade stormwater retention/runoff reduction along Sherwood Place.	Sherwood Pl	Sherwood Dr	Cul-de-sac	0	15	15	0	20	50	$2,000,000
Mount Toro High	MTH003	Update crosswalk to High-Visibility and construct curb extensions on either side. Add yield lines and school crossing signage assembly A.	Sherwood Pl	existing mid-block crosswalk		0	15	15	0	20	50	$109,700
Mount Toro High	MTH004	Relocate bus stop to the north side of Sherwood Pl to enhance visibility at intersection and	Sherwood Dr	Sherwood Pl		0	10	15	0	20	45	$75,000

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Mount Toro High	MTH005	Consolidate bike lanes to one side of the road for a two-way cycle track or multi-use path. Upgrade bike lanes on Natividad between Bernal and Boronda to Class IV separated bikeways and install protected intersection treatments at Bernal to facilitate transition to cycle track.	Sherwood Drive	Bernal St	Rossi St	21	15	15	15	20	86	$12,541,180
Mount Toro High	MTH006	Re-evaluate ICE analysis to study options for intersection control.	Sherwood Drive	Sherwood Pl		0	10	15	0	20	45	$40,000
Mount Toro High	MTH007	Install striping and signage to create a recommended path of	Mount Toro parking lot west	Sherwood Pl		0	15	15	15	20	65	$15,700
Mount Toro High	MTH008	Install trails/shared use paths to connect to Sherwood, Laurel, and	Behind school	Laurel Dr	Madeira Ave	0	15	15	15	10	55	$2,100,000
Mount Toro High	MTH009	Create Class I shared use path on service roads/ROW adjacent to canal (this trail/shared use path is part of a large proposed network that goes behind the school and will connect to the trail in recommendation above)	Existing service roads near canal	Rossi St (crosses main street following canal)	Sherwood Dr	13	5	15	15	10	58	$1,800,000
Mount Toro High	MTH010	Consider redesign of Casentini St/Main St intersection to incorporate bicycle crossing. Consider removing parking and	Existing service road near canal	Main St		13	0	15	15	10	53	$305,000
Mount Toro High	MTH011	Install lead pedestrian interval and conduct counts to determine if protected phase is needed	Sherwood Drive	Bernal St		0	0	15	0	20	35	$440,000
Natividad Elementary	NE001	Work with churches on Alvin Drive to develop park and walk program	General			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Natividad Elementary	NE002	Consider converting to drop-off loop, keeping the back spaces for staff parking	Parking lot on north end of campus	Modoc Av		0	10	0	0	0	10	$2,640

School	Rec ID Code	Recommendation	Street	Cross Street 1	Cross Street 2	Safety	Access to key destinations	Equity	Connectivity and Low Stress Network	Community-Identified Need	Total Score	Cost Estimate
Natividad Elementary	NE003	Implement staggered start times or incentive program for early arrival	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Natividad Elementary	NE004	Upgrade crosswalks to yellow high-visibility (per Linwood SRTS project)	Linwood Dr	Rainier Dr		5	0	0	0	20	25	Project Funded
Natividad Elementary	NE005	Update crosswalks to yellow High-Visibility	Rainier Dr	Modoc Ave		0	0	0	0	20	20	$8,000
Natividad Elementary	NE006	Install curb extensions and pedestrian refuge island with additional rectangular rapid flashing beacon signage in center median	Modoc Ave	Alvin Dr		0	0	0	0	20	20	$200,850
Natividad Elementary	NE008	Install wide curb extension to narrow crossing distance and	Modoc Ave	Glacier Dr		0	0	0	0	20	20	$100,000
Natividad Elementary	NE009	Consider street trees and traffic calming if requested and supported by neighborhood residents	Modoc Ave	Alvin Dr	Rainier Dr	0	15	0	0	20	35	$284,600
Natividad Elementary	NE010	Install curb extensions at all intersections	Glacier Dr	Modoc Av	Plumas Way	0	10	0	0	20	30	$400,000
Natividad Elementary	NE011	Consider bike boulevard with traffic calming and/or additional speed humps	Chaparral St	Main St	Natividad Rd	26	5	0	15	20	66	$2,162,400
Natividad Elementary	NE012	Upgrade bike lanes to Class IV separated bikeway, buffered bike lane, or two-way cycle track	El Dorado Dr	E Alvin Dr	E Boronda Rd	6	5	5	15	0	31	$3,562,020
New Republic Elementary	NRE001	Install traffic calming measures if requested and supported by neighborhood residents	Arcadia Way	El Dorado Dr	Natividad Rd	3	15	0	0	20	38	$540,600
New Republic Elementary	NRE002	Conduct all-way stop warrant. Consider marked crosswalk across Arcadia Way	Arcadia Way	Kent St		0	5	0	15	20	40	$13,000
New Republic Elementary	NRE003	Install curb extensions, High-Visibility crossings, and rectangular rapid flashing beacons	Arcadia Way	El Dorado Dr		0	0	0	15	0	15	$148,000
New Republic Elementary	NRE004	Install marked crosswalk across Klamath Dr	Arcadia Way	Klamath Dr		0	0	0	15	0	15	$4,000
New Republic Elementary	NRE005	Consider re-grading roadway to remove large grade-break at center of crosswalk (near center median). Widen median to provide pedestrian refuge island. Upgrade crossings to High-Visibility.	Natividad Rd	Arcadia Way		3	0	0	0	10	13	$118,000
New Republic Elementary	NRE006	Upgrade bike lanes to separated bikeway, buffered bike lane, or two-way cycle track	El Dorado Dr	E Alvin Dr	E Boronda Rd	6	5	5	15	0	31	$3,562,020

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New Republic Elementary	NRE007	Install "Do not enter" pavement markings across driveway entrance and larger/more frequent "Do not enter/bus only" signage. Install drop-off zone at	Emerald Dr	Stratford Ct (North Intersection)	Stratford Ct (South Intersection)	0	15	0	0	0	15	$15,530
North Salinas High	NSH001	Install intersection improvement per Alvin Dr/Linwood SRTS project, including High-Visibility yellow crosswalks yellow. Evaluate	E Alvin Dr	McKinnon St		13	0	0	0	10	23	$200,000
North Salinas High	NSH002	Install traffic calming and create Class III bike route with sharrows	Kip Dr	E Alvin Dr	Block Ave/shared use path	0	0	0	0	20	20	$315,200
North Salinas High	NSH003	Consider restricting traffic on Kip Dr to one way northbound between Block Dr and school loop exit and restrict access between Kip and Block to biking/walking only. Coordinate with Fire Department and follow neighborhood traffic management process.	Kip Dr	Block Ave	Parsons Ave	0	0	0	0	10	10	N/A
North Salinas High	NSH004	Install High-Visibility crosswalk and curb extensions	Shires Way	Block Ave		0	0	0	15	0	15	$158,000
North Salinas High	NSH005	Install High-Visibility crosswalks and curb extension on all legs of the intersection	Maryal Dr	Chaparral St		0	0	0	15	10	25	$216,000
North Salinas High	NSH006	Install traffic calming and create Class III bike route with green-backed sharrows and signage	Maryal Dr	Chaparral St	Laurel Dr	5	10	0	0	10	25	$652,800
North Salinas High	NSH007	Install class III bike route green-backed sharrows and signage	Chaparral St	Maryal Dr	Linwood Dr	8	0	0	0	10	18	$14,000
North Salinas High	NSH008	Install High-Visibility crosswalk and curb extensions across Amador Cir	Rainier Dr	Amador Cir		0	0	0	15	0	15	$104,000
North Salinas High	NSH009	Install High-Visibility crosswalk and curb extensions across Parsons Ave	Rainier Dr	Parsons Ave		0	0	0	15	0	15	$104,000

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North Salinas High	NSH010	Upgrade crosswalks to High-Visibility per Linwood SRTS project. Consider installing a traffic circle	Rainier Dr	Linwood Dr		5	0	0	0	10	15	$211,000
North Salinas High	NSH011	Remove on-street parking to install Class IV bikeway and accompanying signage and striping	Main St	E Alvin Dr	Laurel Dr	30	5	0	15	10	60	$2,729,340
North Salinas High	NSH012	Widen pathway between staff parking lot and trail entrance to allow for bicycle access. Consider	School campus	trail entrance		0	0	0	15	20	35	$53,350
North Salinas High	NSH013	Upgrade bike parking on campus and create signed route from Kip	School campus	Kip Dr		0	0	0	0	0	0	$8,000
North Salinas High	NSH014	Install improved lighting	Trail /Alley	Kip Dr	Maryal Dr	0	0	0	0	20	20	$62,400
North Salinas High	NSH015	Install key card activated gate for staff parking	Staff Parking lot entrance	McKinnon St		13	0	0	0	20	33	$1,000
Oasis Charter	OC001	Install Class III bikeway and traffic calming	Westridge Parkway	Salinas City limits	Boronda Rd	0	10	0	0	0	10	$173,400
Oasis Charter	OC002	Continue current drop-off/pick-up system	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Oasis Charter	OC003	Consider road diet and/or Class IIB buffered bike lanes	Westridge Pkwy	Davis Rd	Salinas City Limits	0	10	0	0	0	10	$199,320
Oasis Charter	OC004	Conduct feasibility analysis for bicycle/pedestrian overcrossing over SR 101 at Alvin Drive	W Alvin Dr extension	Cherokee Dr	Davis Rd	0	0	0	15	10	25	$10,000
Rancho San Juan High	RSJH001	Implement school carpooling program focused on students who live too far to walk or bike to school.	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rancho San Juan High	RSJH002	Conduct neighborhood traffic calming plan and consider bike boulevard treatments. Consider Bollenbacher Dr, Jade St and Penzance St as possible locations	Neighborhood around La Joya	Area		0	15	5	0	20	40	$45,000
Rancho San Juan High	RSJH003	Install curb ramps and High-Visibility crossings at all three approaches. Consider curb	Rogge Rd	Bollenbacher		0	10	5	15	20	50	$127,000

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Rancho San Juan High	RSJH004	Buffered bike lanes or separated two-way bike facility on Rogge Rd between Natividad Rd and San	Rogge Rd	Natividad Rd	San Juan Grade Rd	0	15	0	15	20	50	$1,480,320
Rancho San Juan High	RSJH005	Widen sidewalk, reconstruct buckling sidewalk, and fill sidewalk gaps between San Juan Grade Rd and Rancho San Juan High School	Rogge Rd	San Juan Grade Road	Rancho San Juan High School west border	0	15	5	15	20	55	$590,000
Rancho San Juan High	RSJH006	Install multi-use path along south side of Rogge Rd between Natividad Rd and Rancho San Juan High School	Rogge Rd (south Side)	Natividad Rd	Rancho San Juan High School	0	0	5	15	20	40	$560,000
Rancho San Juan High	RSJH007	Construct curb extensions with ADA ramps. Consider roundabout	Rogge Rd	San Juan Grade Rd		0	0	5	15	20	40	$335,000
Rancho San Juan High	RSJH008	Consider traffic calming measures between San Juan Grade Rd and Rancho San Juan High School such as lane width reduction.	Rogge Rd	San Juan Grade Road	Rancho San Juan High School	0	15	5	0	20	40	$77,880
Rancho San Juan High	RSJH009	Install sidewalk or pedestrian path to ensure continous sidewalk on one or both sides of the street. Multi-use path or protected two-way bike facility along Russell Rd (south side has few driveways)	Russell Road	North Main	San Juan Grade Rd	0	0	0	15	20	35	$1,320,000
Rancho San Juan High	RSJH010	Construct sidewalks along segments where no sidewalk exists between Russell Rd and Rogge Village Wy. Consider multi-use path for bicycle use. Install traffic calming including narrowed travel lanes.	San Juan Grade Rd	Russell Rd	Rogge Village Wy	0	0	0	15	20	35	$750,000
Rancho San Juan High	RSJH011	Construct sidewalk on both sides of street	San Juan Grade Road	Boronda Rd	Russell Rd	10	0	15	15	20	60	$910,000
Rancho San Juan High	RSJH012	Construct curb extensions with ADA ramps and install High-	San Juan Grade Road	Penzance and Cornwall		0	0	5	15	20	40	$826,000
Rancho San Juan High	RSJH013	Install High-Visibility crosswalks across school driveways	School Driveways	Rogge Rd		0	0	5	15	20	40	$16,000

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Rancho San Juan High	RSJH014	When development is constructed, install bike lanes and	Natividad Rd	Boronda Rd	Rogge Rd	11	0	5	15	10	41	$1,200,800
Roosevelt	RE001	Enforce loading zones at school	Capitol St /	West St	Gabilan St	14	10	20	0	20	64	$1,700
Roosevelt Elementary	RE002	Install curb extensions and High-Visibility crosswalks	Capitol St	Central Ave		9	10	20	0	20	59	$216,000
Roosevelt Elementary	RE003	Conduct feasibility study for bike lanes or bike boulevard. Consider expanding sidewalk adjacent to Central Park to create multi-use	Central Ave	Davis Rd	Main St	30	15	0	15	10	70	$93,000
Roosevelt Elementary	RE004	Consider curb extensions at intersections with Homestead	Central Ave	Villa St	Capitol St	14	15	20	0	20	69	$1,518,000
Roosevelt Elementary	RE005	Install curb extensions and traffic calming measures if requested and supported by neighborhood residents	Gabilan St	Capitol St	Lincoln Ave	0	10	20	0	20	50	$961,000
Roosevelt Elementary	RE006	Conduct stop warrant at intersection. If stop is warranted, install marked crosswalk and shift school bus loading zone to the south to increase visibility at the	Capitol St	Gabilan St		0	10	20	15	20	65	$14,700
Salinas High	SH001	Install Class III bikeway and traffic calming if requested and supported by neighborhood	Riker St	Alisal St	Blanco Rd	8	15	0	0	20	43	$2,142,000
Salinas High	SH002	Install traffic calming such as chicanes or mid-block medians	Clay St	Main St	Iverson St	11	10	20	15	20	76	$1,102,200
Salinas High	SH003	Install Complete Streets improvements such as raised	Main St	John St	Geil St	30	0	20	0	20	70	$94,200
Salinas High	SH004	Adjust signal operations to separate pedestrian and vehicle	Main St	Chestnut St		3	0	0	0	20	23	$200,850
Salinas High	SH005	Consider removal of left turn pocket and installation of pedestrian median island. Conduct analysis for pedestrian hybrid	Main St	Maple St		11	0	0	0	0	11	$141,320
Salinas High	SH006	Consider crosswalk removal – this crosswalk is less than 300' from	Main St	Winham St/Clay St		11	0	0	0	0	11	$15,040
Salinas High	SH007	Install traffic calming to create bike boulevard with striping and	Giel St	Main St	Iverson St	8	10	0	15	20	53	$918,000
Salinas High	SH008	Install curb extensions and update existing crosswalks to High-Visibility. Evaluate for additional pedestrian facilities per City policy.	Riker St	Lang St		0	0	0	0	20	20	$226,000
Salinas High	SH009	Conduct an all-way stop warrant study. Install curb extensions and update existing crosswalks to High-	Riker St	Giel St		0	0	0	0	20	20	$231,000

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Salinas High	SH010	Install curb extensions, yellow High-Visibility crosswalks, and school crossing signage assembly A	Riker St	W Acacia St		8	0	0	0	20	28	$219,400
Salinas High	SH011	Install traffic calming to create bike boulevard with striping and	Chestnut St	S Main St	California St	3	10	0	15	20	48	$550,800
Salinas High	SH012	Install Class IIB buffered bike lanes	Lincoln Ave	Alisal St	Avenue A	8	10	20	15	20	73	$236,070
Salinas High	SH013	Install Class III bikeway	Salinas St	Alisal St	Clay St	8	10	20	0	20	58	$14,700
Salinas High	SH014	Consider removing existing slip lane and reconstructing intersection. Install High-Visibility crosswalk and construct curb extensions.	Lincoln Ave	Clay St		0	5	0	0	20	25	$466,000
Salinas High	SH015	Consider bike boulevard	Acacia St	Main St	Alisal St	25	15	0	15	0	55	$1,978,800
Salinas High	SH016	Upgrade to High-Visibility crosswalk and install curb	Clay St	Church St		0	5	0	0	20	25	$108,000
Salinas High	SH017	Install Class IV bikeway	Pajaro St	Market St	Romie Ln	18	5	20	15	10	68	$6,522,660
Salinas High	SH018	Evaluate pedestrian crossing demand to determine whether crosswalk across Clay is	Clay St	Cayuga St		0	5	0	15	0	20	$218,000
Salinas High	SH019	Evaluate pedestrian crossing demand to determine whether crosswalk across Clay is warranted. Construct curb	Clay St	Capitol St		0	5	0	15	20	40	$218,000
Salinas High	SH020	Install curb extensions and yellow High-Visibility crosswalks on all legs of the intersection and school	Clay St	Riker St		0	5	0	15	10	30	$219,400
Salinas High	SH021	Install curb extensions, yellow High-Visibility crosswalk across	Clay St	West St		0	0	0	15	0	15	$104,000
Salinas High	SH022	Add access to school campus	Cayuga St	Back entrance to school		0	5	0	15	0	20	$8,500

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Salinas High	SH023	Install curb extensions, yellow High-Visibility crosswalk across Capitol	Geil St	Capitol St		0	0	0	15	20	35	$104,000
Santa Rita Elementary	SRE001	Update curb ramps, update existing crosswalk to High-Visibility and add High-Visibility	E Bolivar St	Santa Rita St		0	5	15	15	20	55	$139,000
Santa Rita Elementary	SRE002	Consider bike boulevard with traffic calming between Main St and Van Buren Ave. Consider	E Bolivar St	Main St	Van Buren Ave	14	15	15	15	20	79	$1,099,800
Santa Rita Elementary	SRE003	Construct curb ramps and/or curb extensions along Bolivar for	E Bolivar St	Main St	Van Buren Ave	14	15	15	0	20	64	$969,000
Santa Rita Elementary	SRE004	Construct curb extensions and consider pedestrian facility per City policy across Bolivar St at	E Bolivar St	Roundtree Dr		0	5	15	15	20	55	$110,000
Santa Rita Elementary	SRE005	Traffic Circle	E Bolivar St	Perez St		0	10	15	0	0	25	$195,000
Santa Rita Elementary	SRE006	Curb extensions, curb ramps and High-Visibility crossings at all 3 approaches	E Bolivar St	Van Buren Ave		3	5	0	15	20	43	$158,000
Santa Rita Elementary	SRE007	Construct curb ramps and raised crossing across Swaner Ave at Pierce St, to connect to pedestrian	Swaner Ave	Pierce St		0	0	15	15	20	50	$171,000
Santa Rita Elementary	SRE008	Make sure this access is open during morning and afternoon arrival and departure times.	Jackson St	Swaner Ave	Van Buren Ave	0	5	15	15	20	55	$133,500
Santa Rita Elementary	SRE009	Construct curb extensions with updated curb ramps and stripe	Santa Rita St	E Lamar St		0	5	15	15	20	55	$130,000
Santa Rita Elementary	SRE010	Remove or upgrade crosswalk. Direct pedestrians to Bolivar St crossing	North Main St	E Lamar St		4	0	15	0	0	19	$2,170
Santa Rita Elementary	SRE011	Upgrade pedestrian heads to include leading pedestrian interval	E Bolivar St	N Main St		8	5	15	0	20	48	$200,140
Santa Rita Elementary	SRE012	Consider off-street path between North Main and Santa Rita,	Drainage parallel to Sucre	N Main St	Russell Rd	14	15	15	15	0	59	$130,000
Santa Rita Elementary	SRE013	Consider bike boulevard with traffic calming between Bolivar St and Swaner Ave. Consider speed cushions, curb extensions, street	Santa Rita St	Bolivar St	Swaner Ave	0	5	15	15	0	35	$666,400
Santa Rita Elementary	SRE014	Construct curb extensions, curb ramps, High-Visibility crossings across Jackson St/Jackson Circle.	Swaner Ave	Jackson St		0	0	15	15	0	30	$310,550
Santa Rita Elementary	SRE015	Consider bike boulevard with traffic calming, speed cushions between Santa Rita and Van	Swaner Ave	Santa Rita St	Van Buren Ave	0	0	15	15	20	50	$1,042,600

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Sherwood Elementary	SE001	Develop drop-off loop according to existing plans. Consider implementing rolling drop-off program to facilitate efficient drop-off and pick-up in the loop.	Program			N/A	N/A	N/A	N/A	N/A	N/A	N/A
Sherwood Elementary	SE002	Consider hardened centerline to prevent U-turns and traffic calming measures. Consider curb	S Wood St	E Alisal St	John St	12	5	20	0	20	57	$846,400
Sherwood Elementary	SE003	Upgrade crosswalks to high visibility and install ADA curb ramp	S Wood St	John St		3	0	20	0	20	43	$209,850
Sherwood Elementary	SE004	Relocate existing speed limit sign to more visible location.	S Wood St	James St	John St	3	0	20	0	20	43	$850
Sherwood Elementary	SE006	Install planned rectangular rapid flashing beacon and yellow High-	S Wood St	Santa Maria St		3	10	20	0	20	53	$48,500
Sherwood Elementary	SE007	Consider continuous sidewalk across San Benito	S Wood St	San Benito St		0	0	20	15	10	45	$4,500
Sherwood Elementary	SE008	Conduct stop warrant evaluations at all intersections.	Smith St	E Alisal St	James St	6	5	20	0	20	51	$5,000
Sherwood Elementary	SE009	Open back entrance to school at Hebbron and/or Pearl St	S Hebbron St	S Pearl St/58 Hebbron ST		0	10	20	15	20	65	$8,500
Sherwood Elementary	SE010	Install curb extensions and ramps along Hebbron	Hebbron St	E Alisal St	John St	3	0	20	0	20	43	$1,203,500
Sherwood Elementary	SE012	Install curb extensions and ramps along John St	John St			30	15	20	0	20	85	$3,102,000
Sherwood Elementary	SE013	Consider protected pedestrian phases at Alisal/Woods,	E Alisal St	Kern St	Skyway Blvd	30	15	20	15	20	100	$1,480,680
University Park Elementary	UPE001	Consider pedestrian facility per City policy across West Acacia St near location of sidewalk/access	W Acacia St	School Path (Across Street from 826/830		0	10	0	15	20	45	$32,920
University Park Elementary	UPE002	Refresh crosswalks with High-Visibility striping, construct curb extensions and ramps	W Acacia St	University Ave		0	0	0	0	0	0	$251,000
University Park Elementary	UPE003	Evaluate all-way stop. Install curb extensions	University Ave	Ambrose Dr		0	0	0	0	20	20	$105,000
University Park Elementary	UPE004	Open gate to campus at this location. Provide crossing guard	University Ave	Palma Dr		0	10	0	15	20	45	$178,500
University Park Elementary	UPE005	Conduct feasibility study for neighborhood traffic circle	University Ave	Central Ave		0	0	0	0	0	0	$195,000
University Park Elementary	UPE006	Consider bike boulevards and curb extensions at all intersections	University Ave	Ambrose Dr	Archer St	0	10	5	15	0	30	$2,766,800

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University Park Elementary	UPE007	Consider bike boulevards and curb extensions at intersections	Ambrose Dr	Carmelita Dr	University Ave	0	0	0	15	0	15	$524,400
University Park Elementary	UPE008	Curb extensions at all intersections	Columbia Ave	W Acacia St	Hastings Ave	0	10	0	0	0	10	$500,000
University Park Elementary	UPE009	Curb extensions at intersections of Carmelita Drive and San Simeon Dr	Palma	Carmelita Dr San Simeon Dr		0	0	0	0	0	0	$400,000
University Park Elementary	UPE010	Consider bike boulevard and curb extensions at Camden Way	W Acacia	Davis Rd	S Main St	25	15	0	15	0	55	$3,117,200
University Park Elementary	UPE011	Conduct feasibility study for bike lanes or bike boulevard. Consider	Central Ave	Davis Rd	Main St	30	15	0	15	0	60	$93,000
Virginia Rocca Barton Elementary	VRBE001	Improve Creek Trail to a shared use path with pedestrian scale lighting	Creek Trail	Freedom Parkway	Garner Ave	0	15	20	15	20	70	$1,260,000
Virginia Rocca Barton Elementary	VRBE002	Install raised crosswalk across Las Casitas to improve Creek Trail crossing to school. Include bike	Las Casitas Dr	School Entrance		0	5	15	0	20	40	$146,700
Virginia Rocca Barton Elementary	VRBE003	Improve Creek Trail access with stairs or graded switchback include pedestrian lighting	Creek Trail entrance	Ranchero Dr		0	0	15	15	20	50	$1,478,400
Virginia Rocca Barton	VRBE004	Upgrade existing bike lane to Class IIB buffered bike lane	Las Casitas Dr	Constitution Blvd	School Entrance	8	10	20	0	10	48	$170,280
Virginia Rocca Barton Elementary	VRBE005	Install bike lane treatments in conflict zones	Las Casitas Dr	Constitution Blvd	School Entrance	8	10	20	0	10	48	$4,500
Virginia Rocca Barton Elementary	VRBE006	Upgrade to High-Visibility crosswalk yellow all legs	Las Casitas Dr	School Entrance		0	5	15	0	20	40	$8,000
Virginia Rocca Barton	VRBE007	Widen sidewalk (narrow travel lanes to create wider sidewalk)	Las Casitas Dr	South of school entrance	Creek Trail	0	5	20	15	20	60	$18,200
Virginia Rocca Barton Elementary	VRBE008	Install raised crosswalk to help delineate pedestrian travel as well	School Parking Lot	Teacher parking lot entry		0	10	15	15	20	60	$145,000
Virginia Rocca Barton Elementary	VRBE009	Modify design to limit to circular pattern, remove arrows point to smaller segment of lot to the	School Parking Lot	School Campus (Near main Building)		0	10	15	0	20	45	$6,000

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Virginia Rocca Barton Elementary	VRBE010	Develop Park and Walk/Park and Ride program to encourage parent drop-off in parking lot. Utilize Creek Trail for trips between parking lot and school.	Off-site parking lot for Natividad Creek Park	Las Casitas Dr		0	5	15	0	0	20	N/A
Virginia Rocca Barton Elementary	VRBE011	Upgrade to High-Visibility crosswalk yellow across Las Casitas	Las Casitas Dr	Constitution Blvd		8	5	15	15	20	63	$5,000
Virginia Rocca Barton Elementary	VRBE012	Consider raised crosswalk and upgrade to High-Visibility	Las Casitas Dr	Ranchero Dr		3	5	20	0	0	28	$149,000
Virginia Rocca Barton Elementary	VRBE013	Consider raised crosswalk and upgrade to High-Visibility	Las Casitas Dr	Pino Way		0	0	20	0	0	20	$149,000
Virginia Rocca Barton Elementary	VRBE014	Consider raised crosswalk and upgrade to High-Visibility crosswalk yellow across Nogal Dr	Las Casitas Dr	Nogal Dr		0	0	20	15	20	55	$149,000
Virginia Rocca Barton Elementary	VRBE015	Consider raised crosswalk and upgrade to High-Visibility	Las Casitas Dr	Alamo Way		0	0	20	0	0	20	$149,000
Virginia Rocca Barton Elementary	VRBE016	Install High-Visibility crosswalk yellow and construct curb extensions across Las Casitas Dr	Las Casitas Dr	Rider Ave		0	0	20	0	20	40	$104,000
Virginia Rocca Barton	VRBE017	Install traffic calming. Perform intersection sight distance analysis	Las Casitas Dr	Constitution Blvd	Rider Ave	11	10	20	0	20	61	$520,600
Virginia Rocca Barton Elementary	VRBE018	Upgrade to High-Visibility crosswalk. Review to see if curb	Rider Ave	Del Monte Ave		3	0	20	0	20	43	$108,000
Virginia Rocca Barton Elementary	VRBE019	Upgrade to High-Visibility crosswalk white and curb ramps	Del Monte Ave	Pacific Ave		0	0	20	0	20	40	$68,000
Virginia Rocca Barton Elementary	VRBE020	Install Traffic Calming (chicanes and removal of parking at those locations), sharrow markings and bike route signage	Del Monte Ave	Rider Ave	Williams Rd	29	10	20	0	20	79	$1,815,600
Virginia Rocca Barton	VRBE021	Upgrade existing bike lane to Class IV separated bikeway	Constitution Blvd	Freedom Parkway	Manchester Cir	30	15	15	15	10	85	$3,885,840
Virginia Rocca Barton Elementary	VRBE022	Install curb extension and upgrade to High-Visibility crosswalk across Atlantic St	Atlantic St	Del Monte Ave		0	0	20	15	0	35	$104,000

School	Rec ID Code	Recommendation	Street	Cross Street 1	Cross Street 2	Safety	Access to key destinations	Equity	Connectivity and Low Stress Network	Community-Identified Need	Total Score	Cost Estimate
Virginia Rocca Barton Elementary	VRBE023	Install curb extension and upgrade to High-Visibility crosswalk across Carl Court	Atlantic St	Carl Court		0	0	20	15	0	35	$104,000
Virginia Rocca Barton Elementary	VRBE024	Install curb extension and upgrade to High-Visibility crosswalk across Caoba Way	Nogal Drive	Caoba Way		0	0	20	15	0	35	$104,000
Virginia Rocca Barton Elementary	VRBE025	Install curb extension and upgrade to High-Visibility crosswalk across	Nogal Drive	Nogal Circle		0	0	20	15	0	35	$104,000
Virginia Rocca Barton Elementary	VRBE026	Install curb extension and upgrade to High-Visibility crosswalk across	Nogal Drive	Amarillo Way		0	5	0	15	0	20	$104,000
Virginia Rocca Barton Elementary	VRBE027	Install traffic calming if requested and supported by neighborhood residents.	Ranchero Dr	Las Casitas Dr	La Honda Ct	3	15	20	0	20	58	$244,800
Virginia Rocca Barton Elementary	VRBE028	Consider location for crossing guard	Las Casitas Dr	School Entrance		0	5	15	0	20	40	N/A
Washington Middle	WM001	Install RFFB, curb extensions, yellow High-Visibility crosswalks, school crossing signage assembly A	Iverson St	Lang St		3	0	0	0	20	23	$150,550
Washington Middle	WM002	Remove marked crosswalk to encourage crossing at Lang St.	Iverson St	Geil		5	10	0	0	0	15	$4,000
Washington Middle	WM003	Eliminate center turn land to create drop-off lane. Widen sidewalk on school side to create multi-use path with landscaping	Iverson St	Clay St	W Acacia St	13	10	0	15	20	58	$912,400
Washington Middle	WM004	Square intersection, remove slip lane, install High-Visibility	Iverson St	W Acacia St		5	0	0	0	20	25	$657,000
Washington Middle	WM005	Reopen back gate to allow student ingress & egress	College Dr (Terminus)	Back Entrance to school		0	0	0	15	20	35	$8,500
Washington Middle	WM006	Install High-Visibility yellow crosswalks and construct curb extensions and ramps	College Dr	Marion Ave		0	0	0	15	20	35	$268,000
Washington Middle	WM007	Install traffic calming and speed humps or consider bike boulevard	College Dr	Alisal St	back entrance to school	0	0	0	15	20	35	$550,800

School	Rec ID Code	Recommendation	Street	Cross Street 1	Cross Street 2	Safety	Access to key destinations	Equity	Connectivity and Low Stress Network	Community-Identified Need	Total Score	Cost Estimate
Washington Middle	WM008	Install High-Visibility crosswalk and curb extensions across Bruce	College Dr	Bruce Ave		0	0	0	15	0	15	$208,000
Washington Middle	WM009	Install High-Visibility crosswalk and curb extensions across San	College Dr	San Vincente Ave		0	0	0	15	0	15	$208,000
Washington Middle	WM010	Install High-Visibility crosswalk and curb extensions across Amherst Dr	College Dr	Amherst Dr		0	0	0	15	0	15	$104,000
Washington Middle	WM011	Install traffic calming and install bike boulevard	Acacia St	Main St	Alisal St	25	15	0	15	20	75	$2,917,200
Washington Middle	WM012	Install High-Visibility crosswalk across Lorimer St and curb extensions to square intersection.	Homestead Ave	Lorimer St		0	0	0	15	20	35	$104,000
Washington Middle	WM013	Install High-Visibility crosswalk across Talbot St	Homestead Ave	Talbot St		0	0	0	15	0	15	$4,000
Washington Middle	WM014	Install traffic calming if requested and supported by neighborhood residents.	Marion Ave	Acacia St	Homestead Ave	0	10	0	0	20	30	$346,800
Washington Middle	WM015	Install raised High-Visibility crosswalk across Junipero Way	Acacia St	Junipero Way		0	0	0	15	0	15	$149,000
Washington Middle	WM016	Install raised High-Visibility crosswalk across Capistrano Dr	Acacia St	Capistrano Dr		0	0	0	15	0	15	$149,000
Washington Middle	WM017	Install raised High-Visibility crosswalk across Crespi Way	Acacia St	Crespi Way		0	0	0	0	20	20	$149,000
Washington Middle	WM018	Install High-Visibility crosswalk across Marion	Homestead Ave	Marion Ave		0	0	0	15	20	35	$4,000
Washington Middle	WM019	Expand pedestrian pathway to separate path from staff driveway.	Staff parking lot entrance	Iverson St between Lang St		3	10	0	15	20	48	$5,000
Washington Middle	WM020	Trim hedge to increase visibility and add striping and signage about pedestrians crossing	Parking lot entrance (driveway to the	Iverson St		0	0	0	0	20	20	$9,500
Washington Middle	WM021	Install bicycle boulevard signage and striping	Homestead Ave	Clay St	Wilson St	3	15	5	15	0	38	$1,407,600
Washington Middle	WM022	Consider installing a traffic circle, include High-Visibility crosswalks and school crossing signage	Homestead Ave	Clay St / Iverson St		0	0	0	0	20	20	$305,550
Washington Middle	WM023	Evaluate for possible time of day loading zone on Roosevelt Street	Roosevelt St	Wood St	West edge of park	0	5	20	0	0	25	$13
Washington Middle	WM024	Evaluate possible bicycle and pedestrian improvements on East and West Blanco Road	Blanco Road	Davis Rd	Abbot St	6	0	0	0	10	16	$250

APPENDIX F

PUBLIC COMMENTS BY SCHOOL

SCHOOL	SOURCE	LOCATION	COMMENT
Alisal Comununty School	Survey	Dallas Ave	Dallas Ave is dangerous
Alisal Comununty School	Survey	Dallas Ave	The speed some cars go by on Dallas every morning before school and after-school. Another crosswalk and we need a cross guard.
Alisal Comununty School	Survey	Dallas Ave and Del Monte Ave and Garner Ave	Cars pass to fast on Dallas Ave. Given this is the las street that connects Del Monte Ave with Garner Ave or vice versa if you want to get to Town Ave or to Del Monte (" the shortcut"). Many students, including me and my girls use Dallas and New Deal to get to Del Monte and get to school. Bumps are needon that street, teen drive there carelessly. Morning school traffic is crazy. The combination of high school and elementary traffic come together evey morning making it dangerous for kids that walk by themselves to cross the street. Some parents make a complete stop in the middle of the street to droop off their child. Traffic is terrible.
Alisal Comununty School	Audit	Dallas Ave and New Deal Ave	Popular route to school, narrow streets and speeding
Alisal Comununty School	Audit	Del Monte and Towt	
Alisal Comununty School	Audit	Del Monte Ave	Bus dropoff happens on street. Small loop used as loading zone. In the near future, the school parking lot and drop-off loop will be located on Del Monte at the front of school
Alisal Comununty School	Audit	Del Monte Ave	Parents dropping off on both sides of the street, students running across. MST stop in front of school adds to school congestion.
Alisal Comununty School	Audit	Del Monte Ave	Principals biggest concern is that there is no marked crosswalk on Del Monte between Williams and Towt. There used to be one in front of the Head Start building but the City removed it. Parents do not like using the crossing at Williams, say it feels unsafe
Alisal Comununty School	Audit	Del Monte Ave	Speeding. MST route so speed humps not an option.
Alisal Comununty School	Audit	Del Monte Ave	Wide crossings at side streets, parked cars restrict visibility.
Alisal Comununty School	Survey	Del Monte Ave	Add speed bumps on Del Monte Ave
Alisal Comununty School	Survey	Del Monte Ave	Del Monte
Alisal Comununty School	Survey	Del Monte Ave	Del Monte Ave is dangerous
Alisal Comununty School	Survey	Del Monte Ave	Del monte st.no safety cross lines children crossed and is a bussy street cars don't stop
Alisal Comununty School	Survey	Del Monte Ave	Lots of traffic on Del Monte Ave
Alisal Comununty School	Survey	Del Monte Ave	On the street Del Monte Ave traffic doesn't allow any safety for the bikes cars drive by pretty fast thru that street also there is to many cars parked on the side of the street which makes bikers be unsafe since they don't have there lane to be on while biking. Also walking for either kids or adults is unsafe for the same reason above we need flashing lights on our streets so other cars get alerted when someone is walking and cars don't just go by speeding. I've have experience allot of occasions where myself and other kids have almost got hit because cars don't look where we are crossing or they are speeding.
Alisal Comununty School	Survey	Del Monte Ave	Traffic in Del Monte
Alisal Comununty School	Survey	Del Monte Ave - front of school	Nicer crossguards and more crosswalks around school
Alisal Comununty School	Survey	Del Monte St	pues yo diria que pinten las calles porque cuando llueve no se mira las linias de la del monte
Alisal Comununty School	Survey	Del Monte St	Si pintar la calle de la del monte y poner unos semáforos
Alisal Comununty School	Survey	Del Monte St and Dallas St	Si, un cruce en del Monte y Dallas
Alisal Comununty School	Survey	Del Monte St and New Deal Av	Un cruce en del monte y new deal av.
Alisal Comununty School	Survey	Eagle Dr	My 6 year old son is too small to walk by himself. Plus by Eagle Dr. vehicles over speed often. But road bumps on Eagle Drive. Vehicles over speed often.
Alisal Comununty School	Survey	Garner Ave	Dangerous to cross Garner Ave
Alisal Comununty School	Audit	General	School pop = 650. 50-60% of kids are dropped off. A few bike, no students bussed unless they are overflow from other schools. The rest walk (40-50%). Bike parking present on campus.
Alisal Comununty School	Survey	General	A crossing light
Alisal Comununty School	Survey	General	A crossing light
Alisal Comununty School	Survey	General	Accidents
Alisal Comununty School	Survey	General	Add crosslights or have someone help the students cross the streets safely
Alisal Comununty School	Survey	General	Add crosswalks
Alisal Comununty School	Survey	General	Add more crosswalks
Alisal Comununty School	Survey	General	Afraid he will be hit by a car

Alisal Comununty School	Survey	General	Allow me or my baby sitter to walk my son to school
Alisal Comununty School	Survey	General	An adult to walk kids to school
Alisal Comununty School	Survey	General	Bike lanes, flashing lights where kids or adults are walking, repaint the lines where kids or adults are crossing,fix the side walks, crossing guards
Alisal Comununty School	Survey	General	Cars drive too fast
Alisal Comununty School	Survey	General	Cars drive too fast
Alisal Comununty School	Survey	General	Cars drive too fast and don't give the right-of-way to pedestrians
Alisal Comununty School	Survey	General	Cars drive too fast and don't give the right-of-way to pedestrians
Alisal Comununty School	Survey	General	Cars drive too fast and don't respect the traffic lights
Alisal Comununty School	Survey	General	Cars drive very fast even when one is crossing. They don't stop and the cars go before the pedestrians. They don't care even if one is already crossing and is halfway.
Alisal Comununty School	Survey	General	Cars driving too fast
Alisal Comununty School	Survey	General	Cars go by too fast, even racing
Alisal Comununty School	Survey	General	Cars go too fast
Alisal Comununty School	Survey	General	Cars go too fast and don't respect the stop signs
Alisal Comununty School	Survey	General	Cars go too fast and don't respect the stop signs
Alisal Comununty School	Survey	General	Cars going too fast.
Alisal Comununty School	Survey	General	Cars need to slow down, get the police department involved
Alisal Comununty School	Survey	General	Cars should slow down. When it rains, kids can't be walking to school
Alisal Comununty School	Survey	General	Concern with the crossing lights and violence.
Alisal Comununty School	Survey	General	Concerned about my son walking by himself and cars going too fast.
Alisal Comununty School	Survey	General	Crossguard
Alisal Comununty School	Survey	General	Crossguard
Alisal Comununty School	Survey	General	Crossing is dangerous, a cross guard would be helpful
Alisal Comununty School	Survey	General	Crossing the street
Alisal Comununty School	Survey	General	Distracted pedestrians
Alisal Comununty School	Survey	General	Do whatever is necessary so that our kids feel safe getting to school
Alisal Comununty School	Survey	General	Do whatever is necessary so that our kids feel safe getting to school
Alisal Comununty School	Survey	General	Drivers don't respect the stop signs and drive too fast
Alisal Comununty School	Survey	General	Drivers go too fast and don't stop
Alisal Comununty School	Survey	General	Drivers going too fast and not giving the right-of-way to students
Alisal Comununty School	Survey	General	Drivers should be more careful arounds school zones
Alisal Comununty School	Survey	General	Drivers should be more cautious
Alisal Comununty School	Survey	General	Drivers should respect driving speed and respect children crossing. I have seen, too many times, cars don't stop
Alisal Comununty School	Survey	General	Drivers should respect driving speed and respect children crossing. I have seen, too many times, cars don't stop
Alisal Comununty School	Survey	General	Encourage drivers to follow the signals
Alisal Comununty School	Survey	General	Get the police department involved for safety
Alisal Comununty School	Survey	General	Get the police department involved for safety
Alisal Comununty School	Survey	General	Get the police department involved for safety
Alisal Comununty School	Survey	General	Have someone assits students cross the light safely

Alisal Comununty School	Survey	General	Her baby sitter takes her and picks her up from school, no problem
Alisal Comununty School	Survey	General	I don't know, maybe just too much traffic around school zones
Alisal Comununty School	Survey	General	I hope God protects us and helps doctors find the cure so our children can go back to school
Alisal Comununty School	Survey	General	I like the school and neighborhood though
Alisal Comununty School	Survey	General	I think adding a crossguard would be good
Alisal Comununty School	Survey	General	I would like more crossguards to assist students crossing the street
Alisal Comununty School	Survey	General	I would like to have a crossguard
Alisal Comununty School	Survey	General	I would love for my child to be able to walk to school, but it is dangerous. Especially with the shootings that happen around here sometimes
Alisal Comununty School	Survey	General	Irresponsible Drivers
Alisal Comununty School	Survey	General	It scares me that my daughter gets kidnap
Alisal Comununty School	Survey	General	It worries me because she's still very young
Alisal Comununty School	Survey	General	It worries me because she's very yoong and cars don't respect traffic speed
Alisal Comununty School	Survey	General	It's a busy time around schools. Parents trying to get to work and there isn't much parking either
Alisal Comununty School	Survey	General	It's a busy time around schools. Parents trying to get to work and there isn't much parking either
Alisal Comununty School	Survey	General	La violecia
Alisal Comununty School	Survey	General	Less parked cars on the street so she can focus on the cars driving by.
Alisal Comununty School	Survey	General	Lots of traffic
Alisal Comununty School	Survey	General	Lots of traffic
Alisal Comununty School	Survey	General	More crossguards in the streets around school
Alisal Comununty School	Survey	General	More crosslights around the schools
Alisal Comununty School	Survey	General	More safety and crossguards around the school
Alisal Comununty School	Survey	General	More safety around the school.
Alisal Comununty School	Survey	General	More safety around the school. Encourage drivers to slow down and respect the traffic and safety signs
Alisal Comununty School	Survey	General	More safety, crossguards
Alisal Comununty School	Survey	General	More security
Alisal Comununty School	Survey	General	More than anything, traffic. They are not cautious about students crossing
Alisal Comununty School	Survey	General	My kids are still too young
Alisal Comununty School	Survey	General	My son has asthma and worries me when he walks alone
Alisal Comununty School	Survey	General	My son is easily distracted and the community is not very safe
Alisal Comununty School	Survey	General	Neighborhood support. If students need help, help them
Alisal Comununty School	Survey	General	No issues, my child always walks with an adult
Alisal Comununty School	Survey	General	None
Alisal Comununty School	Survey	General	Not being chased by dogs
Alisal Comununty School	Survey	General	Paint crosswalks
Alisal Comununty School	Survey	General	Parents should be more careful with their children due to Covid
Alisal Comununty School	Survey	General	Parents should get out of the way and not park where they are not supposed to
Alisal Comununty School	Survey	General	People around the neigborhood aren't very awareness about pedestrians
Alisal Comununty School	Survey	General	People in the streets

Alisal Comununty School	Survey	General	Reduce traffic speed in school zones
Alisal Comununty School	Survey	General	Safer routes for students
Alisal Comununty School	Survey	General	Safety
Alisal Comununty School	Survey	General	Safety of neighborhood and people pets
Alisal Comununty School	Survey	General	Someone to assist students cross the streets safely
Alisal Comununty School	Survey	General	Someone to assist students cross the streets safely
Alisal Comununty School	Survey	General	Speed bumps cross signs closer to school opening the drop off for children school is close every day
Alisal Comununty School	Survey	General	Speeding of cars, all the heavy traffic that becomes dangerous when people are impatient and do not make good judgments and just try to rush.
Alisal Comununty School	Survey	General	Streets are not safe
Alisal Comununty School	Survey	General	Streets are not safe, they are very dangerous. More support from the school is needed
Alisal Comununty School	Survey	General	The problem is crossing the street. Drivers aren't cautious that there are children crossing and don't respect the traffic signals and lights
Alisal Comununty School	Survey	General	The school should do more for the safety of the students
Alisal Comununty School	Survey	General	There is no problem with my daughter walking to school
Alisal Comununty School	Survey	General	They need a crossing person to make sure all cars stop when children are crossing the street
Alisal Comununty School	Survey	General	Too many cars in the street
Alisal Comununty School	Survey	General	Too many cars in the street
Alisal Comununty School	Survey	General	Too much traffic
Alisal Comununty School	Survey	General	Too much traffic
Alisal Comununty School	Survey	General	Too much traffic before school and after school. Accidents can happen
Alisal Comununty School	Survey	General	Too much violence and gangs
Alisal Comununty School	Survey	General	Traffic
Alisal Comununty School	Survey	General	Traffic speed worries me
Alisal Comununty School	Survey	General	Unsafe crosslight
Alisal Comununty School	Survey	General	When it rains, the school district should be aware that, because of the traffic, sometimes students will be late
Alisal Comununty School	Survey	General	When the bus drops the student off in the corner of Del Monte close to the school, cars don't stop. A crosswalk and a crossguard would make it safe
Alisal Comununty School	Survey	General	Worries me that my child is bullied by others while walking to school
Alisal Comununty School	Survey	General	Worries me that my child walks because there is no supervision along the way
Alisal Comununty School	Survey	School Perimeter	The back of the school there should be a supervisor guiding traffic
Alisal Comununty School	Audit	Towt and Cortez	
Alisal Comununty School	Survey	Towt St and Del Monte Ave	Cars don't respect stop signs on Towt St and Del Monte Ave
Alisal Comununty School	Audit	Williams and Del Monte	Elementary school students do not cross here but this intersection is well used by high school students. The City used to provide a crossing guard here but that stopped. Elementary parents don't want to cross here
Alisal Comununty School	Audit	Williams Rd	Drop-off currently happens in lot off Williams (but will move to Del Monte). 2 staff controlling traffic in the loop. Williams gets very backed up before and after school. Parents turning left out of lot blocks traffic.
Alisal Comununty School	Survey	Williams Rd	Instalar luz de cruce escolar en la calle de Williams Rd entre alisal high school y alisal elementary
Alisal Comununty School	Survey	Williams Rd	The crosswalk in between Monte Bella Blvd and Del Monte Avenue causes unnecessary traffic during drop off and during pick up. The students can cross on the two stop lights (Williams and Del Monte & Williams and MonteBella) Please consider eliminating that crosswalk. It is unsupervised and causes major traffic. There is literally nothing they are crossing over to, they either continue on to the high school or the elementary school. Please drive up and down Williams road at 7:45am and you'll see the issue.

Alisal Comununty School	Survey	Williams Rd	There is a 5 lane street that in mornings and afternoons gets filled with traffic (Williams street) people rushing to get to either the elementary school (Alisal Community School) or high school (Alisal High) which are on the same block right next to each other. There are many accidents on Williams Road near schools because of all the traffic and the people who rush and don't know how to drive. Also on Del Monte and Williams drivers do not respect the cross walk and when stopped at red light they stop across the cross walk.
Alisal Comununty School	Survey	Williams Rd	Traffic speed on Williams Rd
Alisal Comununty School	Survey	Williams Rd	Traffin in the cross light in the corner of Market St and Williams
Alisal Comununty School	Survey	Williams Rd	Williams Rd is dangerous
Alisal Comununty School	Survey	Williams Rd - front of school	Concern with cars backing out when walking in sidewalk.
Alisal Comununty School	Survey	Williams Rd and Del Monte Ave	Cars drive really fast on Williams road. And there's a lot of pedestrians on Del Monte Ave. I don't want my child riding on the street.
Alisal Comununty School	Survey	Williams Rd and Del Monte Ave	Cross light on William Rd and Del Monte Ave
Alisal Comununty School	Survey	Williams Rd and Del Monte Ave	It would be nice to have walking over pass over Williams and Del Monte. It would be so much easier for children to get to school safely. It's a great investment for the future of the safety of children now and for all to come.
Alisal Comununty School	Survey	Williams Rd and Del Monte Ave	My child is not able to ride her bike or walk on her own because of the traffic is terrible car don't stop on the light on Williams and Del Monte
Alisal Comununty School	Survey	Williams Rd and Grandhaven S	Williams and grand grandhaven. Crossing needs button and lights so people can see the pedestrians when the want to cross
Alisal High School	Audit	Burke St	Back entrance to campus, lots of traffic before and after school. School staff would love to repurpose the vacant lot at the end of Burke as a drop-off loop.
Alisal High School	Survey	Cougar Dr and Torona Way	Maybe a flashing cross way from Cougar Dr to Torona way I see lots of kids crossing from those 2 streets and no cross way
Alisal High School	Survey	Del Monte Ave	Del Monte Ave and streets on the way to school
Alisal High School	Survey	E Alisal St	Too much traffic. There is no bike lane
Alisal High School	Survey	E Alisal St and Williams Rd	A lot of traffic on Williams Rd and Alisal St
Alisal High School	Survey	E Market St and Williams Rd and Garner Ave	E market st ,Williams rd ,garner ave , and del monte ave..
Alisal High School	Survey	Falcon Dr and Williams Rd	Along Falcon and Williams Rd, cars go too fast
Alisal High School	Audit	Freedom Pkwy	Nice pedestrian path and class II bike lanes in place. High traffic volumes and speeds.
Alisal High School	Survey	Freedom Pkwy	Because of COVID my son was not able to start his freshman year at Alisal High. Once classes resume he will have to walk to school. Although he will only have to cross Freedom Pkwy I am still concerned since I have seen many people run that red light at a very high speed.
Alisal High School	Survey	Freedom Pkwy	Cars drive very fast along Freedom and Sanborn
Alisal High School	Survey	Freedom Pkwy and N Sanborn Rd and Williams Rd	Cars drive too fast on Freedom, Sanborn and Williams Rd
Alisal High School	Survey	Freedom Pkwy and N Sanborn Rd and Williams Rd	Excessive speed on Freedom, Sanborn and Williams
Alisal High School	Audit	Gaviota Dr	Lots of drop-off here, alley to school entrance. Lots of comments about traffic speeds
Alisal High School	Audit	General	Andre Fernandez is arts teacher, may be intereseted in arts programming
Alisal High School	Student Survey	General	I am concerned strangers will talk to me.
Alisal High School	Student Survey	General	I am concerned strangers will talk to me.
Alisal High School	Student Survey	General	I dont have any walking or biking safety issues, my mom just worries about me walking alone late at night after practice or early in the morning.
Alisal High School	Student Survey	General	I have to get on the highway so it is a major hazard for me to walk to school.
Alisal High School	Student Survey	General	I really didn't have any issues it was just so many people would drive to school causing the distance and time to arrive to school affect me arriving late sometimes.
Alisal High School	Student Survey	General	I stopped walking once cars wouldnt stop for me anymore and I almost got hit a few times. I just got spooked and would then look for any available rides.
Alisal High School	Student Survey	General	I used to live in Acosta Plaza but I hardly ever walked to/from school because of how unsafe it was. There were shootings almost every other week. The children at Martin Luther King Elementary school would be on lockdowns almost everyday. The city almost never addresses the vast amounts of issues there. Not just crime but housing/homelessness and lack of infrastructure (run down apts, ugly roads etc.) Its sad how that area is just set aside and instead all the money goes to downtown Salinas like the new sign they just put up.
Alisal High School	Student Survey	General	Im not from Salinas Im actually from greenfield high school, and I live across town I have to cross bridges to get to school and home i also have to go through busy roads and I have had scary encounters with homeless people following me and catcalling me. I have to cross el Camino real and oak Avenue and there isnt many side walks to get to my side of the town so I walk beside cars.
Alisal High School	Student Survey	General	My parents do not let me walk to school because they are concerned for my safety.
Alisal High School	Student Survey	General	Usually I did not have any safety concerns only in Williams Road when we would cross sometimes it was scary because there aren't as much crosswalks.
Alisal High School	Student Survey	General	Well if I were to walk to school, I'd have to cross the street on Cross Ave, where the traffic is usually really fast and hectic heading towards Cesar Chavez Library/ around there.

Alisal High School	Student Survey	General	When crossing on North Sanborn, I feel as if the cars drive by very fast, so I have to be extra careful when crossing.
Alisal High School	Student Survey	General	When I walk home through Sanborn, creepy men catcall me and make me feel harassed. It also takes a long time for drivers to let me cross.
Alisal High School	Student Survey	General	When I would bike to school there would be a lot of pot holes or broken sidewalks, sometimes there wasnt really a side walk to go on. For example, I would usually go through E Laurel Dr. to go school but its just a very uneven dirt path that can be pretty dangerous if you make a wrong move.
Alisal High School	Student Survey	General	When walking to school i would walk alone in the mornings and afternoons and my parents are afraid that something bad might happen to me on my way home.
Alisal High School	Student Survey	General	When walking to school, some concerned issues are that drivers don't stop in walking paths because there is no light.
Alisal High School	Student Survey	General	When, I would walk to school, there were no concerns for my safety for the route that I would take.
Alisal High School	Survey	General	A lot of traffic and gang violence around
Alisal High School	Survey	General	Add a crosswalk
Alisal High School	Survey	General	Add a crosswalk and traffic lights around the school
Alisal High School	Survey	General	Address gang violence around school so that students feel safe
Alisal High School	Survey	General	Alot of traffic
Alisal High School	Survey	General	bike and pedestrian safety and crime.
Alisal High School	Survey	General	Cars drive too fast and a lot of homeless people around or people doing drugs and are rude to the students
Alisal High School	Survey	General	Cars drive too fast and don't respect traffic lights
Alisal High School	Survey	General	Cars driving at a high speed near and around busy intersections.
Alisal High School	Survey	General	Cross light on the floor of the cross walks for drivers to see
Alisal High School	Survey	General	Crosswalks to be more safe maybe flashing lights to let students walk across the school safe
Alisal High School	Survey	General	Drivers are rushing, they don't give pedestrians the right of the way, parents drop off kids in the middle of the road when traffic is congested. Unsafe driving around school zone.
Alisal High School	Survey	General	Drivers don't respect the traffic light making it unsafe for students to cross
Alisal High School	Survey	General	Drugs and gang activity
Alisal High School	Survey	General	East Salinas drivers are speeding most mornings and do not give pedestrians the right of the way so I drive him to school in the morning. Driver's just drop off kids in the middle of the road into on coming traffic cause they are running late.
Alisal High School	Survey	General	Every school should have a flashing crosswalk like on Natividad Rd. by Casentini. That's great.
Alisal High School	Survey	General	Gang activity
Alisal High School	Survey	General	Gang violence and cars don't give the right-of-way to pedestrians
Alisal High School	Survey	General	Gangs and drug activity around the school
Alisal High School	Survey	General	Get the police department involved for safety
Alisal High School	Survey	General	Have someone assits students at the crosswalks
Alisal High School	Survey	General	Have students leave school together in groups
Alisal High School	Survey	General	I lived all my life in Salinas and Salinas has more pride on the westside, southside and northside. I always see they paint the lines on the streets more and crosswalks before school start. Then the eastside, you can't even see the lines on the streets in the dark. I just think Salinas needs to be the same with whole Salinas, maybe right before school start paint all cross walks.
Alisal High School	Survey	General	I want them to arrive home safe
Alisal High School	Survey	General	I would like more crossing guards after school to help students cross safely
Alisal High School	Survey	General	I would like more safety for students after school
Alisal High School	Survey	General	Irresponsible people in the streets
Alisal High School	Survey	General	it makes me happy that the safety of the students is important to all of you
Alisal High School	Survey	General	It'd be great if they added speed bumps around school zones by Alisal High and Dr. Oscar Loya
Alisal High School	Survey	General	It's dangerous to walk home
Alisal High School	Survey	General	it's far and there's a lot of traffic
Alisal High School	Survey	General	It's unsafe to let him walk alone to school because of the gang violence
Alisal High School	Survey	General	Kids should be more safe walking to school
Alisal High School	Survey	General	Lights on cross walk on the road so drives can see as students cross. Reduce speed sign or fines
Alisal High School	Survey	General	Lots of traffic in the street
Alisal High School	Survey	General	Make the streets alot safer.
Alisal High School	Survey	General	Make the streets safer and get the police involved so that students feel safe
Alisal High School	Survey	General	Make the streets safer.
Alisal High School	Survey	General	Many times, cars don't respect the traffic lights
Alisal High School	Survey	General	Mental ill persons and speed of cars and safely getting to school
Alisal High School	Survey	General	More bus stops around the neighborhood
Alisal High School	Survey	General	More crossing guards and reduce speed limit around school
Alisal High School	Survey	General	More crossing guards when students leave school
Alisal High School	Survey	General	More designated crossways for students and add traffic lights
Alisal High School	Survey	General	More safety around schools
Alisal High School	Survey	General	More safety around the schools
Alisal High School	Survey	General	More safety inside the school for our staff
Alisal High School	Survey	General	More traffic safety around the school
Alisal High School	Survey	General	More visible crosswalks so that the cars can see them and respect them
Alisal High School	Survey	General	My kids can not walk or bike to school due to the distance. We live out on Old Stage Rd.
Alisal High School	Survey	General	My son has to walk half a mile to the bus stop and it worries me because many people around there always do drugs
Alisal High School	Survey	General	None , if your kids stay away from violence. He and she will be ok
Alisal High School	Survey	General	Not enough school buses
Alisal High School	Survey	General	On many street lights, cars don't give the right-of-way to pedestrians
Alisal High School	Survey	General	People drive to fast and dont pay attention to pedestrians. They Dont know how to share the road.

Alisal High School	Survey	General	Pick up kids on time
Alisal High School	Survey	General	Reduce traffic speed in school zones
Alisal High School	Survey	General	safely getting to school
Alisal High School	Survey	General	Speed limits
Alisal High School	Survey	General	Speed of traffic and drives not giving the students the right of crossing.
Alisal High School	Survey	General	Speeding
Alisal High School	Survey	General	Speeding & drop off & pick up areas
Alisal High School	Survey	General	Student problems and drama
Alisal High School	Survey	General	The amount of traffic and speed of cars
Alisal High School	Survey	General	The traffic at morning bell and at the end of the school day is so heavy around the school and the drivers get impatient some times.
Alisal High School	Survey	General	The vehicles will speed in residential areas.
Alisal High School	Survey	General	There are older kids there and beat up the younger ones asking them where they are from
Alisal High School	Survey	General	There's a lot of traffic along the whole street
Alisal High School	Survey	General	Too many student fights after school
Alisal High School	Survey	General	Too much gang activity around
Alisal High School	Survey	General	Too much traffic
Alisal High School	Survey	General	Too much traffic and many accidents
Alisal High School	Survey	General	Too much traffic around school, but I've also seeing lots of student fights after school
Alisal High School	Survey	General	Too much violence
Alisal High School	Survey	General	Unsafe crosswalks and gang violence
Alisal High School	Survey	General	Vehicles speeding.
Alisal High School	Survey	General	Violence and accidents
Alisal High School	Survey	General	Violence and traffic
Alisal High School	Survey	General	We as parents should be more responsble to protect our students and children
Alisal High School	Survey	General	We need more crossing guard or lights for the students.
Alisal High School	Survey	General	Weather
Alisal High School	Survey	General	You should have more supervisors in school
Alisal High School	Audit	General	3,000 students on campus. 250 bused, majority of students walking. Good number of students biking. Only a few student drivers who park in the back parking lot (we hear from City staff that most student drivers park in the surrounding neighobrhoods because they can't meet the schools requirements for insurance etc.).
Alisal High School	Audit	Intersection of Freedom and Torona Way and Couger	Lots of students crossing, no marked crosswalk. Student seriously injured while trying to cross. Used by elementary, middle and high school students.
Alisal High School	Audit	Intersection of Freedom and Williams	Lots of pedestrian traffic through this intersection. Southbound drivers use both right-hand lanes as right turn lanes (only 1 actual right turn lane).
Alisal High School	Audit	Intersection of Williams at Monte Bella	Students crossing on both sides of the street - marked crosswalk on 1 side only. Crossing guard assisting students. Some drivers not respecting peds.
Alisal High School	Survey	Monte Bella Blvd	Cars don't respect the speed limit along Monte Bella
Alisal High School	Audit	Moreno Dr and Camarillo Court	Back entrance to campus, lots of traffic before and after school.
Alisal High School	Survey	Moreno Dr and Del Monte Ave and Main St	There is a lot of gang activity along Towt St and Moreno St
Alisal High School	Principal	School Campus	Plan to minimize traffic to send cars behind the portables area. Did not work out because there was not enough space away from the wall and also two fire hydrants were installed.
Alisal High School	Audit	School parking lot	Lots and lots of students walking into campus and crossing school parking lot
Alisal High School	Audit	School parking lot	Students walking down driveway at far east side of campus next to portables. Quick way to access campus.
Alisal High School	Audit	School parking lot	There is not really a drop-off loop on campus. The loop on the west side of campus (across from Monte Bella Blvd) is reserved for staff parking, and the entrance gate is closed before and after school. The long stretch of sidewalk east of the staff lot is used for bus drop-off - there is nowhere for parents to exit if they go towards the staff lot. Parent drop-off happens at the edge of the parking area in the lot to the east of campus (area with solar panels)
Alisal High School	Audit	Towt St	Route to 3 schools, currently bike route
Alisal High School	Survey	Towt St	Towt speeding an violence
Alisal High School	Parent	Towt St between Del Monte Ave and Freedom Pkwy	A lot of traffic between La Michoacana and going towards Cesar Chavez Elementary School. It is a long street with not too many lights or stop signs and cars speed up making it dangerous for students. This is between Towt St and Del Monte finishing at Freedom Blvd.
Alisal High School	Audit	Williams Rd	4 students hit in mid-block crosswalk between Del Monte Ave and Monte Bella. School would like to see RRFB or HAWK signal.
Alisal High School	Audit	Williams Rd	Westbound drivers don't know they are approaching a school zone. Speeding is an issue.
Alisal High School	Survey	Williams Rd	424 Williams Rd Has many problems but many unsavory people walk there around school end.
Alisal High School	Survey	Williams Rd	Along Alma St and the other small streets, don't recall the name, and Williams Rd, not safe
Alisal High School	Survey	Williams Rd	Cars drive too fast and don't respect pedestrians on Williams Rd
Alisal High School	Survey	Williams Rd	Flashing lights on crosswalk between Alisal High and apartments across from high school. Place a crosswalk button so students can cross safely.
Alisal High School	Survey	Williams Rd	From Alisal High School on Williams, People don't stop for kids when walking across the street. and my son was walking home and a car pulled up to him and asked him what he claimed so he had to walk back to the school. School don't care.
Alisal High School	Survey	Williams Rd	I feel that the traffic congestion in Alisal High School is manageable, but the issue for kids crossing the street that need flashing lights.
Alisal High School	Survey	Williams Rd	The amount of traffic on Williams rd & the speeding that occurs
Alisal High School	Survey	Williams Rd	The CROSSWALK between 777 WILLIAMS RD. and the apartments across the street is very dangerous. why don't they put those flashing lights there. kids wearing dark clothing at night are barely noticeable.

Alisal High School	Survey	Williams Rd - School drop off	Entrance to school is not possible they block off the front of the school I drop off my daughter on the side front walk street.
Alisal High School	Survey	Williams Rd - School drop off	Have some kind of dropping off zone, inside the school that would be easy to enter and exit without delay in traffic.
Alisal High School	Survey	Williams Rd and Bardin Rd	Have a crossing guard along Bardin and Williams Rd
Alisal High School	Survey	Williams Rd and Bardin Rd	No pedestrian safety. Many times on Williams Rd and Bardin, drivers don't respect the traffic light and don't look when making a right turn
Alisal High School	Survey	Williams Rd and Del Monte Ave	Williams Rd and Del Monte Ave
Alisal High School	Parent	Williams Rd and Freedom Pkwy	Do traffic signals have sensors? Only a few cars get to cross at a time at this intersection because light changes quickly.
Alisal High School	Survey	Williams Rd and Freedom Pkwy	Crossing on Freedom & Williams, Car drive to fast
Alisal High School	Principal	Williams Rd and Front of school	Flashing lights on walkway on Williams Rd light where Gabilan Apartments are located. It gets dark early and student athletes who walk home late after practice are at risk with speeding cars.
Alisal High School	Principal	Williams Rd and Front of school	Safe lights and crosswalk between Alisal High and Alisal Community Center update. Surveys had already been conducted up to 90%. Agreement was the school district was going to pay for half of the cost and the city the other half, but nothing has happened.
Alisal High School	Staff	Williams Rd and Front of school	Light in front of Alisal High School traveling towards Monte Bella to make a left turn only lasts a few seconds, enough for only two or three cars to cross. Perhaps extending the green light to last longer will help reduce traffic.
Alisal High School	Survey	Williams Rd and Grandhaven St	More officers and put flashing light on cross walks that are on Williams and Grandhaven St. and also the cross walk right before getting to Alisal High.
Alisal High School	Survey	Williams Rd and Laurel Dr	My child would be walking and biking along Williams Rd. and Laurel Drive both of which are heavy traffic areas. Cars speed and are not used to sharing the road with bikes or pedestrians. There have been multiple hit and run fatalities on Williams. Also, crime and violence is a concern.
Alisal High School	Survey	Williams Rd and McDonald's	In the morning kids always cross the street to get to school but don't use the crosswalk they usually do this by McDonald's and it's really busy on Williams rd. In the morning
Alisal High School	Survey	Williams Rd and Monte Bella Blvd	In the intersection of Williams and Monte Bella, parents are allowing their child to get off their vehicle in the middle of the street, when they approach the intersection. Then the child is crossing at the middle of the street causing even more traffic. Also, student don't follow the crossing rules. They continue to walk without making any offer of stopping at the crosswalks and walk right in front of vehicle that were already driving through the intersection, which could cause the students getting hit by the vehicle.
Alisal High School	Parent	Williams Rd and Monte Bella St	Intersection at front of school has a light that turns red but students continue to cross. Problem are not the lights but that people don't respect them. Possible to place a cross guard there?
Bardin Elementary School	Audit	Argentine Drive	Bike and ped access between Argentine and Piazza Drive
Bardin Elementary School	Audit	Bardin and Alisal	Drivers doing U-turns after dropping off students
Bardin Elementary School	Audit	Bardin Rd	Drop-offs on Bardin across from school, students running across
Bardin Elementary School	Audit	Bardin Rd	Long pedestrian crossing distances across side streets
Bardin Elementary School	Audit	Bardin Rd	Speeding is an issue
Bardin Elementary School	Audit	Bardin Rd	There is currently on-street parking in front of school, but that will be replaced with 1 lane of through traffic and 1 drop-off lane per Alisal roundabout project. Parents usually double park on Bardin to drop students off and walk them in, other cars get trapped.
Bardin Elementary School	Survey	Bardin Rd	Fast cars driving on bardin street
Bardin Elementary School	Survey	Bardin Rd	The crossing at Bardin school should have lights.
Bardin Elementary School	Survey	Bardin Rd - School parking lot	The school parking lot is too congested and traffic gets ugly.
Bardin Elementary School	Survey	Barding Rd and Sycamore Rd	The crossings at Bardin and at Sycamore feel unsafe.
Bardin Elementary School	Parent	Front of school	Lots of congestion during drop-off. Parents leave students across the street then they dash across Bardin.
Bardin Elementary School	Parent	Front of school	Some drivers make u-turns in front of school to then park at the curb on the side of the school.
Bardin Elementary School	Survey	Garner Ave	Crossing the street on Garner
Bardin Elementary School	Audit	General	All school entrances are on Bardin. No staggered start time in place. 15-20 students bused, 200-300 walk, 300-350 drive. 3 students bike. Parents who live less than a block from school still drive their kids, its just what they do. Principal recommends parking in the neighborhood and walking to parents. There is a strong sense of community in the neighborhood.
Bardin Elementary School	Audit	General	Parking is a big issue for the school. Campus shares parking lot with District Transportation & IT Depts. 100and employees parking daily, 80 parking spots in school lot.
Bardin Elementary School	Parent	General	Will the roundabout have flashing lights?
Bardin Elementary School	Survey	General	A bus stop near the house would be great
Bardin Elementary School	Survey	General	A bus stop near the house would be great

Bardin Elementary School	Survey	General	Add another bus stop to pick them up
Bardin Elementary School	Survey	General	Add crossing guards around the school since there is a lot of traffic
Bardin Elementary School	Survey	General	Add speed bumps around the school
Bardin Elementary School	Survey	General	Add speed bumps around the school
Bardin Elementary School	Survey	General	Cars go too fast
Bardin Elementary School	Survey	General	Crime and violence
Bardin Elementary School	Survey	General	Crossing the street is dangerous
Bardin Elementary School	Survey	General	Crossings feel unsafe.
Bardin Elementary School	Survey	General	Depends on the kids
Bardin Elementary School	Survey	General	He is too young
Bardin Elementary School	Survey	General	He is too young
Bardin Elementary School	Survey	General	I don't have any we actually enjoy walking home pre- covid on Wednesdays, I just can't do it more often with my child because I have to pick up my other children that attend alisal high
Bardin Elementary School	Survey	General	I don't feel safe
Bardin Elementary School	Survey	General	I don't let them go alone because they're too young.
Bardin Elementary School	Survey	General	I wish it was safer to cross the street
Bardin Elementary School	Survey	General	I would like them to pay more attention to students during recess because they are fighting
Bardin Elementary School	Survey	General	I'm afraid she will get hit by a car
Bardin Elementary School	Survey	General	Im just very afraid of anything happening
Bardin Elementary School	Survey	General	Improve pedestrian safety around the schools
Bardin Elementary School	Survey	General	Is it safe to go back to school?
Bardin Elementary School	Survey	General	Is it safe to go back to school?
Bardin Elementary School	Survey	General	It's dangerous
Bardin Elementary School	Survey	General	It's not safe.
Bardin Elementary School	Survey	General	It's too far, two miles away
Bardin Elementary School	Survey	General	It's too far. I work and have to drop off my kids early
Bardin Elementary School	Survey	General	Lots don't respect the stop sign.
Bardin Elementary School	Survey	General	More crossing guards around the school
Bardin Elementary School	Survey	General	More crossings on busier streets that are a little Further from school
Bardin Elementary School	Survey	General	More safety
Bardin Elementary School	Survey	General	More safety for students crossing the street
Bardin Elementary School	Survey	General	My daughter is too young to walk alone to school and it's too far
Bardin Elementary School	Survey	General	No comment
Bardin Elementary School	Survey	General	None, I feel it's safe
Bardin Elementary School	Survey	General	Overall speeding not being regulated
Bardin Elementary School	Survey	General	Pick them up by bys
Bardin Elementary School	Survey	General	Safe crosswalk for students
Bardin Elementary School	Survey	General	She always goes with me.
Bardin Elementary School	Survey	General	She walks with her older brother and other ladies

Bardin Elementary School	Survey	General	She's too young
Bardin Elementary School	Survey	General	Sidewalks and pathways. Cars speed up
Bardin Elementary School	Survey	General	Since the pandemic started we noticed motorcycles speeding by our street
Bardin Elementary School	Survey	General	Sometimes they go alone
Bardin Elementary School	Survey	General	Son is too young and school is too far.
Bardin Elementary School	Survey	General	Take care of the kids getting on and off the bus
Bardin Elementary School	Survey	General	Teachers should pay attention to the students leaving the school
Bardin Elementary School	Survey	General	Thank you for fixing the roads
Bardin Elementary School	Survey	General	The only thing is that traffic can get pretty backed up, so it doesn't flow
Bardin Elementary School	Survey	General	The school is too far. She would need a bus stop near the house.
Bardin Elementary School	Survey	General	Too dangerous for young children
Bardin Elementary School	Survey	General	Too much traffic after school
Bardin Elementary School	Survey	General	Too much traffic around the school
Bardin Elementary School	Survey	General	Traffic
Bardin Elementary School	Survey	General	Traffic
Bardin Elementary School	Survey	General	Traffic in front of school its a mad house every one wants to get through
Bardin Elementary School	Survey	General	Traffic speed
Bardin Elementary School	Survey	General	Traffic speed s dangerous
Bardin Elementary School	Survey	General	Traffic speed worries me
Bardin Elementary School	Audit	Intersection of Bardin and Alisal	Crossing guard present. Drivers do not respect pedestrians in the crosswalk. Long crossing distance.
Bardin Elementary School	Audit	Intersection of Bardin and Toro	Low-viz crossing
Bardin Elementary School	Audit	Intersection of Market and Paloma	Very wide intersection, speeding issues
Bardin Elementary School	Audit	Intersection of Williams and Bardin	Safety concerns, not ped friendly
Bardin Elementary School	Audit	Intersectoin of Bardin and Sycamore	Main student crossing. Drivers not respecting crossing.
Bardin Elementary School	Audit	Main school parking lot	Parents not allowed in lot, crossing guard at entrance controlling parent traffic before school. Used for bus dropoff and staff parking. Students on bikes also enter through lot.
Bardin Elementary School	Audit	Paloma Ave	Speeding
Bardin Elementary School	Survey	Paloma Ave	The cars speeding by the near streets specially by Paloma ave where we live
Bardin Elementary School	Survey	Paloma Ave	We live by Paloma ave and there's cars at high speed most of the time also there has been several shootings
Bardin Elementary School	Principal	School Campus	Access points will need to change temporarily due to pandemic and street improvements.
Bardin Elementary School	Audit	School drop-off loop	Small and does not function well, typically full of parked cars.
Bardin Elementary School	Audit	Williams Rd	No bike lanes from Market - Bardin, bike lanes start east of Bardin
Bardin Elementary School	Survey	Williams Rd and Bardin Rd	The crossing at Williams and Bardin.
Bolsa Knolls Middle	Audit	Crosswalk in front of school	Crosswalk has only one "crossing" sign for each travel lane.
Bolsa Knolls Middle	Asst. Principal	General	Middle school, elementary school, high school all start at different times - not too much traffic overlap
Bolsa Knolls Middle	Asst. Principal	General	Most students dropped off, some bused. Some walkers, no bikers. No bike racks on campus
Bolsa Knolls Middle	Asst. Principal	General	Students coming from Rogge Village (corner of Rogge and San Juan Grade Rd) and up Bollenbacher
Bolsa Knolls Middle	Survey	General	Have concerns with distance to school and wish he didn't had to walk but instead was picked up by school bus.
Bolsa Knolls Middle	Survey	General	Have concerns with sidewalks, crosswalks and distance to school. Sometimes cars don't adequately stop at the stop signals.
Bolsa Knolls Middle	Survey	General	Imprudent drivers that don't follow rules and are distracted. Routes are not totally marked and there are unsafe areas where students walk.

Bolsa Knolls Middle	Survey	General	My younger brother walks to Rancho San Juan High School. We live in Santa Rita area. His walk there isn't very safe. There aren't many crosswalks or sidewalks. It is very unsafe.
Bolsa Knolls Middle	Survey	General	The amount of traffic and how fast and terrible people drive in the morning.
Bolsa Knolls Middle	Survey	General	The distance is too long and there are no safe curbs or sidewalks to walk or ride bikes to school and there aren't any guard supervision.
Bolsa Knolls Middle	Survey	General	Traffic during school times , speed of cars , car drivers not slowing down near cross walks so students can cross safely, cars speeding , drivers running stop signs.
Bolsa Knolls Middle	Asst. Principal	Intersection of San Juan Grade and Rogge	Some drivers don't stop at stop signs
Bolsa Knolls Middle	Audit	Kelton Dr and Rogge Rd	West corner allows car parking to very corner and overgrown bushes. Obstructed view if ped stands at corner.
Bolsa Knolls Middle	Asst. Principal	Main St	Main St. is terrible for traffic and speeding, specially with students crossing.
Bolsa Knolls Middle	Asst. Principal	MOT center	Buses drop off here near gym - separate entrance
Bolsa Knolls Middle	Survey	North Main St	North Main is a 5 lane street with very high speeds as people are coming off and on the freeway.
Bolsa Knolls Middle	Survey	Rancho San Juan High and surrounding	There is no side walk, My sons schol is not listed? why? Rancho san Juan high school has the worst route to school with fields and no side walks.
Bolsa Knolls Middle	Asst. Principal	Rogge Rd	During food distribution there's lots of traffic going to the church through the street immediately next to school campus that also extends down to the high school.
Bolsa Knolls Middle	Survey	Rogge Rd	There is no paved walking or bike path for kids in the Harden Area districted to go to Bolsa Knolls to cross over to safely cross over to Rogue Rd. The only way is to illegally cut through the fields or take the dirt path down Old Natividad Rd. on the busy 2 way street.
Bolsa Knolls Middle	Survey	Rogge Rd and Natividad Rd	My child attends Rancho San Juan High - There is no paved walking and bike paths. The most important safety issue is the lack of a safe route that is paved to walking and bike to school. The only available route is down a dirt path on the 2 way Old Natividad Rd.
Bolsa Knolls Middle	Asst. Principal	Rogge Rd at school driveway entrance	Staff controls crosswalk across Rogge and students crossing school driveway. Crosswalk moved from corner because it was not straight
Bolsa Knolls Middle	Asst. Principal	Russell Rd	Lots of speeding on Russell Rd.
Bolsa Knolls Middle	Asst. Principal	Russell Rd	School bus stop - some students walking. Complaints about speeding traffic.
Bolsa Knolls Middle	Survey	Russell Rd	There has been a couple of murders along russel road and i dont want to expose my daughter to that.
Bolsa Knolls Middle	Survey	San Juan Grade	Implement curbs or sidewalks on both sides of San Juan Grade, I believe this is a place where there has been lots of accidents due to good traffic infrastructure.
Bolsa Knolls Middle	Asst. Principal	San Juan Grade between Rogge and Cornwall	students crossing mid-block to get to Valero
Bolsa Knolls Middle	Parent	San Juan Grade Rd	Cars parked along shoulder leave small space for pedestrians.
Bolsa Knolls Middle	Parent	San Juan Grade Rd	Sometimes cars stop on the turn lane but keep going stratight because they don't know it's a turning lane.
Bolsa Knolls Middle	Parent	San Juan Grade Rd	There are no sidewalks along this road for students to walk on.
Bolsa Knolls Middle	Survey	San Juan Grade Rd	Concerned with the entire length of this road.
Bolsa Knolls Middle	Survey	San Juan Grade Rd	No sidewalks along parts of San Juan Grade Rd
Bolsa Knolls Middle	Survey	San Juan Grade Rd	Towards the 500 block and on there are no sidewalks or bike lanes and cars pass by very fast.
Bolsa Knolls Middle	Asst. Principal	San Juan Grade Rd and Rogge Rd	Intersection is unsafe because how it is offset. Maybe a stop light would be better here.
Bolsa Knolls Middle	Parent	San Juan Grade Rd and Rogge Rd	Intersection is not safe. Drivers pull into intersection without stopping and cars go by fast.
Bolsa Knolls Middle	Survey	San Juan Grade Rd and Rogge Rd	Traffic does not stop at crossing off Rogge road and San Juan grade road. Cross guard needed during before and after school.
Bolsa Knolls Middle	Survey	San Juan Grade Rd and Russell Rd	Would be good if at stop signs there were people crossing the children.
Bolsa Knolls Middle	Asst. Principal	School campus	No staff in school drop-off loop. Three lanes of drop-off. Functions smoothly
Bolsa Knolls Middle	Asst. Principal	School drop-off loop	Some parking in drop-off loop, but not common
Boronda Meadows School	Survey	Boronda Rd and N Davis Rd	Concerns with crosswalks.
Boronda Meadows School	Principal	Bus loop	Six buses bring students into school from throughout Salinas.
Boronda Meadows School	Survey	Calle Del Adobe and N Davis Rd	Concerned about the crossing near Adobe St.
Boronda Meadows School	Resident	Calle del Adobe and Pedestrian Bridge	I cringe every time I see kids cross "Calle de Adobe". Sometimes they're alone, and sometimes with a parent. Still, it's a dangerous crosswalk! Drivers who travel that road are more often than not speeding. Yet just a few yards away is a ped bridge! It's a much safer way to cross and why wait for a catastrophic event on that crosswalk to look at the problem. When you have a chance to be proactive and make a change for the kids safer path to your school. I did drive by the entrance to the bridge on El Rancho Way. the path is full of weeds, no wonder no one uses it. And the exit at Calle de Adobe has no access opening to the sidewalk. Both are easy fixes. And all the effort would benefit your kids.
Boronda Meadows School	Audit	Davis Rd	Large new housing dvlp being constructed on Davis near Rossi. May be farmworker (not family) housing - unknown whether there will be new students and families and which school those students will go to. Complete wide sidewalks in place on Davis between new development and Boronda Meadows
Boronda Meadows School	Parent	Front of school	Issues with congestion, parents parking where they shouldn't and blocking school buses.
Boronda Meadows School	Parent	Front of school	Lots of students live in the apartments next door. Crossing the school main entrance and parking lot is a bit dangerous.
Boronda Meadows School	Parent	Front of school	Lots of the congestion happens on Larkin St., right at the school entrance.

Boronda Meadows School	Audit	General	School would like more parking and gates at school entrance and exits - neighbors park in school parking lots. Staggered school start times in place. 730 students - about 50% bused, 50% dropped off, and a few walk from Salinas Bay apartments. No students walk across Davis that principal is aware of. 8 buses on campus daily.
Boronda Meadows School	Parent	General	Maybe would be better if a new staff lot was built so that drop off for parents is separated from staff lot and busses.
Boronda Meadows School	Parent	General	Staff open campus for a brief time window which is why parents rush to drop off at the same time.
Boronda Meadows School	Parent	General	What will be the impact of the new housing development being built on Davis.
Boronda Meadows School	Survey	General	Better if students travel on school buses more safely.
Boronda Meadows School	Survey	General	Concerned about crossing by several traffic signals and excessive traffic during that time.
Boronda Meadows School	Survey	General	Concerns about the climate. And if he had to walk to school he'd have to wake up really early so he can get there on time.
Boronda Meadows School	Survey	General	I don't have any issues.
Boronda Meadows School	Survey	General	I don't think children should be walking by themselves. We don't know our neighbors and I feel more comfortable dropping and picking up my daughter to know where she is. Once I got a call from the school saying that my daughter was absent, after I dropped her off. I was terrified, I left my job crying to go to her school and know what was happening. She was there; she went to the bathroom before getting in her classroom. She was late, NOT ABSENT as they told me. I thought someone abducted her from school. So for me, to let her walk to school is not an option.
Boronda Meadows School	Survey	General	I think that my route from home to school is too dangerous because there's lot of car activity during school schedules.
Boronda Meadows School	Survey	General	I wouldn't want my child to walk because it's a bit far for his safety.
Boronda Meadows School	Survey	General	It's far and I can't drop him off because I work.
Boronda Meadows School	Survey	General	My daughter is 7 and doesn't know how to ride bike. The route is not safe an there's no path for pedestrians. I don't know anyone I can trust to take her to school. For me school bus works better because drive makes a crosswalk and it's not on the main road.
Boronda Meadows School	Survey	General	People are always in a rush and don't pay attention specially to those children not accompanied by an adult.
Boronda Meadows School	Survey	General	Risk of kidnapping.
Boronda Meadows School	Survey	General	Should be more cautious when driving in a school zone.
Boronda Meadows School	Survey	General	The traffic at school start time is too much and eveyone is rushing because they're running late to school or work.
Boronda Meadows School	Survey	General	There are lots of homeless people. More than anything I'm concerned about safety in Salinas when my son walks.
Boronda Meadows School	Survey	General	There are several homeless where the child needs to walk and he's afraid of them.
Boronda Meadows School	Survey	General	Well it's better to take him because it's unsafe on the bike or them walking on the street alone.
Boronda Meadows School	Survey	General	Would be good if drivers were more cordial.
Boronda Meadows School	Parent	N Davis Rd	No concerns crossing Davis. Feels pretty safe.
Boronda Meadows School	Survey	School campus	Within the school campus there are also lots of problems when picking up my son.
Boronda Meadows School	Audit	School parking lot	2 staff controlling traffic in parking lot. Both drop-off loops used for bus drop-off, loop closest to Davis Road used for bus drop-off only.
Boronda Meadows School	Audit	School parking lot	Parents drop off in red curb zone at far west side of campus. Principal would like another crossing guard to assist those students
Boronda Meadows School	Audit	School parking lot	Parking lot and Larkin Street is very congested before and after school
Boronda Meadows School	Survey	W Laurel Dr and N Davis Rd	Crosswalks on Laurel are not safe.
Boronda Meadows School	Survey	W Laurel Dr and N Davis Rd	The transit crossings are too dangerous by Laurel and Davis, also the crossings by freeway onramp.
Cesar Chavez Elementary School	Survey	Del Monte Ave	Lots of traffic along Del Monte and other streets.
Cesar Chavez Elementary School	Survey	Del Monte Ave and Towt St	The 4 way stop by la michoacana. There's no courtesy for both the pedestrians and drivers.
Cesar Chavez Elementary School	Survey	Del Monte Ave and Towt St	The intersection of Towt and Delmonte gets very backed up due to people crossing all directions at once and not allowing for traffic flow. People eventually get impatient and cut between pedestrians in order to get across. There needs to be some type of control implemented for this intersection.
Cesar Chavez Elementary School	Parent	Drop-off loop	So that there isn't too much congestion during drop-off, parents should drop off students then leave. I have see cars park and drivers get down to walk the students inside which creates longer traffic lines.
Cesar Chavez Elementary School	Survey	Galindo St and C St	There are no slow down signs anywhere on any street, I. E. Galindo, C street Also crosswalks next to school needs painting.
Cesar Chavez Elementary			

Cesar Chavez Elementary School	Survey	Gaviota Dr	Speed bumps in Gaviota dr 93905
Cesar Chavez Elementary School	Survey	Gaviota Dr	We need speed bums Gaviota dr
Cesar Chavez Elementary School	Audit	General	750 students. 10 kids bused, majority walk to school. 5 or so kids biking, bike parking present on campus. ~100 students dropped off. School starts 8:15
Cesar Chavez Elementary School	Parent	General	I think it's good to install speed bumps because cars speed by and don't want to stop and that's not safe for the kids.
Cesar Chavez Elementary School	Parent	General	Is this plan something the school is planning to implement or is it something the city wants to do?
Cesar Chavez Elementary School	Survey	General	Afraid kids will be kidnapped or hit by a car.
Cesar Chavez Elementary School	Survey	General	Ami y mi estudiante nos queda cerca la escuela y los cruses hay stop
Cesar Chavez Elementary School	Survey	General	Be careful with distance and wear masks.
Cesar Chavez Elementary School	Survey	General	Bike routes , speeding
Cesar Chavez Elementary School	Survey	General	Cars that don't do a complete stop while the kids are crossing the street.
Cesar Chavez Elementary School	Survey	General	Children should always be accompanied by adult.
Cesar Chavez Elementary School	Survey	General	Concerned about traffic, accidents and safety for the children.
Cesar Chavez Elementary School	Survey	General	Crossings need to be safer.
Cesar Chavez Elementary School	Survey	General	Don't ride bikes for their own safety.
Cesar Chavez Elementary School	Survey	General	Gangs
Cesar Chavez Elementary School	Survey	General	Gangs
Cesar Chavez Elementary School	Survey	General	Gangs
Cesar Chavez Elementary School	Survey	General	Gangs
Cesar Chavez Elementary School	Survey	General	Gangs
Cesar Chavez Elementary School	Survey	General	Gangs on all streets.
Cesar Chavez Elementary School	Survey	General	I believe there needs to be public safety messages through media and schools that address the PEDESTRIAN's responsibility to look for cars before stepping out - even with a crosswalk. Messages such as "wait for the cars to pass, then step out when there is a break in traffic." or "watch the traffic when in a crosswalk and don't assume the car that's coming sees you." Also, sometimes cars will stop in anticipation of someone who hasn't started to step out yet, and it causes confusion for other drivers who may not see why they stopped, causing potential accidents.
Cesar Chavez Elementary School	Survey	General	I would like to see more safety at crossings for students.
Cesar Chavez Elementary School	Survey	General	I would love for there to be some type of blinking crosswalk in place for people to stop and know through the blinking lights that people are walking
Cesar Chavez Elementary School	Survey	General	It's a far distance and kids should wear masks.
Cesar Chavez Elementary School	Survey	General	It's unsafe with all the crime.
Cesar Chavez Elementary School	Survey	General	It's unsafe with others being in gangs.
Cesar Chavez Elementary School	Survey	General	Keep alls informed about what to do if they are in danger, or if a stranger try to give them or take them. Keep police around, so they can be alert from any danger.
Cesar Chavez Elementary School	Survey	General	Lots of traffic.
Cesar Chavez Elementary School	Survey	General	Make flyers or make meetings about safety after school
Cesar Chavez Elementary School	Survey	General	More safety at crossings so children can arrive home safely.
Cesar Chavez Elementary School	Survey	General	Pedestrian crossings
Cesar Chavez Elementary School	Survey	General	She is too young to walk home alone
Cesar Chavez Elementary School	Survey	General	Streets are unsafe
Cesar Chavez Elementary School	Survey	General	The crosswalks and the amount of people speeding down long stretches of road
Cesar Chavez Elementary School	Survey	General	The entire city complains about the amount of cars on the street. We need cross walkers everywhere, not just the nice neighborhoods. And the entire city complains about the homelessness. City has all the "recommendations" they need but don't do anything about them.
Cesar Chavez Elementary			There needs to be pedestrian safety taught from a young age and also a community based program to teach

Cesar Chavez Elementary School	Survey	General	Too much crime in the area
Cesar Chavez Elementary School	Survey	General	Traffic
Cesar Chavez Elementary School	Survey	General	Unsafe Crossings
Cesar Chavez Elementary School	Survey	General	Unsafe Crossings
Cesar Chavez Elementary School	Survey	General	Very good school but they need to have more patrolling for student safety.
Cesar Chavez Elementary School	Survey	General	Violence on the streets.
Cesar Chavez Elementary School	Survey	General	We need more safety at crossings and schools.
Cesar Chavez Elementary School	Survey	General	Wondering dogs.
Cesar Chavez Elementary School	Survey	General	Would be good to see more school staff to help students cross at crosswalks, at least during arrival and dismissal times. Thanks
Cesar Chavez Elementary School	Survey	General	Would like to see more patrolling.
Cesar Chavez Elementary School	Survey	Kilbreth Ave	Kilbreth Avenue los carros pasan rápido y no se fijan cuando los niños pasa en compañía de sus padres y tablets los padres tiene que estar alerta al cruzar . El otro día yo llevaba a mi hijo ala escuela en carro y seme atravesó una señora si ver si venía tráfico ella venia en el celular distraída y eso que yo iba más despacio que el límite de la calle indica . Lo único que le dije ala señora que tuviera mucho cuidado porque hay conductores que pasan muy rápido . Yo creo que deberían cámaras para grabar los conductores que son intesposables en manejar muy rápido . Aver si una multa por exceso de velocidad . Tenemos que ser más responsables .. para evitar cualquier un accidente
Cesar Chavez Elementary School	Survey	N Sanborn Rd and Del Monte Ave	Concerned about Sanborn and Del Monte.
Cesar Chavez Elementary School	Survey	Paseo Grande	Cesar E Chavez School do not have supervisor to help kids crossing the street on Paseo Grande street
Cesar Chavez Elementary School	Survey	Paseo Grande St and Gaviota St	Paseo grande y gaviota de poner reductores para vellosidad en estas 2 calles
Cesar Chavez Elementary School	Parent	School frontage	Place a supervisor in the mornings to watch children cross.
Cesar Chavez Elementary School	Survey	School frontage	Extend concrete from walking path at soberanos park by Baseball cage along the parking lot entrance at Chavez school all the way to Towt sidewalk.
Cesar Chavez Elementary School	Audit	School parking lot and drop-off loop	School blocks off driveway in center of lot, parents must enter on east side of campus. School staff controls traffic in loop. Loop functions fairly well, some parking in loop blocks traffic. Traffic does back up through parking lot onto Towt.
Cesar Chavez Elementary School	Audit	Small loop off Mae Ave	Bus drop-off loop, parent drop-off not allowed
Cesar Chavez Elementary School	Parent	Towt	I live here on Towt near the school and it's not safe for children. In my opinion it's good to install cameras that will provide evidence to identify which cars don't respect the rules.
Cesar Chavez Elementary School	Audit	Towt and Del Monte	Lots of traffic to many different schools, lots of families crossing
Cesar Chavez Elementary School	Audit	Towt and Freedom Parkway	1 or 2 families cross here
Cesar Chavez Elementary School	Audit	Towt and Moreno and Mae Ave	Lots of families crossing, drivers don't always stop. School can't find anyone to work as crossing guard.
Cesar Chavez Elementary School	Audit	Towt and Paseo Grande	Donuts at this intersection
Cesar Chavez Elementary School	Audit	Towt Ave	No bike facilities. Connection to many schools, Closter Park. Some broken sidewalk.
Cesar Chavez Elementary School	Survey	Towt St and Del Monte Ave and N Sanborn Rd and E Market St	There's no bike routes on towt st. , del monte , sanborn , market St
Cesar Chavez Elementary School	Survey	Towt St and Mae Ave	Crossing person for kids in town st and Mae ave
Cesar Chavez Elementary School	Survey	Towt St and Mae Ave	Town st and Mae ave crossing is dangerous due to cars not stopping for kids to cross we really appreciate a person to conduct traffic for kids safe crossing
Cesar Chavez Elementary School	Parent	Towt St and Mae Ave and Moreno Wy	At that corner many cars do donuts in the afternoon and it's not safe for students who attend after school programs.
Cesar Chavez Elementary School	Parent	Towt St and Mae Ave and Moreno Wy	Part of the recommendation for lights because I have noticed that the high school students cross and cross and hold up traffic. I think that it would be good to have an option where you push a button to notify when you can cross.
Cesar Chavez Elementary School	Survey	Towt St and Moreno Way	Concerned about crossing at Towt and Moreno.
Cesar Chavez Elementary School	Survey	Towt St and Moreno Way	The truth is that drivers don't respect the speed limits and don't give right of way to pedestrians or students as they should, and there also aren't any school staff present to help students cross at the Towt and Moreno Way intersection.
Cesar Chavez Elementary School	Survey	Towt St and N Sanborn Rd and E Alisal St	Adults and children both do not look for cars before stepping out. This is throughout Salinas, however, I am specific the E Salinas area (Towt, Sanborn, E Alisal)
Cesar Chavez Elementary School	Audit	Towt St in front of school	Speeding is an issue. Some parents drop students off across Towt from school, students running across street

Citywide Comment	Resident (La Gloria Senior Apartments)	Alisal St	Sidewalks are broken and uneven.
Citywide Comment	SRUSD Transportation Department	Citywide	Drivers don't always respect bus flashing lights, especially on North Main
Citywide Comment	SRUSD Transportation Department	Citywide	Parents will park across the street from the bus stop and run across to get their students. If they see parents across the street, bus drivers will get out and act as crossing guard to help students across the streets – but they usually don't have time, parents run across.
Citywide Comment	SRUSD Transportation Department	Citywide	Some parents whos kids miss the bus will follow the bus and try to get their kids on there – honk at the buses – bus drivers are not legally allowed to stop outside of designated stops.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Driveways along Market St	Daylight requests. Visibility difficult with cars parked up to driveway
Citywide Comment	Survey	General	All sidewalks need ramps in Salinas. Too many sidewalks leading into crosswalks have a "walled" curb. They need to be "ramped" leading into a crosswalk.
Citywide Comment	Survey	General	Availability of adult volunteers along frequently used routes, not only in front of schools.
Citywide Comment	Survey	General	Better signage and lights at crosswalks when students are crossing.
Citywide Comment	Survey	General	Blind turns. There should be more red paint on sidewalks so cars can see arournd turns easier and quicker.
Citywide Comment	Survey	General	Crossing streets should have lit up things in the road, like they do near the courthouse.
Citywide Comment	Survey	General	Driver awareness, patience and good visibility around other cars.
Citywide Comment	Survey	General	drivers not paying attention and driving too fast. Kids crossing the street without looking out for traffic.
Citywide Comment	Survey	General	I don't live in Salinas but having to drive through town I would think there would be more crosswalks with flashing lights to warn drivers when somebody is crossing.
Citywide Comment	Survey	General	I don't think any child should walk or ride bikes to school, as it is not safe from predators, gangs, and traffic - there should be school buses
Citywide Comment	Survey	General	I think excessive parking on our streets makes it difficult to maneuver one's car and also to see any pedestrians. I worry that people drive too fast and don't have time to react safely. I think school zone speed limits should be STRONGLY enforced and tickets given for speeding, for being on a cell phone and any general dangerous behavior.
Citywide Comment	Survey	General	I worry that people drive with fogged up windows and don't look very diligently for anyone in the crosswalk. I also worry that people don't know the law that states you can't drive until the person is completely out of the crosswalk.
Citywide Comment	Survey	General	Lack of speed bumps and warning signs for drivers to slow down. Lack of crossing guards. Cracks in side walk and road that could cause a tripping hazard or worse for students on scooters, skate boards and bikes.
Citywide Comment	Survey	General	Most neighborhoods don't have bike lanes and are over crowded with vehicles parked on the side of the roads.
Citywide Comment	Survey	General	Police do not enforce bike laws (no helmets, no lights, no drunk while biking, jaywalking). When police choose not to enforce laws in the community, it facilitates an unsafe environment.
Citywide Comment	Survey	General	The main concern is lack of attention by some drivers and some students. Some drivers are in a hurry in the morning and do not pay attention. And some students do not pay attention either, and just assume that the driver will stop.
Citywide Comment	Survey	General	The most important issue would probably be for both drivers and pedestrians to be alert, observe their speed and surroundings and share the road. Allow the children to cross streets safely but also let some drivers proceed so as to not create back up of vehicles.
Citywide Comment	Survey	General	Traffic enforcement in school zones.
Citywide Comment	SCESD Transportation Department	Laurel Street and Natividad St	4-lane road with no place for buses to pull over. He gets complaints about buses blocking traffic.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market and Madeira	Aggressive drivers don't give peds ROW
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market and Madeira	Ped interval too short. Peds need to rush across before signal change.
Citywide Comment	Resident (La Gloria Senior Apartments)	Market St	Access points are very risky along Market St. Drivers park very close to driveways blocking visibility or park on driveways blocking pedestrian path on sidewalk and also cross without checking for pedestrians.
Citywide Comment	Resident (La Gloria Senior Apartments)	Market St	Crosswalks are far too apart from each other.
Citywide Comment	Resident (La Gloria Senior Apartments)	Market St	Lots of speeding cars
Citywide Comment	Resident (La Gloria Senior Apartments)	Market St	People abandon cars along street.
Citywide Comment	Resident (La Gloria Senior Apartments)	Market St	Sidewalks are broken and uneven.
	Resident (Los Abuelitos		

Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Curbs are very high, difficult to step on and off street, specially for seniors.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Faded car lanes and crosswalks
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Grades affect speed. Cars goes down faster.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Morning sun hits drivers straight on
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Need ped lighting. Streets get very dark at night.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Neighbors leave trash cans near driveways
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Pedestrian lighting
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St	Peds cross street in unsafe segments along Market St.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St and Hebbron	Ped crossing signal lasts 7 seconds
Citywide Comment	Resident (La Gloria Senior Apartments)	Market St and Madeira	Lots of left turn accidents turning from Market onto Madeira in both directions
Citywide Comment	Resident (La Gloria Senior Apartments)	Market St and Madeira	Produce store on the corner blocks sidewalk with merchandise and sometimes peds need to walk on street.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St and Madeira	Ped crossing signal lasts 22 seconds
Citywide Comment	Resident (Los Abuelitos Senior Center)	Market St and side streets	Some segments have rolled curb, making it easier for cars to run it over.
Citywide Comment	Resident (Los Abuelitos Senior Center)	Natividad and Laurel crosswalk	Push-button crosswalk makes cars stop.
Citywide Comment	Survey	Parkway Rd and East Salinas	Speeding on Parkway Road this street is used to avoid market and sanborn traffic. And we have no speed bumps to slow them down.
Citywide Comment	Survey	Various (see comment)	Bad sidewalks are an issue, crossing of major streets like South Main Street as well as lack of 4 way stops on large streets such as W Alisal Street. Kids crossing not in crosswalks, not wearing bike helmets. Parents parking and stopping and turning illegally on city streets causes really bad traffic problem and is unsafe. Why can't they use school parking lots??????
Citywide Comment	Survey	Various (see comment)	If the city can afford it, install more of the safety flashing lights into the road that indicate someone is crossing. Or construct a bridge for pedestrians to cross busy streets such as South Main, E Alvin and E Alisal, without having to interfere with traffic.
Creekside Elementary School	Survey	Acosta Plaza	Acosta Plaza is a street that doesn't feel safe to me since there have been some crimes take place there.
Creekside Elementary School	Parent	Back side of school and Park	Parents suggested having a walking path created from the park to the school since kids would be walking through the wet grass.
Creekside Elementary School	Audit	Beacon Hill and Constitution	Large street, no marked crossing, route for many families.
Creekside Elementary School	Survey	Beacon Hill Dr	Add speed bumps along Beacon Hill Dr.
Creekside Elementary School	Survey	Beacon Hill Dr	Beacon Hill Dr is not safe for walking because traffic there doesn't respect speed limit established by law. To resolve this problem you need speed bumps to force traffic to slow down.
Creekside Elementary School	Survey	Beacon Hill Dr	Beacon Hill Drive is a long curved street with only one stop sign. I believe speed bumps should be added to detour vehicles from speeding.
Creekside Elementary School	Survey	Beacon Hill Dr	Cars drive faster than the speed limit on beacon hill Hill Drive.
Creekside Elementary School	Survey	Beacon Hill Dr	Lots of uneven pavement (sidewalks) on Beacon Hill. Trip hazards.
Creekside Elementary School	Survey	Beacon Hill Dr	Major cross walk constitution beacon hill
Creekside Elementary School	Survey	Beacon Hill Dr	People who speed on Beacon Hill.
Creekside Elementary School	Survey	Beacon Hill Dr	Please consider installing speed bumps along Beacon Hill Dr.
Creekside Elementary School	Survey	Beacon Hill Dr	Reckless and Dangerous drivers on Beacon Hill Drive, and Potential for abduction despite no local reports of such crime(s)
Creekside Elementary			Reckless and Dangerous drivers on Beacon Hill Drive, and Potential for abduction despite no local reports of

Creekside Elementary School	Survey	Beacon Hill Dr	Speed bumps on the side of the school on Beacon Hill Dr.
Creekside Elementary School	Survey	Beacon Hill Dr	Speed on beacon hill. Crossing high frequency street.
Creekside Elementary School	Survey	Beacon Hill Dr and Kittery St	Beacon Hill Drive has drivers that speed well beyond the speed limit. Very scary. They also run the 3 way stop sign on Beacon Hill Drive and Kittery often.
Creekside Elementary School	Survey	Beacon Hill Dr and Kittery St	I think it's important to have a crossing guard. I also worry about speed of traffic on Beacon Hill and Kittery.
Creekside Elementary School	Audit	Beacon hill Drive	Speeding. Some broken sidewalk.
Creekside Elementary School	Survey	Berkshire Way	Speed bumps on Berkshire Way as parents take the Cape Cod Way Exit and turn onto Berkshire..usually speeding making our street dangerous for our neighborhood kids to cross or even play basketball in street or ride bikes on their own street. Many cars drive onto Berkshire Way and turn left at end to lead them to school and park . Thank you for your consideration
Creekside Elementary School	Audit	Constitution and Beacon Hill Drive	high-viz crosswalks and 1 ped refuge island in place. Students crossing to after-school programs
Creekside Elementary School	Audit	Constitution and Cape Cod Way	Wide crossing
Creekside Elementary School	Audit	Constitution and Freedom Parkway	Marked crossings on 2 sides of street. Families traveling from Massachusetts Drive area need to go out of their way to cross
Creekside Elementary School	Parent	Constitution Blvd	Mom wondered if instead of raised crosswalks on Constitution there could be blinking lights.
Creekside Elementary School	Parent	Constitution Blvd	Parents pointed out that on Constitution there is a middle island, but not a crosswalk, asked if there could be one added.
Creekside Elementary School	Survey	Constitution Blvd	Better cross walk on constitution blvd.
Creekside Elementary School	Survey	Constitution Blvd	constitution is a very busy intersection where cars speed.
Creekside Elementary School	Survey	Constitution Blvd	Constitution st a lot of speeding
Creekside Elementary School	Survey	Constitution Blvd	Crossing constitutional blvd
Creekside Elementary School	Survey	Constitution Blvd	He would have to cross Constitution and that is a very busy street where people speed and run the light often.
Creekside Elementary School	Survey	Constitution Blvd	I really appreciated when the First Tee had transportation from Creekside to the First Tee. Sometimes they also had a walking staff member cross them with a bright vest and sign when the transportation was not available. I really liked that. Anything to help the option of crossing Constitution Blvd safely is appreciated.
Creekside Elementary School	Survey	Constitution Blvd	My child is 6 years old and would need to cross Constitution Blvd.
Creekside Elementary School	Survey	Constitution Blvd	The crossing at Constitution Blvd.
Creekside Elementary School	Survey	Constitution Blvd	the main road constitution is a long cross with no crosswalk
Creekside Elementary School	Survey	Constitution Blvd	The street that most concerns me when my son has to walk to school is Constitution Blvd.
Creekside Elementary School	Survey	Constitution Blvd	Traffic concerns when crossing Constitution Blvd
Creekside Elementary School	Survey	Constitution Blvd	We have to cross Constitution blvd. Constitution Blvd is a long intersection that I don't trust my children crossing without an adult. I'm their only adult and there is no crossing guard. I work full-time, otherwise I'd bike with them. The back of our house faces Constitution Blvd and we see racing and and or accidents often. Therefore I usually drive them or used to have relatives drive them if I was unavailable.
Creekside Elementary School	Survey	Constitution Blvd and Beacon Hill Dr	MAJOR CROSSWALK MY CHILDREN WOULD HAVE TO CROSS. CONSTITUTION and BEACON HILL.
Creekside Elementary School	Survey	Constitution Blvd and Massachusetts Blvd	removing bushes on constitution to see oncoming traffic from massachusetts blvd
Creekside Elementary School	Survey	Creekbridge Park	The amount of people at the park after school is concerning as well. The park is directly behind the school and there is no supervision for children who are walking home. Ice cream vendors are often seen at the park.
Creekside Elementary School	Survey	Creekbridge Trails	Nearby Homeless Encampments in creek bridge trails.
Creekside Elementary School	Survey	Declaration St and Back side of school	More supervision on the back of school
Creekside Elementary School	Survey	Fitzgerald St	Fitzgerald St speed bumps
Creekside Elementary School	Survey	Freedom Pkwy and Constitution Blvd	flashing crosswalk light at Constitution boulevard and freedom Parkway
Creekside Elementary School	Survey	Freedom Pkwy and Constitution Blvd	Speed of cars crossing freedom and constitution, even with available crosswalk
Creekside Elementary School	Audit	General	70% of students walk, 30% dropped off. 4 students bike. Bike parking present on campus. 35 students bused.
Creekside Elementary School	Parent	General	Parent asked if kids could be dropped of earlier, principal said that heavy traffic starts about 7:55am and ends about 8:05am, also students could go be dropped off at 7:30am.
Creekside Elementary School	Parent	General	Parents also suggesting adding another location to drop kids off at, to reduce the concentration of parents in during morning and afternoon pick up times.

Creekside Elementary School	Parent	General	Raised crossed walk is a good idea, would it be possible to add road bumps to high traffic areas as well?
Creekside Elementary School	Survey	General	Any consideration of single parent households where the only adult works full-time is appreciated. I'm not available to pick them up during the old regular school hours and relied heavily on after school programs. They currently walk to the First Tee but that's because it is closer to our house.
Creekside Elementary School	Survey	General	At school dismissal lots of kids walk out alone and drivers are not always careful.
Creekside Elementary School	Survey	General	Besides speed bumps it would be good to have flashing lights for pedestrians to cross.
Creekside Elementary School	Survey	General	Better for them to travel on school buses.
Creekside Elementary School	Survey	General	Cars do not stop when they are turning right. Teenagers drivers drive to fast to get anywhere and it's my biggest concern. They don't look for pedestrians nor bikes.
Creekside Elementary School	Survey	General	Cars drive too fast in my neighborhood.
Creekside Elementary School	Survey	General	cars driving to fast to get to the school. If possible maybe have a supervisor in the back of the school helping the children as well as the one in the front of the school helping with the crosswalk helping the kids get across safely
Creekside Elementary School	Survey	General	Cars making full complete stops at intersections, speeding cars, more visible crosswalks
Creekside Elementary School	Survey	General	Child walked with a parent but never alone. Would not allow that due to possible risk of predators
Creekside Elementary School	Survey	General	Creekside is a good school but a safety hazard when it comes to the kids getting to the school. So much traffic because theres no parking and theres only 2 guards, nobody to keep traffic going. The cars sometimes just stop in the middle of the street.
Creekside Elementary School	Survey	General	Crime and a permanent soultion the homeless.
Creekside Elementary School	Survey	General	Crosswalks with crossing guards.
Creekside Elementary School	Survey	General	Driver Speed. Cross guard
Creekside Elementary School	Survey	General	Drivers speeding even when there are speed bumps and school signs.
Creekside Elementary School	Survey	General	For my child's safety it's too far.
Creekside Elementary School	Survey	General	Have a person at the crosswalk before and after school.
Creekside Elementary School	Survey	General	Having cross guarda
Creekside Elementary School	Survey	General	He would have to cross a major intersection where there are constant speeding.
Creekside Elementary School	Survey	General	I don't trust that my son will walk safely to school because the street he walks on I've heard is not very safe for walking.
Creekside Elementary School	Survey	General	I would like for the city to put more speed bumps close to all the schools. That's the only way cars slow down.
Creekside Elementary School	Survey	General	I'm scared my daughter will get hit by the reckless driver.
Creekside Elementary School	Survey	General	Large intersections where cars speed.
Creekside Elementary School	Survey	General	Let's all cooperate when picking up our children and obey the rules.
Creekside Elementary School	Survey	General	Major cross walk car speed
Creekside Elementary School	Survey	General	MAJOR CROSSWALK
Creekside Elementary School	Survey	General	More cross guards on busy intersections. A cross walk
Creekside Elementary School	Survey	General	More crossing guards
Creekside Elementary School	Survey	General	More crossing lanes for pedestrians and signals to cross.
Creekside Elementary School	Survey	General	More supervision at school dismissal.
Creekside Elementary School	Survey	General	Neighborhood watch for strangers around the neighborhood.
Creekside Elementary School	Survey	General	No parent should le their children walk to school . Extremely dangerous
Creekside Elementary School	Survey	General	No safety issues because I am able to drop her and pick her up from school.
Creekside Elementary School	Survey	General	Personal safety and drive "slow" their are children walking, caution signs.
Creekside Elementary School	Survey	General	Porch pirates who patrol the streets at the same time kids are walking home.
Creekside Elementary School	Survey	General	Reckless Drivers and Child Predation
Creekside Elementary			

Creekside Elementary School	Survey	General	Safety against predators. Speeding and distracted drivers
Creekside Elementary School	Survey	General	Safety issues afterschool.
Creekside Elementary School	Survey	General	some parents have to be at work very early maybe open the cafeteria by 7am for breakfast instead of 7:30 this way some children can be dropped of earlier and hopefully it would help some families.
Creekside Elementary School	Survey	General	Speed factor
Creekside Elementary School	Survey	General	Speeding
Creekside Elementary School	Survey	General	Speeding
Creekside Elementary School	Survey	General	Speeding and no crossing guards
Creekside Elementary School	Survey	General	Speeding traffic that are in a hurry to get to school
Creekside Elementary School	Survey	General	Speeding vehicles
Creekside Elementary School	Survey	General	Speeding vehicles in front of school, recently installed speed bumps this should help.
Creekside Elementary School	Survey	General	Street supervisor when the kids crossing the street.
Creekside Elementary School	Survey	General	The distance to school from where I live.
Creekside Elementary School	Survey	General	There are a lot trasient people in the area, they have stolen from various homes, inlcuding bikes from children in the Creekside Area and neighborhoods.
Creekside Elementary School	Survey	General	There should be more crossing guards and more space for parking
Creekside Elementary School	Survey	General	Too much traffic and my child would need to walk ten long blocks and I don't trust her walking alone due to safety issues.
Creekside Elementary School	Survey	General	Violence and crime against him in general.
Creekside Elementary School	Survey	Hemingway Dr	Hemingway dr cars goes too fast
Creekside Elementary School	Survey	Hemingway Dr and School bus zone	People dont honnor the loading and unloading of kids on the bus on hemmingway Dr
Creekside Elementary School	Audit	Kittery and Beacon Hill	Crossing guard in place. Drivers do not stop completely for peds
Creekside Elementary School	Audit	Kittery at Snug Harbor and Newington	Parents crossing now, requesting marked crosswalk
Creekside Elementary School	Parent	Kittery St	There needs to be some traffic control or added ramp at the exit of the drop off and pick up location. exiting cars are in a hurry to get out and walking parents have to wait a long period of time before cars allow them to cross exit. (Kittery Street near Snug Harbor).
Creekside Elementary School	Audit	Kittery St	Speed bumps installed 1 month ago, they seem to be helping
Creekside Elementary School	Survey	Kittery St and Faulkner St and Elmsford Way	The cars drive too fast down declaration st to drop off at the park . Even with the supervisor on Kittery it's a nightmare before and after school! Between Faulkner st and Elmsford way it's crazy on the corner because of the house offering day care, My son was almost hit here crossing the street to get to school in the morning.
Creekside Elementary School	Audit	Kittery St at Crestview	Marked crosswalk with center ped sign. Sign gets taken out a lot by trucks. Crossing guard in place, no major safety issues
Creekside Elementary School	Survey	Nantucket Blvd and Hemingway Dr	Nantucket and hemingway always people speeding towards the school
Creekside Elementary School	Survey	Nantucket Blvd and Independence Blvd	Nantucket and independence
Creekside Elementary School	Audit	School bus loop (btwn Kittery and Beacon Hill)	Kinder exit here - parents pick up in this loop before buses get there. System working well
Creekside Elementary School	Audit	School parking lot	In the morning, principal controls traffic in lot, cars back up to Iverson. School recently closed drop-off loop during pick up and directed parents to park and walk. System is working well.
Creekside Elementary School	Parent	Snug Harbor	Principal announced that starting in January, the school will open and area up the back side of the school as a drop off location, near Creekside Neighborhood Park.
Creekside Elementary School	Survey	Snug Harbor St	Addition of crosswalk at Snug Harbor Street
Creekside Elementary School	Survey	Snug Harbor St	Crossing Kittery at Snug Harbor Street
Creekside Elementary School	Survey	Snug Harbor St	No crosswalk from Snug Harbor Street to the school, so many parents and students cross without a dedicated crossing near the street.
Dr. Oscar Loya Elementary School	Audit	Buckthorn and Bison Way	Families walking fron Sanborn
Dr. Oscar Loya Elementary School	Audit	Cougar and Badger	Drivers run stop signs. Lots of students crossing. Crossing guard in place. Drivers often not respecting pedestrians.
Dr. Oscar Loya Elementary School	Audit	Cougar Drive	Parents drop off students on both sides of the street, students running across. Students crossing everywhere on Cougar.
Dr. Oscar Loya Elementary School	Audit	Cougar Drive	Speeding
Dr. Oscar Loya			Many parents enter through the lot exit, some are staff, making it dangerous for students crossing there when

Dr. Oscar Loya Elementary School	Audit	Elk and Falcon	Students crossing Falcon, no marked crosswalk and fast traffic.
Dr. Oscar Loya Elementary School	Survey	Elk Dr	Cars drive fast along Elk.
Dr. Oscar Loya Elementary School	Audit	Elk Drive	Speeding traffic. Additional drop-off loop off Elk, used for bus drop-off. Buses get stuck in loop by parents parking.
Dr. Oscar Loya Elementary School	Audit	Falcon and Buckthorn	Back entrance to school. Marked crosswalk and crossing guard in place. Drivers doing donuts in intersection
Dr. Oscar Loya Elementary School	Survey	Falcon Dr	Crossing at Falcon Dr
Dr. Oscar Loya Elementary School	Survey	Falcon Dr	Falcon street sometimes there's nobody there to cross students and cars that go by fast even with signs indicating it's a school zone.
Dr. Oscar Loya Elementary School	Audit	Falcon Drive	Pedestrian entrance through park
Dr. Oscar Loya Elementary School	Audit	General	670 students. 25 students bused. About 300 students walk, 3-5 ride bikes. Bike parking present on campus.
Dr. Oscar Loya Elementary School	Audit	General	Most vehicle traffic coming from Freedom Parkway - walkers coming from all directions
Dr. Oscar Loya Elementary School	Parent	General	When were the observations done? Traffic patterns differ between summer and winter. Much more traffic during winter. Not sure how parents would leave the area if there's an emergency.
Dr. Oscar Loya Elementary School	Survey	General	Bad adults
Dr. Oscar Loya Elementary School	Survey	General	Cars drive through at high speeds.
Dr. Oscar Loya Elementary School	Survey	General	Cars drive very fast.
Dr. Oscar Loya Elementary School	Survey	General	cars not paying attention coming out of the blocks and driveways
Dr. Oscar Loya Elementary School	Survey	General	cars obeying speed and actually paying attention
Dr. Oscar Loya Elementary School	Survey	General	Concerned about lots of things and my son is too young.
Dr. Oscar Loya Elementary School	Survey	General	Concerned because she's special needs
Dr. Oscar Loya Elementary School	Survey	General	Crossing the street
Dr. Oscar Loya Elementary School	Survey	General	Crosswalks
Dr. Oscar Loya Elementary School	Survey	General	Distance is far and unsafe at crossings and intersections.
Dr. Oscar Loya Elementary School	Survey	General	Drivers don't respect.
Dr. Oscar Loya Elementary School	Survey	General	Drivers sometimes don't respect and drive at high speeds.
Dr. Oscar Loya Elementary School	Survey	General	Ensure safety measures and protocols.
Dr. Oscar Loya Elementary School	Survey	General	Fast driving cars
Dr. Oscar Loya Elementary School	Survey	General	Gangs
Dr. Oscar Loya Elementary School	Survey	General	I do not feel safe sending my children back to school in the middle of a pandemic.
Dr. Oscar Loya Elementary School	Survey	General	I just moved not long ago but before moving distance was not an issue. I'm considering changing school but school year is almost over. Aside from this, I have never felt unsafe, with exception of when there isn't any staff helping to cross at busy intersections.
Dr. Oscar Loya Elementary School	Survey	General	I worry about him walking alone because it's far.
Dr. Oscar Loya Elementary School	Survey	General	In this school she has all the services she needs.
Dr. Oscar Loya Elementary School	Survey	General	It is more convenient for me to drive my child to school
Dr. Oscar Loya Elementary School	Survey	General	Kidnapping, getting ran over
Dr. Oscar Loya Elementary School	Survey	General	Lights on cross walks on the floors that would help drives stop.
Dr. Oscar Loya Elementary School	Survey	General	More school cross light
Dr. Oscar Loya Elementary School	Survey	General	More signs along the streets near schools.
Dr. Oscar Loya Elementary School	Survey	General	Need more safety at crossings.
Dr. Oscar Loya Elementary School	Survey	General	On ocassion when students ride their bikes they don't respect other children.
Dr. Oscar Loya Elementary School	Survey	General	On the avenues to safely cross there need to be signals.
Dr. Oscar Loya			

Dr. Oscar Loya Elementary School	Survey	General	Place someone there to help children cross or install a traffic signal.
Dr. Oscar Loya Elementary School	Survey	General	School is a bit far.
Dr. Oscar Loya Elementary School	Survey	General	She's too young to walk home alone.
Dr. Oscar Loya Elementary School	Survey	General	Speeding. Need for more stop signs
Dr. Oscar Loya Elementary School	Survey	General	Strangers who approach children to talk to them and give them rides. This happened on one ocassion when the school had a fair and a group of young girls were near the fence close to the street.
Dr. Oscar Loya Elementary School	Survey	General	That my child does not pay attention to her surroundings.
Dr. Oscar Loya Elementary School	Survey	General	The distance, climate and safety at crossings.
Dr. Oscar Loya Elementary School	Survey	General	The problem is lots of traffic.
Dr. Oscar Loya Elementary School	Survey	General	The speeding cars and lack of traffic light or safety precautions to make crossing safe for children.
Dr. Oscar Loya Elementary School	Survey	General	There has been lots of safety issues.
Dr. Oscar Loya Elementary School	Survey	General	There should be more police officers driving by the area.
Dr. Oscar Loya Elementary School	Survey	General	There should be more police patrol in front of school.
Dr. Oscar Loya Elementary School	Survey	General	There should be someone there every day to help children cross.
Dr. Oscar Loya Elementary School	Survey	General	There sometimes a lot cars that don't wait for children to walk to the end they just go by.
Dr. Oscar Loya Elementary School	Survey	General	Traffic
Dr. Oscar Loya Elementary School	Survey	General	Traffic
Dr. Oscar Loya Elementary School	Survey	General	Traffic
Dr. Oscar Loya Elementary School	Survey	General	Traffic
Dr. Oscar Loya Elementary School	Survey	General	Traffic
Dr. Oscar Loya Elementary School	Survey	General	Traffic
Dr. Oscar Loya Elementary School	Survey	General	Traffic
Dr. Oscar Loya Elementary School	Survey	General	Traffic and speed limits to be enforced
Dr. Oscar Loya Elementary School	Survey	General	Traffic speed
Dr. Oscar Loya Elementary School	Survey	General	Unsafe crossings
Dr. Oscar Loya Elementary School	Survey	General	We cross the street walking but the parents who drive their students are driving too fast.
Dr. Oscar Loya Elementary School	Survey	General	We live super close to the school and my kids have always asked to ride their bikes to school, but due to the concern of speeding cars I have always dropped them in family vehicle.
Dr. Oscar Loya Elementary School	Survey	N Sanborn Rd	Sanborn rd with heavy traffic and vehicles at high speed, intersect unsafe for children to cross without a crossing guard. And, don't feel my kids will safe without adult supervision.
Dr. Oscar Loya Elementary School	Survey	N Sanborn Rd and Buckhorn Dr	Buckhorn y Sanborn traffic does not stop. People have been run over. Cars travel at excessive speed. There are no lights for crossers to indicate crosswalk
Dr. Oscar Loya Elementary School	Survey	N Sanborn Rd and Buckhorn Dr	Cars drive a excessive speed, I don't feel it's safe to cross on Buckhorn and Sanborn, even at the cross light on Freedom and Sanborn
Dr. Oscar Loya Elementary School	Survey	N Sanborn Rd and Buckhorn Dr	The speed of vehicles along buckhorn and sanborn and the lack of traffic light or safety precautions as those available along West Alisal for Court House employees such as flashing lights, and a cross walk that allows a larger safety space for pedestrians walking. In fact there has been even several incidents involving pedestrians being hit by speeding vehicles while crossing the same crosswalk my children would have to cross to get to schoool thus not allowing for walking to be an option dispite the small distance from home.
Dr. Oscar Loya Elementary School	Audit	Sanborn and Buckthorn	The district used to bus students who live across Sanborn but they can't right now - crossing Sanborn is very difficult, drivers don't stop. They've had crossing guards in the past but no one wants to work at this intersection. High traffic speeds on Sanborn.
Dr. Oscar Loya Elementary School	Survey	School drop off zones	The school needs to have control of safety around the school area, i.e. drop off and pick up areas the parents can get aggressive at times and they also drive carelessly when dropping or picking the children.
Dr. Oscar Loya Elementary School	Audit	School parking lot	1 small parking lot for parents and staff. Staff park in neighborhood.
Dr. Oscar Loya Elementary School	Audit	School parking lot	School loop area on Cougar Drive was not working, parents were dropping off on either side of it and students were running across traffic. Currently it is coned off and parents are directed to park and walk student into school.

Dr. Oscar Loya Elementary School	Survey	Williams Rd and Alma Ave	We live near Williams and cross at Alma and the other streets along Williams.
Dual Immersion Academy of Salinas	Audit	Fontes Lane	No on-street parking. New sidewalk. Some speeding
Dual Immersion Academy of Salinas	Audit	Fontes Lane	Potential crosswalk
Dual Immersion Academy of Salinas	Audit	Fontes Lane	Some speeding on this street
Dual Immersion Academy of Salinas	Audit	General	285 students. 1 bus brings about 15 students. Small % of students walk, the rest are dropped off. Staggered start times in place, and 25% of kids come early to get free breakfast. No crossing guard in place.
Dual Immersion Academy of Salinas	Survey	General	Cars do not give bicyclist the right of way and are very inpatient with walkers
Dual Immersion Academy of Salinas	Survey	General	Cars that speed and do burn outs by our apartments
Dual Immersion Academy of Salinas	Survey	General	Concern with violence and gangs.
Dual Immersion Academy of Salinas	Survey	General	Road Safety
Dual Immersion Academy of Salinas	Survey	General	Schools should provide a bike club to all students so they learn the ins and out of safety biking
Dual Immersion Academy of Salinas	Survey	General	Vehicles speed, drivers not watching or caring about their own driving do not share the road
Dual Immersion Academy of Salinas	Survey	General	We are too far away from the school but the roads around the school are high traffic and high speed with major intersections.
Dual Immersion Academy of Salinas	Audit	Intersection of Fontes Lane and Addington Lane	2 bus stops for Boronda Meadows and high school located here
Dual Immersion Academy of Salinas	Audit	Park behind school	Open to the community when school is open
Dual Immersion Academy of Salinas	Audit	Pedestrian overcrossing behind school	Currently closed due to ongoing vandalism and maintenance issues. Could be possible to open for community use if path of travel was separate from school campus - through vacant lot and back parking lot to Apostalic Lane? Need to check ownership of vacant land near parking lot
Dual Immersion Academy of Salinas	Audit	School drop-off loop	Crosswalk across Parking lot from the entrance to the school campus
Dual Immersion Academy of Salinas	Audit	School drop-off loop	No staff assisting in drop-off loop before school - staff do assist with pick-up. Principal wants parking lot restriped to create 2 westbound lanes rather than loop. Bus drops off in front of school. No real issues with drop-off. Students come from all over Salinas so difficult for most to walk or bike
Dual Immersion Academy of Salinas	Survey	West Alisal St	W. Alisal not enough lights on each intersection and cross walks not very safe, bike routes
El Gabilan School	Parent	Alvin Dr and Linwood Dr	There's a pedestrian crosswalk on Alvin but can't see it very well. If they could install lights to cross.
El Gabilan School	Survey	Chaparral St	Unsafe drivers, driving fast, wreckessly on Reata street all the way to the school. Crime in the area heavy traffic. Fast drivers driving wrecklessly on Reata street and surrounding areas. I would love to see speed bumps addedd. Since speed bumps were added on chaparral st., all careless drivers go on Reata st.
El Gabilan School	Parent	Chaparral St and Linwood Dr	4 stops-- put light signals when people are crossing because it feels unsafe. There are lots of children from different schools crossing here.
El Gabilan School	Parent	Chaparral St and Linwood Dr	Chaparral over to linwood drive parents don't give the right of way.
El Gabilan School	Parent	Chaparral St and Maryal Dr	Second crossing on Chaparral and Maryal towards high school where lots of children cross.
El Gabilan School	Survey	Chaparral St and Sonora St	There is a blind spot off of chaparral and Sonora and the cars drive fast and don't look before turning into Sonora. More parking, and a traffic cop to enforce parents not parking in places which put the children in danger or in residents drive ways which block them and traffic. Also cars drive over 15 mph in school zone and puts the children in danger. Need more parking, one more crossing guard, and in parking lot need an enforcer. I get blocked in while I'm dropping off my kid and no one is anywhere to be found and I'm sometimes late to work because of it.
El Gabilan School	Survey	E Alvin Dr and Linwood Dr	Concerns with crosswalk at E. Alvin Dr., Linwood Dr.
El Gabilan School	Survey	E Alvin Dr and Linwood Dr	No lights crossing Alvin and lindwood
El Gabilan School	Survey	Elwood St	For me the concern is traffic around Elwood St. where cars pass at more than 35 miles per hour it's too much risk living like this how cars go by especially for the children it's nothing safe.
El Gabilan School	Survey	Elwood St	High speeds from cars around school is nothing pleasant and safe especially around Elwood St. because cars always go by at extreme speeds over 35 miles per hour.
El Gabilan School	Survey	Elwood St	Speed is too high around these areas, specially around Elwood.
El Gabilan School	Survey	Elwood St	The street isn't very safe too many cars driving very fast around here near Elwood street and it's not safe for children.
El Gabilan School	Parent	Front of school	Folks dart across the street
El Gabilan School	Survey	Front of school	In front of El Gavilan the crosswalk. That when the kids are crossing the crosswalk in front of the school that the drivers actually stopped and not just speed through. Because I have three kids that go to that school and I have even seen being with them and almost getting hit by a vehicle.
El Gabilan School	Survey	Front of school	Would love to see more safety patrol in front of the school.
El Gabilan School	Audit	General	150-200 students walk. Just a few bike, skateboard or scooter
El Gabilan School	Audit	General	Used to use AAA safety patrol program, school would like to revive

El Gabilan School	Staff	General	Change school boundaries since now it's going to change Harden to Laurel. Three years ago boundaries were changed.
El Gabilan School	Survey	General	Bad drivers how don't let kids cross
El Gabilan School	Survey	General	Careless drivers
El Gabilan School	Survey	General	Cars go by too fast and could hit children and don't give them the right of way to cross the street and the lack of safety against delinquents and cars don't respect speed limits.
El Gabilan School	Survey	General	Cars in general driving at a high speed
El Gabilan School	Survey	General	Child abduction, Child Trafficking
El Gabilan School	Survey	General	Child is too young to walk by them self.
El Gabilan School	Survey	General	Child trafficking. I cant trust anyone.
El Gabilan School	Survey	General	Cross walk on Laurel there is no crosswalk button or light to stop traffic and allow people to cross.
El Gabilan School	Survey	General	For cars to pay attention and please stop so the children can cross safely.
El Gabilan School	Survey	General	Going by herself with a bike she can possibly get stopped by someone she doesnt know and cars go to fast past the limit.
El Gabilan School	Survey	General	I just worried in general don't like them walking without adult supervision.
El Gabilan School	Survey	General	I would like the neighborhood to be more united.
El Gabilan School	Survey	General	My child is too young to walk to and from school so driving him to school is better. It's too lonely not too many kids walk through that route. There has been some cases of missing children so I don't want my son to be walking alone and for someone to take him away. That is my fear of him walking to and from school only if the babysitter can take him.
El Gabilan School	Survey	General	My daughter walks alone to school because I have work. Would be nice if there were people observing streets while children are walking to school.
El Gabilan School	Survey	General	My daughter would take the bus to the boys and girls club until her mother and I got off work. We prefer our child to be home when an adult is present therefore we goes to the boys and girls club until a parent is available to pick her up.
El Gabilan School	Survey	General	No crossing walk in front of the school and there are no speed bumps cars go by speeding.
El Gabilan School	Survey	General	No not really I would always walk from to school.
El Gabilan School	Survey	General	People stealing children . Students shouldn't walk alone if they are in 1st grade.
El Gabilan School	Survey	General	Speed bumps for cars in residential streets around school. Add more crosswalk personal to help students cross main streets to school.
El Gabilan School	Survey	General	Speeding vehicles and no cross guards
El Gabilan School	Survey	General	Strangers attempting to interact with children while walking to school. Staff members being available for safety of the children.
El Gabilan School	Survey	General	That there it is safe to do, with other families walking.
El Gabilan School	Survey	General	The community would like it if the city installed bumps on the streets so it's safer for our children.
El Gabilan School	Survey	General	The traffic is to crazy there driving to fast. I like if you guys put some Bumps around the school for safety. Bumps around the El gabilan school that a good idea for all the neighborhood.
El Gabilan School	Survey	General	There's no safety, need more supervision of traffic lights.
El Gabilan School	Survey	General	Too many cars at high speeds is my major concern I suggest installing bumps for our entire neighborhood.
El Gabilan School	Survey	General	Too young. My child is only 6 years old. I work full time and it is more convenient to drive her as I need to be at work early. I also like to walk her to class to make sure she gets there safe.
El Gabilan School	Survey	General	Traffic congestion near the school. speed of traffic all along Linwood drive. careless and dangerous driving and drivers near the school. Police officer on site
El Gabilan School	Survey	General	Traffic congestion. Vehicles speeding
El Gabilan School	Survey	General	Traffic speed enforcement during school arrival and departure times.
El Gabilan School	Audit	Laurel and Linwood	Concerns about pedestrians crossing safely
El Gabilan School	Audit	Laurel and Linwood	Concerns that drivers are running red lights
El Gabilan School	Survey	Laurel and Linwood	I always go with my daughter because I don't drive but the crossing at the signal at Laurel and Linwood there are lots of cars that turn without noticing that people are going to cross and as an adult I take precaution but there are kids who are not cautious.
El Gabilan School	Audit	Linwood	2-3 school buses drop off in front of school. Special ed buses drop off on Linwood as well, but doesn't work well for students to have to walk that far
El Gabilan School	Audit	Linwood	ADA ramps throughout its cross streets
El Gabilan School	Audit	Linwood	Crossing is too long across Linwood
El Gabilan School	Audit	Linwood	Need for additional school zones signs
El Gabilan School	Audit	Linwood	Students crossing everywhere in front of school, outside of crosswalk
El Gabilan School	Audit	Linwood	Traffic backs up to Laurel on rainy days
El Gabilan School	Audit	Linwood and Sequoia	Crossing guard before and after school.
El Gabilan School	Audit	Linwood and Sequoia	Drivers are not respecting crossing guard. Drivers making a left turn pull up to the intersection while crossing guard is within the intersection
El Gabilan School	Audit	Linwood and Sequoia	Existing crosswalk leads to old entrance to school. Crosswalk at Reata or Chaparral would be more useful for students coming from the north. Drivers don't stop, don't see crossing guard. School wants flashing lights at crosswalk.
El Gabilan School	Audit	Linwood and Sequoia	Marked crosswalk would be better at Linwood and Reata
El Gabilan School	Audit	Linwood and Sequoia	upgrade to RRFB to provide more visibilty as drivers approach crosswalk
El Gabilan School	Survey	Linwood and Sequoia	Concerns with issues along Sequoia st, lindwood
El Gabilan School	Audit	Linwood Dr	Speeding occurs
El Gabilan School	Parent	Linwood Dr	Would like to see speed bumps around the school.
El Gabilan School	Staff	Linwood Dr	Install signs that rate your speed to remind people to slow down.
El Gabilan School	Staff	Linwood Dr	Why can't we do speed bumps around all neighborhood? People don't care about signs. They're just going to ignore them. They're not going to stop until there is accountability. I grew up in this neighborhood and it's dangerous.
El Gabilan School	Survey	Linwood Dr	Adding a bike lane on Linwood drive.
			Again, speeding on Linwood Drive. There needs to be speed bumps put on the street in order to slow down

El Gabilan School	Survey	Linwood Dr	Flashing crosswalk lights linwood dr. Is actually a very high traffic street and cars also go very fast
El Gabilan School	Survey	Linwood Dr	Sometimes cars don't stop.
El Gabilan School	Survey	Linwood Dr	Strangers and distance
El Gabilan School	Survey	Linwood Dr	Strangers passing in cars trying to talk to children and speeding cars.
El Gabilan School	Survey	Linwood Dr	The speed of the cars on Linwood Drive is very unsafe. I tell my son to only ever cross in the crosswalk there.
El Gabilan School	Survey	Linwood Dr	The speed of the cars on Linwood Drive is very unsafe. I tell my son to only ever cross in the crosswalk there.
El Gabilan School	Survey	Linwood Dr	The traffic. Cars not stopping for students crossing the cross walk even when the light us flashing the will keep going or go around the cars that are stopped almost hitting children.
El Gabilan School	Parent	Linwood Dr and E Alvin Dr	Would like to see a light at the intersection of Alvin and Lynwood.
El Gabilan School	Survey	Linwood Dr and Elwood St	There is no stop sign on Linwood Drive and Elwood Street. More stop signs and and or speed bumps are necessary. Too many people drive way over the speed limit. There has been accidents at this school in the past where a student was hit by a vehicle. Way too many parents don't follow the rules and traffic laws. Traffic is congested. It would be great to have a designated person directing traffic. Law enforcement presence would help.
El Gabilan School	Audit	Linwood Dr and Front of school	Parents are dropping off students on both travel lanes as well as parking on the bus loading zone
El Gabilan School	Survey	Linwood Dr and Front of school	No crosswalk in front of the school
El Gabilan School	Parent	Linwood Dr and Reata St	Intersection on limwood dr and riatta street feels dangerous.
El Gabilan School	Parent	Linwood Dr and Reata St	There's a need for a crosswalk because there's nothing there to cross. It can't be done because it leads to a driveway. Crosswalk can't be installed.
El Gabilan School	Staff	Linwood Dr and Sequoia St	Last year's third grade class worked on a project that they wanted to present to the city. They see the need for a flashing crosswalk and a crossing guard for their safety at the intersection of Lynwood and Sequoia.
El Gabilan School	Staff	Linwood Dr and Sequoia St	Tree is a blind spot. There is a traffic speed sign there, but it's covered by the tree. Can the tree be taken down or trimmed for safety? That would be helpful. I worry about the kids and families. Tree is right on the center island, public property.
El Gabilan School	Staff	Linwood Dr and Sequoia St	Tree located in the center island is a blind spot for the vehicles going south. Very long gap to cross the street. Cars go by really fast putting the students in danger. Flashing light would be helpful to remind drivers it's a school zone and students are crossing.
El Gabilan School	Survey	Maryal and Chaparral and Linwood and Chaparral	The crossings at Maryal and Chaparral and Linwood and Chaparral.
El Gabilan School	Parent	Rainier Dr and Linwood Dr	Crossing on Rainier is too dangerous… I think there's no stop sign.
El Gabilan School	Survey	Reata St	Speeding traffic on reata st. Thank you for adding the new side wall ramps along Linwood.
El Gabilan School	Audit	School campus	Need more space for students to wait after dismissal
El Gabilan School	Survey	School drop off	School can do better to manage traffic. Their plan from last year didn't work.
El Gabilan School	Audit	School drop-off loop	Crossing near the exit needs
El Gabilan School	Audit	School drop-off loop	No staff or program to assist parents within the drop off and pick up
El Gabilan School	Audit	School drop-off loop	Not functioning properly
El Gabilan School	Audit	School drop-off loop	Parents park in drop-off loop, blocks traffic
El Gabilan School	Staff	School Perimeter	More school zone signs since cars don't respect the school zone. Flashing lights for speed.
El Puente/Mt. Toro/Carr Lake	Principal	Cassentini St	If students don't have a ride, sometimes we drive them down to Cassentini due to safety concerns.
El Puente/Mt. Toro/Carr Lake	Salinas Parole Officer	Cassentini St	Concern connecting the bridge and Cassentini, but I understand that these may be unavoidable just because of the location of the school.
El Puente/Mt. Toro/Carr Lake	Audit	El Puente campus	Students crossing through parking lot
El Puente/Mt. Toro/Carr Lake	Audit	General	Mount Toro: 200 students. El Puente: 300 students. Campus also houses adult school, daycare, special needs school - trips to campus at all times throughout the day.
El Puente/Mt. Toro/Carr Lake	Audit	General	Mount Toro: 30% of students bused, 15% walk and bike and skateboard, 55% dropped off
El Puente/Mt. Toro/Carr Lake	Staff	General	ADA ramps needed
El Puente/Mt. Toro/Carr Lake	Staff	General	Mt. Toro and El Puente are schools that kids living in various areas of Salinas apply to get in, and when they get accepted, and they do not have a stable means of transportation to school (via parent drop-off or school bus) then they do elect to walk
El Puente/Mt. Toro/Carr Lake	Staff	General	Program serves many people with a wide range of driver age and experience.
El Puente/Mt. Toro/Carr Lake	Staff	General	There are daily walkers that come from the Natividad area, and we have a teen mom coming from the Starbucks and the Santa Fe Area, and those areas are considered within two miles of school, and therefore walking distance, but those roads are not that safe for kids to be walking even if it is within the two mile radius that the districts gives them, especially with babies.
El Puente/Mt. Toro/Carr Lake	Survey	General	Crime, fast traffic
El Puente/Mt. Toro/Carr Lake	Survey	General	Fast traffic
El Puente/Mt. Toro/Carr Lake	Survey	General	Fast traffic
El Puente/Mt. Toro/Carr Lake	Survey	General	Safety at intersections and crossing
El Puente/Mt. Toro/Carr Lake	Survey	General	safety at the cross walks

El Puente/Mt. Toro/Carr Lake	Survey	General	Violence and crime
El Puente/Mt. Toro/Carr Lake	Audit	Mount Toro campus	Students walking through parking lot to get to school - the route on sidewalk is very indirect and crosses school driveway
El Puente/Mt. Toro/Carr Lake	Survey	N Main St	north main st
El Puente/Mt. Toro/Carr Lake	Principal	N Wood St	Several buses park at La Paz Park to pick up for Mt Toro.
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood and Bernal	Primary crossing for students coming from Main Street area. Ped volumes unknown
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr	Center turn lane paint is very light, and it looks like it hasn't been marked or repainted in a very long time
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr	Coming out of Sherwood Place to the right and left sidewalks are is very narrow and parts are made out of dirt
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr	During school time the speed limit is much slower than what is posted, Going towards South main (on Sherwood Drive) down the hill, it goes down to 35 miles and hr, but when traffic is going downhill the other way towards the school, the speed limit is 45 miles per and hr (on Sherwood Drive), cars go really fast, they go faster then 45 maybe 55.
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr	Pole in sidewalk (telephone and electric) it may make it challenging for someone with a stroller or wheel-chair pass through that area.
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr	The yellow school signage, advertising a pedestrian as shown on google maps (zoomed in), has not been seen on Sherwood Drive
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr	There is not a big yellow school cross walk on Sherwood Drive, anywhere around the school.
El Puente/Mt. Toro/Carr Lake	Survey	Sherwood Dr	Sherwood is very busy road; cars drive too fast; not safe for kids; crossing traffic in a car is a hazard let alone on foot.
El Puente/Mt. Toro/Carr Lake	Survey	Sherwood Dr	slow down traffic on Sherwood near El Puente
El Puente/Mt. Toro/Carr Lake	Principal	Sherwood Dr and Sherwood Pl	Intersection would benefit from a stop light. There's conflict north and south bound. Drivers turning left onto Sherwood Dr need to wait in center lane until all cars pass. Sometimes the wait to turn is 10-15 minutes.
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr and Sherwood Pl	Cross walk is very light and faded, crossing from the Square to Mt Toro, pedestrians must stop constantly to make sure there are no vehicles, sidewide on Mt Toro does not exist
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr and Sherwood Pl	Past safety meetings community members and parents have requested to have a stop light installed at Sherwood Place and Sherwood Drive.
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Dr Bridge	Kids walking over the bridge to Mt Toro, they are not suppose to be walking but they do in some of these areas, farmers call the school principal because the kids are walking through the fields to get to school at Toro, at the Carr Lake field, and there are neighboring fields all around the school campus
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Drive	No school speed limit signs in place. No lighting for students walking
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Drive	Students biking on sidewalk
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Drive	Traffic on Sherwood before and after school, backs up to Bernal Drive. Buses get stuck in traffic waiting to turn left into school.
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Drive	MST stop in right turn lane south of Sherwood place - bus blocks right turning traffic
El Puente/Mt. Toro/Carr Lake	School Security Guard	Sherwood Pl	There's flooding between Natividad and El Puente. Will that be addressed. Also, There has been four major accidents within the last month and a half.
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Pl	Need to add street bumps to the streets near the schools.
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Pl	The Village crossing to the Education Center needs a cross walk, unclear if this sidewalk needs to be repaired in this area
El Puente/Mt. Toro/Carr Lake	Staff	Sherwood Pl	Unsafe to cross the street to get to the other side of campus, because there are various programs with different start and stop times and people are coming in and out through-out the day, there are a couple of times when I have seen a lot of traffic and people are not paying attention to pedestrians
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Place	Crosswalk very faded, student hit in crosswalk. Students crossing between adult school campus and the Village.
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Place	Difficult to turn left out of school parking lot
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Place	No sidewalk on north side near Sherwood Drive
El Puente/Mt. Toro/Carr Lake	Audit	Sherwood Place	Some speeding, large trucks parking overnight
El Puente/Mt. Toro/Carr Lake	Salinas Parole Officer	Work path near Cassentini St	Homeless incampment has turned very big recently by the bridge.
El Sausal Middle School	Audit	Alisal St and Towt	Signalized intersections, new curb extensions in place
El Sausal Middle School	Audit	All streets near school	Speeding is an issue on Alisal, Eucalyptus and Towt
El Sausal Middle School	Parent	Connely St	Drivers don't respect the crosswalk and don't give students the right of way. Would be good to have a signal here.
El Sausal Middle School	Parent	E Alisal St	Cars don't respect the crosswalk and students should be more careful. Students will sometimes cross without looking when it's the car's turn to go.

El Sausal Middle School	Principal	E Alisal St	Parents drop of students where they can. Staff recommends that students be dropped off on school side but it depends on where parents are coming from. Students dropped off across the street just run. Students walking without looking and they do not use the cross walk.
El Sausal Middle School	Principal	E Alisal St	The morning and after school times are hardest times In front of school on E Alisal St, that is always difficult no matter the time. Suggestion to put a sign that reminds drivers to lower speed on E Alisal St. There are 4 lanes and people feel like they are on a freeway.
El Sausal Middle School	Staff	E Alisal St	This street is dangerous. Students run from Foods Co. and then back. Street is very wide and the only crossing is at the signal. Many cars also make u-turns near the intersection.
El Sausal Middle School	Survey	E Alisal St	Again its probably just that people don't really adhere to the signs and designated walking areas. It's extremely frightening to see children darting in the middle of the road.
El Sausal Middle School	Survey	E Alisal St	I don't have any children of my own, but I notice a lot of children walk by themselves or in small groups to school and home. I notice on Alisal Street (Specifically in the area of Foods Co and El Sausal) A LOT of children cross between the cross walk on either ends, sometimes without even looking. I have seen them almost get hit because of this.
El Sausal Middle School	Survey	E Alisal St and Sanborn Rd and John St and Williams Rd	Busy intersections on commercially busy streets including E. Alisal, Sanborn Road, John St., and Williams Road.
El Sausal Middle School	Parent	E Alisal St and Towt St	Most people cross here.
El Sausal Middle School	Staff	E Market St	There is an improvement due to the lights and bike lanes. This has helped a lot with traffic. Important for El Sausal Middle School students since students go by Towt St. and cross street there as they head to Laurel.
El Sausal Middle School	Audit	East Alisal Street	Lots of parents dropping off students. Parents park in bus stop or double park in front of school. City gives tickets occasionally.
El Sausal Middle School	Audit	East Alisal Street	Lots of students crossing Alisal in front of school to go to Foods Co
El Sausal Middle School	Audit	Eucalyptus Dr	Lots of parent drop-offs
El Sausal Middle School	Parent	Eucalyptus Dr	Near the gym gets a bit dangerous and would be good to have a crossing with lights because students cross looking down and cars try to speed up to get out of the congestion. Students are dropped off on both sides of the street. Would also like to see buses picking up at Rider.
El Sausal Middle School	Principal	Eucalyptus Dr	There is no crosswalk here. Everyone needs to cross on Towt St. but no one respects this even though there is a sign there. Not the students nor the community.
El Sausal Middle School	Survey	Eucalyptus Dr	Should install speed bumps so that cars go slower especially on Eucalyptus Dr where I live. I see lots of speeding cars and they don't respect when students cross the street and cars are parked with people living in them. They go to the bathroom on the street so that stretch of street is very dirty near the gym.
El Sausal Middle School	Survey	Eucalyptus Dr	What worries me most is that cars go by too fast and are not careful when children are crossing at Eucalyptus Dr and there are too many parked cars where people are actually living in the cars near school near the gym.
El Sausal Middle School	Audit	Eucalyptus Dr and Connely	Lots of students crossing, drivers not yielding to pedestrians. Transverse crosswalk in place
El Sausal Middle School	Audit	General	1078 students. Only a few students bused - special ed and students from outside town. Some students take MST bus. About 30 students bike - they have bike racks and skateboard racks on campus. The rest walk or are dropped off. Students walking generally coming down Alisal or down Towt
El Sausal Middle School	Audit	General	Homeless people parking near school is a concern. Girls get harassed on their way to school.
El Sausal Middle School	Audit	General	No drop-off loop on campus, and very little parking. Buses drop off on Towt adjacent to school. School entrances on Alisal, Towt and Eucalyptus. No crossing guards.
El Sausal Middle School	Parent	General	Alisal is an area with lots of worries.
El Sausal Middle School	Principal	General	City of Salinas had a meter citation and they have a device where they take a photo of the license plate.
El Sausal Middle School	Staff	General	1194 students
El Sausal Middle School	Survey	General	Afraid he'll get hit by a car.
El Sausal Middle School	Survey	General	Afraid that my son will be hit by a car.
El Sausal Middle School	Survey	General	At crossings with signals cars sometimes don't give them the right of way.
El Sausal Middle School	Survey	General	Concerned about speeding cars
El Sausal Middle School	Survey	General	Concerned about street crossings
El Sausal Middle School	Survey	General	Crime safety
El Sausal Middle School	Survey	General	Drivers should be aware and respect the fact that it's a school zone.
El Sausal Middle School	Survey	General	Gangs
El Sausal Middle School	Survey	General	Homeless and gangs
El Sausal Middle School	Survey	General	I would like to see more speed bumps and am interested in participating as a parent to promote more information about these improvements.

El Sausal Middle School	Survey	General	It is too far for her to walk on her own and too hard to ride a bike as she carries an instrument in addition to her school supplies
El Sausal Middle School	Survey	General	It's a high traffic area and drivers don't respect right of way.
El Sausal Middle School	Survey	General	Just a general Salinas concern, more light-up crosswalks. As a driver without kids, these really help draw more attention especially if there is a parked car making it difficult to see if anyone is trying to cross the road.
El Sausal Middle School	Survey	General	less cars more distance within each individual and car
El Sausal Middle School	Survey	General	Long walk to get to school
El Sausal Middle School	Survey	General	Lots of traffic and there should be an area designated for bikes.
El Sausal Middle School	Survey	General	Lower speeds in school zones.
El Sausal Middle School	Survey	General	More patrolling in the school bus stops
El Sausal Middle School	Survey	General	More police officer checking the areas.
El Sausal Middle School	Survey	General	More police patroling the school.
El Sausal Middle School	Survey	General	More police patroling the school.
El Sausal Middle School	Survey	General	More safety for pedestrians because the neighborhood is unsafe and I think that there should be more supervision and police patrolling during school hours around the school.
El Sausal Middle School	Survey	General	More staff at crossings.
El Sausal Middle School	Survey	General	More supervision at crossings because cars don't stop.
El Sausal Middle School	Survey	General	My daugther can't go by herself.
El Sausal Middle School	Survey	General	Need to drive slower in school zones.
El Sausal Middle School	Survey	General	Not enough traffic enforcement
El Sausal Middle School	Survey	General	Prostitution at some of the hotels.
El Sausal Middle School	Survey	General	Reckless & inattentive drivers throughout the city.
El Sausal Middle School	Survey	General	Safe bike lanes or walking trails.
El Sausal Middle School	Survey	General	Safety, violence
El Sausal Middle School	Survey	General	Sooo many people run red lights, more cameras if possible.
El Sausal Middle School	Survey	General	Street crossings
El Sausal Middle School	Survey	General	The area where I live there is a lot of homelessness, and sometimes they are under the influence. It can be unsafe sometimes.
El Sausal Middle School	Survey	General	The route my son uses is unsafe.
El Sausal Middle School	Survey	General	There needs to be more supervision at dismissal because that's when students get into fights.
El Sausal Middle School	Survey	General	There should be crossing guards for the student's safety and would be good to have a crosswalk with lights on both side of the street.
El Sausal Middle School	Survey	General	There should be more patroling at drop off areas.
El Sausal Middle School	Survey	General	There should be more patrolling on the streets and at school.
El Sausal Middle School	Survey	General	There should be more police at schools.
El Sausal Middle School	Survey	General	There should be staff watching the school driveways because sometimes cars don't stop.
El Sausal Middle School	Survey	General	There's too much violence.
El Sausal Middle School	Survey	General	too far from home
El Sausal Middle School	Survey	General	Too much traffic driving at high speed and no areas for pedestrians.
El Sausal Middle School	Survey	General	Traffic
El Sausal Middle School	Survey	General	Traffic and crime
El Sausal Middle School	Survey	General	Unsafe crossings

El Sausal Middle School	Survey	General	It is too far for her to walk on her own and too hard to ride a bike as she carries an instrument in addition to her school supplies
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El Sausal Middle School	Survey	General	Just a general Salinas concern, more light-up crosswalks. As a driver without kids, these really help draw more attention especially if there is a parked car making it difficult to see if anyone is trying to cross the road.
El Sausal Middle School	Survey	General	less cars more distance within each individual and car
El Sausal Middle School	Survey	General	Long walk to get to school
El Sausal Middle School	Survey	General	Lots of traffic and there should be an area designated for bikes.
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El Sausal Middle School	Survey	General	There's too much violence.
El Sausal Middle School	Survey	General	too far from home
El Sausal Middle School	Survey	General	Too much traffic driving at high speed and no areas for pedestrians.
El Sausal Middle School	Survey	General	Traffic
El Sausal Middle School	Survey	General	Traffic and crime
El Sausal Middle School	Survey	General	Unsafe crossings

El Sausal Middle School	Survey	General	Worried about drivers who speed
El Sausal Middle School	Survey	General	Worried when my child walks to school.
El Sausal Middle School	Survey	General	Would like if police would patrol school surroundings.
El Sausal Middle School	Audit	Market Street	SRTS improvements recently installed
El Sausal Middle School	Parent	Towt St	There's only one main entrance and there's lots of traffic on Towt St in the morning and children just run across.
El Sausal Middle School	Principal	Towt St	MST brings students by cafetería by Towt St. Bus passes at dismissal time. Parents get there and they make double or triple lines.
El Sausal Middle School	Staff	Towt St	School buses park here in the mornings. Larger buses for field trips park on Eucalyptus.
El Sausal Middle School	Staff	Towt St and Eucalyptus Dr	Lots of parents pull over and drop off students around this intersection.
Everett Alvarez High School	Audit	Boronda Rd	Traffic backed up on Boronda. Cars parked on Boronda to drop off students, students running across Boronda
Everett Alvarez High School	Survey	Bradbury St	Hybrid CROSSWALK NEEDED ON BRADBURY ST. & NANTUCKET ST.AND A ROUNDUP ON HEMINGWAY STREET I WITNESS SPEEDING CARS EACH MORNING THROUGH MY BEDROOM WINDOW! IF THE TWO ITEMS WONT GET INSTALLED SOON THERE WILL BE A CAR ACCIDENT WITH STUDENTS WALKING TO SCHOOL. "URGENTLY NEEDED" I HOPE SOMEONE LEASONS TO THE CONCERNED PARENTS! MAKE THIS HAPPEN CITY OF SALINAS.
Everett Alvarez High School	Parent	Bus loop	Buses enter from Nantucket and exit on Independence where they encounter congestion.
Everett Alvarez High School	Survey	Bus loop	where the bus enter to drop off students. THERE SHOULDN'T be cars parking on the side or dropping off. The is a tight fit for cars to pass and for the bus turn into the school
Everett Alvarez High School	Audit	Danbury St and Independence	Coventry is popular place for student parking. RRFB in place at Independence Blvd crossing, which has helped a little but cars still don't always stop. No crossing guard currently. Students biking through crosswalk. Marked crosswalk 1 side, students cross both sides.
Everett Alvarez High School	Survey	Danbury St and Independence Blvd	Definitely need a stop light or controlled stop at intersection of Independence Blvd and Danbury Way. When the students get out of school, they do not yield to traffic. They walk across the street not checking for oncoming cars. They assume the cars will stop for them. Students just keep walking across with no regards to drivers.
Everett Alvarez High School	Survey	Danbury St and Independence Blvd	Make the entrance and exit (Danbury and Independence intersection) an all and 4 way stop. So that traffic can flow better rather than cars pulling out of the parking have to fly out bc cars driving straight toward boronda drive too fast.
Everett Alvarez High School	Parent	Danbury St and Independence St	Would be helpful to have crosswalk push button ahead of the Stop Sign on Danbury St to make people crossing more visible.
Everett Alvarez High School	Survey	E Boronda Rd	Boronda and all streets around Everett Alvarez High School need work for the safety of our children. Just like Alisal High has improved their roads and made it safe for students we need that to.
Everett Alvarez High School	Survey	E Boronda Rd	Expand Boronda to four lanes.
Everett Alvarez High School	Survey	E Boronda Rd	Riding a bike for my Christmas le would be a no. Because Boronda Road and Independence Road is very bad all day there's no clear roads racing takes place and no cross lights for our children.
Everett Alvarez High School	Survey	E Boronda Rd	too much traffic on Boronda Rd.
Everett Alvarez High School	Survey	E Boronda Rd	Widen Boronda!!!
Everett Alvarez High School	Parent	E Boronda Rd and Natividad Rd	Seems like congestion here has increased with the opening of Rancho San Juan, adding to traffic going to Alvarez.
Everett Alvarez High School	Survey	E Boronda Rd and Natividad Rd	Really need double lanes on boronda rd to ease traffic going thru and traffic turning into the school which backs up really bad thru Natividad rd.
Everett Alvarez High School	Parent	Front of school and Roundabout	Lots of congestion here as parents try to enter and exit.
Everett Alvarez High School	Audit	General	2,700 students. 13 buses - roughly 20% of students bused, 40% walk, 40% dropped off. 25-50 students bike or skateboard. Bike and skateboard parking present on campus. Some students take MST bus, stops on Independence
Everett Alvarez High School	Audit	General	Buses enter from Nantucket and exit on Independence where they encounter congestion.
Everett Alvarez High School	Audit	General	Students walking to school from all directions
Everett Alvarez High School	Student Survey	General	I don´t have to walk to school but from what I can see, I´m concerned about the walking routes to my school because there aren´t any designated sidewalks to get to the street that does have sidewalks. - Personally, I´ve never had to walk to school as a highschooler. However, when I was younger and lived in apartments, walking home from school was my only source of transport.
Everett Alvarez High School	Student Survey	General	I dont know how to drive and the school is far from my home .
Everett Alvarez High School	Student Survey	General	Not after I moved.
Everett Alvarez High School	Student Survey	General	Safety since we have to cross a street that's always full and it's very unsafe to cross.
Everett Alvarez High School	Student Survey	General	When I leave school, it takes me a long time to be able to cross the cross walk on Independence Blvd in front of Everett Alvarez High school. It takes a long time for the drivers to stop or see a student crossing.

Everett Alvarez High School	Survey	General	Violence or crime
Everett Alvarez High School	Survey	General	Addressing the speed of vehicles and possible distracted drivers.
Everett Alvarez High School	Survey	General	Afraid my child will be hit by a car.
Everett Alvarez High School	Survey	General	Can we pay a supervisor to walk students across in the morning and after school, 30min traffic delays
Everett Alvarez High School	Survey	General	cars speeding by, no officers on site
Everett Alvarez High School	Survey	General	Gangs
Everett Alvarez High School	Survey	General	Having supervision
Everett Alvarez High School	Survey	General	He takes the school bus.
Everett Alvarez High School	Survey	General	Help by providing staff to help with crossings at dismissal time.
Everett Alvarez High School	Survey	General	Hope this helps, for the safety of the kids.
Everett Alvarez High School	Survey	General	I don't like my child walking all the way home because it's too far.
Everett Alvarez High School	Survey	General	I worry that corssings at school don't work and kids are afraid to cross.
Everett Alvarez High School	Survey	General	I would love to love and believe in my city enough to let my kid walk to and from school with friends. Maybe painting the side walks in a special pattern, putting up simple railing along migratory paths would help send the message of "Hey, this is a child walking path, be careful" and it would help drivers be more cognizant of what's around them, and not just the destination they have in mind. Anything to identify that kids walk here i think would really help this project succeed.
Everett Alvarez High School	Survey	General	If there were public security during school hours the kidnappers wouldn't approach kids as much.
Everett Alvarez High School	Survey	General	In observing elementary children walking to school, I think one of the most dangerous is cars driving their children to school.
Everett Alvarez High School	Survey	General	Just the traffic goes fast, no cross-guards on site
Everett Alvarez High School	Survey	General	Lots of children are bussed from out of the area, so they are not walking and biking to school.
Everett Alvarez High School	Survey	General	Lots of traffic
Everett Alvarez High School	Survey	General	Marked crosswalks with visible paint
Everett Alvarez High School	Survey	General	Maybe there should be school staff watching kids as they walk, especially through the park.
Everett Alvarez High School	Survey	General	More patrolling.
Everett Alvarez High School	Survey	General	More school buses to take kids to school.
Everett Alvarez High School	Survey	General	More space for students and drivers should drive slower.
Everett Alvarez High School	Survey	General	My daughter takes the school bus.
Everett Alvarez High School	Survey	General	My kid doesn't have anyone else who lives in the area that they can walk with. Also, I don't want my kid to be using the biking lane, because i dont trust other drivers and my kid to maintain situational awareness. I also don't want to tell my kid to ride on the sidewalk because that's rude. Also, the violence in Salinas keeps me reluctant to let my child walk to and from school.
Everett Alvarez High School	Survey	General	My son sometimes rides his bike to school but it doesn't seem like it to me. It is a good idea that parents have the responsibility to take them to school so that they arrive safely and during this time they do not get sick. It is a terrible idea that you have wanting to make all these changes.
Everett Alvarez High School	Survey	General	No yo levo mi hijo por la Natuquet es por la calle que avanzó un poco mas
Everett Alvarez High School	Survey	General	None he can walk if needed
Everett Alvarez High School	Survey	General	Patrolling around campus
Everett Alvarez High School	Survey	General	People violence
Everett Alvarez High School	Survey	General	Pick up and drop off locations for students
Everett Alvarez High School	Survey	General	Replace all stop lights to roundabouts for more efficient traffic flow.
Everett Alvarez High School	Survey	General	Safety at intersection and crossroads
Everett Alvarez High School	Survey	General	Safety intersections
Everett Alvarez High School	Survey	General	School is too far and lots of cars go by.

Everett Alvarez High School	Survey	General	Speed of traffic on the main streets heading to the school. Possible predators and or gang activity.
Everett Alvarez High School	Survey	General	Staff at crosswalks.
Everett Alvarez High School	Survey	General	The congested corners to get to Alvarez. People keeping an eye out for children. Having a better plan to get into the school without getting frustrated for the long waits and just ramming in there and crossing traffic like a lunatic.
Everett Alvarez High School	Survey	General	The crossings near the school don't work.
Everett Alvarez High School	Survey	General	The kidnappings that have ocurred recently.
Everett Alvarez High School	Survey	General	The only safe place to bike is on the sidewalks. I have never recommended to bike on the roads. I feel the "bike lanes" in Salinas are unsafe. Have you looked at the bike lane on Natividad Road? Ridiculous. Share the lane with cars driving 35-40MPH.
Everett Alvarez High School	Survey	General	There is gangs and people drive too fast.
Everett Alvarez High School	Survey	General	There should be an officer near the school during dismissal or along the streets where students walk.
Everett Alvarez High School	Survey	General	There should be people at the crosswalk.
Everett Alvarez High School	Survey	General	There should be safer routes.
Everett Alvarez High School	Survey	General	There should be school staff supervising as childrent walk to school.
Everett Alvarez High School	Survey	General	Too far for my child and too much traffic.
Everett Alvarez High School	Survey	General	Traffic
Everett Alvarez High School	Survey	General	Traffic goes by too fast and the crossings don't work. Drivers go by so fast that don't even realize there are students waiting to cross.
Everett Alvarez High School	Survey	General	Traffic Issues
Everett Alvarez High School	Survey	General	Violence around where we live their is a lot of it
Everett Alvarez High School	Survey	General	Walking is dangerous
Everett Alvarez High School	Survey	General	we commute from another city
Everett Alvarez High School	Survey	Hemingway Dr and E Boronda Rd	Additional light on Hemingway Dr and Boronda as many cars pass through there are can cause more accidents
Everett Alvarez High School	Youth and Resident	Hemingway Dr and Nantucket Blvd	Cars pass really fast, some cars do donuts at night.
Everett Alvarez High School	Youth and Resident	Hemingway Dr and Nantucket Blvd	People litter, there's so much trash.
Everett Alvarez High School	Youth and Resident	Hemingway Dr and Nantucket Blvd	Would like to report abandoned cars or cars that sit on the street for a long time and look abandoned.
Everett Alvarez High School	Audit	Indendence	Congestion blocks entrance to drop-off loop
Everett Alvarez High School	Survey	Independence Blvd	make boranda and independence a two lane
Everett Alvarez High School	Survey	Independence Blvd	Yes, roundabouts should be considered up and down Independence Blvd. Each stop sign along this street (during school drop off and pick up hours) is horrible. Especially considering that John E Steinbeck Elementary School traffic merges with Everett Alvarez High School contributes to the backed up cars and potentially safety risk to walking children.
Everett Alvarez High School	Parent	Independence Blvd and Front of school	The cross street in front of Alvarez can be dangerous to cross. I am glad we have a marked cross street, but even then cars fly down that street.
Everett Alvarez High School	Staff	Independence Blvd and Front of school	Lots of parents pull over and sometimes double-park along Independence to drop off students.
Everett Alvarez High School	Parent	Independence Blvd between Danbury St and School Roundabout	Lots of students crossing the street to get to campus.
Everett Alvarez High School	Audit	Independence Boulevard	Drop-off across the street from school, students running across.
Everett Alvarez High School	Audit	Independence Boulevard	Traffic backed up in both directions. Parents parked in bike lane on Independence past Nantucket to drop off. Double parking. Parked cars block bus access
Everett Alvarez High School	Parent	Independence St	Parents stopping in the middle of the street on Independence to drop off their children to Everett Alvarez High School. Children should be dropped off at a designated area instead of being dropped off on the side or middle of the street.
Everett Alvarez High School	Parent	Independence St and School drop-off loop	Design for flow of traffic is good, but parents drive in opposite directions causing traffic congestion. Parents stop ahead of drop off zone resulting in more traffic
Everett Alvarez High School	Survey	Inglewood St	Not a good idea to open up Inglewood and Coventry st. Will cause more traffic for Pescadero Dr. It's bad already with speeders that think it's a short cut to avoid Natividad rd.
Everett Alvarez High School	Survey	Las Casitas St	Concerned about Las Casitas St.
Everett Alvarez High School	Audit	Nantucket and Independence	Lots of students crossing.

Everett Alvarez High School	Audit	Nantucket and New Haven	Lots of students crossing at bus entrance.
Everett Alvarez High School	Audit	Nantucket Blvd	Bus entrance. Parents park on street before and after school, block bike lane and bus entrance. Students biking on sidewalk.
Everett Alvarez High School	Audit	Nantucket Blvd	Lots of parents making U-turns after drop-off
Everett Alvarez High School	Audit	Nantucket Blvd	School staff thinks it would help to add entrance to parking lot off Nantucket Blvd.
Everett Alvarez High School	Parent	Nantucket Blvd	Kids on bikes not wearing helmets!!! Parents at EAHS parking and stopping and turning illegally on Nantucket causes really bad traffic problem and is unsafe.
Everett Alvarez High School	Survey	Nantucket Blvd	A lot of parents drop off high school kids on Nantucket st. (Side of Alvarez high school) and cause a back up line and traffic and kids seem to walk between cars and risk to get hit by other cars while crossing from other side of street. This needs to be addressed.
Everett Alvarez High School	Survey	Nantucket Blvd	By Nantucket, the fence is damaged with a big hole. Big safety concern. Also, with all the issues of violence that surround us, why not put metal detectors at entrances of school. Review your incident reports.
Everett Alvarez High School	Survey	Nantucket Blvd	I would like to see the easment adjacent to the school on Nantucket and Independence to be adjusted to include several more drop off locations that allow for traffic to continue flowing. The issue with this area is the close proximity of three schools (2 elementary and 1 high school) along with there only being one exit to the Danbury court area and only 3 for residents near Steinbeck elementary. It is clear that the Creekbridge Development planners never considered this. Perhaps the city should seek financial relief from them for these adjustments.
Everett Alvarez High School	Survey	Nantucket Blvd	Nantucket should be expanded if possible. Boronda road needs to expanded to 4 lanes with additional turn lanes to help with traffic flow. Roundabouts would only add to traffic at Boronda road and Independence.
Everett Alvarez High School	Survey	Nantucket Blvd	Parents dropping off children down Nantucket Blvd and pulling over to the side and other cars are going around while Students are crossing from all directions. If there was a drive through drop off that would make it entry way for parents to drop off the kids. Even if there has to be a route through the actual school. Too many parents are going in and out of road.
Everett Alvarez High School	Survey	Nantucket Blvd	The parking issue along Nantucket
Everett Alvarez High School	Survey	Nantucket Blvd	Too many cars and children crossing in all directions on Nantucket blvd.
Everett Alvarez High School	Survey	Nantucket Blvd and Hemingway Dr	Consider another roundabout on Nantucket and Hemingway dr
Everett Alvarez High School	Survey	Nantucket Blvd and Hemingway Dr	Hemingway and Nantucket! I can see people blow thru the intersection. I bet cars don't stop for kids crossing. Plus tell people stop using Whitman St as a short cut!
Everett Alvarez High School	Survey	Nantucket Blvd and Hemingway Dr	Roundabout or light at Hemingway
Everett Alvarez High School	Survey	Natividad Creek Park	Concerned that she'll walk through Natividad Creek park and will be met by someone smoking marijuana or other bad habits.
Everett Alvarez High School	Survey	Natividad Rd	Speed of traffic along Natividad is excessive. The side walks are very narrow making it hard for multiple walkers
Everett Alvarez High School	Audit	Natividad Rd and Emerald	Students crossing, no marked crosswalk. Lots of speeding traffic.
Everett Alvarez High School	Parent	New Haven Way	Student crossing the street and going into the school through New Haven Way and the field causes traffic as this road also leads to Steinbeck Elementary School and parents drop off their children
Everett Alvarez High School	Survey	Rider Ave	I would like to see more crossing guards along routes to schools--I think this would establish presence in the area, and make them safer over time for kids to walk to school. My kid will usually walk down E Boronda from Ryder to get to Everett Alvarez, and there are a lot of street crossings there where drivers pull up to the stop sign quickly, and sometimes stop over the line.
Everett Alvarez High School	Survey	Saratoga Dr and Cambrian Dr	There isn't a 4 way stop on Saratoga and Cambrian so cross traffic tends to fly thru the turn. On the way to school people will not make complete stops and I have seen children get hit on several occasions. Luckily it hasn't been anything major since they did have a stop and even though they rolled thru their speed was low. And most kids have been on bikes. It's usually the four way stop by the school where it happen. The side of the football field . Independence and .... There isn't a four way stop to be able to turn into the schools parking lot either so in the mornings and after school people do get tired of the long wait to turn and just tend to speed thru the traffic. Putting kids and other drivers at risk. But we also can't have children walking non stop and not getting the cars thru. So a cross guard would be nice.
Everett Alvarez High School	Survey	School Frontage	A light at the parking lot entrance, especially if Inglewood opens and roundabouts are installed. Students get nearly run over daily.
Everett Alvarez High School	Survey	School Frontage	Crear otra entrada en para el estacionamento en la escuela. Esto causaria que el trafico flueyera mas rapido a la hora del amuerzo y la salida. Hay tiempos donde terminamos saliendo despues de las cuatro porque solamente hay una salida para todos los automoviles incluyendo los autobuses escolares.
Everett Alvarez High School	Survey	School Frontage	entrance to school is too close to boronda which causes more traffic with people trying to get in the gate and people trying to get out of independence.
Everett Alvarez High School	Survey	School Frontage	Have staff directing traffic and students through cross walks and entrences
Everett Alvarez High School	Parent	Student Parking Lot	No safe area for peds to cross from parking lot onto campus.
Frank Paul Elementary School	Audit	Antigua Ave	Lots of traffic going to middle school, visibility issues at Bernardo Ave crosswalks. Xing guard stationed here.
Frank Paul Elementary School	Survey	Antigua Ct	The adults working at school do a great job at helping my daughter cross at Antigua Ct.

Frank Paul Elementary School	Survey	Cottonwood St	The fast and unsafe traffic and individuals parking on cottonwood smoking or drinking
Frank Paul Elementary School	Survey	Freedom Pwkw and Rider Ave and Boronda Rd	Freedom parkway and the remaining road of Rider that crosses with Boronda. Traffic drives too fast and makes sharp quick turns
Frank Paul Elementary School	Audit	General	Student pop. 685. Split between walkers and students getting dropped off. Bus for special ed only, a few bikers. Bike parking present on campus.
Frank Paul Elementary School	Survey	General	Crossing guard and flashing lights would be nice
Frank Paul Elementary School	Survey	General	Crossing guards
Frank Paul Elementary School	Survey	General	Guiding people so when we drop off our kids the traffic moves faster
Frank Paul Elementary School	Survey	General	I always walk my children to and from school. My top concerns are children being solicited by strangers and people unsafely operating vehicles.
Frank Paul Elementary School	Survey	General	I would like to see more emphasis on bad kids, better nutrition for the children, more programs aimed at helping children grow up strong and healthy.
Frank Paul Elementary School	Survey	General	Men don't respect little girls.
Frank Paul Elementary School	Survey	General	More crossing guards on scene
Frank Paul Elementary School	Survey	General	More security
Frank Paul Elementary School	Survey	General	Must be careful
Frank Paul Elementary School	Survey	General	Not to talk to strangers.
Frank Paul Elementary School	Survey	General	Safety of intersections and crossings
Frank Paul Elementary School	Survey	General	School needs to make sure that children are safe when walking to school.
Frank Paul Elementary School	Survey	General	Security
Frank Paul Elementary School	Survey	General	Security and all will be good.
Frank Paul Elementary School	Survey	General	So that people will respect the crosswalk.
Frank Paul Elementary School	Survey	General	Something can happen to my child.
Frank Paul Elementary School	Survey	General	Speed bumps by Frank paul
Frank Paul Elementary School	Survey	General	Staff does a very good job at Frank Paul. I'm very pleased.
Frank Paul Elementary School	Survey	General	Thank you for letting us be part of Frank Paul.
Frank Paul Elementary School	Survey	General	The crossing near the trailer park at school.
Frank Paul Elementary School	Survey	General	The problem is how many parents almost hit students with their cars so that they walk faster. I personally saw two women not-so-good drivers not being careful. I know their names.
Frank Paul Elementary School	Survey	General	Theft or kidnapping
Frank Paul Elementary School	Survey	General	There's also a lot of homeless people roaming around
Frank Paul Elementary School	Survey	General	Traffic at intersections.
Frank Paul Elementary School	Survey	General	Traffic Cars don't stop for the stop sign cars that don't stop for the kids.
Frank Paul Elementary School	Survey	General	Violence
Frank Paul Elementary School	Survey	General	Violence
Frank Paul Elementary School	Survey	General	Violence and Traffic
Frank Paul Elementary School	Survey	General	Violence or crimes
Frank Paul Elementary School	Survey	General	Violence, safety
Frank Paul Elementary School	Survey	General	Who can I talk to regarding getting lights at certain crosswalks?
Frank Paul Elementary School	Survey	General	Would like to see more security.
Frank Paul Elementary School	Survey	Las Casitas Way and Rider Ave	Congested traffic corner of Las Casitas and Rider. Multiple close calls on cars almost hitting kids on the way to or from school.
Frank Paul Elementary School	Parent	N Sanborn Rd and Antigua Ave	The new installation of crosswalk crossing Sanborn is not enough for pedestrian safety. Lights look like they need maintanance.
Frank Paul Elementary School	Principal	N Sanborn Rd and Antigua Ave	2nd grade student was hit and died at this crossing. Have seen students wait up to ten minutes to cross.

Frank Paul Elementary School	Principal	N Sanborn Rd and Antigua Ave	What are the possibilities of having a crossing guard at crosswalk in front of school?
Frank Paul Elementary School	Audit	Rider Ave	Drivers coming from the east don't know they're entering school zone. Curve in the roadway limits visibility of crosswalk at Mazatlan Way
Frank Paul Elementary School	Survey	Rider Ave	Cars speeding on rider street and almost running over students and getting mad because a child is crossing.
Frank Paul Elementary School	Survey	Rider Ave	Rider Ave
Frank Paul Elementary School	Survey	Rider Ave	Rider Ave
Frank Paul Elementary School	Survey	Rider Ave	Rider street needs speed bumps or a police officer stationed outside checking for people speeding
Frank Paul Elementary School	Survey	Rider Ave	Traffic regulations obedience by parents, speed on rider st
Frank Paul Elementary School	Audit	Rider Ave	Traffic speeds are an issue. Students walking across street outside of marked crosswalks. Some parent parking in red zones.
Frank Paul Elementary School	Youth and Resident	Rider Ave - Near school	Cars go really fast.
Frank Paul Elementary School	Youth and Resident	Rider Ave - Near school	In general there are always many cars parked along the street.
Frank Paul Elementary School	Youth and Resident	Rider Ave - Near school	Need speed bumps all over because cars go too fast.
Frank Paul Elementary School	Youth and Resident	Rider Ave - Near school	Speed limit is 25 mph but cars don't respect it.
Frank Paul Elementary School	Survey	Rider Ave and Front of school	The crossing… there are drivers who speed even at the front of the school.
Frank Paul Elementary School	Survey	Rider Ave and Mimbrera Wy	The crossing at Rider and Mimbrera drivers go by very fast and don't stop even if they see someone crossing.
Frank Paul Elementary School	Survey	Rider Ave and Mimbrera Wy	The crossing that's near the trailer park.
Frank Paul Elementary School	Audit	Rider Ave at Mazatlan Way	Well-used school crosswalk. Crossing guard in place
Frank Paul Elementary School	Audit	Rider Ave at Membrera Way	Well-used school crosswalk
Frank Paul Elementary School	Audit	School campus	Students enter through the cafeteria in the parking lot off Rider Ave, which functions as the main drop-off loop. Speed bumps present in parking lot loop, supervisors controlling traffic. Issues with parents parking in loop and blocking traffic, school is considering blocking off the parking lot to parents. Preferred drop-off location is on-street on Rider Ave.
Frank Paul Elementary School	Audit	School campus	There is also a back entrance and loop off Antigua Ave - no major traffic issues there, lots of walkers.
Frank Paul Elementary School	Audit	School loop on Rider Ave	Bus drop-off, issues with parents parking in loop and walking in
Frank Paul Elementary School	Survey	Williams Rd	They need lights at the crosswalks Williams Road by Alisal High School Lights at Frank Paul
Fremont Elementary School	Audit	2nd Ave and Market St	Crossing guard present. Still some issues with drivers not stopping.
Fremont Elementary School	Audit	2nd Ave and Quilla St	Main route to school crosswalk. Large intersection, no marked crosswalks.
Fremont Elementary School	Staff	2nd Ave and Quilla St	This crossing isn't very safe. Sometimes we assign a staff there to help cross.
Fremont Elementary School	Parent	Cooper Ave	Many students exit through Cooper and there's no place to cross on Cooper to Oregon. I recommend installing something since lots of students cross there.
Fremont Elementary School	Survey	Cooper Ave - School Rear Entrance	I would like to see more crossing guards on the other street on the back side of the school.
Fremont Elementary School	Parent	Cooper Ave - School Rear Parking Lot	Parking lot is too small and not enough spaces for parents to park.
Fremont Elementary School	Audit	E Laurel Dr	Speeding. Marked school crosswalks at 2nd Ave and Midway Ave.
Fremont Elementary School	Parent	E Laurel Dr	Laurel feels unsafe. Lots of traffic.
Fremont Elementary School	Survey	E Laurel Dr	Lots of traffic on Laurel and cars don't stop. Unsafe for children walking alone.
Fremont Elementary School	Survey	E Laurel Dr	When crossing Laurel, cars don't respect and on ocassions they've been really close to hitting us because they're speeding.
Fremont Elementary School	Survey	E Laurel Dr and 2nd Ave	Install signal for children to cross at Laurel at 2nd and Williams. There are only two crosswalks and drivers don't respect them.
Fremont Elementary School	Survey	E Laurel Dr and 2nd Ave and E Market St	Provide more help with traffic control on the streets surrounding the school, for example 2nd, Laurel and Market.
Fremont Elementary School	Survey	E Laurel Dr and Towt St	Concerns with Laurel and Towt
Fremont Elementary School	Parent	E Market St - Front of school	Cars speeding through Market and lots of traffic.
Fremont Elementary School	Principal	E Market St - Front of school	Student drop off at front of school gets congested.
Fremont Elementary School	Staff	E Market St - Front of school	Drivers park across the street and dash across to the front of school.

Fremont Elementary School	Staff	E Market St - Front of school	Lots of improvements done, but still lots of students crossing where they shouldn't to get on side of the school.
Fremont Elementary School	Parent	E Market St and 2nd Ave and Quilla St	Students cross Market from 2nd Ave, Quilla St.
Fremont Elementary School	Principal	E Market St and Cooper Ave	School has access through Market and Cooper.
Fremont Elementary School	Parent	E Market St and Quilla St	There is nothing that helps with crossing here. Walking to the light near E. Market St. and Quilla is quite a walk.
Fremont Elementary School	Survey	E Market St and Towt St	Camaras en la Luz de market y town. Los carros pasan demasiado rapido y no respetan la Luz roja.
Fremont Elementary School	Survey	E Market St and Towt St	En la calle Market en el estacionamiento de la lavandería ahí ahí muchos carros entrando y saliendo incluso de reversa ahí hace falta seguridad para que cruzen los niños ahí e mirado mucho peligro
Fremont Elementary School	Survey	E Market St and Towt St	En la Luz de market y town pasan muy rapido los carros. Pudieran poner camaras
Fremont Elementary School	Parent	E Market St and Williams Rd	Crossings at Williams and Market feel unsafe.
Fremont Elementary School	Audit	General	3 entrances to campus - Market Street, alley off Towt at Kentucky, and Cooper Ave (kinder drop-off loop)
Fremont Elementary School	Survey	General	Adding speed bumps, extra lights, paint on crosswalks
Fremont Elementary School	Survey	General	Afraid my child will fall.
Fremont Elementary School	Survey	General	After school he walks to his grandparents house is close to school
Fremont Elementary School	Survey	General	Anything to improve the congestion before and after school
Fremont Elementary School	Survey	General	As a mother it bothers me that they put supervisors who don't do their job and you tell the second principal but she doesn't do anything.
Fremont Elementary School	Survey	General	At crossings, more staff paying attention to student's well-being.
Fremont Elementary School	Survey	General	Cars travel at high speed, lots of traffic and not much safety.
Fremont Elementary School	Survey	General	Crime
Fremont Elementary School	Survey	General	Crime
Fremont Elementary School	Survey	General	I like the education offered at Freemont.
Fremont Elementary School	Survey	General	I would like for someone to assist with crossing children because it's too dangerous.
Fremont Elementary School	Survey	General	In my case, my daughter is too young to walk alone to school and I'm afraid to send her alone due to unsafe streets.
Fremont Elementary School	Survey	General	It's safer in a car.
Fremont Elementary School	Survey	General	Larger and brighter crosswalk signs since 80% of them walk.
Fremont Elementary School	Survey	General	Make school entrances safer with signs indicating that they're for children.
Fremont Elementary School	Survey	General	Maybe would be good to have more supervision for students on the streets near school and maybe more signals.
Fremont Elementary School	Survey	General	More enforcement when it comes to drivers that drive over the speed limit and more safety when it comes to the children crossing the streets.
Fremont Elementary School	Survey	General	More policeman.
Fremont Elementary School	Survey	General	More supervision at schools when children are crossing and parents should teach children to cross where they should and not in the middle of the street.
Fremont Elementary School	Survey	General	More supervision perhaps would be good since we live near the school now that she's older because otherwise I wouldn't risk sending her alone, unless with other classmates because there are drivers who do not drive with caution around schools.
Fremont Elementary School	Survey	General	My daughter walks to school.
Fremont Elementary School	Survey	General	Not very safe and the problem is that there are supposedly supervisors but don't do their job to keep safe and in reality they're always on their phone
Fremont Elementary School	Survey	General	Some people drive too fast on the streets
Fremont Elementary School	Survey	General	Sometimes cars drive at hight speeds.
Fremont Elementary School	Survey	General	There should be more supervision.
Fremont Elementary School	Survey	General	Unsafe crossings
Fremont Elementary School	Survey	General	Violence and roadside dangerous.
Fremont Elementary School	Survey	General	Would like to see more safety for the kid's crosswalk.
Fremont Elementary			

Fremont Elementary School	Audit	General	Student pop. 830, with pre-school and Head Start nearly 1,000 students on campus. 10-20 students bused, majority of students walk (60%), the rest are dropped off. 10 or so students bike. Taylor Farms has provided bike to students with perfect attendtence in previous years. Bike parking present on campus
Fremont Elementary School	Audit	Laurel and Towt	High student traffic. Drivers not yielding to peds. Countdown signal heads in place.
Fremont Elementary School	Audit	Market and Williams	Didn't get to in audit, some comments from parents. Would appreciate recs.
Fremont Elementary School	Audit	Market St	Issues with speeding. Parents park in bus loading zone, not clearly marked.
Fremont Elementary School	Audit	Market St	New SRTS project installed recently - parking-protected bike lanes from Williams - Sanborn, high-viz crosswalks and bike boxes at Market and Towt, high vis xwalk with RRFB at 2nd
Fremont Elementary School	Audit	Market St	Parents parking across Market St from school, students running across. Lots of students and families crossing at Quilla St
Fremont Elementary School	Survey	Oregon St	In Oregon st. there is a lot of cars that speed way over the speed limit. They do not respect the stop signs as well.
Fremont Elementary School	Audit	Oregon St and Kentucky St	Routes to school, seem very wide. Comments about speeding on Oregon
Fremont Elementary School	Parent	Oregon Street	Drivers speed up to try to catch the light at Oregon and Kentucky. Sometimes drivers go against traffic risking hitting a student or hitting cars travelling in the oposite lane. This needs a solution.
Fremont Elementary School	Audit	Quilla St	Main route to school
Fremont Elementary School	Survey	School Frontage	Enfrente de la escuela asia la calle Quitilla demasiada gente pasa ai
Fremont Elementary School	Audit	Towt and Kentucky	Crosswalk to school alley entrance
Fremont Elementary School	Audit	Towt and Myrtle St	No marked crosswalk across Myrtle, big weird intersection
Fremont Elementary School	Audit	Towt St	No marked crosswalks, no curb ramps across Oregon, Kentucky, cooper. Issues with crossings and traffic speeds on Towt. Some sidewalk uplift on north side.
Fremont Elementary School	Parent	Towt St	Lots of families walk through Towt. Feels unsafe at Kentucky and Oregon.
Fremont Elementary School	Survey	Towt St	Cars driving over the speed limit on Towt St.
Fremont Elementary School	Staff	Towt St and Cooper Ave and Towt St and Oregon St	These are small streets and cars go by too fast. There's a staff helping cross at Oregon but not Cooper. Many times cars won't stop for people crossing. Would be good to have crosswalks at both streets.
Fremont Elementary School	Survey	Towt St and Kentucky St	Concerned at this intersection where my daughters cross.
Fremont Elementary School	Survey	Towt St and Kentucky St	There are lots of cars when crossing Towt and Kentucky.
Fremont Elementary School	Survey	Williams Rd	Concerns about Williams Rd
Gavilan View Middle	Survey	Boronda Rd and McKinnon St	Boronda and McKinnon, huge safety hazard! Needs left turn signal as described already.
Gavilan View Middle	Staff	E Bolivar St	Along Bolivar towards Alvarez school there's lots of traffic and busses from the high school go by there.
Gavilan View Middle	Parent	E Bolivar St and Van Buren Ave	Concerns with safety along Bolivar and when they get to Van Buren.
Gavilan View Middle	Parent	E Bolivar St and Van Buren Ave	The streets with most issues are Van Buren and Bolivar. There aren't any pedestrian crosswalks, just one. There are no bike routes.
Gavilan View Middle	Audit	General	700 students and growing. Estimated 250 students bused or dropped off, the rest walk (400and students!). Some students bike or ride skateboards. Bike parking present on campus. 3-6 school staff controlling traffic in and around campus.
Gavilan View Middle	Audit	General	Large numbers of students coming from Boronda Manor and apartments near Prado Street.
Gavilan View Middle	Parent	General	The children cross lots of streets to get to school.
Gavilan View Middle	Staff	General	Lots of students walk to school. 70% of the students walk or ride bike.
Gavilan View Middle	Survey	General	Adding speed bumps in neighborhoods near schools and more police patrol near schools
Gavilan View Middle	Survey	General	Cars don't slow down when children's are present
Gavilan View Middle	Survey	General	Cars speeding don't respect. They're going to work and only want to pass by without placing any importance on kids crossing to school.
Gavilan View Middle	Survey	General	Salinas Plubic Safety Code Enforcers.Need to have more virtual town meeting for awerness to parents.
Gavilan View Middle	Survey	General	Speeding and people not following posted traffic signs to drive slowly
Gavilan View Middle	Survey	General	Speeding and running stop signs or stop lights
Gavilan View Middle	Survey	General	The school is almost 4 miles from my house, which of course was my decision to enroll her there,
Gavilan View Middle	Survey	General	The street doesn't look very safe and the crosswalks.
Gavilan View Middle	Survey	General	Traffic, drivers, more walking guards, crime
Gavilan View Middle	Survey	General	When drivers see an officer they respect because when there isn't, they don't even respect the crossing guard.
Gavilan View Middle	Audit	Intersection of Russell and Van Buren	U-turns allowed at this intersection. Feels very unsafe. School staff acting as crossing guard. Left turns from VanBuren onto Russell conflict with pedestrians in crosswalk. Signal timing is off, long-standing issue. Crosswalk markings are very faded.
Gavilan View Middle	Survey	N Main St	N.main street at seven eleven Traffic drives too fast.
			Concerns about safely walking down North Main Street towards Gavilan View Middle School and crossing Russell Road to GVMS. Children walking unsupervised past the apartments on Russell Road. Known to have

Gavilan View Middle	Audit	Russell and Van Buren	Timing issue problem
Gavilan View Middle	Audit	Russell and Van Buren	Traffic Signal U-Turn issues
Gavilan View Middle	Audit	Russell Rd	Large sidewalk gaps on both sides of street. Students crossing from mobile home parks to reach sidewalk on school side
Gavilan View Middle	Audit	Russell Rd	Parents park on the street and shoulder and make up to three parallel parking
Gavilan View Middle	Audit	Russell Rd	School Zones needed
Gavilan View Middle	Audit	Russell Rd	Sidewalk pavement needed. Students walk to school on this
Gavilan View Middle	Audit	Russell Rd	Very wide shoulder. Drop off 3 cars deep happening outside school. Plans to extend Russell, there will be way more traffic in the future. Traffic speeding on and off of freeway. School speed signs and overhead beacon in place but they are not visible and too far from school.
Gavilan View Middle	Survey	Russell Rd	the russell road going to salvation army, its muddy when my daughter walks on specially whennits raining
Gavilan View Middle	Parent	Russell Rd and Van Buren Ave	Drivers don't follow rules at the Russell Rd and Van Buren intersection.
Gavilan View Middle	Survey	Russell Rd and Van Buren Ave	The sidewalk along Russell Road, right before Van Buren road stops and turns into dirt. We do not have a car and live too close to the bus which is normally not an issue but when it rains the path turns muddy and soupy soaking through and ruining my sons shoes. Gavillan View does a great job of having crossing guards at the stoplight as a double guarantee of my child's safety.
Gavilan View Middle	Survey	San Juan Grade Rd	No, we just live too far for a bike ride. Or else maybe adding better sidewalks on San Juan Grade rd. Coming from Boronda rd. & bike lanes of course. Then better crosswalks & signs at the intersection of Russell & San Juan Grade.
Gavilan View Middle	Survey	San Juan Grade Rd	Sidewalks on San Juan Grade Rd going towards lowes I have my daughter at Gavilan View but my neighbors have their student at La joya and the school in that area I see them crossing every morning in the middle of San Juan to walk to school.
Gavilan View Middle	Parent	Santa Rita St and E Bolivar St and Main St	There aren't safe crossings. Santa Rita across Bolivar going to fire station is a very dangerous intersection. Past Main St. Parents say that when there was an officer present people would abide by the rules. Cars don't stop and there's no respect for the students.
Gavilan View Middle	Survey	Santa Rita St and Lamar St and Bolivar St	Cars drive too fast and don't respect the crossings to school, streets Santa Rita, Lamar St., Bolivar.
Gavilan View Middle	Survey	Santa Rita St and Lamar St and Bolivar St	Cars pass by too fast and don't respect the school crossings at Santa Rita street, Lamar St. and Bolivar.
Gavilan View Middle	Parent	Santa Rita St and Van Buren Ave and Swaner Ave and E Bolivar St	Close to Santa Rita elementary need to deal with traffic from another school in order to get to Van Buren. Lots of students live in the apartments off Santa Rita St. and Swaner. Cars don't let the kids cross safely along Santa Rita and Bolivar.
Gavilan View Middle	Audit	School campus	Bus drop-off at back of campus. Parents drop off in loop adjacent to VanBuren Ave. VanBuren is also used by farmworkers going to work and preschool drop-off traffic. Large numbers of pedestrians traveling from corner of VanBuren and Russell into campus. School staff controlling crosswalk on campus. Rainy days are chaos, much more vehicle traffic
Gavilan View Middle	Parent	School drop off loop	Lots of congestion from the traffic created by parents trying to exit school.
Gavilan View Middle	Parent	School Parking lot	After they cross the street they also have to cross the staff parking lot and the drop off loop. It's chaos.
Gavilan View Middle	Survey	Van Buren Ave	The traffic and speed of cars going thru van Buren Ave as a cut through to santa Rita school
Gavilan View Middle	Audit	Van Buren Ave between Russell and Fillmore St	Lots of students crossing mid-block to west side of street (where crosswalk is)
Gavilan View Middle	Survey	Wheeler Dr and Christensen Ave	I think the bus stop, which is designated in someone's driveway for the kids to be picked up and dropped off should be changed to the dead end section of Wheeler Dr. and Christensen Ave. I think that is a much safer place for the kids to wait. I know it's hard for the homeowner who has to be out there supervising the kids to make sure they aren't picking his fruit, throwing it around or messing with his vehicle. The dead end area gives the kids a safer place to wait for the bus.
Harden Middle School	Parent	E Alvin Dr	Lots of speeding
Harden Middle School	Parent	E Alvin Dr and N Main St	Between N. Main St and schools, difficult for students with physical challenges to walk or navigate. Low accessibility.
Harden Middle School	Survey	E Alvin Dr and Ped Path at N Salinas High	The crossings along busy streets and the path between Chaparral and the high school.
Harden Middle School	Audit	General	1,200 students. About 300 students bused, 80 ride bikes or skateboard, the rest walk or get dropped off.
Harden Middle School	Audit	General	Middle school and high school start times are staggered by 15-20 minutes
Harden Middle School	Audit	General	No crossing guards. School staff cannot serve as crossing guards due to liability issues.
Harden Middle School	Audit	General	Studence attendence boundaries are Alisal and Hemingway and Alvarez High and Natividad
Harden Middle School	Parent	General	Looks like all agencies did capture the issues we're seeing around Harden Middle.
Harden Middle School	Parent	General	Would like to see involvement with law enforcement to make areas around school safer.
Harden Middle School	Principal	General	Would be great to have more bike facilities for high school students.
Harden Middle School	Survey	General	Amount of vehicles driving around school streets
Harden Middle School	Survey	General	Clean wide bike paths, traffic lights that recognize bikes, more traffic slowing implementation.
Harden Middle School	Survey	General	Concerned about traffic and that since my son is a teenager, concerned that someone with bad intentions might approach him.
Harden Middle School	Survey	General	Crime
Harden Middle School	Survey	General	Crime
Harden Middle School	Survey	General	Cross walks with proper lights to advise vehicles that children and people are crossing.
Harden Middle School	Survey	General	Crossing guards
Harden Middle School	Survey	General	Dangerous intersection crossings. And drivers ignoring or not yielding to pedestrians even at marked crosswalks.
Harden Middle School	Survey	General	Distance
Harden Middle School	Survey	General	Drivers not adhering to rules of the road, speeding, and not yielding to bicyclists and pedestrians.
Harden Middle School	Survey	General	For the city of Salinas to try & make the route to school safer. Like more crossing lights or patrols out during morning & after school hours

Harden Middle School	Survey	General	I would like if there were police officers outside of schools so students could feel safe.
Harden Middle School	Survey	General	I would like it if there were more security in the streets.
Harden Middle School	Survey	General	In my case he's a teenager so my concern is that someone will offer him drugs and sometimes there are fights outside of school.
Harden Middle School	Survey	General	Intersection with 4-way stops.
Harden Middle School	Survey	General	Long distance and safety
Harden Middle School	Survey	General	Mainly her being by herself to and from school.
Harden Middle School	Survey	General	More police patrolling the streets.
Harden Middle School	Survey	General	More school security even before students arrive to school.
Harden Middle School	Survey	General	More security
Harden Middle School	Survey	General	More security inside and outside of school campus.
Harden Middle School	Survey	General	More security inside and outside of school campus.
Harden Middle School	Survey	General	Most important is the speed of traffic.
Harden Middle School	Survey	General	People with bad intentions may offer bad things to my son.
Harden Middle School	Survey	General	People with bad intentions.
Harden Middle School	Survey	General	Please consider the survey and the concerns.
Harden Middle School	Survey	General	Police patrol presence during dismissal times.
Harden Middle School	Survey	General	Salinas could easily become a bike friendly hub and example of moving forward towards a more sustainable future with bike culture as a component.
Harden Middle School	Survey	General	Sometimes drivers don't respect nor give the right of way to pedestrians or students.
Harden Middle School	Survey	General	Speed of cars in the high traffic streets. Distracted drivers and possible predators on the walk or bike to school over 3 miles from the house.
Harden Middle School	Survey	General	speed of traffic in neighborhoods, broken glass and trash along paths and graffiti
Harden Middle School	Survey	General	Speeding
Harden Middle School	Survey	General	Speeding
Harden Middle School	Survey	General	Speeding
Harden Middle School	Survey	General	The crossing where drivers don't give right of way to students and students are very distracted.
Harden Middle School	Survey	General	There should be a school staff to help students cross safely and police to control traffic.
Harden Middle School	Survey	General	They don't respect the speed limit around the school.
Harden Middle School	Survey	General	Traffic
Harden Middle School	Survey	General	Traffic control. Have a safety blinking lights when kids are crossing.
Harden Middle School	Survey	General	Traffic, but most important as a little girl she needs to feel no one will bug her on the way to school.
Harden Middle School	Survey	General	Traffic, no side walks
Harden Middle School	Audit	Harden	
Harden Middle School	Audit	Harden and McKinnon	Giant intersection, students crossing
Harden Middle School	Parent	Maryal Dr and High School Alley	Lots of trash, not enough lighting, people hanging out, generally feels unsafe for students.
Harden Middle School	Audit	McKinnin	Wide sidewalk, broken in some places.
Harden Middle School	Audit	McKinnon	Lots of students biking and skateboarding to school, using both street and sidewalk. Safe bike routes to campus are a priority for the school. Buffered bike lanes in the works on Alvin.
Harden Middle School		McKinnon and Harden	All recommendations look good to me, but here in the U.S. the best option is a traffic signal. A roundabout would create other issues. Many people don't know how to use them. I appreciate all the information because it's something needed.
Harden Middle School	Audit	McKinnon and Westminster	Main school crosswalk. Constant stream of students blocks traffic during drop-off and pick-up. When McKinnon is not congested, drivers speed and don't always realize they're approaching a crosswalk - dangerous for kids crossing after sports practice etc.
Harden Middle School	Audit	McKinnon St	Really bad traffic congestion for about 15 mins before and after school. Drivers speeding outside of main drop-off times. 35 mph speed limit. Drivers park to drop-off students, students run across street, and some parents drop off in the travel lanes.
Harden Middle School	Survey	McKinnon St	The street across Harden is very dangerous. People don't respect when kids are crossing. The lane becomes two lanes when it's only one. There have been ran overs and accidents.
Harden Middle School	Survey	Mendocino St	There isn't enough supervision along Mendocino.
Harden Middle School	Survey	N Main St	I would like my child to bike; however he would have to bike down Main street and the speed of traffic and safety are a concern to me.
Harden Middle School	Survey	N Main St	My child would need to cross north main st & its very busy & people don't take into consideration that children are out early morning or late afternoons trying to get to & from school.
Harden Middle School	Survey	N Main St	Walking on North Main Street and having to cross the street and doesn't seem safe for a 13 year girl.
Harden Middle School	Survey	N Main St and W Bernal Dr and Lupin Dr and Iris Dr and Navajo Dr	The traffic, speed and also the amount of homeless encampments. No reliable cross walks for children or adults to cross safety. North Main, Bernal, Lupin, Iris and Navajo.
Harden Middle School	Survey	Natividad Rd and Los Coches Ave	Crossing at Natividad and Los Coches
Harden Middle School	Audit	North Main	Some students crossing, high traffic speeds
Harden Middle School	Audit	School campus	Larger parking lot used for parent drop-off. 1 drop-off lane and 1 through lane. No staff controlling traffic, functions pretty well.
Harden Middle School	Audit	School campus	Parents turning left out of drop-off loop backs up traffic. School met with the City a few years ago and were told that they couldn't do a right turn only lane.
Harden Middle School	Audit	School campus	Small loop at south end of campus is reserved for buses, gated to prevent parent access.
Henry Kammann School	Audit	4th and Rochex Ave	Used to have a volunteer crossing guard but she quit because she felt unsafe. Cars parked at NE corner on Rochex block visibility of crosswalk. Cars exiting school driveway can't see pedestrians waiting to cross.
Henry Kammann School	Principal	Baldwin St	Kids who live on Baldwin St, at the trailer park and apartments have to cross the super busy street of Laurel Dr. with no good way of getting across. I have seen them every morning fighting for their lives trying to get across. Many students live in that area.

Henry Kammann School	Survey	Cherokee Dr	Cars speed down Cherokee Dr. Parents driving near the school do not follow road rules.
Henry Kammann School	Survey	Cherokee Dr and Adams St	Walking to school is the exception, not the norm. Kids just don't walk or bike to school regularly, so I would be very concerned sending my 9 year old to school walking by himself, especially since there are no other kids around. Also, on Cherokee and Adams street there are a lot of cars that speed drive and many many houses, that I'd be afraid that my child could be easily hit by traffic or by cars pulling out the driveway. Another issue is dogs. There are plenty of houses on those streets that have dogs and I've even seen some loose, so I'd be afraid of a dog attack incident happening.
Henry Kammann School	Parent	Front of school	parents are dropping kids off on the street. Despite the 4 way stop sign. cars inpatient. They drive in there like a freeway. The flashing lights would help these intersections in front of the school Rochex Ave. and Tyler St.
Henry Kammann School	Survey	Front of school	A signal light so we can cross the street. Would be marvellous to have safe pedestrian crosswalks on these streets.
Henry Kammann School	Survey	Front of school	Speeding and parents dropping off students in the middle of the Street. and cars dont stop at crosswalks when kids trying to cross
Henry Kammann School	Audit	General	School staff estimates 60-70% walkers. About 10 students biking. No buses except a few to after-school programs. No staggered start times.
Henry Kammann School	Parent	General	A walking field trip for parents would help many parents paying attention to the dangers.
Henry Kammann School	Parent	General	Carpool together with parents has been done together with other parents who know each other has been done before at other schools.
Henry Kammann School	Parent	General	Salinas PD has had some presence on some days, and those days are good, but when they are not here everything goes back to chaos.
Henry Kammann School	Parent	General	The kids are being dropped off on the bus zone and teachers parking. Parents always rushing,
Henry Kammann School	Parent	General	They need to come and start giving parents tickets, that would change things.
Henry Kammann School	Principal	General	Parent education would possibly help the parent's dissonance when dropping kids off improperly and speeding in the school zone.
Henry Kammann School	Principal	General	There is a bus for the kids who attend the boys and girls club.
Henry Kammann School	Survey	General	Be careful when you cross the street
Henry Kammann School	Survey	General	Cars drive by way to fast. Someone taking care of the streets while my child walks.
Henry Kammann School	Survey	General	Cars driving too crazy
Henry Kammann School	Survey	General	Cars not respecting children crossing. Speeding around school.
Henry Kammann School	Survey	General	Cars not stopping to let kids cross cause they are in a hurry
Henry Kammann School	Survey	General	Cars speedimg.
Henry Kammann School	Survey	General	Cars speeding
Henry Kammann School	Survey	General	Concerned about the danger of crossing the street and that a stranger will approach my child.
Henry Kammann School	Survey	General	Concerned with cars speeding.
Henry Kammann School	Survey	General	Concerned with safety at crossings.
Henry Kammann School	Survey	General	Concerned with the distance and climate because it's usually very cold.
Henry Kammann School	Survey	General	Cross guard be available in the morning and afternoon
Henry Kammann School	Survey	General	Cross guards
Henry Kammann School	Survey	General	Crossings not being supervised by adults.
Henry Kammann School	Survey	General	Don't have any because my child gets rides to and from school.
Henry Kammann School	Survey	General	Drivers don't respect crosswalks because they're rushing.
Henry Kammann School	Survey	General	Even with all the signs put in place, most drivers are not responsible enough to abide to the traffic rules and such.
Henry Kammann School	Survey	General	Even with all the signs put in place, most drivers are not responsible enough to abide to the traffic rules and such. Mostly my concern is about safety and crime. We don't know what's lurking out there.
Henry Kammann School	Survey	General	Everyone should be careful when driving
Henry Kammann School	Survey	General	Fast drivers and the crazy traffic
Henry Kammann School	Survey	General	Fix sidewalks.
Henry Kammann School	Survey	General	fix the streets

Henry Kammann School	Survey	General	fix the streets
Henry Kammann School	Survey	General	Having her being kidnapped
Henry Kammann School	Survey	General	Homeless sometimes roam around there and there are no cross guards at crossing.
Henry Kammann School	Survey	General	I drop my son off to School and I have seen a lot of speeding and it's from parents at our School... Parents not following the rule and dropping of kids in the middle of the street is one of the major problem I have seen and parents driving into School and blocking other cars and not following the rule.
Henry Kammann School	Survey	General	I think everything its okay
Henry Kammann School	Survey	General	I think everything its okay
Henry Kammann School	Survey	General	I wish there was a bus stop near by our neighborhood.
Henry Kammann School	Survey	General	I'm concerned on leaving my daughter by herself and someone kidnapping her.
Henry Kammann School	Survey	General	I'd like to see crossing guards and more police or private security patrol before and after school.
Henry Kammann School	Survey	General	I'd like to see crossing guards and more police or private security patrol before and after school.
Henry Kammann School	Survey	General	It will be safe if there is a crossing guard at three streets around school and a traffic control person in the school parking (front entrance). The traffic is heavy and dangerous for little ones that walk to school and for the ones that get drop off in the street. It will save life's and educated parents to take an extra time to get to school before the last bell rings and also pick up on time. Most of the time parents are rushing to get to work or return to work on time and with crazy traffic around school, they just drop off students in the nears street. With a traffic control person it will be a big help to have safer environment. I live a cross the street from School and see many bad and sad incidents. Thank you in advance for considering my opinion.
Henry Kammann School	Survey	General	Kidnapping, traffic. More crossing guards, more parents on the route.
Henry Kammann School	Survey	General	More Police presence to stop speeding and Street markers for bike lanes, painted intersections for pedestrians.
Henry Kammann School	Survey	General	Mostly my concern is about safety and crime. We don't know what's lurking out there.
Henry Kammann School	Survey	General	My son loved to walk
Henry Kammann School	Survey	General	Need more guards in all crossing lines around school.
Henry Kammann School	Survey	General	No cross walk person
Henry Kammann School	Survey	General	No crossing guards
Henry Kammann School	Survey	General	No crossing guards ANYWHERE. BAD parent drivers.
Henry Kammann School	Survey	General	Not having crossing guards or traffic control before and after school.
Henry Kammann School	Survey	General	Not safe
Henry Kammann School	Survey	General	Parents driving slow around kids walking to and from School... Parents holding up traffic because they don't want to get off and get there kids and so kids are running across the street during busy hours... Parents speeding... We need a cross guard.
Henry Kammann School	Survey	General	People parking in no parking zones and not allowing my child and other children to walk in the right way because people park in random spots where there not suppose to make children walk around going into the driving zone areas instead of walking thru where there suppose to.
Henry Kammann School	Survey	General	People speed a lot.
Henry Kammann School	Survey	General	Preferably a buddy system. She use to walk to school with a group. That made me feel better.
Henry Kammann School	Survey	General	Safety to and from, kidnappers and being hit by a car.
Henry Kammann School	Survey	General	Safety when crossing the road to school and car drive too fast.
Henry Kammann School	Survey	General	She is too young to walk or bike. Too far.
Henry Kammann School	Survey	General	She is too young to walk or bike. Too far.
Henry Kammann School	Survey	General	She would go alone and she might leave too late for school. Car speeds. They don't slow down. We would be running late sometimes and still drove safely but have witnessed others driving too fast.
Henry Kammann School	Survey	General	some streets are badly damaged it would be advisable to fix them to avoid falls
Henry Kammann School	Survey	General	Some streets are badly damaged it would be advisable to fix them to avoid falls
Henry Kammann School	Survey	General	Speed bumps might encourage the drivers to be more careful.

Henry Kammann School	Survey	General	Speeding near the schools out of control. And at times in the school parking lot as well. More police presence is needed.
Henry Kammann School	Survey	General	Speeding near the schools out of control. And at times in the school parking lot as well. More police presence is needed.
Henry Kammann School	Survey	General	Speeding which can be reduced with speed humps
Henry Kammann School	Survey	General	That she can get ran over by a car.
Henry Kammann School	Survey	General	The crossing at the streets surrounding the school don't have bumps. Cars drive by at high speeds.
Henry Kammann School	Survey	General	The streets are busy no regard to the pedestrian
Henry Kammann School	Survey	General	The streets are busy no regard to the pedestrian. Speed bumps might encourage the drivers to be more careful.
Henry Kammann School	Survey	General	The streets have no designated bike lanes of orange crosswalks at intersections for pedestrians to cross streets with. It would be much easier to have school age children follow and understand these st designations. Also the traffic in town is reckless and drive usually excessively fast and do not follow St speed limits. Not even in the school zones or school parking lots. No law and order.
Henry Kammann School	Survey	General	There are no crossing guards.
Henry Kammann School	Survey	General	There is no car bumps.
Henry Kammann School	Survey	General	Traffic control. Speeders
Henry Kammann School	Survey	General	Traffic in school area is awful. There's no crossing guards and parents of students who are driving do not adhere to rules of the road off and ON the schools grounds.
Henry Kammann School	Survey	General	traffic in the morning
Henry Kammann School	Survey	General	Traffic safety
Henry Kammann School	Survey	General	Traffic speed
Henry Kammann School	Survey	General	We need crossing guards before and after school.
Henry Kammann School	Survey	General	What can we do to improve our parents to be more vigilant about the safety of our kids... At times I see parents breaking so much rule and law when they are picking up or dropping off. And when have parents volunteers to help with traffic they are being disrespected.
Henry Kammann School	Survey	General	What can we do to improve our parents to be more vigilant about the safety of our kids... At times I see parents breaking so much rule and law when they are picking up or dropping off. And when have parents volunteers to help with traffic they are being disrespected.
Henry Kammann School	Survey	General	Would be good to have a cross guard at drop off and dismissal
Henry Kammann School	Survey	General	Yes, It is not safe for a minor to walk or ride their bike to home.
Henry Kammann School	Teacher	General	Signs similar to mission park elementary, that indicate it's a school zone.
Henry Kammann School	Audit	Parkside	Sidewalk issues
Henry Kammann School	Audit	Rochex and Fourth	Sight visibility traveling WB
Henry Kammann School	Audit	Rochex and Tyler	Drivers are not stopping even when the crossign guard is present
Henry Kammann School	Audit	Rochex Ave	ADA ramps at intersecting cross streets
Henry Kammann School	Audit	Rochex Ave	Students are getting dropped off at travel lanes making students cross across Rochex(wide street)
Henry Kammann School	Audit	Rochex AVe	Students dropped off on street, run across street. Red curb on school side of Rochex near Tyler intersection
Henry Kammann School	Audit	Rochex Ave	Traffic issues and jams during drop off and pick up hours
Henry Kammann School	Parent	Rochex Ave	Some speeding
Henry Kammann School	Survey	Rochex Ave	Crossing streets all throughout Rochex Ave cause some people don't know how to be careful when children are present. Advice parents to be more careful when driving around the school zones & have cross guards out a little more
Henry Kammann School	Parent	Rochex Ave and 4th St	Make a 3 way stop in front of the school in front of the park
Henry Kammann School	Staff	Rochex Ave and 4th St	Have one crosswalk by the park, but it is in a blindsided area
Henry Kammann School	Parent Coordinator	Rochex Ave and N 4th St	Students have been hit by cars at this intersection in the past. Don't recall details.
Henry Kammann School	Parent Coordinator	Rochex Ave and Tyler St	Students have been hit by cars at this intersection in the past. Don't recall details.
Henry Kammann School	Survey	Rochex Ave and Tyler St	For the safety of our students, we really need speed bumps on Tyler and on Rochex. Adding a center stop sign would help deter illegal driving as well as encourage full stops.

Henry Kammann School	Survey	Rochex St and Fourth St	My son walks to school but crossing the street is always dangerous... (Rochex St. & Fourth St.) vehicle drivers don't respect pedestrians. Kammann School needs a cross guard or Police officer supervision before and after school at least for 20 min. so drivers can respect pedestrians.
Henry Kammann School	Principal	School boundaries	Students south of Laurel Dr. must attend Boronda Meadows unless they request intra-district transfer.
Henry Kammann School	Audit	School campus	2 drop-off loops. No staff supervision of loops. Parents park in loops and walk in. Parking lots used for staff and parent parking. 1 entrance to school and 3 exits, all at front of school.
Henry Kammann School	Audit	School Drop off loop	No staff during drop off or pick up hours
Henry Kammann School	Survey	School Entrance	Put more restrictions at the school entrance since cars accumulate and not all children are cautious.
Henry Kammann School	Survey	School parking lot	There should be someone in the parking lot and advising people to park in the street if parking lot is full. Not allowing people to make lines in non parking zones are full or behind cars that are park and hard to get out. It'll be safer for the children if parking lot is used the right way.
Henry Kammann School	Parent	School perimeter	I would feel more comfortable if there were items slowing traffic down around the school perimeter.
Henry Kammann School	Survey	School perimeter	Can we have speed bumps in the perimeter of our school.
Henry Kammann School	Survey	School perimeter	Need more guards in all crossing lines around school.
Henry Kammann School	Principal	School surroundings	Lots of students and families walk to school.
Henry Kammann School	Survey	School surroundings	Walking or biking was an issue after school because some drivers rushed to much through the school.
Henry Kammann School	Survey	Tulane St and Adams St	There is no sidewalk once you cross Adams St. on Tulane St. We need crossing guards because without them children have been hit by cars.
Henry Kammann School	Audit	Tyler and Laurel	Students crossing here, safer because of signal
Henry Kammann School	Audit	Tyler and Rochex	Crossing guard present. Drivers don't respect crosswalk, do California stops even when pedestrians are crossing. Offset intersection, visibility is low for drivers - especially for southbound traffic turning right from Rochex onto Tyler
Henry Kammann School	Parent	Tyler St	2 accidents on Tyler St. with students from Kamman Elementary
Henry Kammann School	Parent	Tyler St	Yes. One of my girls from volleyball almost got hit last year (Tyler right, where the second-grade class is at).
Henry Kammann School	Parent	Tyler St	You cannot, park on Tyler st. street or you get a ticket.
Henry Kammann School	Principal	Tyler St	Tyler St is a speedway, cars are moving so fast you can't see anyone coming
Henry Kammann School	Survey	Tyler St	4 stops traffic on Tyler it is crazy and havy during school hours
Henry Kammann School	Survey	Tyler St	No cross walks . Cars drive really fast on Tyler st. Parents are always trying to push through the traffic. Last year a child got hit by a car and that was enough to validate my feeling about my child walking to school. Even though we live 5 minutes walking distance. We need cross walks , more speed bumps , cops to give out tickets in that area
Henry Kammann School	Teacher	Tyler St	Need speed bumps between Tyler St. and Laurel Dr. and Tyler & Rochex Ave. And Infront of the school.
Henry Kammann School	Survey	Tyler St and Rochex Ave	There are many speeding drivers on Tyler Street and Rochex Avenue. Speed bumps here are essential to keep our students safe. When lunch pick up happens, you can see people speeding down the street which also has a blind curve. Anyone speeding down the street would not have time to break if someone is crossing the street. Another big issue is that there have been many incidents of individuals doing "donuts" on the intersection of Rochex and Tyler. This was observed during broad daylight. Most recently in August.
Henry Kammann School	Survey	Tyler St and Rochex Ave	There isn't a person that helps cross at Tyler and Rochex.
Henry Kammann School	Survey	Tyler St and Rochex Ave	When crossing at the stop sign at Tyler street and Rochex it isn't very safe because some vehicles don't come to a full stop. Problem is there isn't anyone watching the crossing at the stop sign.
Henry Kammann School	Parent	Tyler St and Side of campus	Good that access gate has been closed and locked so that random people don't enter school campus.
Henry Kammann School	Principal	Tyler St and Side of campus	Cars speed going southbound with "blind spot" at curve located between Rochex Ave. and W. Laurel Dr.
Henry Kammann School	Survey	Tyler St and W Laurel Dr	Sometimes there's lots of traffic on Tyler and Laurel.
Henry Kammann School	Audit	Tyler Street	Approaching Rochex traveling NB sight visiblity due to curvature of roadway
Henry Kammann School	Audit	Tyler Street	Curve in roadway limits visibility. Speeding traffic. Parents dropping off on both sides of Tyler and crossing the street to walk students in. Fully parked before and after school
Henry Kammann School	Audit	Tyler Street	Sidewalk issues
Henry Kammann School	Survey	W Alvin Dr and N First St	There should be a traffic light here so we can cross this street. Add more crosswalks.
Henry Kammann School	Audit	W Laurel adjacent to school campus	
Henry Kammann School	Audit	W Laurel and Parkside	Concerns with uncontrolled marked crosswalk. Speeding issues on Laurel, crossing is too long
			Uncontrolled crossing. Large group of students lives in apartments across Laurel and crosses here. Drivers don't

Henry Kammann School	Parent Coordinator	W Laurel and Parkside St	Issue with visibility when MST buses are at their bus stops on both sides of Laurel.
Henry Kammann School	Survey	W Laurel and Parkside St	Install lights and by Laurel Park.
Henry Kammann School	Survey	W Laurel and Parkside St	Need Crossing Person to stop traffic on Park side and Laurel Dr. Also by Laurel park
Henry Kammann School	Survey	W Laurel and Parkside St	W. Laurel and Parkside St crosswalk very dangerous, cars speeding down W. Laurel.
Henry Kammann School	Parent	W Laurel Dr	I would have actually speed myself, and the cars expect you to go fast. Even if a crosswalk was added.
Henry Kammann School	Parent	W Laurel Dr	The rush hour on this street has many students walking, however, the cars are moving really fast.
Henry Kammann School	Survey	W Laurel Dr	My concern is crossing Laurel. There are marked crosswalks but drivers don't respect.
Henry Kammann School	Parent	W Laurel Dr and Parkside St	Been hit twice on crosswalk by cars that dash across Laurel northbound on Parkside towards Rochex. Have called city twice about this, but no response.
Henry Kammann School	Parent	W Laurel Dr and Parkside St	Laurel is a very busy street. Lots of traffic.
Henry Kammann School	Parent	W Laurel Dr and Parkside St	School bus picks up students for Boronda Meadows on southwest corner of intersection. Cars on Laurel don't stop during loading and unloading.
Henry Kammann School	Parent Coordinator	W Laurel Dr and Parkside St	Students have been hit by cars at this intersection in the past. Don't recall details.
Henry Kammann School	Survey	W Laurel Dr and Parkside St	When Crossing laurel and park Street because the cars dont stop when people are crossing.
Henry Kammann School	Parent	W Laurel Dr and Tyler St	Have felt comfortable walking through this intersection.
Henry Kammann School	Parent	W Laurel Dr and Tyler St	Less students cross here because most students who live south of Laurel along Tyler go to Boronda Meadows.
Jesse Sanchez Elementary School	Parent	Acosta Plaza	The kids and walking strollers from Acosta Plaza have hard time passing through there.
Jesse Sanchez Elementary School	Survey	Acosta Plaza and Garner Ave	An adult supervising the Crossing from Jesse G. Sanchez back gate behind the track next to Acosta Plaza's parking lot Crossing lane
Jesse Sanchez Elementary School	Survey	Acosta Plaza and Garner Ave	At Acosta Plaza and Garner, need someone to help cross because cars approach and sometimes don't give people the right of way.
Jesse Sanchez Elementary School	Survey	Acosta Plaza and Garner Ave	No crosswalk at the intersection of Garner and Pacific and Acosta plaza. Many other families need to cross here safely to get açcess to both schools.
Jesse Sanchez Elementary School	Survey	Acosta Plaza and N Sanborn Rd	Working cameras at Sanborn and Acosta Plaza.
Jesse Sanchez Elementary School	Principal	Alma St	We see similar issue as Mohar St. where people dash across Sanborn.
Jesse Sanchez Elementary School	Audit	Combined with MLK - see MLK for audit notes	
Jesse Sanchez Elementary School	Survey	E Laurel Dr	Theres alot of homeless around my area and also a big wide street which is E Laurel where alot of people drive really fast and arent careful.
Jesse Sanchez Elementary School	Survey	E Laurel Dr and N Sanborn Rd and Acosta Plaza	Laurel and Sanborn and Acosta Plaza
Jesse Sanchez Elementary School	Survey	Garner Ave and Acosta Plaza	Need more safety because of crime and the unsafe crossings at Garner and Acosta Plaza.
Jesse Sanchez Elementary School	Parent	General	Can there be more space between the street and side walk so students can walk by?
Jesse Sanchez Elementary School	Survey	General	A police car at the crossing.
Jesse Sanchez Elementary School	Survey	General	Afraid something will happen to them on their way to school.
Jesse Sanchez Elementary School	Survey	General	At the signal there are lots of people crossing.
Jesse Sanchez Elementary School	Survey	General	Bullies
Jesse Sanchez Elementary School	Survey	General	Cars go by at high speed.
Jesse Sanchez Elementary School	Survey	General	Cars go by too fast
Jesse Sanchez Elementary School	Survey	General	Concerned about crosswalks and safety at intersections.
Jesse Sanchez Elementary School	Survey	General	Crime
Jesse Sanchez Elementary School	Survey	General	Crime
Jesse Sanchez Elementary School	Survey	General	Crime
Jesse Sanchez Elementary School	Survey	General	Crime and crossings
Jesse Sanchez Elementary School	Survey	General	Crime, speeding and broken sidewalks.
Jesse Sanchez Elementary			

Jesse Sanchez Elementary School	Survey	General	Crossings and signals are many times not obeyed.
Jesse Sanchez Elementary School	Survey	General	Crosswalks need to be safer.
Jesse Sanchez Elementary School	Survey	General	Drivers need to be more careful at crossings.
Jesse Sanchez Elementary School	Survey	General	I worry about crime when my son walks to school.
Jesse Sanchez Elementary School	Survey	General	I would like better patrolling at every school exit especially after school.
Jesse Sanchez Elementary School	Survey	General	I would like better traffic control of all cars entering school.
Jesse Sanchez Elementary School	Survey	General	I would like that my child gets to school safely and would like to see an adult outside helping kids cross.
Jesse Sanchez Elementary School	Survey	General	If cameras were working we would know who our children are meeting with.
Jesse Sanchez Elementary School	Survey	General	Install enough cameras
Jesse Sanchez Elementary School	Survey	General	It would help if people don't approach our kids to offer them drugs.
Jesse Sanchez Elementary School	Survey	General	It's too far for my kids to walk alone.
Jesse Sanchez Elementary School	Survey	General	More patrolling along the streets.
Jesse Sanchez Elementary School	Survey	General	More security at school entrance.
Jesse Sanchez Elementary School	Survey	General	More security guards
Jesse Sanchez Elementary School	Survey	General	My daughter doesn't walk alone, always with an adult.
Jesse Sanchez Elementary School	Survey	General	None. We live directly behind the school so I help him cross the street.
Jesse Sanchez Elementary School	Survey	General	Parents need to take care of their children.
Jesse Sanchez Elementary School	Survey	General	People arent careful of their driving
Jesse Sanchez Elementary School	Survey	General	Persons under the influence.
Jesse Sanchez Elementary School	Survey	General	Put cameras and speed radars at specific intersections.
Jesse Sanchez Elementary School	Survey	General	Que pongan luces al cruzar la carretera
Jesse Sanchez Elementary School	Survey	General	School security
Jesse Sanchez Elementary School	Survey	General	Some drivers go by at high speed.
Jesse Sanchez Elementary School	Survey	General	Speeding cars and house driveways.
Jesse Sanchez Elementary School	Survey	General	Speeding traffic along Sanborn. Sometimes it's the actual parents who are running late to drop off.
Jesse Sanchez Elementary School	Survey	General	Station police officers at dismissal times.
Jesse Sanchez Elementary School	Survey	General	The congestion at the school entrance.
Jesse Sanchez Elementary School	Survey	General	There are children sometimes walking alone who don't pay attention when crossing the street.
Jesse Sanchez Elementary School	Survey	General	There's lots of traffic in the mornings and sometimes you can't cross the street to school. Lots of people don't give the right of way.
Jesse Sanchez Elementary School	Survey	General	Too many cars when people walk more accidents.
Jesse Sanchez Elementary School	Survey	General	Too much traffic at drop-off.
Jesse Sanchez Elementary School	Survey	General	Traffic
Jesse Sanchez Elementary School	Survey	General	Traffic
Jesse Sanchez Elementary School	Survey	General	Traffic goes by too fast and many times don't come to a full stop and don't give pedestrians the right of way.
Jesse Sanchez Elementary School	Survey	General	Violence against youngest and bullying
Jesse Sanchez Elementary School	Survey	General	Violence with gangs is what concerns me when my kids walk to school.
Jesse Sanchez Elementary School	Survey	General	Worried about traffic and walking alone.
Jesse Sanchez Elementary School	Survey	General	Worry about streets with lots of traffic and the crossings for children and families.

Jesse Sanchez Elementary School	Survey	General	Would like to see a crossguard to help kids cross the street.
Jesse Sanchez Elementary School	Principal	Mohar St	Concerned with Mohar because people don't use the crosswalk on Kimmel St., they just dash across Sanborn.
Jesse Sanchez Elementary School	Principal	Montana St	We see similar issue as Mohar St. where people dash across Sanborn.
Jesse Sanchez Elementary School	Parent	N Sanborn Rd	Cars drive by too fast.
Jesse Sanchez Elementary School	Parent	N Sanborn Rd	Too much traffic going towards Laurel Dr. creates congestion.
Jesse Sanchez Elementary School	Principal	N Sanborn Rd	There are speed feedback signs in front of school in both directions but seem like they sometimes don't work and may be placed too far apart.
Jesse Sanchez Elementary School	Survey	N Sanborn Rd	Sanborn Rd
Jesse Sanchez Elementary School	Parent	N Sanborn Rd - Breadbox Recreation Center	Cars enter and exit through driveway and when kids are crossing some cars don't give them the right of way. Those driveways should be closed because they are dangerous for the kids crossing.
Jesse Sanchez Elementary School	Parent	N Sanborn Rd - Breadbox Recreation Center	Cars enter driveway too fast and almost hit my son. I tried to contact organizers of food bank that takes place there but was told to contact manager for breadbox. When I spoke to staff at breadbox they said they couldn't do anything because it's public property and people driving don't stay long.
Jesse Sanchez Elementary School	Parent	N Sanborn Rd - Breadbox Recreation Center	Maybe a supervisor can stand at access points with small flags to make walkers more visible.
Jesse Sanchez Elementary School	Parent	N Sanborn Rd and Acosta Plaza	Not too bad because there's a microphone for handicap and it works. Except light takes a long time to change.
Jesse Sanchez Elementary School	Survey	N Sanborn Rd and Acosta Plaza	Cameras at Sanborn and Acosta Plaza.
Jesse Sanchez Elementary School	Parent	N Sanborn Rd and Garner Ave	Drivers seem to respect that intersection. But many people are not sure when they need to cross and when they need to stop. They don't understand. They cross because the light is red, maybe need better crossing instructions.
Jesse Sanchez Elementary School	Survey	N Sanborn Rd and Garner Ave	Distracted drivers at the Garner Ave and Sanborn Rd intersection.
Jesse Sanchez Elementary School	Principal	N Sanborn Rd and Kimmel St	There are times when drivers exit the school parking by turning right but quickly make a u-turn before getting to the Kimmel St. signal, going around the center median. This also happens on Alma.
Jesse Sanchez Elementary School	Principal	N Sanborn Rd and Kimmel St	We have a staff supporting and helping students cross. We use the signal there and at the same time we have a supervisor helping to increase safety.
Jesse Sanchez Elementary School	Parent	N Sanborn Rd and Kimmel?	The crosswalk in front of the school, cars are going really fast, cars don't always allow students to cross the street.
Jesse Sanchez Elementary School	Principal	N Sanborn Rd and Kimmel?	Recommendation from Principal to have a flashing lights, like there is in front of La Paz school, on Sanborn street
Jesse Sanchez Elementary School	Parent	N Sanborn Rd and Mohar St	Lots of people cross the street at Mohar. I suggest a crosswalk and traffic light. Lots of people don't want to walk over to the signal crosswalk when walking to school.
Jesse Sanchez Elementary School	Parent	School Campus - Drop off loop	Loop gets filled with double and triple parked cars making it difficult to get out. Sometimes I have to wait until drivers return to their cars and drive away.
Jesse Sanchez Elementary School	Parent	School Campus - Drop off loop	During rainy season the loop gets very full so I usually exit through Luther King by the signal to avoid the chaos.
Jesse Sanchez Elementary School	Principal	School Campus - School driveways	School has only one entrance and one exit depending on schedule that creates congestion. When drivers want to turn right this creates more congestion inside parking lot and it's caused by the signals at Acosta Plaza and Laurel Dr.
Jesse Sanchez Elementary School	Parent	School front driveways	School Exit and Entrance there is a lot of traffic congestion, can't there be something done about that?
John Gutierrez	Survey	Cornwall St and Rogge Rd and San Juan Grade Rd	Stop lights at Cornwall and Rogge on San Juan Grade
John Gutierrez	Survey	Jasper Way	Jasper Way is in URGENT need of speed bumps.
John Gutierrez	Survey	Natividad Rd and Rogge Rd	You think painted crosswalks make one safe or a silly bike path on streets when in an area you have overflow parking from apartments will help get serious. Not to mention as I drive to work myself I see students walking and biking on Natividad and Roggee with no margins or sidewalk to be on. How is this safe? I see students riding on sidewalks while students walk and offer bikers riding against traffic . They have no room with the cars lined up at these schools. Why are we even doing a survey. You guys don't care. Had you then you would've listened in the neighborhood meetings when we voiced our concerns.
John Gutierrez	Survey	San Juan Grade Rd	San Juan grade road . Between Russell and Rogge Rd. Walking path is dangerous for children
La Joya Elementary	Principal	Bollenbacher	Drop-off happens on street, parents and students run across street
La Joya Elementary	Principal	Bollenbacher at Pingree	Parents park in red zone which blocks visibility of the crosswalk. School staff acting as crossing guards. Some drivers not respecting crosswalk.
La Joya Elementary	Survey	Front of school	Vehicles blocking the crosswalk in front of La Jolla Elementary School. It happens all the time! My son rides the bus from Russell Road(45 mile sign). There is not a safe sidewalk going from where we live to where the bus stop is located. The Sidewalk Ends about halfway to the bus stop then it turns into a dirt path.
La Joya Elementary	Principal	General	A few students bike - 50-100 walk - the rest dropped off or bused. Bike racks present on campus. No staggered start time. All entrances in front of school.
La Joya Elementary	Survey	General	Amount of traffic, plus he is too young for me to feel confident that he will be aware of incoming cars. Possibly block schedules, students coming in at different times. We also need to think about the special needs students. They are losing out on a lot of learning. Maybe have them come back to school sooner since they are a smaller group.
La Joya Elementary	Survey	General	Cars go by very fast in the areas along streets where children cross. I take my children and pick them up to prevent accidents.

La Joya Elementary	Survey	General	Concerned about safety when crossing streets and child abductions.
La Joya Elementary	Survey	General	Fix the streets so that children can walk without risk of all the traffic.
La Joya Elementary	Survey	General	flashing light at each crosswalk or even a timer for pedestrian to cross the crosswalk during school time.
La Joya Elementary	Survey	General	I feel very safe with her riding her bike in my gated community but there is no way in heck I'm going allow her to ride her bike or walk on the streets outside of my gated community. Too much crime, very very busy road, and people drive way too fast. I see them driving through the school bus lights in the morning in the afternoon's before Covid. Illegally speeding and passing everybody!!! I would like to see police officers on the school routes
La Joya Elementary	Survey	General	I never leave him alone so he's always accompanied by his mom and dad when he doesn't work.
La Joya Elementary	Survey	General	In our case the route isn't safe it's all road.
La Joya Elementary	Survey	General	It worries me that other classmates could hit the little girl.
La Joya Elementary	Survey	General	It's all very good just that in the short time that my son was attending school the only detail I didn't like was that parents drop off children at school gate, the gate where parents could not enter due to school rules. That impacted my child emotionally for his first two weeks. Thanks to covid he's learning from home but it still concerns me for when he returns to school.
La Joya Elementary	Survey	General	My children are young and are not used to walking alone.
La Joya Elementary	Survey	General	My kids will have to walk all through the busy mall traffic, walk down San Juan grade which are fields on the way and it's a long walk for small kids to walk alone. I really don't feel safe having my child walking such a long distance without an adult that we trust. I feel more police patrolling needs to be done, many parents get really stressed and drive extremely unsafe when dropping off kids in the morning. Traffic gets extremely crazy and I've seen people just hanging around without lids and really gets me really nervous to ha e kids walk alone to school.
La Joya Elementary	Survey	General	My son is 10 years old and I don't feel it's safe for him to walk when leaving the school.
La Joya Elementary	Survey	General	No sidewalks and cars pass to fast and don't respect right of way. We live on the side of a high traffic street with no sidewalks or crosswalks near by with safety light to cross over onto school neighborhoods faster.
La Joya Elementary	Survey	General	No vivimos cercan de la escuela. Manejar es la única opción para nosotros.
La Joya Elementary	Survey	General	none but my child is to young to ride her bike alone
La Joya Elementary	Survey	General	Safety and fast cars.
La Joya Elementary	Survey	General	Safety of intersections and crossings
La Joya Elementary	Survey	General	Speeding cars don't give right of way.
La Joya Elementary	Survey	General	The lack of safety in the city is high, as much for drivers as it is with criminals.
La Joya Elementary	Survey	General	The school is too far for our child to go walking.
La Joya Elementary	Survey	General	The speeding of traffic is absurd. We need speed bumps along Penzance way, Jasper and Jade Dr. the amount of cars that speed down these roads make it a big safety concern with the high school in the picture. We need speed bumps on these roads. Parents and high schoolers are driving way too fast down these roads which make it very dangerous for kids and parents to be walking.
La Joya Elementary	Survey	General	The traffic drives at more than 55mph where the limit is 45mph.
La Joya Elementary	Survey	General	There are no sidewalks on most of the routes. Bellinzona, Locarno, Cornwall, Paul, San Juan Gr. Rd. They must cross San Juan Gr Rd during high traffic times.
La Joya Elementary	Survey	General	There aren't any sidewalks on a long stretch from our home towards school.
La Joya Elementary	Survey	General	There aren't sufficient safe sidewalks.
La Joya Elementary	Survey	General	There is heavy traffic at the times my son would have to cross through.
La Joya Elementary	Survey	General	They would have to walk through the street because there's no sidewalk. Also there's no crossing guard
La Joya Elementary	Survey	General	Traffic to many speeding cars. More traffic light to allow the kids to cross with more time.
La Joya Elementary	Survey	General	We don't know with what bad person our children could meet on their way to school.
La Joya Elementary	Survey	General	Would be good if all parents taking our kids to school would do it carefully with enough time and without rushing while driving.
La Joya Elementary	Survey	General	Would really like to have our officer's back in our Santa Rita School district, they made great relationships with our students. And just having them present, reminds everyone make good choices. And I feel we are all safer having them in our backyard. They know our kids, and have an opportunity to truly help some that need it. And possibly prevent a student from making bad choices now, not after it is too late. Our son has been fortunate to have either mom, dad or another family member walk usually to and from school. When I am walking to school cars fly by me on Rogge Road. We actually live on Rogge Rd, it is not only like that for school. This comment is going to sound really Old Fashioned...but I hear the kids in our school talking and the students use FOUL language. It is so disrespectful! Then the middle get's out minimum day...10x worse. I know it is everywhere now, but really?? The students should not be allowed to use that language on or near school campus. They need to remember there are little ears all around them, and they do not need to hearing F this and F that constantly.
La Joya Elementary	Principal	Intersection of Bollenbacher and Rogge	Drivers run stop sign, installed recently. Occasional people doing donuts in the intersection
La Joya Elementary	Audit	Intersection of Rogge and Kelton	Popular walking route. No marked crosswalk across Kelton, no curb ramps, very wide curb radii
La Joya Elementary	Survey	Jasper St and Jade St and Rogge Rd	Block Jasper and Jade on rogge to prevent the streets from being used by parents commuting to the high school. It would eliminate most problems.
La Joya Elementary	Survey	Norman Way	There are no marks on Norman now that the high school Is open a lot of cars avoid the other streets to avoid stop signs a lot of children cross through there as well
La Joya Elementary	Audit	Penzance St	Alt. walking route to school. No marked crosswalks or curb ramps
La Joya Elementary	Survey	Penzance St and Jade Rd	Along Penzance and Jade Rd. cars seem to speed down the road since the new high school came into play. Needing speed bumps. The amount of traffic we get with the new high schools is insane. People speed down these roads like it is a race track.
La Joya Elementary	Survey	Penzance St and Rogge Rd	Speed bumps!!! Especially roads that connect from Penzance to Rogge Rd.

La Joya Elementary	Audit	Rogge and Kelton	No marked crosswalk
La Joya Elementary	SRUSD Transportation Department	Rogge Rd	Cars parked on the street in the red zone on Rogge Road, make it difficult for buses to make the turn
La Joya Elementary	Survey	Rogge Rd	I worry that cars drive too hard on Rogge Rd and there are lots of children that cross the street and some cars don't stop at the pedestrian crosswalk.
La Joya Elementary	Survey	Rogge Rd	My wife walks with him to school and after school. The amount of traffic on Rogge Rd at these times are crazy and how fast and unsafe some of these people are because there in a hurry is Very Unsafe....some cars don't even stop for the crosswalk lights on Rogge Rd. There Really needs to be a patrol car near the crosswalk at Bolsa Knolls and LA Joya and another at Rogge and Kelton Dr. Very unsafe drivers before and after school...
La Joya Elementary	Survey	Rogge Rd	Rogge road widened. San Juan grade needs lights at busy intersections and sidewalks
La Joya Elementary	Survey	Rogge Rd	The crosswalk between La Joya and Bolsa Knolls is dangerous. People speed through there without regard for human life. Poor driving habits among community members. Unfortunately, the few who have no self control make the world dangerous for the rest of us. I wish more kids would walk or ride bikes. We don't have a choice other than driving since we live out of district, but the traffic could lessen with fewer vehicles in the school zone. Maybe having an officer on site would make things safer for those who might otherwise walk.
La Joya Elementary	Survey	Rogge Rd	There needs to be a crossing guard on Rogge road.
La Joya Elementary	Audit	Rogge Rd and Rogge Village Dr	Mid-block crosswalk, high traffic speeds
La Joya Elementary	Survey	Russell Rd	Russell Rd. doesn't have sidewalks so the children can walk safely.
La Joya Elementary	Survey	Russell Rd	Russell road is unsafe due to speeding and gang activity. Also, there are a lot of pedophiles in the area. I would like to see speed bumps near school streets, cameras and lighting on every street corner. Parents due not drive at a safe speed, there always rushing and driving in the wrong direction or causing accidents
La Joya Elementary	Survey	Russell Rd to Rogge Rd	No sidewalks on the streets from Russell Rd to Roggie Rd.
La Joya Elementary	Audit	San Juan Grade	No sidewalk throughout a portion of this street between Van Buren and Russell
La Joya Elementary	Survey	San Juan Grade Rd	I feel that street lights would make it safer. And probably help minimize speed. I live right on San Juan, never have allowed my children to walk to our schools because the street in general unsafe. We can't go out for a decent walk because there is no protection for pedestrians. We need SIDEWALKS all San Juan grade, with consideration to residents who live on the high traffic street and parking for us STREET LIGHTS AT Penzanze, Cornwall, and Rogue Rd. Similar to what has been recently done on Alvin Dr. Down in Bolsa Knolls area streets like Paul Ave. is used by students who walk as a safe route because it goes inside the neighborhood stop that we're placed a year ago aren't alway respected. Kids need sidewalks down that street as well. Sidewalks all over this are would make it generally safer for everyone.
La Joya Elementary	Survey	San Juan Grade Rd	Cars going fast on San Juan Grade Rd
La Joya Elementary	Survey	San Juan Grade Rd	Construct sidewalk from San Juan grade-Russell Road intersection to Eisenhower Street
La Joya Elementary	Survey	San Juan Grade Rd	No side walks on san juan grade rd , the speed of traffic is dangerous. To many cars speeding on san juan grade with no side walks or bike lane for children to get to school safely
La Joya Elementary	Survey	San Juan Grade Rd	No side walks on san juan grade rd , the speed of traffic is dangerous. To many cars speeding on san juan grade with no side walks or bike lane for children to get to school safely
La Joya Elementary	Survey	San Juan Grade Rd	Por la calle San Juan rd hay mucho tráfico los autoviles pasan a alta velocidad y no hay nadie que allude alos estudiantes a cruzar
La Joya Elementary	Survey	San Juan Grade Rd	Russel and San Juan grade a lot of kids walk that way and there is no side walk in San Juan grade past Russell road
La Joya Elementary	Survey	San Juan Grade Rd	San Juan grade rd. Russell rd. People do not stop for busses on Russell. & San Juan grade rd is too congested
La Joya Elementary	Survey	San Juan Grade Rd	San Juan grade road is a very dangerous road in the early morning hours as people use this route to bypass traffic on the freeway and they speed down San Juan to get to 101. I had to fight with the transportation dept for Santa Rita school district to pick our kids up inside Country Club Meadows and but the only problem now that I have is they are still dropping our kids off on SanJuan Grade road where there is no safe are or sidewalk there. I will be looking into this further to get this changed as well.
La Joya Elementary	Survey	San Juan Grade Rd	The drop off route on San Juan Grade Rd needs to be changed to Pinehurst Dr just like the pick up route for the safety of our kids.
La Joya Elementary	Survey	San Juan Grade Rd	There are no sidewalks, crosswalks, speed regulations that would allow my child to walk to and from school unfortunately. We live on main road of San Juan Grade Rd where the traffic does not adhere to the speed limit either. This issue has been brought up on multiple occasions to the city and district with no change. Even if my child would walk to the nearest bus stop the same safety concerns would be present,i.e., lack of speed bumps,lights,stops, sidewalks, crosswalks, amongst other concerns.
La Joya Elementary	Survey	San Juan Grade Rd	There aren't any sidewalks to safely walk on in front of the church on San Juan Grade.
La Joya Elementary	Survey	San Juan Grade Rd	There's a crossing at San Juan Rd. that doesn't have crossing lights, it's in front of the bolsa knolls gas station and the traffic is very fast and many drivers don't look to see that many kids are trying to cross to attend school.
La Joya Elementary	Audit	San Juan Grade Rd	Missing sidewalk
La Joya Elementary	Audit	San Juan Grade Rd and Cornwall St	Well-used crosswalk. Very long crossing distance and high traffic speeds
La Joya Elementary	Survey	San Juan Grade Rd and Penzance St	Having to cross San Juan Grade Rd on Penzance. Traffic light to be installed on San Juan Grade Rd and Penzance.
La Joya Elementary	Survey	San Juan Grade Rd and Penzance St	In front of the Valero gas station on San Juan Grade Road to cross the street there is so DANGEROUS cars speed by and no one stops for people wanting to cross road and it's 4 lanes of traffic so takes a long time even when you run hope it gets fixed as soon as possible. Fix crosswalk by putting up lights so cars can stop when kids want to cross in front if Valero gas station

La Joya Elementary	Audit	San Juan Grade Rd and Rogge Rd	Drivers on San Juan Grade NB on right turn lane proceed straight instead of making right turn
La Joya Elementary	Audit	San Juan Grade Rd and Rogge Rd	Well-used crosswalk. Right turn lane is confusing for drivers
La Joya Elementary	Survey	San Juan Grade Rd and Rogge Rd	Concerned that cars don't respect the pedestrian crosswalk on Rogge Rd. near Sanjuana Rd.
La Joya Elementary	Survey	San Juan Grade Rd and Rogge Rd	Intersection at Rogge and San Juan Gr. Rd. Lack of crosswalks on Penzance St between San Juan Gr, Rd, and Jade. Traffic, lack of crossing guard. My child does not take the bus, but I have seend dangerous situation arise at bus stops where children are left unsupervised...particularly on 16 Russell Rd. and farther down.
La Joya Elementary	Survey	San Juan Grade Rd and Rogge Rd	Sidewalk and traffic light on San Juan Grade Rd and Rogge Rd intersection!!!! I allowed my child to walk home as I waited on the other side of SJGR...I witnessed several cars speeding thru the stop as my child was about to or already crossing on the crosswalk!!! I was standing right there, thinking the cars would stop if they saw a parent observing but no, they still didn't care and sped on by!!!!!
La Joya Elementary	Principal	School drop-off loop	Buses drop off in parking lot - tend to be late, does not interfere with parent drop-off
La Joya Elementary	Principal	School drop-off loop	For drop-off, staff does a valet service and walks students onto campus. During pick-up, parking lot is closed to parents, bus access only. Parents park on street and walk in to get students. Frequent communication with parents.
La Joya Elementary	Principal	School drop-off loop	Lots of school staff in the parking lot waving people along - drop-off functions smoothly
La Joya Elementary	Survey	Various-See comment	Corn wall St. Bellinzona Ave. Paul Ave. San Juan grade. There is no sidewalks for our children!
La Paz Middle School	Parent	Del Monte Ave and Freedom Pkwy	Traffic lights on Freedom Pkwy and Del Monte Ave distant from main entrance.
La Paz Middle School	Audit	Freedom and Sanborn	High-visibility crosswalks in place
La Paz Middle School	Survey	Freedom Pkwy	I feel like my child would do great on her own walking, but it's the traffic and vehicles going at a high speed limit on Freedom Okay when they shouldn't or they dont respect that children are crossing.
La Paz Middle School	Survey	Garner Ave and N Sanborn Rd	Garner and Sanborn
La Paz Middle School	Survey	Garner Ave and N Sanborn Rd	Garner and Sanborn. The next most dangerous is Del Monte. There has been lots of violence and gang activity. My son saw fights in front of the stores at the plaza at Del Monte.
La Paz Middle School	Audit	Gaviota Dr	Lots of comments about speeding
La Paz Middle School	Survey	Gaviota Dr	Car are speeding. Need speed bumps in GAVIOTA DR Wondering dogs
La Paz Middle School	Survey	Gaviota Dr	Speed bumps in Gaviota dr
La Paz Middle School	Audit	General	1,200 students. Special ed busing only, majority of students walk, 10-20 students biking, the rest are dropped off. No crossing guards or traffic supervision around school.
La Paz Middle School	Audit	General	No staggered start times. 1 entrance in front of campus
La Paz Middle School	Parent	General	Red areas are not respected: Enforcement need. We have to get a ticket. Police or security to call our attention. We park where we should not.
La Paz Middle School	Parent	General	We as parents need to educate ourselves (not a student's issue) and do what we're supposed to. We need to respect the traffic rules, not break them so that this way our children learn well for when it's their turn to drive.
La Paz Middle School	Survey	General	All students should have transportation.
La Paz Middle School	Survey	General	Always have a cross guard.
La Paz Middle School	Survey	General	Bike lane
La Paz Middle School	Survey	General	Distance
La Paz Middle School	Survey	General	Drivers sometimes don't obey the signals.
La Paz Middle School	Survey	General	Gangs
La Paz Middle School	Survey	General	Gangs
La Paz Middle School	Survey	General	Gangs are a threat for students walking alone to school.
La Paz Middle School	Survey	General	Have more survelience around the schools. Especially those next to parks.
La Paz Middle School	Survey	General	Intersection traffic, vehicles going 60 miles per hour
La Paz Middle School	Survey	General	Lack of safety on the streets outside of schools because there's nobody watching as they should and there isn't enough patrolling on the streets or the schools.
La Paz Middle School	Survey	General	More needs to be done about vehicles driving at high speed.
La Paz Middle School	Survey	General	More patrolling and consideration for student crossings.
La Paz Middle School	Survey	General	Need crossing guards
La Paz Middle School	Survey	General	Need more school buses
La Paz Middle School	Survey	General	No bike lanes.
La Paz Middle School	Survey	General	Safety of unsupervised children.
La Paz Middle School	Survey	General	School should provide a person who can control traffic on the street (not police because they only sit in their car giving out tickets).
La Paz Middle School	Survey	General	Sometimes cars are speeding and there are too many dangers and no safe crossings.
La Paz Middle School	Survey	General	Speeding
La Paz Middle School	Survey	General	There a lot of strangers and people doing things that they are not suppose be doing around the school. Example; smoking weed in the park or having sex in the park.
La Paz Middle School	Survey	General	To have a guard crossing children
La Paz Middle School	Survey	General	Too many schools nearby in this area and all start at the same time (La Paz, Cesar Chavez, Oscar Loya, Alisal High). There should be a staggered schedule.
La Paz Middle School	Survey	General	Would like if there was more patrolling and that the people who help at crossings pay more attention.
La Paz Middle School	Survey	General	Would like to see that schools are more attentive to student needs.
La Paz Middle School	Principal	Kilbreth Ave and N Sanborn Rd	Bus entrance on Kilbreth is used by parents, sometimes used in the wrong direction (it's a one-way loop). This creates some congestion when cars going in the wrong direction then mix in with other cars trying to exit in the correct direction. Lots of students cross through the drop off loops and through the traffic.
			Perhaps speed bumps, stop signs on the street to slow down speed. Despite the feedback sign, the majority of

La Paz Middle School	Survey	N Sanborn Rd	Sanborn road is heavy traffic in achool days
La Paz Middle School	Parent	N Sanborn Rd - Front of School	It's dangerous where the crosswalk is located because cars speed through there. It's important to make that place safer not only for students but parents who cross there.
La Paz Middle School	Principal	N Sanborn Rd - Front school entrance and exit	Lots of drivers wish to turn left from Sanborn onto drop off loop and then exit back onto Sanborn. We try to have parents enter from Sanborn and exit through Paseo Grande to alleviate some congestion. It's easier if drivers turn right out of the school but they create some back up when trying to make left out of school.
La Paz Middle School	Parent	N Sanborn Rd and Antigua Ave	At the crosswalk it's not only dangerous when crossing the street with speeding traffic but when we drop off students coming from Freedom Pkwy towards Sanborn to enter at school entrance there are lots of students crossing there.
La Paz Middle School	Parent	N Sanborn Rd and Antigua Ave	Drivers don't respect the crosswalk. Some drivers are running late and rush through there. Maybe install traffic signals so that the kids have more time to cross.
La Paz Middle School	Parent	N Sanborn Rd and Antigua Ave	Put traffic light on both Sanborn and Antigua. Students aren't alert of their surroundings because they're distracted with cell phones. It's dangerous.
La Paz Middle School	Parent	N Sanborn Rd and Antigua Ave	The button is pressed at La Paz and lights turn on so that students may cross but the children don't pay attention because they're on their cell phones. There's a passing lane that cars use to make turns but kids take too long to cross. Could there be a volunteer here to assist with crossing?
La Paz Middle School	Survey	N Sanborn Rd and Del Monte Ave	Speeding cars on Sanborn Rd and sometimes cars don't wait even if the ped signal is on at Sanborn and Del Monte.
La Paz Middle School	Parent	N Sanborn Rd and Del Monte Ave and Freedom Pkwy	Before the signal at Freedom Pkwy and signal at Del Monte Ave the speed limit changes so cars start really fast and don't slow down even with a crosswalk at the school so that students can cross, it's very dangerous for them to cross there with lots of speeding cars.
La Paz Middle School	Survey	N Sanborn Rd and Freedom Pkwy	High traffic on Sanborn and freedom st, vehicles driving at high speed. No crossing guard and unsafe for kids to walk without adult supervision.
La Paz Middle School	Parent	N Sanborn Rd and Paseo Grande	Approaching from Sanborn and turning left on Paseo Grande, parents stop at the intersection to quickly pick up their students. Students cross the street there and don't look both ways before crossing. Could there be a person there with stop signs to warn parents and tell students to use crosswalk?
La Paz Middle School	Parent	N Sanborn Rd and Sherwood	Cars make u-turns where children are crossing.
La Paz Middle School	Parent	N Sanborn Rd and Sherwood	Children cross the street where there isn't a crosswalk.
La Paz Middle School	Parent	Paseo Grande	The crossing at Paseo Grande there are students on their phones crossing the street. Very dangerous.
La Paz Middle School	Parent	Paseo Grande and Freedom Pkwy and N Sanborn Rd	It's a segment of about 3-4 blocks between signals where cars speed beyond the limit near the school.
La Paz Middle School	Survey	Paseo Grande and N Sanborn Rd	Along Paseo Grande and the entrance to the school there is lots of congestion entering and exiting and they don't stop, it's too dangerous crossing from the apartments to the school and the school has no staff helping to cross there.
La Paz Middle School	Parent	Paseo Grande near side school access	Would be helpful to install a crosswalk crossing Paseo Grande near the apartments and school because lots of students cross there and cars create congestion.
La Paz Middle School	Audit	Sanborn and Antigua	Yellow high-viz crosswalk in place with RRFB
La Paz Middle School	Audit	Sanborn and Paseo Grande	Lots of parents turning in here and students crossing. Also difficult for elementary students to cross here.
La Paz Middle School	Audit	Sanborn Rd	High speed traffic on Sanborn Road. Some students cross Sanborn outside of crosswalk but most use crosswalk at Antigua
La Paz Middle School	Survey	Sanborn Rd	Need Police Officer monitoring traffic speeding on Sanborn Rd.
La Paz Middle School	Parent	Sanborn Rd and Antigua?	Lots of traffic and they don't let students cross. When students do cross they don't let cars move along.
La Paz Middle School	Audit	Sanborn Rd between Paseo Grande and Freedom	Large driveway to apartment complex, no marked crosswalk
La Paz Middle School	Parent	School Campus - parking lot	Drop off and pick up are both an issue. Many parents park in handicap spaces and they shouldn't. Then they get stuck because other parents double-park behind them.
La Paz Middle School	Audit	School parking lot	2 drop-off areas - space on west side of campus used for bus drop-off only.
La Paz Middle School	Audit	School parking lot	Visibility is an issue at school driveway exit
Laurel Wood Elementary	Audit	Colton Drive	Broken sidewalk
Laurel Wood Elementary	Survey	Flint St Access	Flint opened up for all grades
Laurel Wood Elementary	Audit	Flint Way	Alternate entrance to campus - could be used for kindergarden exit
Laurel Wood Elementary	Parent	Front of school	There is only parking for staff, students are unable to safely cross. There is lack of parking for parents when dropping off students.
Laurel Wood Elementary	Audit	Front Parking lot	Crosswalk across parking lot is an issue
Laurel Wood Elementary	Audit	Front Parking lot	Only staff is permitted on these parking lots
Laurel Wood Elementary	Audit	General	80% of students walk to school!! 20% dropped off, 5-8 bike. Bike racks present on campus. No busing, a few special ed buses drop off in drop-off loop. School uses AAA safety patrol program to help guide (pedestrian?) traffic
Laurel Wood Elementary	Parent	General	Access points to the school are Larkin and Davis.
Laurel Wood Elementary	Parent	General	Multi-generational households, there are a lot of demands for safer areas.

Laurel Wood Elementary	Survey	General	Adult supervision..guards to assure children's safety
Laurel Wood Elementary	Survey	General	Both my grandsons have walked home together a few times.
Laurel Wood Elementary	Survey	General	Child sex offenders in the area with very close vicinity to school route
Laurel Wood Elementary	Survey	General	Child to small
Laurel Wood Elementary	Survey	General	Child too young to walk alone.
Laurel Wood Elementary	Survey	General	Child's age, he is 5 years old.
Laurel Wood Elementary	Survey	General	Concerned with speeding cars and before getting to school there isn't anyone helping the children cross.
Laurel Wood Elementary	Survey	General	Crossing bridge
Laurel Wood Elementary	Survey	General	Drivers respecting pedestrians
Laurel Wood Elementary	Survey	General	Fast drivers along path to school. Child has to cross streets where people speed. Need to slow traffic down in neighborhoods. Other than speed, neighborhood feels safe enough for children to walk to school.
Laurel Wood Elementary	Survey	General	Getting child to school in the morning met having lots of traffic to get to school
Laurel Wood Elementary	Survey	General	I noticed the speed of vehicles were going above the posted speed limit and at times not fully stopping at crossing points and intersections. Also, things are just not the same as they used to be when we were kids. I would like to see more caution signs regarding the speed in which drivers should be going around the school and at least 1 and 4 a mile to 1 and 2 mile, within it's immediate location. Speed bumps may also be a helpful factor.
Laurel Wood Elementary	Survey	General	I'm concerned about my child being hit by a car at any intersections on way and from school. Speed of cars and distractions on route.
Laurel Wood Elementary	Survey	General	Is the he gets out late from best is dark
Laurel Wood Elementary	Survey	General	Just for her safety she is to young to be alone
Laurel Wood Elementary	Survey	General	Lack of visible painted lines, lack of visible and posted pedestrian signs, the need for flashing road lights in pedestrian crossing paths... community and news efforts. The need for a billboard post like the one in front of Monterey bay park school on acacia I believe. Seeing the wooden police guard makes you slow down. Drivers do not make full stops and constantly park in undesignated areas like the fire zone.
Laurel Wood Elementary	Survey	General	More parking is always needed.
Laurel Wood Elementary	Survey	General	My concern for her to walk to school is speeding cars that might not be the doing the speed limit and concern about someone might kidnap her.
Laurel Wood Elementary	Survey	General	My son would have to cross a main street that's dangerous to get to school.
Laurel Wood Elementary	Survey	General	No safety go to bike.
Laurel Wood Elementary	Survey	General	Older students starting problems with younger ones, how easy it is for strangers to grab a child. Addressing Bullying from students when kids are walking and talking to strangers in way home from school... Keep stranger danger fresh in kids head
Laurel Wood Elementary	Survey	General	People drive fast by the school. More Speed bumps and cross walls
Laurel Wood Elementary	Survey	General	People not stoping in the stops signs. People speeding in the morning
Laurel Wood Elementary	Survey	General	Safety issues and people speeding past the school and parents double parking and letting their children out in the middle of traffic. More staff outside before and after school.
Laurel Wood Elementary	Survey	General	Some cars drive too fast. Just to keep a look out on houses next to school so kids can feel safe. Maybe to have staff out on the corner of the school in the morning or after school while children are coming in or out.
Laurel Wood Elementary	Survey	General	Speedy and distracted drivers and dogs not on leashes. People driving too fast.
Laurel Wood Elementary	Survey	General	Staff could be out in the corner of the school in the mornings or afternoons when students come in and out.
Laurel Wood Elementary	Survey	General	The people at the school park hanging around.
Laurel Wood Elementary	Survey	General	There are no other children walking to school from our street.
Laurel Wood Elementary	Survey	General	There is no bike lane on the street for the kids who go to Laurel Wood nor are there any people on nearby streets helping them cross.
Laurel Wood Elementary	Survey	General	To young to be walking by himself and riding a bike he's only 6yrs old
Laurel Wood Elementary	Survey	General	Too much homeless peoples on the pathway they will have to take to school
Laurel Wood Elementary	Audit	Larkin	No marked crosswalks across Larkin

Laurel Wood Elementary	Audit	Larkin and Victor	Blind spots at intersection for Pedestrians crossing
Laurel Wood Elementary	Parent	Larkin at Geary Cir and O'Farrell Ct	We need a crosswalk at Geary Circle and Larkin? At Geary or O'Farrel?
Laurel Wood Elementary	Survey	Larkin St	Lack of speed buymbs on Larkin and only 1 crosswalk make it unsafe at times to walk to school. Larkin NEEDS speed bumps
Laurel Wood Elementary	Survey	Larkin St	Larkin needs better walker safety crossings
Laurel Wood Elementary	Survey	Larkin St	Speed and amount of traffic on Larkin St . Frequent Police patrolling for speed and traffic rules violations like dropping off kids in unsafe spots, unsafe street crossing and cars parked on no parking space because they blocked the pedestrian view of incoming traffic.
Laurel Wood Elementary	Survey	Larkin St	Speed bumps!!!!! Larkin is practically Hwy 101 throughout the day, but especially bad in the morning. For example bicyclist was just hit by a speeding car going so fast there was no way they could have stopped on 12 and 11 and 21 and the driver took off.
Laurel Wood Elementary	Survey	Larkin St	Speed of traffic.on Larkin. Really need speed bumps on Larkin to slow speeding vehicles. Every day I witnessed cars going at least 40-50 mph through Larkin.
Laurel Wood Elementary	Survey	Larkin St	The cars that drive down Larkin st drive to fast
Laurel Wood Elementary	Survey	Larkin St	Vehicles speeding on Larkin St. Police officer presence to avoid speeders.
Laurel Wood Elementary	Survey	Larkin St and Colton St	Adding speed bumps on Larkin Street and Colton.
Laurel Wood Elementary	Survey	Larkin St and Geary Cir	A cross walk on Larkin and Geary Cir. Or O'Farrell Ct. (Closest to the basketball courts) lots of people run across traffic! This is not safe!!!
Laurel Wood Elementary	Survey	Larkin St and Victor St	Need more crossing guards!, they are needed at Larkin and Victor, Larkin and O'Farrell Court. Parents parking in the red zones, and no parking spaces, (city bus at all stops on Larkin and school) spaces. Cars parked in the driveways of both entering anbd exiting school property. Parents making illegal U-turns in the middle of Larkin. Cars speeding! Crossing guards and even someone to issue citations, even undercover. Another issue is parents leaving children and babies in cars to go into the office, speak with other parents, for unlimited amounts of time.
Laurel Wood Elementary	Audit	Larkin St at Flint Way	Seasonal visibility issues - sun in driver's eyes
Laurel Wood Elementary	Principal	Larkin St at Flint Way	At Larkin and Colton volunteer cross guard had near misses about three times. Crossing guards not only helps with safety, but also help with the flow of traffic.
Laurel Wood Elementary	Audit	Larkin St at Victor	Blind spots at intersection. Bus drops off here for middle school, lots of pedestrian traffic. Crossing guard present before and after school
Laurel Wood Elementary	Audit	Larkin Street	Compared too Acacia in terms of its stops signs along segment
Laurel Wood Elementary	Audit	Larkin Street	Drop-offs happen on Larkin, students run across street
Laurel Wood Elementary	Audit	Larkin Street	Lots of speeding traffic. Larkin is used as a cut-through between Davis and Main Street. Safety concerns due to homeless traffic.
Laurel Wood Elementary	Audit	Larkin Street	No marked crosswalks across Larkin other than Flint Way
Laurel Wood Elementary	Audit	Larkin Street	Students are being dropped off throughout the street
Laurel Wood Elementary	Principal	Laurel Wood Park	The park is a hub for elementary, middle, high school students.
Laurel Wood Elementary	Survey	Main St and Cassentini	We have an intra-district transfer and we live too far to walk or bike to school. Too many homeless on Main Street and Cassentini. There is a lot of litter on these same streets, too.
Laurel Wood Elementary	Audit	O'Farrell	No marked crosswalks
Laurel Wood Elementary	Audit	Rico Rossi linear park	Provides connection through neighborhood, school staff does not know if students use it to get to school
Laurel Wood Elementary	Parent	Rico St and Larkin St	Large group of kids at the end in the apartment complex on Rico St. and Larkin St, where streets merge. There should be a crosswalk across Rico and Larkin. There's a lot of traffic at that corner; lots of cars that park on the street that don't allow drivers to see pedestrians; and when the sun is blinding drivers...DANGEROUS! Glare of the sun comes from the west. Both directions, depending on the time of day.
Laurel Wood Elementary	Survey	Rico St and Larkin St	Intersectional Rico And Larkin Street
Laurel Wood Elementary	Survey	Rico St and Larkin St	There is a curve on Rico St. and Larkin that is dangerous because there isn't a pedestrian crosswalk and some cars do not give the right of way and they go by very fast. I hope something can be done to address this.
Laurel Wood Elementary	Survey	School Frontage	Have a cross walker every morning and early probably since 7:30 kids cross early to have breakfast
Laurel Wood Elementary	Survey	School Frontage	I noticed that there is only one safe crossing available in front of Laurel Wood Elementary school. The street has a major gap between each STOP cross walk. Adding 2 raised crossing areas directly on Larkin Street between the cross streets of Geary Circle and O'Farrell Court would make better sense. Also adding wide speed bumps would make better sense. Too many cars are speeding through as we are dropping off our children. As for dropping our children off down on Victor Street by the public park it just is not completely plausible as we must consider timing and if it is a rainy day.
Laurel Wood Elementary	Survey	School Frontage	Sidewalks by front school by Larkin where the wire gate begins from the park. Since they are un even we have couple incidents.

Laurel Wood Elementary	Survey	Sherman Dr	We live on Sherman dr, my boys walk to and from school on most days and all these recommendations are necessary and would be extremely helpful
Laurel Wood Elementary	Survey	Sloat Dr	Fast cars going down Sloat Drive and not allowing the kids to have the right of way when they are crossing. Suspicious vehicles following children and fast moving cars not being mindful of walking children
Laurel Wood Elementary	Survey	Victor St	Cars driving too fast by Victor street. Parent's dropping kids in the middle of the street at front of the school. And making U turns.
Laurel Wood Elementary	Survey	Victor St	Victor st is busiest on the way to and from school. Also my daughter is still too young to walk alone. Maybe have one school staff on a corner of Victor and the next street just at the bottom of the hill. Its not far from the school but just as an extra set of eyes.
Laurel Wood Elementary	Audit	Victor Street	Speeding issue
Laurel Wood Elementary	Audit	Victor Street	Speeding traffic, no marked crosswalks
Laurel Wood Elementary	Audit	Victor Street and Van Ness	No marked crosswalk, possible location for one
Lincoln Elementary	Survey	Acacia St	Acacia and Main st. and Blanco and Main Street. Just all of of Blanco and all of Main Street. Safe walking signs or street lights. I want my children to be safe if traveling to school.
Lincoln Elementary	Survey	Blanco Rd	They would have to cross 2 major streets, Blanco Rd and S. Main St. Traffic tends to travel at a much higher speed than posted. Blanco Rd has a lot of trailers or heavy machinery vehicles and they tend to run red lights since its harder for them to slow down for traffic lights due to speeding. S. Main St Tends to have high volume of speeders in the morning and afternoon traffic. More speed traffic control especially on Blanco Rd and all intersections on S. Main between Blanco Rd to John St as well as California St between John and Rome Ln.
Lincoln Elementary	Survey	Boronda Rd	Lack of sidewalks in my neighborhood. (Boronda Rd). Side Walks, poor lighting (Boronda Rd neighborhood by UPS).
Lincoln Elementary	Audit	California and Chestnut	Cars would like to turn but students are walking
Lincoln Elementary	Audit	California and Widow	No ADA ramps
Lincoln Elementary	Audit	California at Chestnut	Difficult to cross here and to see pedestrians waiting to cross. Parked cars block crosswalk. Parent suggested RRFB
Lincoln Elementary	Audit	California Ave	Sidewalks in place, no marked crosswalks and curb ramps
Lincoln Elementary	Audit	California St	Lots of traffic and drop-off on street in front of school. Double parking, students running across the street
Lincoln Elementary	Parent	California St	No bike lanes along California for students who ride bikes.
Lincoln Elementary	Survey	California St	California St after passing John St. is a little scary to walk by. There is a lot of homeless walking around that area.
Lincoln Elementary	Survey	California St	Cars driving on California St. often run the stop sign at California and Pine St. as well as California and Maple St. Better signage, barriers, and paint, could make these intersections safer. Take a look at San Luis Obispo's recent efforts to create safe bike routes to school for kids. Their city is making child safety a top priority.
Lincoln Elementary	Survey	California St	Having safe bike lanes in California street by Lincoln school. Making sure cats stop at the 4 way stop on California and pine street. Having parents pulling in and out into the driveway by Lincoln cafeteria and then backing out.
Lincoln Elementary	Survey	California St	How fast cars go on California street in front of the school. Stop signs and speed bumps.
Lincoln Elementary	Survey	California St	How fast cars travel Down California street between John and Romie. Stop signs and speed bumps.
Lincoln Elementary	Survey	California St	Need for speed bumps in front of the school. Too much traffic and they drive fast. Adults ready to welcome them in on the permítete perhaps and speed bumps added to California st also a lot of older homes there have sidewalks lifted up by tree roots
Lincoln Elementary	Survey	California St	Parents dropping or picking up their kids, they are always in a hurry blocking driveways and double parking. Parents dont follow the rules of the road. Parents need to be reminded on the rules of the roads. Parents set a bad example for their kids. California St in Salinas is too wide maybe there is an option to install a class iv cycle track.
Lincoln Elementary	Survey	California St	Speed of the cars driving by. The cars tend to obey the speed limit on California street. The crossing guards are a great resource the school has and utilizes.
Lincoln Elementary	Parent	California St and Front of school	Crossguards should be present every day on California in front of school.
Lincoln Elementary	Parent	California St and Front of school	In the mornings cars let out their students while double-parked so students are getting off in the middle of the street.
Lincoln Elementary	Parent	California St and Front of school	Many drivers make u-turns on California in order to pull up to curb directly in front of school entrance.
Lincoln Elementary	Parent	California St and Front of school	Would be perfect to install lights on California as was done at Hartnell.
Lincoln Elementary	Audit	California Street	Speeding in front on school in the evening
Lincoln Elementary	Parent	Carlifornia St and John St	The crossing at California and John is where people cross even without a crosswalk or a stop sign.
Lincoln Elementary	Parent	Carmel St and Maple St	Need a speed bump here.
Lincoln Elementary	Audit	Front and Maple	Flashing lights
Lincoln Elementary	Audit	Front of School	Double parking during drop off and pick up
Lincoln Elementary	Audit	Front of School	Drop offs happenning at red zones
Lincoln Elementary	Audit	Front of School	No ADA ramps
Lincoln Elementary	Audit	Front of School	Request for a stop sign
Lincoln Elementary	Audit	Front of School	RRFB requested
Lincoln Elementary	Survey	Front St and John St	Córner and intersection of Front st and John St should have a pedestrian crossing, many kids have to walk further to the traffic light to avoid fast traffic.
Lincoln Elementary	Parent	Front St and Maple St	Front St. and Maple St. cross the corner, there's a pedestrian crosswalk on this low-traffic street and there's a half-curve where cars drive at high speeds. Would like speed bumps.

Lincoln Elementary	Parent	Front St and Maple St	I've noted that cars go by very fast. They see the children and don't stop. Maple St. and Front St. has fast traffic. California St. also I have noted there's a stop sign on the previous street but as soon as they pass they speed up.
Lincoln Elementary	Audit	General	No regular bus service - occasional bus for overflow students. Have to cone off space for buses when needed
Lincoln Elementary	Audit	General	Open enrollment school, so some students coming from far away. 50% walk and 50% drive, with a few cyclists.
Lincoln Elementary	Audit	General	Some students bike - enter from Willow or Maple entrances
Lincoln Elementary	Parent	General	Great if parents could volunteer for crosswalk duty.
Lincoln Elementary	Survey	General	Cars drive too fast.
Lincoln Elementary	Survey	General	Cars not stopping for her. People driving their cars over the speed limit.
Lincoln Elementary	Survey	General	Concerned with the signals perhaps too dangerous for her to walk alone.
Lincoln Elementary	Survey	General	Crossing intersections
Lincoln Elementary	Survey	General	Crossing the street (any street)
Lincoln Elementary	Survey	General	Crossing the street on a busy intersection
Lincoln Elementary	Survey	General	Delinquency makes it unsafe for a minor to walk alone.
Lincoln Elementary	Survey	General	Distance and driver don't follow the rules my street is a 25 speed limit drivers drive 55 and don't respect the stop sign. Speed and driver paying attention to the road dimes driver are on their phone
Lincoln Elementary	Survey	General	Distance because my son lives far from school since he has school choice.
Lincoln Elementary	Survey	General	Distance speed and not safe. Speed and drivers driving without paying attention
Lincoln Elementary	Survey	General	For us it would be the distance, and safety to many busy streets to send our child on a bike.
Lincoln Elementary	Survey	General	He's too young and it's not safe
Lincoln Elementary	Survey	General	I live too far away for My child to walk or bike to school
Lincoln Elementary	Survey	General	I would not allow my child to walk. Our distance to the school is lengthy. Traffic on regular school days. However I take extra measures when crossing my child to the school.
Lincoln Elementary	Survey	General	Make crosswalks more visible. Not enough crosswalk attendants.
Lincoln Elementary	Survey	General	More safety on the streets.
Lincoln Elementary	Survey	General	My child already walks to the YMCA after school and my biggest concern is the weather. Traffic speed on South main- Salinas High area
Lincoln Elementary	Survey	General	My child attends a school outside of our home school boundaries and walking and and or riding a bike is not an option
Lincoln Elementary	Survey	General	My child can not walk or ride a bike to school because of the distance. Our home is too far away from her school.
Lincoln Elementary	Survey	General	Our streets are not safe for our children to walk to and from school because of different factors, such as vehicles driving too fast within school proximities and different homeless encampments in the streets of Salinas. Homelessness problem afflicting Salinas and how the city is making our streets safer.
Lincoln Elementary	Survey	General	Parents disregard parking rules around school zones. Schools were designed for children to be bused to school and that is no longer the case. More cars = more traffic= more danger for children to walk safely. Cars make illegal u turns and park illegally in school zones.
Lincoln Elementary	Survey	General	Parents driving in a hurry. Cross walks with flashing lights when children are crossing.
Lincoln Elementary	Survey	General	People drive too fast and are not careful. It's dangerous to let children cross the streets without supervision. I've heard rumors that they kidnap children who walk alone. They should put signals for pedestrians at the school's crosswalks.
Lincoln Elementary	Survey	General	People obeying the stop signs, speed limits and crosswalks.
Lincoln Elementary	Survey	General	Salinas is not a bike friendly town. We don't have enough bike paths.
Lincoln Elementary	Survey	General	She would walk from Lincoln to the YMCA Afterschool program and she has witnessed speeding cars and reckless driving (the Y staff would brief the parents at pick up time). From our house to school, there are many homeless or folks who look to be under the influence of drugs and they can be a danger to themselves and the children. We live less than 2 miles from the school but from our home to school there's a big homeless camp, no safe bike route and erratic drivers.
Lincoln Elementary	Survey	General	Speed at which cars travel on the road in front of the school. The fact that the cars don't stop at the chestnuts cross street and try to inch through the crosswalk. It's hard to see the kids entering the cross walk because of all the cars parked on the curb. Stop signs at all cross Streets and maybe even speed bumps on street in front of the school.
Lincoln Elementary	Survey	General	Speed at which cars travel on the road in front of the school. The fact that the cars don't stop at the chestnuts cross street and try to inch through the crosswalk. It's hard to see the kids entering the cross walk because of all the cars parked on the curb. Stop signs at all cross Streets and maybe even speed bumps on street in front of the school.
Lincoln Elementary	Survey	General	Speeding cars not respectful ti crosswalks.
Lincoln Elementary	Survey	General	Speeding vehicles
Lincoln Elementary	Survey	General	The areas cover are great, we don't live at a walking distant from school.
Lincoln Elementary	Survey	General	The distance from my house is too far to walk.
Lincoln Elementary	Survey	General	The speed some cars drive by even at crosswalks and with a crossing guard is ridiculous, I have seen one too many students unable to cross because of the speed of some cars.
Lincoln Elementary	Survey	General	There are no crossing guards working the intersections where my child walks and everyday it was hard to cross the street even with the company if an adult. We live close to school yet the parking lot is not well respected by drivers. Sometimes kids have to walk part of the street due to cars blocking side walks. It will be of great benefit to have crossing guards on each intersection surrounding the school. That will give a little piece of mind knowing there is someone watching after my kid.
Lincoln Elementary	Survey	General	Traffic issues such as at crossings
Lincoln Elementary	Survey	General	Traffic, people not paying attention to crossing pedestrians. Making sure every child gets picked up safely. My daughter attends a school that is not walking distance to home and even if the school was close by I would not hav her walk as she is too young.

Lincoln Elementary	Survey	General	Traffic, wreckless and inattentive drivers, lack of marked crosswalks (need more). Marking more crosswalks, I know resources don't allow a patrol vehicle at all schools sites, but rotating patrol vehicles at schools sites daily may help people be less wreckless
Lincoln Elementary	Survey	General	Unscrupulous people who can abuse children when seen alone.
Lincoln Elementary	Survey	General	Vehicles are in a hurry to go to work and do not obey traffic laws. Safety (crossing lanes are not respected) security.
Lincoln Elementary	Survey	General	Walking school bus through Blue Zones
Lincoln Elementary	Survey	General	We live too far for safe walking or biking distance (15 mins from home).
Lincoln Elementary	Survey	General	We need more Bike safe roads for kids and family's to Ride on. Safety at the four way stop and more bike friendly roads.
Lincoln Elementary	Survey	General	Where I live there are no signs indicating it is a school zone or that children are crossing the street.
Lincoln Elementary	Survey	General	Would be good if there were more people helping children cross the streets.
Lincoln Elementary	Parent	Green space behind school	When children run by the park on Maple St. there is a blind spot that feels dangerous like there is someone who can hide there.
Lincoln Elementary	Audit	Intersection of California and John	Students crossing, large intersection
Lincoln Elementary	Audit	Intersection of California and Willow	Crossing guard before and after school. School says this intersection is more challenging than crosswalk in front of school
Lincoln Elementary	Parent	John St	Cars that enter off John St. also drive at high speed.
Lincoln Elementary	Survey	John St	To much traffic on John St cars are always in a hurry. Having kids cross walk noticeable making it more visible for people driving. They should have people fine if going more than 10 during school starting aswell after school.
Lincoln Elementary	Survey	Main St	Crossing Main Street and passing by 3 other schools that are so busy with traffic (teenager traffic).
Lincoln Elementary	Parent	Maple St	Intermittent lights seems a way to mitigate high speeds on Maple St.
Lincoln Elementary	Parent	Maple St and California St	Intermittent lights on Maple and California.
Lincoln Elementary	Survey	Maple St and California St	Crossing guard also at Maple and California st
Lincoln Elementary	Parent	Maple St and Front St	Need a stop sign here.
Lincoln Elementary	Parent	Maple St and Side entrance	Entrance on Maple St. is only accessible for three or four cars and the bushes produce a blind spot and there's no way for children to see if a car is passing through. Suggesting a stop sign so that traffic knows when to go.
Lincoln Elementary	Parent	Maple St and Side entrance	Folks have found used needles in the bushes near building structure.
Lincoln Elementary	Survey	N Main St	Going on North Main to Old Town is nor a safe route to ride bikes with kids. I would like to have divided roads for automotives and bikes, it would make me feel safer to ride bikes with my kids on the streets.
Lincoln Elementary	Parent	Pajaro St	Need a stop sign along Pajaro, there's only one at Acacia and crossing there is difficult.
Lincoln Elementary	Parent	Pajaro St and Chestnut St	At Chestnut and Pajaro trees block visibility for cyclists and pedestrians.
Lincoln Elementary	Audit	Pajaro Street	No crosswalk or stop signs
Lincoln Elementary	Audit	Pajaro Street	No marked crosswalk at Chestnut and Pajaro, difficult for students to cross. Curb ramps need updating. Lots of high school traffic
Lincoln Elementary	Audit	Romie Lane	Connection to Monterey Park
Lincoln Elementary	Parent	Romie Lane and California St	Romie Lane and California is where people enter very fast. On the three pedestrian crossings one cannot cross safely.
Lincoln Elementary	Survey	Romie Lane and California St	Cars on Romie lane drive very fast because there are not enough stop signs and traffic lights. It makes it challenging to cross the street with small kids walking and or on scooters.
Lincoln Elementary	Survey	Romie Lane and California St	My child would haveto go down Romie Lane, lots of traffic, driving way too fast even though the speed limit is only 25 MPH. Crosswalks with buttons that makes lights flash.
Lincoln Elementary	Survey	S Main St	Speed limits; passing Salinas High School on S. Main Street parents stop in the middle of the street and front of the stop light (corner of Subway and gas station) to drop off their kids. Very unsafe and illegal! Cross walks. Adding the bright yellow blinking lights, to catch vehicle attention.
Lincoln Elementary	Audit	School campus	3 entrances to campus - California and Willow, California and Chestnut, school parking lot on Maple
Lincoln Elementary	Survey	School frontage	Cones for students lined up. One cone per student to keep their distance.
Lincoln Elementary	Survey	School frontage	More crossing guards
Lincoln Elementary	Parent	School perimeter	At the corners near school entrances children can't cross with ease.
Lincoln Elementary	Parent	School perimeter	Install ADA ramps at all school zones so that mothers and those in wheelchairs can have access.
Lincoln Elementary	Parent	School perimeter	Side entrances remain closed, maybe best if openned so students don't have to walk around.
Lincoln Elementary	Survey	School Perimeter	All grades can use any gate.
Lincoln Elementary	Survey	School Perimeter	Designated drop and off pick up area and parking lot for visitors.
Lincoln Elementary	Survey	School Perimeter	Me gustaría que hubiera un estacionamiento adecuado para los padres de familia
Lincoln Elementary	Survey	School Perimeter	Restrict staff to designated parking areas on campus. Public parking should be for prioritized for parents and neighborhood residents.
Lincoln Elementary	Survey	School perimeter	This does not apply to Lincoln, since this school is located within residential streets. But the parents dropping off kids need to respect the rules of the road. Parents dropping off kids are creating the majority of the issues, by double parking, speeding, and always driving in a hurry.
Lincoln Elementary	Survey	Various	1) Bike lanes are needed on both California St. and Maple St. These are heavy traffic feeder streets to Lincoln school. 2) Add curb extensions and high-visibility cross-walk on the corner of Maple St. and Carmel Ave that crosses Carmel Ave. This is the ONLY intersection touching Lincoln School's block without a stop-sign or a crossing guard. Cars turning from Maple St. to Carmel Avenue do not yield, and the cross-walk is the longest and with the least visibility (due to the high hedge and decorative lighthouse on the corner) of any cross-walk on the Lincoln School block. 3) On the south side of Maple St. between California and Carmel Ave. convert the street parking to a 2-way bike lane so that students biking to Lincoln from Carmel can directly access the school in a safe lane instead of riding on the sidewalk or crossing Maple twice.

Lincoln Elementary	Survey	Various	1) There is a need for bike lanes on California St. 2) There is a need for bike lanes on Maple St. 3) There is a need for curb extensions and high-visibility crosswalk at the intersection of Maple St. and Carmel Ave - this is an uncontrolled intersection that cars speed through when turning from Maple St. onto Carmel Ave. 4) idle control - http: and and idlefreecalifornia.org and california-idle-free-schools.html parents park their SUVs along California and Maple St. and idle their vehicles with engines running...this should be an idle-free zone to protect our children's health.
Lincoln Elementary	Survey	W Acacia St	Route - W. Acacia between W. Alisal and California St. Too much school traffic. No designated bike lane. No crossing guards.
Lincoln Elementary	Survey	W Alisal St	We live too far to allow him to walk alone to school. He would have to cross W. Alisal and S. main streets to get to school. If we did live near school I'd like cross walks on neighborhood streets close to school. Better marked cross walks on neighborhood streets. I would like to see speed bumps on California Street in front of Lincoln School because I've seen too many cars speed during school hours and through the cross walks.
Lincoln Elementary	Parent	Willow St and California St	Willow and California is where the crossguard crosses the students- it's important because this is the entrance most used by students who arrive early and those who stay after hours.
Loma Vista Elementary	Survey	Alvin Dr	The crossing feels dangerous on Alvin Dr. here in Salinas.
Loma Vista Elementary	Audit	Cambrian and Sausal	Drivers are not respecting the crosswalk
Loma Vista Elementary	Audit	Cambrian and Sausal	Some speeding outside of drop off and pick up hours
Loma Vista Elementary	Audit	Cambrian Ave	Students walking, no marked crosswalks at cross streets
Loma Vista Elementary	Crossguards	Cambrian Dr and Sausal Dr	Parents dropping off the kids in the middle of the streets. The pedestrian crossing is the one immediately in front of the school.
Loma Vista Elementary	Audit	Cambrian Drive	Traffic backed up before and after school. After school is worse because parents want to park, go onto campus, visit with teachers etc.
Loma Vista Elementary	Audit	Compton Way	Back gate to campus
Loma Vista Elementary	Audit	Compton Way	Potential staff availability for supervision on entrance and exit
Loma Vista Elementary	Audit	Compton Way	Sidewalk issues
Loma Vista Elementary	Parent	Compton Way and Glendora Way	Around Loma Vista the sidewalks are in bad shape. We need the crosswalks to get fixed. Specifically, on Compton and Glendora
Loma Vista Elementary	Parent	Compton Way and Glendora Way	Will the back area be open again? Allowing a keycard to enter the back gate.
Loma Vista Elementary	Survey	Elton Place	On our street, Elton Place, drivers tend to drive over the speed limit, and many children cross streets around the area.
Loma Vista Elementary	Audit	Front of School	Drop off and pick up is an issues which occurs on Cambrian or Sausal. Pick up is more congested due to parents staying longer in their vehicles
Loma Vista Elementary	Audit	Front of School	Parents are parking on street red zones
Loma Vista Elementary	Survey	Front of School	Cars drive too fast in front and around school.
Loma Vista Elementary	Survey	Front of School	There is alot of traffic congestion in front of the school when dropping off my child, I am concern about drivers not paying attention. Children are children and as much as we teach them the safe rules of crossing the street. The school personnel does their best I see staff at the crosswalk and supervising the children. Only suggestion I have is to open the back gate again so there is not a many cars in the front parents can drop in the back as well.
Loma Vista Elementary	Audit	General	500 students, 75 after-school participants. 140 students bused, lots of walkers. A few students bike. Bike racks present on campus. Staff parking lot in back of school, no issues with staff parking. No staggered start time. Front of school is currently the only entrance
Loma Vista Elementary	Audit	General	Currently one entrance to the school. Potential reopening the entrance on Compton Way(behind the school)
Loma Vista Elementary	Parent	General	No reported issues relating to Natividad Rd.
Loma Vista Elementary	Parent	General	Salinas should make a new school, the area is very populated schools are at mass capacity. Busing a portion to Loma Vista and the other to Roosevelt.
Loma Vista Elementary	Principal	General	Access points to neighborhood are Los Coches Ave and Emerald Way.
Loma Vista Elementary	Survey	General	Afraid that a bad person will harm them on their way or wants to abduct them.
Loma Vista Elementary	Survey	General	Cars go by so fast sometimes and some people drive out of their drive way fast
Loma Vista Elementary	Survey	General	Cars in the morning are always in a hurry and it is dangerous. No place to park in Loma Vista School on the mornings. Its always supper busy. Hope they had a drop off method for kids to be safely dropped off. Parents are forced to park in the middle of the road to cross their kids across to get the kids on time to school. I have honestly thought of moving my daughter because of the hassle of dropping her off in the morning.
Loma Vista Elementary	Survey	General	Concerned that my child will run into a bad person.
Loma Vista Elementary	Survey	General	Concerned with crime, traffic, gangs and people who drive under the influence of drugs and alcohol.
Loma Vista Elementary	Survey	General	Concerned with fast cars when turning around.
Loma Vista Elementary	Survey	General	Concerned with the crossings before getting to school.
Loma Vista Elementary	Survey	General	Concerns with street crossings and the responsibility of drivers.
Loma Vista Elementary	Survey	General	Concerns with the crossings, speeding cars, few signs, traffic at the school, there is not one route to approach or exit and nobody respects.
Loma Vista Elementary	Survey	General	For now no issue because school staff is very caring about children's safety and the people who enter school campus.
Loma Vista Elementary	Survey	General	Great if a patrol car would be always at bus stops.
Loma Vista Elementary	Survey	General	He would have to cross a busy street and a lot cars do not pay attention and he is to young to be walking. Crossing on the Main Street cars do not pay attention to the smaller kids.
Loma Vista Elementary	Survey	General	I would like added safety around school zones and near home.
Loma Vista Elementary	Survey	General	I would like it if children use school routes that parents then get notified when child arrives safely to school.
Loma Vista Elementary	Survey	General	In my opinion as a mother who works in ag fields I would like it if my children used safe routes to be 100% sure that they arrived to school and that a parent could be nitified by call or text.
Loma Vista Elementary	Survey	General	It is good that they go to school on bike. Helps them exercise.

Loma Vista Elementary	Survey	General	More signs that it's a school zone so cars can slow down or drivers can be more cautious.
Loma Vista Elementary	Survey	General	My child is an outer district transfer and distance from our home to the school is significant where i need to drive him to school to be dropped off and picked up. But if i were to use a bus, I feel that safety measures would need to be in place so kids dont touch each other. the younger they are the more the more they are attracted to human contact and dont think twice about germs. The buses would need to be extremely clean and have a few adults in the bus to assist the in the social distancing.
Loma Vista Elementary	Survey	General	My child is only 5 years old and I do not feel comfortable letting him walk across the neighborhood to walk to and from school. I do not feel comfortable letting my child cross the street alone, or navigate to and from school. I would be comfortable with my son walking to and from school with older students present, or with an adult present. I feel he is too young at this time to walk.
Loma Vista Elementary	Survey	General	My concern is distance and the crossings at signals.
Loma Vista Elementary	Survey	General	My concern is the distance from my house to school and because I also need to take his brother to another school since he is in 12th grade.
Loma Vista Elementary	Survey	General	My son rides the school bus because our house is too far.
Loma Vista Elementary	Survey	General	People are rushing and not respecting stop signs or yield to others. School parking lot in front area is horrible. Also, the Street in front of school is very narrow for two way traffic. There have been accidents and people parking in red zone areas and blocking traffic to move safely. To respect the stop signs and yield to pedestrians. To respect the red zone and not block traffic. To close the parking in front area of the school when school day ends so it won't be crazy and be safe. The school has a parking lot in the back area which is pretty big and is more spacious. I know they say it's for teachers however it has more parking space than teachers. I would suggest a drive thru drop off in the back parking. I have seen that in other cities. Parents just drive thru and there is a school staff receiving the kids and traffic keeps moving. And for parents that want to walk their kids to class can have room to park in the back parking lot or in the street how we've been doing.
Loma Vista Elementary	Survey	General	Put up more signs indicating there are students around.
Loma Vista Elementary	Survey	General	Should be demanded that parents respect the places that should not be blocked.
Loma Vista Elementary	Survey	General	Should install more signs indicating school zone.
Loma Vista Elementary	Survey	General	Speeding cars
Loma Vista Elementary	Survey	General	Speeding cars and lack of patrolling.
Loma Vista Elementary	Survey	General	Speeding cars don't respect speed limit.
Loma Vista Elementary	Survey	General	Speeding Cars, narrow streets, the school is located in a very tight corner which is no safe for crossing
Loma Vista Elementary	Survey	General	Speeding, no parking not enough supervision
Loma Vista Elementary	Survey	General	The amount of Traffic no parking for drop off. No speed bumps. No cross lights.
Loma Vista Elementary	Survey	General	The crosswalks and signals. It's good that kids ride their bikes to school, it's good exercise.
Loma Vista Elementary	Survey	General	The lack of adult supervision on their walk to school. Only cross guard is right at the school but I'm not comfortable with my kids walking with no adult. I have heard of attempted kidnapping a few years ago and it makes me uneasy about them walking without an adult.
Loma Vista Elementary	Survey	General	The most important thing is safety for my child and that he gets to class on time.
Loma Vista Elementary	Survey	General	The route is safe since I live three blocks away from school.
Loma Vista Elementary	Survey	General	The safety in walking isn't very safe, cars drive too fast.
Loma Vista Elementary	Survey	General	The street corners are so packed with cars, it makes smaller bodies hard to see. Perhaps more red zones, enforce red zones... so we can see pedestrians and oncoming cars. We really do need to keep a crossing guard and it helps so much by regulating traffic before and after school hours.
Loma Vista Elementary	Survey	General	The streets are not very safe for them because there is so much traffic.
Loma Vista Elementary	Survey	General	The traffic and pedestrian crossings would be my concerns if my children went walking or biking to school.
Loma Vista Elementary	Survey	General	There should be signs that children walk around those places so they can be cautious.
Loma Vista Elementary	Survey	General	This is a very tranquil neighborhood.
Loma Vista Elementary	Survey	General	To bike or walk to Loma Vista school we have to walk all the way around Compton street to get to sausal Drive since the back of the school off of Glendora Way is gated closed shut. Sausal Drive is too congested in the morning. I wish there were a better drop off plan for all families. Also wish parents would not allow their children to jump out of the cars on the street of the school. It makes for longer wait times on the street. If a better plan for drop off is in place then drop off for kids and families would run smoothly. It's pretty stressful in the morning and then our child feels the stress or anger. It's not how I want my child to start the morning at school.
Loma Vista Elementary	Survey	General	To put slow bumps on the street when getting closer to the school so cars can slow down
Loma Vista Elementary	Survey	General	Too many homeless and gangs.
Loma Vista Elementary	Survey	General	Too much traffic driving too fast. People aren't award of the children walking to school and they drive too fast.
Loma Vista Elementary	Survey	General	Traffic is very hectic speeding is my main concern for my child and others. No parking in the school grounds.
Loma Vista Elementary	Survey	General	Traffic is very hectic speeding is my main concern for my child and others. No parking in the school grounds. Speeding, no parking not enough supervision. I feel the school should have parking for parents and more supervision for kids. Reason why they are late is the traffic.
Loma Vista Elementary	Survey	General	Would like police patrolling during school start and dismissal times.
Loma Vista Elementary	Survey	General	Would like that routes are safer for children when adults can walk with them.
Loma Vista Elementary	Audit	Intersection of Cambrian and Sausal	Crossing guard present. Drivers not always respecting peds. Student hit in crosswalk? (Not sure if I recorded this correctly)
Loma Vista Elementary	Audit	Intersection of Natividad and Los Coches	Some students cross here. Large intersection, fast-moving traffic
Loma Vista Elementary	Audit	Los Coches	Potential Midblock somewhere thorughout this street
Loma Vista Elementary	Audit	Los Coches	Speeding issues
Loma Vista Elementary	Audit	Los Coches Ave	Students use this street to get to school and cross mid-block. Speeding traffic, no marked crosswalks, large curb radii

Loma Vista Elementary	Parent	Los Coches Ave	Would be nice to get a crosswalk with lights crossing Los Coches. Lots of traffic there and doesn't feel too safe for children crossing.
Loma Vista Elementary	Survey	Los Coches Ave	Los Coches Ave. does not have a crossing and it is heavily used by parents and children and parents in cars and gets very congested and dangerous.
Loma Vista Elementary	Survey	Los Coches Ave	When I'm at the green light on los choches turning onto natividad there is a lot of accidents there should be a light just for specificly turning not yield at green light and waiting alot of accidents happen like that at cross walks having those lights blinking wen children are crossing and speed of drivers
Loma Vista Elementary	Audit	Natividad and Los Coches	Some students cross at this intersection. Crossing is too long
Loma Vista Elementary	Audit	Natividad Rd	Speeding
Loma Vista Elementary	Survey	Natividad Rd	Concerned with crossings at Natividad.
Loma Vista Elementary	Survey	Natividad Rd	Natividad is a really busy street no cross guard there. We don't have a cross guard on Natividad a lot of kids cross from los coches.
Loma Vista Elementary	Survey	Natividad Rd	On Natividad cars drive too fast.
Loma Vista Elementary	Audit	Pescadero	ADA ramps at its intersecting cross streets from Los Coches to Compton
Loma Vista Elementary	Audit	Pescadero	Sidewalk issues
Loma Vista Elementary	Audit	Pescadero and Los Coches	Marked Crosswalk accross Los Coches
Loma Vista Elementary	Parent	Saratoga Dr and Cambrian Dr	There is no stop signs, cars take that curve and don't stop. The problem is on the middle point of Saratoga and Cambrian. Many students and people use the path up the hill going into Castleton St.
Loma Vista Elementary	Survey	Saratoga St and Cambrian St	On the corner of Saratoga and Cambrian there isn't a 4 way stop so cross traffic tends to just speed thru the turn. They also love to do careless doughnuts in that section. I feel cross traffic should have a stop since a lot of people tend to walk across to go down into constitution thru that path way. There's a lot of kids on bikes and they don't even bother looking since there is no stop they speed thru. For the pedestrians as well as the drivers to just take a second look before crossing any intersection for both their safety. I have heard but not witness children being followed so as a small neighborhood we should keep an eye on each other's children. We should encourage each other to say a simple hello to learn familiar faces so if we do se an unfamiliar one we are more vigilant for the children's safety. Talk to the kids to walk close to a familiar group and ask for help if they feel uneasy. Pedestrians and drivers take a second look to ensure each other's safety. Otherwise I feel pretty safe around the neighborhood and walking.
Loma Vista Elementary	Audit	Sausal Dr	Parents dropping off in the street - students running across
Loma Vista Elementary	Audit	Sausal Dr	Parents park in red zone in front of the school, which means that other cars can't get around
Loma Vista Elementary	Audit	Sausal Dr	Students cross street ar multiple locations while traffic movement is present
Loma Vista Elementary	Parent	Sausal Dr	Lots of congestion here and cars going fast around the turn where Sausal and Cambrian meet.
Loma Vista Elementary	Principal	Sausal Dr and Front of school	Outside of Sausal, bus lanes are very faded. Re painting all the bus lines on the ground. Exiting the bus loop immediately to the right. Request help from city to install bus parking on street (currently on drop off loop) so that parents have a loop in which to pull in and drop off their students.
Loma Vista Elementary	Audit	School campus	Bike Parking available
Loma Vista Elementary	Audit	School campus and School front parking lot	Parking available for staff towards the back but becasue an issue due to parents parking and stopping in the way of the entrance to the parking lot
Loma Vista Elementary	Audit	School drop off loop	Only busses are able to access
Loma Vista Elementary	Audit	School parking lot	Bus drop-off only in drop-off loop, no parent access to parking lot. School puts out cones to block access to parking lot. Staff monitors bus drop-off area
Loma Vista Elementary	Survey	School Parking lot	The school does not have big enough parking area and the drop of area is on the street. So the streets get pretty crowded and I have experiment many issues with vehicles not seeing the kids crossing. So hopefully something is done soon to address that important safety issue.
Loma Vista Elementary	Survey	School Perimeter	The chaos that forms at dismissal and start of school is dangerous for the children with risk of being hit by drivers.
Loma Vista Elementary	Survey	School Perimeter	There is a lot of traffic in and around the school in the mornings and afternoons and I would be worried about having my child ride a bike to and from school. Walking would be a lot safer but the amount of traffic around the school would still concern me. Too much traffic, especially since the school is located in a residential neighborhood. Consider reopening the gate on the backend of the school on Compton way! And create designated biking or walking-only routes to the school.
Los Padres Elementary	Survey	Alisal St and Williams Rd	there should be curb extenders at the corner of Alisal and Williams as well as Sanborn and John street. there should be speed bumps to slow traffic. The apartment house 1,000s of persons and that traffic, especially around the curves can be very dangerous. My brother has seen at least 2 pedestrian and vehicle collisions over the years becuase of the speed and lack of crosswalks.
Los Padres Elementary	Audit	Alisal St near John St	Broken sidewalk
Los Padres Elementary	Audit	Alley next to school	Complaints with it not being paved
Los Padres Elementary	Audit	Alley next to school	Grass gets overgrown, muddy, puddles. No lighting (there is one light on the school campus but it doesn't work)
Los Padres Elementary	Audit	Alley next to school	No lighting
Los Padres Elementary	Audit	Alley next to school	Sidewalk issues
Los Padres Elementary	Parent	Alley next to school	Alley has some dark areas.
Los Padres Elementary	Parent	Alley next to school	Alley is dirty and has animals like snakes. There are people who take drugs in this zone.
Los Padres Elementary	Parent	Alley next to school	At the corner of alley, lots of activity recently, violence, shots fired. Install lights?
Los Padres Elementary	Parent	Alley next to school	Need lights and cameras through entire stretch of alley.
Los Padres Elementary	Parent	Alley next to school	Safety concern relating to homeless along the alley
Los Padres Elementary	Parent	Alley next to school	The alley is a very unsafe place.
Los Padres Elementary	Survey	Alley next to school	Clean out the weeds and trash on the little pathway along the backside of the school behind my neighborhood.
Los Padres Elementary	Survey	Alley next to school	It's not very safe to walk alone on the streets. There are always homeless along the alley we need to take to get to school. I'm afraid for my daughters. Going around is too far.
Los Padres Elementary	Survey	Alley next to school	The alley on the way to school sometimes has homeless so I can't send my son alone and besides, he's too young. Would be good if they fixed it and put security cameras for the children. Also trim the trees to provide more visibility.

Los Padres Elementary	Survey	Alley next to school	The alley that Connects the Fairview Community and Los Padres School is not safe for our children that need to walk to school, there are homeless people that sometimes scare our children. The lack of lights and cleanliness. I would really appreciate if the committee takes in consideration the Alley that connects the Fairview community and the school.
Los Padres Elementary	Audit	Bus Loading zones	Zones are not visible enough
Los Padres Elementary	Audit	Drop-off loop	Some parents leave cars in drop-off loop. No one controlling traffic in front of school.
Los Padres Elementary	Audit	E Alisal St and John St and Williams Rd intersection	Lots of crashes here - angle of traffic signal is confusing to drivers. City plans to construct a left-turn pocket on Williams
Los Padres Elementary	Parent	E Alisal St and John St and Williams Rd intersection	Lots of accidents here due to orientation of traffic signals.
Los Padres Elementary	Parent	E Alisal St and John St and Williams Rd intersection	The light at Alisal and John is confusing.
Los Padres Elementary	Survey	E Alisal St and John St and Williams Rd intersection	intersections of williams and Alisal and John
Los Padres Elementary	Survey	E Alisal St and John St and Williams Rd intersection	Major intersection on Williams & Alisal And roundabout at quilla and Alisal driver stupidity speed. Potential for drive thru drop off with someone directing traffic at drop off. Sometimes a parent would volunteer and it was smoother. Also, leaving the school there is a no left turn policy that was not enforced. It's so bad I once.called the non emergency number because a police unit once almost ran over the crosswalk lady. There was no emergency. Lights were not flashing. Crosswalk lights were flashing and lady wears a vest. Nonetheless, unit car almost hit her.
Los Padres Elementary	Survey	Front of school	Concerned with my child crossing the street at the crosswalk in front of school.
Los Padres Elementary	Survey	Front of school	There should be an officer at the crosswalk so that cars will respect the crosswalk when children are crossing.
Los Padres Elementary	Audit	General	High percentage or walking to school
Los Padres Elementary	Audit	General	No Parking sign need visibility
Los Padres Elementary	Parent	General	Broken sidewalks make people trip.
Los Padres Elementary	Parent	General	Ramps ADA for people who use wheelchairs.
Los Padres Elementary	Survey	General	At Los Padres elementary school they are located on a busy street where people just drive without care or caution. maybe the school and salinas police department can come together to make sure people are more cautious and not speeding near the school
Los Padres Elementary	Survey	General	Cars going fast and to much traffic.
Los Padres Elementary	Survey	General	Cars passing by our school are usually speeding! Making sure drivers are aware of speed limits near schools, and enforcing the law by patrolling our school before and after school.
Los Padres Elementary	Survey	General	Clean the areas around the school.
Los Padres Elementary	Survey	General	Concern with crossings and speeding traffic.
Los Padres Elementary	Survey	General	Concerned about the kids who pick on the other kids.
Los Padres Elementary	Survey	General	Concerned with my daughter's safety and lots of cars around school.
Los Padres Elementary	Survey	General	Concerns with sidewalks and there should be more pedestrian signals.
Los Padres Elementary	Survey	General	Distance and safety
Los Padres Elementary	Survey	General	Distance, laurel heights resident. Safety as the area does not have little to no cross guards, also high risk and fear of human trafficking. Cross guards, more lightning, Camera monitoring, walking buddies, and stranger prevention.
Los Padres Elementary	Survey	General	Drivers don't give right of way to pedestrians. There should be police watching when children are crossing.
Los Padres Elementary	Survey	General	Drop off at school is very congested making it very time consuming to drop off safely. Driver courtesy to get out of the way and not block pathways and common sense or follow rules when merging and turning.
Los Padres Elementary	Survey	General	Good to reduce speed limits.
Los Padres Elementary	Survey	General	He dnt really know not to talk to strangers
Los Padres Elementary	Survey	General	High quantity of traffic. They should put more guards to protect the students.
Los Padres Elementary	Survey	General	High traffic area. Speed bumps to slow down traffic.
Los Padres Elementary	Survey	General	Homeless are abundant in the area. The route to school should be cleaned up so that snakes don't cross due to abundant trash and dog feces.
Los Padres Elementary	Survey	General	Homeless hiding using drugs sleeping around neighborhood near school specifically around ditch that surrounds Fairview neighborhood. Their should be speed bumps to avoid any speeding.
Los Padres Elementary	Survey	General	Install more signs so drivers slow down.
Los Padres Elementary	Survey	General	It is located on a high traffic street. School is great about having a cross-guard to help with traffic flow.
Los Padres Elementary	Survey	General	It is too far for him to walk by himself. There are major intersections that I also believe can be dangerous if he was to bike to school. Las of all, he takes his backpack, lunch and instrument which makes it harder to do both of these.
Los Padres Elementary	Survey	General	Loose dogs and construction by the sidewalk. And traffic
Los Padres Elementary	Survey	General	My child's school is to far for him he is just 6 years old
Los Padres Elementary	Survey	General	My son is to Small to walk to school
Los Padres Elementary	Survey	General	My son is to small to walk alone
Los Padres Elementary	Survey	General	Not safe a man got shot on our street a week ago. He's dead. Drug houses.
Los Padres Elementary	Survey	General	People speeding through neighborhood or not yielding to bus when children are getting in and off the bus
Los Padres Elementary	Survey	General	Restraining order with father has been violated so concern for child's safety is a huge issue..
Los Padres Elementary	Survey	General	Safe issues on many ways. It is really important always have a person to help on the crossing sign thanks.
			Safety of child crossing in intersections. Have more than one person in the bus stop area. More surveillance for

Los Padres Elementary	Survey	General	She's too young to walk alone and it is too far.
Los Padres Elementary	Survey	General	Sidewalks are uneven and in some areas a lot of dumping or pet's poop from neighbors.
Los Padres Elementary	Survey	General	The speed at which cars drive through this street.
Los Padres Elementary	Survey	General	There are no bike lanes, vehicles drive too fast, unsafe neighborhoods and crossing intersections, and the distance is too far from home.
Los Padres Elementary	Survey	General	There are people doing drugs in the alley and sometimes the dog at the corner gets out and attacks the kids. I have two children at the school and we also see lots of vandalism.
Los Padres Elementary	Survey	General	There is a dog that frequently scares the children who then go back home. I would like to see that addressed.
Los Padres Elementary	Survey	General	There is lots of traffic on the street and they do not stop.
Los Padres Elementary	Survey	General	Unsafe drivers. Thank you for the time and effort put in to our kids safety and well been .
Los Padres Elementary	Survey	General	Vandalism in the area.
Los Padres Elementary	Survey	General	Very busy street. Safer drop off.
Los Padres Elementary	Survey	General	Walkers need to use crosswalks.
Los Padres Elementary	Survey	General	Would like to make sure there is a person helping students cross the street during after school programs.
Los Padres Elementary	Survey	General	Would like to see more supervision inside and outside of school.
Los Padres Elementary	Survey	John St	Cars go by school at high speed.
Los Padres Elementary	Survey	John St	Cars speed in front of school. More officers in the zone at times when children are dropped off and picked up.
Los Padres Elementary	Survey	John St	Cars speeding on John St. The issue has been addressed, there are clear speed limit signs as well as a flashing yellow light at the beginning and end of school times.
Los Padres Elementary	Survey	John St	Drivers following speed limit laws, especially on John Street in front of the school
Los Padres Elementary	Survey	John St	Heavy traffic on john st
Los Padres Elementary	Survey	John St	Heavy traffic on John Street.
Los Padres Elementary	Survey	John St	Heavy traffic. Cars speed through John like its a freeway. Actually there are two routes from my home and one does not require him to cross any areas were cars cross. However, alot of the homes on our way to school do have several vehicles that back out into John st. That is a concern for me and this is why we still walk together. The school has provided several safety trainnings which are great.
Los Padres Elementary	Survey	John St	Los cruces peatonales que los carros pasan muy recio
Los Padres Elementary	Survey	John St and Drop off loop	There's lots of traffic and no security for kids. Children without parents are violent, had an experience with my son he was hit. More security with traffic and in the crosswalks and inside the school.
Los Padres Elementary	Parent	John St and McGowan Dr	Lots of people walk and cross here. Would like to see a crosswalk across John St.
Los Padres Elementary	Parent	John St in front of school	Traffic flow has improved after road diet
Los Padres Elementary	Audit	John Street	Cars don't always stop at crosswalk in front of school. Crossing guard present before and after school. Crosswalk has RRFB, upgrade to overhead flashing beacon?
Los Padres Elementary	Audit	John Street	More speed limit sign before approaching radar feedback sign
Los Padres Elementary	Audit	John Street	Parents park in bus zones, need better markings
Los Padres Elementary	Audit	John Street	Parents park in red zones just outside parking lot exit - block visibility
Los Padres Elementary	Audit	John Street	Road diet recently installed with bike lanes, but cyclists still ride on the sidewalk
Los Padres Elementary	Audit	John Street	Speed feedback sign - signage needs to be updated, too close to school to slow people down before they get to campus
Los Padres Elementary	Audit	John Street	Speed Limit sign is dirty
Los Padres Elementary	Survey	John Street	The speed of drivers on John Street in front of the school has always been an issue. Drivers following Speed Limits
Los Padres Elementary	Parent	McGowan Dr	McGowan is a two way business street with a speed limit of 25 mph despite the fact there is a school nearby, if you're going fast and coming from the bottom of the road you can't see the crosswalk. This is a tricky street
Los Padres Elementary	Parent	Park next to school	The park near school is unpleasant. Grass mowed but edges not trimmed. Edges growing onto sidewalk.
Los Padres Elementary	Audit	Salinas Fairways Golf Course	City property, will eventually be sold and probably developed
Los Padres Elementary	Audit	School campus	Front of school is only entrance
Los Padres Elementary	Audit	School campus	Parent parking in front lot only
Los Padres Elementary	Audit	School campus	Parents turning left out of parking lot despite 'no left turn' signage, blocks traffic in lot
Los Padres Elementary	Audit	School campus	School has bike racks
Los Padres Elementary	Audit	School campus	Special ed buses enter through preschool parking lot nextdoor, but school doesn't control the gates and sometimes they are closed unexpectedly
Los Padres Elementary	Survey	School driveway	Concerned with crossing the school driveway when arriving or leaving school.
Los Padres Elementary	Survey	School driveway	Concerned with the crossing at the school driveway towards parking lot.
Los Padres Elementary	Survey	School drop-off	Concerned with the crosswalk and the traffic inside the school.
Los Padres Elementary	Survey	School drop-off	Would like to see more staff helping children cross and those driving onto school be more careful.
Los Padres Elementary	Survey	School entrance	Sometimes there's lots of traffic at school entrance. There should be more staff helping with traffic and helping with street crossing.
Los Padres Elementary	Survey	School frontage	A safe student drop off zone.
McKinnon Elementary	Audit	Boronda Rd	Some students walk from the west (Pennsylvania Drive area) on Boronda.
McKinnon Elementary	Survey	Boronda Rd	My main concerns have already been addressed, Boronda and Pennsylvania
McKinnon Elementary	Survey	Boronda Rd and Natividad Rd	CARELESS DRIVERS AT LOWES AND WALMART INTERSECTIONS ,WHILE PEDESTRIANS ARE CROSSING.
McKinnon Elementary	Survey	Dartmouth Wy	Why is Dartmouth Way closed off? That four way intersection is so congested and crazy drivers are always making their own turning lane all the way from the 4 way intersection to turn right on McKinnon. Why can't Dartmouth Way be open to reduce traffic?
McKinnon Elementary	Survey	E Boronda Rd	Lots of traffic on Boronda. Lots of accidents on McKinnon and Boronda intersection. How to make Boronda Road safer for students that walk and bike to school.

McKinnon Elementary	Parent	E Boronda Rd and McKinnon St	Big intersection for small children.
McKinnon Elementary	Parent	E Boronda Rd and McKinnon St	Concerned that students would not have knowledge of how the proposed roundabout would work. Any plans to have a cross guard there?
McKinnon Elementary	Parent	E Boronda Rd and McKinnon St	Crosswalks are faded.
McKinnon Elementary	Parent	E Boronda Rd and McKinnon St	Lots of traffic and speeding cars.
McKinnon Elementary	Parent Coordinator	E Boronda Rd and McKinnon St	Traffic gets backed up in all directions from E. Boronda Rd. onto McKinnon St. towards school. Sometimes it takes several signals to pass the intersections.
McKinnon Elementary	Survey	E Boronda Rd and McKinnon St	They have to cross 2 very busy streets Boronda and McKinnon Street, without a crossing guard.
McKinnon Elementary	Audit	General	60% of students are bused, the rest are dropped off. Small number of students walking and biking, mostly with parents. No staggered start times
McKinnon Elementary	Survey	General	A lot of traffic and long distance for a 6 year old.
McKinnon Elementary	Survey	General	Concerned with crime or people driving who don't respect the crossings or traffic signals.
McKinnon Elementary	Survey	General	Concerned with intersections, drivers who do not respect primarily the moment when making right turns and the space they should allow when students are crossing.
McKinnon Elementary	Survey	General	Concerned with the corners and the crossings.
McKinnon Elementary	Survey	General	Distance and being in a Main Street there's lots of traffic and not sfe for her to cross the lights.
McKinnon Elementary	Survey	General	Distance and traffic. We need crossing guards or more supervision for our kids
McKinnon Elementary	Survey	General	Drive kids to school it's more safer. In my opinion.
McKinnon Elementary	Survey	General	I would like it if there were people assigned to watch the children at the crosswalks and traffic signals.
McKinnon Elementary	Survey	General	Im concern that we have ruthless drives and don't respect the crosswalks . I would like to have a supervisor in the stop lights , our children are not safe with our resident drivers.
McKinnon Elementary	Survey	General	Mainly a cross guard fir children crossing the street
McKinnon Elementary	Survey	General	My concern is crossing the signal, bad people and the climate.
McKinnon Elementary	Survey	General	No bike and too many streets to cross. Great school! I had more kids there.
McKinnon Elementary	Survey	General	People don't follow the street lights. They don't yield. Taking measurements when kids and adults are crossing the street.
McKinnon Elementary	Survey	General	Safety of intersections.
McKinnon Elementary	Survey	General	School is too far from home for An 8 year old to walk and bike by himself. Too much traffic when picking up kids at McKinnon and only sometimes does someone stand outside to direct traffic (which is helpful) but it didn't happen daily (which it should).
McKinnon Elementary	Survey	General	School needs cross guard, street is a high speed traffic
McKinnon Elementary	Survey	General	The Walmart light. Cars going fast.
McKinnon Elementary	Survey	General	There is no adult to take him walking.
McKinnon Elementary	Survey	General	There is no cross guard
McKinnon Elementary	Survey	General	Too much traffic and cars driving too fast. Lowering speed limit.
McKinnon Elementary	Survey	General	Would be nice if there was a crossing guard helping kids.
McKinnon Elementary	Survey	General	Would like that when children and adults cross the traffic signal that it is safe because the signal does not last very long and we would feel better when the officer was there to ensure drivers would respect the signals because it gets very congested during pick up and drop off in the morning.
McKinnon Elementary	Transportation Dept.	Harden Pkwy	Plaza Club apartments (195 Harden Pkwy) – homeless people, parents worry about people drinking and children's safety.
McKinnon Elementary	Audit	Mckinnon	Bike lanes
McKinnon Elementary	Audit	Mckinnon	Sidewalk issues
McKinnon Elementary	Audit	McKinnon and Pennsylvania	Potential midblock crosswalk
McKinnon Elementary	Parent	McKinnon St	As a mother who walks her student, the people who manage the land between Boronda and the school need to clean up the mud produced during rainy season that flows onto sidewalk to the point where people cannot walk on the sidewalk and many have to walk on the street. Need more cleaning and maintenance there.
McKinnon Elementary	Parent	McKinnon St	Future development and expansion of McKinnon St- will road continue and instead of having a dead end, will it be two lanes for each side and will the sidewalk become wider?
McKinnon Elementary	Survey	McKinnon St	Concerned when it rains from the traffic signal all to the school the road gets very slippery from all the dirt.
McKinnon Elementary	Survey	McKinnon St	Mckinnon street driver's driving too fast... not safe when children are crossing the street. Safety wise need to add more people to guide and watch our children while crossing the intersection. If we can provide more traffic people to watch our children in the morning and after school much safer. Children can walk safely going to school.
McKinnon Elementary	Survey	McKinnon St	Parking along McKinnon Street in front of and along McKinnon Elementary.
McKinnon Elementary	Survey	McKinnon St	Side walk next to field at McKinnon Elementary. It gets really muddy and it has broken concrete because of the large agriculture trucks.
McKinnon Elementary	Survey	McKinnon St and Boronda Rd	I would like that there is always a person at start and dismissal of school at the McKinnon and Boronda crosswalk.
McKinnon Elementary	Survey	McKinnon St and Boronda Rd	People at the stop light so stop to let the kids cross when it's the kids turn
McKinnon Elementary	Survey	McKinnon St and Boronda Rd	Speed and traffic light at Boronda and McKinnon. Lack of bike lanes. Lack of daily cross guard. Improvement in traffic lights and safety of children crossing in major intersection (Boronda & McKinnon).
McKinnon Elementary	Survey	McKinnon St and Boronda Rd	The traffic on Boronda Rd which intersects with McKinnon St is very fast and cars don't stop appropriately. Adequate crossing guards on both sides of the street and adult companions to walk from the school to the cross walk.

McKinnon Elementary	Survey	McKinnon St and Boronda Rd	There is no cross guard at the big intersection (Boronda & McKinnon). We need a cross guard there and the traffic lights needs to be reprogrammed to make it safer and effective for pedestrians and cars.
McKinnon Elementary	Audit	Mckinnon St and Front of school	Issues at pick up hours
McKinnon Elementary	Parent	McKinnon St and Front of school	Drivers make u-turns anywhere they can.
McKinnon Elementary	Parent	McKinnon St and Front of school	Drop off loop gets very congested, so many parents don't bother.
McKinnon Elementary	Parent	McKinnon St and Front of school	Lots of parents park and double park in the staff parking lot so they can walk students in. Many times block the bus loading zone.
McKinnon Elementary	Parent Coordinator	McKinnon St and Front of school	Maybe school can consider parking buses at front loop instead and direct parents to drop off on side entrance by parking lot. Maybe that would improve traffic flow.
McKinnon Elementary	Parent Coordinator	McKinnon St and Front of school	Most issues happen in front of school.
McKinnon Elementary	Parent Coordinator	McKinnon St and Front of school	Parents park on both sides of McKinnon or double park. Students get dropped off on the street or across the street then run to front of school.
McKinnon Elementary	Audit	McKinnon Street	Crosswalks along McKinnon intersecting streets
McKinnon Elementary	Audit	McKinnon Street	No marked crossings across McKinnon except at Boronda. No driveways in residential area.
McKinnon Elementary	Audit	McKinnon Street	Queue occurs which leads to traffic back up on Boronda EB direction
McKinnon Elementary	Audit	McKinnon Street	Cars parked or triple parked on either side of the street during drop-off and pick-up - makes roadway very narrow
McKinnon Elementary	Transportation Dept.	McKinnon Street	Cars parked on side of the street in no parking area near Boronda intersection – hard for busses to make the turn onto McKinnon
McKinnon Elementary	Audit	McKinnon Street and Boronda Rd	SRO used to act as crossing guard, but funding ran out. Countdown signal heads in place.
McKinnon Elementary	Audit	McKinnon Street and Boronda Rd	Traffic gets backed up on all directions going onto McKinnon - left and right turns off Boronda
McKinnon Elementary	Survey	N Main St	Sometimes there are drivers who drive too fast along North Main St.
McKinnon Elementary	Audit	School campus	Staff parking and bus drop-off in back parking lot. Not impacted too much by parent traffic
McKinnon Elementary	Audit	School parking lot	Staff directing traffic on McKinnon Road at drop-off loop exit
Mission Park Elementary	Survey	Acacia St	Acacia Street is very busy as well as neighborhood streets San Vincente and Palma Drive. Mornings are scary with speeding parents. Speed bumps, and lighted cross walks would help ensure our children's safety. Other side streets have bumps to slow traffic, I don't understand why the main streets to school don't have any. Having visible cross walks. A Lighted cross walk in front of the school would help ensure our children's safety. At morning drop off My husband and children were nearly clipped by a car speeding while in the cross walk of San Vincente & Acacia Streets. So he finds it safer to drive the kids to school instead of walking.
Mission Park Elementary	Survey	Acacia St	Cars driving too fast on Acacia and not stopping for pedestrians. Crossing guard available after school for safety walking home (not just on way to school).
Mission Park Elementary	Survey	Acacia St	School is on a very busy street Acacia St. Palma st is very busy , not many stop signs and teenagers going to adjacent high school are speeding.
Mission Park Elementary	Survey	Acacia St	Speed along acacia around the school. It would be nice to have cops occasionally patrol the area around Mission Park to enforce speed limits. In the 6 years my son has attended mission park, I've only seen patrol cars a few times after school.
Mission Park Elementary	Survey	Acacia St	Speed of vehicles traveling on Acacia.
Mission Park Elementary	Survey	Acacia St	The entire street of Acacia....mostly before school. I feel more at ease when I see the Crossing Guard and the occasional appearance of the Police Enforcement stationed near the school campus at in the morning.
Mission Park Elementary	Survey	Acacia St	Traffic congestion on Acacia St. lots of speeding vehicles
Mission Park Elementary	Survey	Acacia St and Iverson St	Vehicles do not make complete stops and often drive through stop signs and are also speeding. Having speed bumps put in to help decrease with cars speeding (on Lang, Acacia and Iverson). Also with the increase in children being abducted and trafficked, it is safer for me to continue driving my child to and from school.
Mission Park Elementary	Survey	Acacia St and San Vicente Ave	No crosswalk to cross Acacia at the intersection at San Vincente Ave. Car congestion at drop off -- traffic gets blocked in front of the school in both directions at drop off and pick up times.
Mission Park Elementary	Survey	Acacia St and Sierra Madre Ave	The intersection of West Acacia and Sierra Madre has no stop sign on West Acacia. The drivers just blindly turn and going so fast it's frightening.
Mission Park Elementary	Survey	Alisal St	Crossing Alisal Street. Construction and changes make driver's decision uncertain. Other parents are too much in a rush.
Mission Park Elementary	Survey	Blanco Rd	Blanco is very dangerous.
Mission Park Elementary	Survey	Blanco Rd	Crossing Blanco road safely.
Mission Park Elementary	Survey	Blanco Rd and Iverson St	Yes, Blanco Road and Iverson Street intersection, consider a roundabout so kids can safely cross Blanco Road. Cars drive too fast and sometimes drive through red lights.
Mission Park Elementary	Survey	Clay Park	There are to many people that live on the street that are around our neighborhood and that hang around Clay Park the is just around the corner from us. Also there has been a lot of cars driving very fast on these streets. I do fear that some drivers will call my kids to there car close enough to take them. It almost happened to one of my daughters friend in front of Washington Middle school last year so Im cautious about my kids going home with other people or walking home. Not sure what could help change anything but I will always drive my kids to school and pick them up every day to make sure they are safe.

Mission Park Elementary	Survey	Crespi Way and Junipero Way	I've been walking my daughter to school since kindergarten, she's in 5th now. My biggest issue is when children are crossing the street at Crespi way and Junipero way, drivers don't wait until the kids are out of the street. Nearly every day I have almost been hit or have seen a child almost get hit. The drivers are impatient and distracted. I have seen drivers go around a kid and into the other lane while the child was in the middle of the crosswalk. Drivers need to stop and wait for kids to get out of the crosswalks and back into the sidewalks. People seem to drive better when there is the motorcycle officers around and crossing guards.
Mission Park Elementary	Audit	Exit of front parking lot	The exit is right turn only, but drivers are making a left turn
Mission Park Elementary	Survey	Front of school and School drop-off lane	Lack of afternoon crossing guard. Most mornings were covered. I would volunteer to do it myself if I didn't have work commitments.
Mission Park Elementary	Survey	Front of school and School drop-off lane	When there is no crossing guard, the cars go faster and don't stop for the kids sometimes. Cars in the school's drop-off lane who are supposed to only make R turns, make L turns into the crosswalk or drive straight across to Marion Ave. It's dangerous for kids who are in the crosswalks, not expecting the cars to turn that way.
Mission Park Elementary	Audit	General	6 kids typically bike, 40% of students walk. No bussing
Mission Park Elementary	Audit	General	Staggered morning start time. Dismissal times are staggered but within 10 minutes
Mission Park Elementary	Cross Guard	General	Lots of people walking to school or through the neighborhood.
Mission Park Elementary	Cross Guard	General	Washington Middle realeases at a different time on Wednesdays, making traffic a bit lighter.
Mission Park Elementary	Principal	General	How does a traffic circle improve a 4 way stop?
Mission Park Elementary	Survey	General	Beacon lights on the stops.
Mission Park Elementary	Survey	General	Cars speeding
Mission Park Elementary	Survey	General	Concerned with amount of traffic and speeding cars.
Mission Park Elementary	Survey	General	Concerned with speed limits.
Mission Park Elementary	Survey	General	Concerned with the signal crossing at that time with lots of cars.
Mission Park Elementary	Survey	General	Crime. Child predators.
Mission Park Elementary	Survey	General	Crossing guards EVERY morning and afternoon when the kids get out. Last year, he was only there 50% of the time at best.
Mission Park Elementary	Survey	General	Crossing safely along the route to school. There is so much traffic due to three schools being less than a block from each other.
Mission Park Elementary	Survey	General	Drivers not paying attention, busy streets, no crossing guards, speeding traffic. Overall safe neighborhood, but drivers aren't paying attention & yielding to pedestrians.
Mission Park Elementary	Survey	General	General concerns for young girl walking alone to school
Mission Park Elementary	Survey	General	He's too young in my opinion
Mission Park Elementary	Survey	General	I do not want my daughter walk and riding her bike alone for safety reasons. None. It is not the schools responsibility to get my daughter safely to school. It is the schools job to keep her safe while she is there.
Mission Park Elementary	Survey	General	I have addressed this before, in the proximity of missionpark school there should be speed bumps to include a solar operated speed limit sign. There are high school students and parents rushing school, people using that route to rush to work, many times I have seen people viewing their cell phones as they are driving past Mission Park School. The motorist speed and not be attentive as they are driving in the proximity of Mission Park School. Action is needed before it's to late for a family and and or families.
Mission Park Elementary	Survey	General	I won't allow her to walk to school if there is no crossing guard. Dangerous drivers who speed or turn the wrong way in front of the school.
Mission Park Elementary	Survey	General	If there were security guards on the streets so children could be safer.
Mission Park Elementary	Survey	General	Making sure that there are cross guards before kids cross the street to get to school.
Mission Park Elementary	Survey	General	Morning traffic there are lots of cars and would have to cross by traffic signals.
Mission Park Elementary	Survey	General	My child's route to school is tranquil.
Mission Park Elementary	Survey	General	My concerns are all the streets my child has to cross with no adults to assure him it is safe to go and the amount of traffic coming from Mission and Palma School. I think either school should start at different time to avoid the busy streets for these young ones walking. I think for Mission Park because of covid maybe they should suggest different times for grade levels to avoid the congestion of traffic. More adult supervision making sure these kids make it safe to school. I feel there is a lot of boys (Palma) out when these little kids are going to school. Also the speeding of most cars that come down these streets.
Mission Park Elementary	Survey	General	No traffic circles

Mission Park Elementary	Survey	General	Often there are multiple cars for a single family home 4and. Cars that over flow the driveway and into the street, taking over any possible bike lanes and indicates multiple people for one home. This leaves me concerned for community safety as well. Having too many people in one home leaves children inside at risk and those children passing by at risk. There should ne more regulations on single family homes. Often multiple people live in one home and having numerous cars overflowing into the streets. This leaves streets clogged up without proper use of the bike lanes that tax payers paid for but cant use.
Mission Park Elementary	Survey	General	People are driving too fast. No bike lane that separates car lane and bike lane. More speed bumps and speed limits signs. Bike lane need to be draws for safe bikers.
Mission Park Elementary	Survey	General	Restoration of crossing guard program at every school site
Mission Park Elementary	Survey	General	South main intersection
Mission Park Elementary	Survey	General	Speed and amount of traffic along route. Bussing to and from school should be provided to all areas in the south Salinas area.
Mission Park Elementary	Survey	General	Speed of drivers was my biggest concern. Having a reliable crossing guard before and after school is a huge safety concern. We will now be driving our kids to school due to the fact that we moved.
Mission Park Elementary	Survey	General	Speed of surrounding traffic. Major intersection would need to be crossed. Lots of accidents occur at that intersection.
Mission Park Elementary	Survey	General	The cars go by very fast. There are no speed bumps anywhere. The 4 way stop near Palma is also very unsafe. Homeless people in the area. Cars that speed and no speed-bumps.
Mission Park Elementary	Survey	General	The crosswalk and sidewalk corners are not bike friendly and do not have handi-cap curbs. The traffic on Acacia is insane, and people constantly almost hit pedestrians in the crosswalks right in front of the school. SOMETHING NEEDS TO BE DONE. Sometimes there wasn't even a crossing guard! Terrible! There should be a crossing guard EVERY DAY. speed bumps! more crossing guards! flashing lights at cross walks!
Mission Park Elementary	Survey	General	There are no clear sidewalks in some locations. Please put cross walks on all courners.
Mission Park Elementary	Survey	General	Traffic does not respect signals.
Mission Park Elementary	Survey	General	We need more speed bumps and stop signs and if the cross walks had flickering lights when the kids use the cross walks. We have one parent and teacher volunteer at one cross walk, but there are several cross walks that the local children use. Our school is doing their best to inform and make sure parents follow parking lot rules and only make a right hand turn when exiting but ultimately we have to collectively take care of the children. Also electric bikes should not be allowed on the side walks.
Mission Park Elementary	Survey	Homestead Ave and Marion St	Crossings on corner of Homestead Avenue and Marion which can be a blind spot crossing and often traffic speeds down Homestead. This area if Homestead Ave becomes particularly busy during school hours as this is a pass through street for students getting to Hartnell college and Washington middle school either by car or walking.
Mission Park Elementary	Survey	Iverson St and Acacia St	Also add a crosswalk on acacia and iverson where there isn't one
Mission Park Elementary	Survey	Iverson St and Acacia St	En la intersección de la calle acacia y Iverson necesita una luz. El tráfico no respeta los 🔘 altos. Van dos ocasiones que están a punto de atropellar A mi hija!!! . Los carros van a velocidades excesivas que no tienen tiempo de parar ni mirar a los peatones.
Mission Park Elementary	Survey	Iverson St and Acacia St	Iverson and Acacia interception traffic, car driving too fast.
Mission Park Elementary	Survey	Iverson St and Acacia St	Iverson and Acacia, a traffic light is need it. The cars did not respect 4 🔘 stop signs.
Mission Park Elementary	Survey	Iverson St and Acacia St	Luces sobre los señaleros de alto en las calles acacia y iverson.
Mission Park Elementary	Survey	Iverson St and Acacia St	Stop sign on W. Acacia between Iverson and Riker. Pedestrian island for refuge if needed at corner of Iverson and W. Acacia on Palma school side of the street.
Mission Park Elementary	Survey	Iverson St and Acacia St	Traffic speed, car driving too fast at the interception of Iverson and Acacia. Car driving fast at the front of school.
Mission Park Elementary	Survey	Iverson St and Junipero Way	I think there should be cross walk lines for Iverson and Junipero Way and crosswalk lines for Iverson and Crepsi.
Mission Park Elementary	Resident	Marion Ave	Requested speed bumps from city, but city declined. Offered to organize neighbors and pay for speed bumps if city assists with installation process.
Mission Park Elementary	Survey	Marion Ave and Acacia St	Full traffic light at Marion and acacia. Add additional crosswalk parallel to existing crosswalk at Marion and acacia.
Mission Park Elementary	Survey	Marion Ave and Acacia St	I think adding stop at that big cross walk by Marion, you would slow down the cars that speed down Acacia, but please no traffic circles…they do not work!!!I also don't think a bike lane would help, I don't see too many kids riding their bike to school anymore, times have changed
Mission Park Elementary	Survey	Riker Ave and Accacia St	Yes, the crosswalk of Riker and Accacia. This needs to be updated just like all other high traffic crosswalks. There are 4 schools that use this intersection.
Mission Park Elementary	Survey	Riker St and Geil Street	Riker and Geil street no flashing lights at cross walk to alert drivers. It is a very busy and congested area in the mornings Provide Riker and geil street some type of flashing lights to alert drivers of kids crossing. Maybe offer a buddy system for parents who have children in the area to sign up their kids so children don't walk alone.
Mission Park Elementary	Survey	San Vicente St	San vicente street sidewalk is horrible for the kids to ride their bikes or skates. It is uneven almost the whole street. on Iverson st. not every corner has a handicap accessible corner for the kids bikes and skates to ride on
Mission Park Elementary	Audit	School campus	Bike rack present, no skateboard rack
			Back gate to campus is closed at 7:30, which has helped traffic by encouraging drivers to pull to the front of the

Mission Park Elementary	Audit	School drop off loop	Some drop-off in #2 lane
Mission Park Elementary	Cross Guard	School exit driveway	Right turn ONLY out of driveway, but cars go straight or turn left.
Mission Park Elementary	Parent	School exit driveway	When School gets out there are lots of cars along Acacia, people stop and park and wait for kids. Suggest to install a stop sign to give cars opportunity to leave campus and to keep area around exit clear for improved driver visibility.
Mission Park Elementary	Survey	School frontage	No only thing that I would suggest is enforce red zone parking. Constantly see parents either park in red zone or double park on street to get child. Causes unsafe conditions when you have other cars trying to go around into oncoming lane to pass.
Mission Park Elementary	Audit	School parking lot	No left turns out of lot, but some parents still turn left
Mission Park Elementary	Parent	School parking lot	How will left turns be restricted out of the driveway of the school?
Mission Park Elementary	Survey	School parking lot	The simple solution is stop and go. Vehicle block the entry way to drop of the children at the front. Vehicle are allowed to park in the red zone directly in front of the school where there should only be stop and go traffic. Parents should not be allowed to get there early simply to stay parked u til there child finally gets released from class. They block traffic. They should go through and if there child is not out you must proceed and make another round to allow other vehicle to go through.
Mission Park Elementary	Survey	School parking lot	Yes the drop off area, there are 3 points where there are crosswalks on campus and it adds to car stoppage, should be just 2 areas around the drop off not in the middle
Mission Park Elementary	Audit	W Acacia	1 hour parking in front of school
Mission Park Elementary	Audit	W Acacia	Some speeding during off-peak hours
Mission Park Elementary	Audit	W Acacia	Some students cross outside of crosswalk, but most use crosswalk
Mission Park Elementary	Cross Guard	W Acacia St	Heard from parent who rides his bike with daughter that it is horrible riding along Acacia.
Mission Park Elementary	Cross Guard	W Acacia St	Issues with visibility due to sun.
Mission Park Elementary	Cross Guard	W Acacia St	Lots of cars going fast.
Mission Park Elementary	Cross Guard	W Acacia St	Lots of traffice produced by other schools in the area.
Mission Park Elementary	Survey	W Acacia St	In the morning cars and parents are in a rush. Rolling through stop signs and speeding down our street. The local high school drivers obey the speed limit better than adult drivers.
Mission Park Elementary	Cross Guard	W Acacia St and front of school	Curb is designated loading zone, but parents park there anyway.
Mission Park Elementary	Principal	W Acacia St and Iverson St	Better traffic management for peak hours since there are four schools in close proximity to each other.
Mission Park Elementary	Cross Guard	W Acacia St and Marion Ave	Lots of overgrown trees, low visibility for drivers.
Mission Park Elementary	Parent	W Acacia St and San Vicente Ave	Passing Mission Park elem east bound between San Vicente and Iverson is problematic. Study how many cars go through and speed levels. Suggestion of installing a stop sign at Marion and Acacia.
Mission Park Elementary	Survey	W Acacia St and San Vicente Ave	Crossing the intersection of University and central intersection and W. Acacia st and San Vincente ave. Maybe crosswalks on W. Acacia st. and San Vincente ave. The intersection is not very safe for children to cross.
Mission Park Elementary	Parent	W Acacia St between San Vicente Ave and Iverson St	Lots of speeding traffic through this street. Fatal incident involving a student a few years back (2006?). Suggest to install speed bumps.
Mission Park Elementary	Survey	W Alisal St	Traffic on West Alisal st
Mission Park Elementary	Survey	W Alisal St and Acacia St	Too much traffic. Stop lights at crossings would alert drivers.
Mission Park Elementary	Survey	W Alisal St and Acacia St	W Alisal St and Acacia St. Lights to alert drivers at all crossings.
Mission Park Elementary	Audit	West Acacia	Bad morning visibility due to sun at some times of the year
Mission Park Elementary	Audit	West Acacia	Speeding occurs outside of drop off and pick up hours
Mission Park Elementary	Audit	West Acacia	Traffic jams during drop off and pick up hours
Mission Park Elementary	Audit	West Acacia	Lots of traffic before school coming from the west. Four schools in this area
Mission Park Elementary	Audit	West Acacia and Bruce	ADA ramps
Mission Park Elementary	Audit	West Acacia and Crespi	ADA ramps
Mission Park Elementary	Audit	West Acacia and Crespi	No curb ramps
Mission Park Elementary	Audit	West Acacia and Iverson	ADA ramps
Mission Park Elementary	Audit	West Acacia and Iverson	Intersection configuration

Mission Park Elementary	Audit	West Acacia and Junipero	ADA ramps
Mission Park Elementary	Audit	West Acacia and Junipero	Potential marked crosswalk across Junipero
Mission Park Elementary	Audit	West Acacia and Marion St	Crossing before school, not after school
Mission Park Elementary	Audit	West Acacia and Marion St	Crossing guard only at drop off
Mission Park Elementary	Audit	West Acacia and San Vicente	ADA ramps
Mission Park Elementary	Audit	West Acacia and San Vicente	Crossing length too long
Mission Park Elementary	Audit	West Acacia and San Vicente	No curb ramps, no marked crosswalks across Acacia
Mission Park Elementary	Audit	West Acacia and Sierra Madre	ADA ramps
Mission Park Elementary	Audit	West Acacia near Washington Middle School	Is parking adjacent to field well used? Possible to remove parking and add bike lanes?
MLK Academy	Audit	Acosta Plaza	Students crossing mid-block to back entrance to school
MLK Academy	Audit	Acosta Plaza	Back entrances to school - one on north side, one on east side. Most of it is a private street (Sanborn to circle and parking lot on back side of school). History of gang activity. Broken sidewalk on public ROW section
MLK Academy	Parent	Acosta Plaza and Garner Ave	Children cross here who live at Acosta Plaza apartments. Very unsafe with all the traffic and congestion.
MLK Academy	Parent	Acosta Plaza and Garner Ave	Lots of families cross here to enter school and there's no marked crossing.
MLK Academy	Parent	Acosta Plaza and Garner Ave	Lots of traffic here from parents parking or entering campus. No marked crossings at intersection or driveway.
MLK Academy	Parent	Acosta Plaza and Garner Ave	No school signage on this block.
MLK Academy	Parent	Acosta Plaza and Garner Ave	Unsafe intersection and it's not the first time community has talked about this issue.
MLK Academy	Survey	Acosta Plaza and Garner Ave	Gang activity at Garner and Acosta Plaza.
MLK Academy	Survey	Acosta Plaza and N Sanborn Rd	Acosta Plaza and Sanborn.
MLK Academy	Audit	Bread box recreation center (west of campus)	Big concern for principals. Parents use this parking lot to drop off students, creates conflicts with pedestrians crossing the entrance and exit driveways
MLK Academy	Survey	Garner Ave	Garner ave
MLK Academy	Survey	Garner Ave and Pacific Ave	Cars unfortunately don't stop and before covid lots of children walked to school but it's dangerous at the corner of Pacific and Garner.
MLK Academy	Survey	Garner Ave and Pacific Ave	Garner and Pacific
MLK Academy	Survey	Garner Ave and Pacific Ave	Garner and Pacific
MLK Academy	Survey	Garner Ave and Pacific Ave	Garner and Pacific
MLK Academy	Survey	Garner Ave and Pacific Ave	My request is to install stop signs at Pacific and Garner especially for our children's safety.
MLK Academy	Survey	Garner Ave and Pacific Ave	Should ask the city to install stop signs at Pacific and Garner.
MLK Academy	Survey	Garner Ave and Pacific Ave	There's no signal at Garner and Pacific.
MLK Academy	Parent	Garner Ave and Pacific Ave and Acosta Plaza	Streets are unsafe, too much traffic and when children walk to school it's too dangerous. Speeding cars and there's no traffic signal for children to safely cross. Children are forced to wait.
MLK Academy	Audit	Garner Ave at Pacific and Acosta Plaza	Families crossing, no marked crosswalk. Lots of traffic, high traffic speeds on Garner Ave
MLK Academy	Audit	General	MLK and Sanchez are on adjacent lots. MLK has 585 students and Sanchez has 800. Majority of students walked. A few bike - maybe 10. Some students bused (no concrete #s). Still a lot of students getting dropped off. Bike parking present on campus. Students walking to school from all directions. No staggered start times other than for kinder students
MLK Academy	Audit	General	More funding needed for crossing guards
MLK Academy	Survey	General	Concern about traffic.
MLK Academy	Survey	General	Concerned with crossings and signals.
MLK Academy	Survey	General	Crosswalks
MLK Academy	Survey	General	Drivers being distracted and not following driving laws
MLK Academy	Survey	General	Drivers need to respect kids crossing the street.
MLK Academy	Survey	General	Fear about them crossing the street and currently I've heard they're kidnapping children and truth be told I don't feel good about that.
MLK Academy	Survey	General	I just don't feel comfortable letting my daughter walk alone to school.
MLK Academy	Survey	General	It's safer on a bus.
MLK Academy	Survey	General	It's too dangerous.
MLK Academy	Survey	General	more cross walks and cross gaurds
MLK Academy	Survey	General	More patrolling for children and traffic signals.
MLK Academy	Survey	General	More police on the street
MLK Academy	Survey	General	More security for the children.

MLK Academy	Survey	General	Not enough crossing guards
MLK Academy	Survey	General	School is too far for her to walk.
MLK Academy	Survey	General	The traffic is very heavy and drivers distracted is visible
MLK Academy	Survey	General	There are very few crosswalks and during rainy season he can't walk.
MLK Academy	Survey	General	There should be a crossing guard.
MLK Academy	Survey	General	to put people and light to help the kids cross the road
MLK Academy	Survey	General	Traffic
MLK Academy	Survey	General	Traffic and violence
MLK Academy	Survey	General	Unsafe crossings at signals.
MLK Academy	Survey	General	What could be done when a student is in danger of being attacked by a gang member and people just watch… fearing that the gang member might attack them because police doesn't arrive soon? At this school there aren't any staff helping children cross the street because the only person helping is from Cesar Chavez.
MLK Academy	Survey	N Sanborn Rd	Lack of safety on the streets and cars speeding past Sanborn St. Some cars turn without concern that people are crossing the street even when the signal favors the pedestrians.
MLK Academy	Audit	North Sanborn Rd	Lots of parents crossing outside of marked crosswalks to get to school, mainly between Mohar St and Montana St.
MLK Academy	Audit	North Sanborn Rd	Traffic congestion, mainly around 4pm. Speeding is an issue in front of the school. There is an overhead speed feedback sign near Mohara, drivers ignore it. Drivers making U-turns around medians - can't turn left into MLK parking lot
MLK Academy	Audit	Pacific Ave	School route, no bike facilities
MLK Academy	Audit	Sanborn at Acosta Plaza	Big groups of pedestrians crossing. More time needed for pedestrian signal phase. Traffic backs up from the light at Laurel through the intersection
MLK Academy	Audit	Sanborn at Kimmell	Crossing guard present before and after school. More time needed on pedestrian signal phase.
MLK Academy	Survey	Sanborn Rd and Garner Ave	Samborn and garner
MLK Academy	Parent	School campus - Parking lot	Good that modifications are included for school parking lot in addition to areas outside of campus.
MLK Academy	Audit	School parking lot - Sanchez	Parents can't get out of lot due to traffic congestion
MLK Academy	Audit	School parking lots	School staff controlling traffic in Sanchez loop, issues with double parking. No staff controlling traffic in MLK lot.
Monte Bella	Survey	Calle El Rosario	Calle el Rosario kids should be pick up in front of the preschool no next to the parking lot by the flag pole is not safe cars coming in and out of the area.
Monte Bella	Survey	Canelli Ct and Tuscany Blvd	Canelli court crossing to Tuscany I'd like to see a crosswalk from canelli court crossing to Tuscany Many children cross there, possibly with beacon lights (it leads to the community park) which has plenty of people crossing and also speed limits should be enforced as it's a school zone and vehicles don't slow down
Monte Bella	Survey	Canelli Ct and Tuscany Blvd	Speed bumps or a cross walk at canelli and Tuscany
Monte Bella	Survey	Del Monte Ave	Concerns with Del Monte.
Monte Bella	Audit	Freedom and Tuscany	Parents can't turn left from Tuscany to Freedom - backs up traffic on Tuscany and in school parking lot.
Monte Bella	Parent	Freedom Pkwy	Double parking and pedestrian crossing on the freedom side by the kinder side.
Monte Bella	Survey	Freedom Pkwy	Speed bumps on Freedom pkwy
Monte Bella	Survey	Freedom Pkwy	Speed bumps on freedom pkwy. Every morning cars are speeding and can easily cause an accident. Since there are always cars park on the right side of that street, it is impossible to make a safe left turn with traffic and cars always speeding on that street. There are also drivers who are supposed to make a right turn on that street and ALWAYS end up going straight because of traffic. They want to avoid the waiting time thanks to the stop sign guy who is always giving the right to the traffic coming out of school. This can also be prevented by taking kids early, not when the bell rings. Also parents ALWAYS crossing on the middle of the streets running with their kids on Tuscany blvd. Why? To avoid having to walk all the way to the crossing line. They cross in the middle of the street and on the parking lots knowing there is traffic, don't even take the time to check if there are cars coming.
Monte Bella	Survey	Freedom Pkwy	The Freedom side of the school needs to have No Parking zone on the non school side of the street. The cars don't fit if you park on both sides. This is very dangerous.
Monte Bella	Survey	Freedom Pkwy	The speeders in school zones on freedom blvd
Monte Bella	Survey	Freedom Pkwy	Traffic alongside Freedom Blvd. near kindergarten gate. Too many cars parked causes traffic jam and unsafe driving.
Monte Bella	Parent	Freedom Pkwy and Padova Dr	Lots of traffic and congestion here. Cars that park next to school and or near field area... then the road becomes almost 1 way because 2 cars can't fit at the same time
Monte Bella	Parent	Freedom Pkwy and Tuscany Blvd	Put a light on Freedom, it's a 3-way intersection. Parents leave on Tuscany Blvd and there is a Stop sign and it is very hard for them to cross. What happens is that parents park on the other side of the street and they are crossing and there is no crosswalks or anything. It would be recommended- if we could have a light there. This area gets backed up and cars are coming really fast. Cars do not stop. After school, cars are doing circles around there. Even if we can not get a stop sign, having speed bumps or signs that say it is a school area and that can slow people down.
Monte Bella	Survey	Freedom Pkwy and Williams Rd	The crossing at the intersections of Freedom Pkwy and Williams are to dangerous. People speed and pass those red lights at very high speed.
Monte Bella	Parent	Front of School	It would be helpful to open more gates at the front of the school.
Monte Bella	Parent	Gabilan Plaza Apartments	Apartments down the way from the school, crossing guard needed as many students live near these apartments. Crossing guards needed, cars don't stop here. Dangerous.
Monte Bella	Audit	General	845 students. 1 or 2 buses, 15 students bused. 80% of students are dropped off, 20% walk, 1 cyclist. Principal says parents don't feel safe letting their kids walk.
Monte Bella	Parent	General	Double traffic from elementary and high school at the same time.

Monte Bella	Parent	General	I agree with the flashing crosswalks and or speed bumps. Those are great ideas
Monte Bella	Parent	General	Interested in learning more about walking school bus.
Monte Bella	Parent	General	Maybe having police during the peak traffic hours?
Monte Bella	Parent	General	Provide school bus transportation for those students walking from farther away?
Monte Bella	Survey	General	Additional stop signs and cross walks. Slowing down crazy drivers on 25 speed limit zones.
Monte Bella	Survey	General	Adults or teenagers who are seeking to cause harm
Monte Bella	Survey	General	Afraid she'll cross the street without looking.
Monte Bella	Survey	General	An adult in our household has to walk him
Monte Bella	Survey	General	An adult in our household has to walk him
Monte Bella	Survey	General	An adult in our household has to walk in cuz he's five
Monte Bella	Survey	General	Another route
Monte Bella	Survey	General	Campus supervisors around park area
Monte Bella	Survey	General	Construyan más carriles. Vive demasiada gente aquí y la gente aquí le gusta vivir de forma sedentaria. Ya verán que casi nadie usará la bicicleta.
Monte Bella	Survey	General	Cross walks
Monte Bella	Survey	General	Crossing guards
Monte Bella	Survey	General	Crossing guards
Monte Bella	Survey	General	Crossing guards, speed limits, traffic
Monte Bella	Survey	General	Danger when crossing the streets.
Monte Bella	Survey	General	Drivers don't always respect the stop signs.
Monte Bella	Survey	General	Everything looks good, hopefully this gets approved fast because the traffic gets very bad & dangerous. Also on Alisal high school on Williams street it's out of control & dangerous with kid's crossing the street in the middle of the road or when the traffic lights are green & parents being ok with their kid's getting off cars in the middle of the road. This traffic from the high school highly contributes to the traffic leading up to Montebella elementary.
Monte Bella	Survey	General	Fast drivers
Monte Bella	Survey	General	High schools students driving fast and parents driving fast
Monte Bella	Survey	General	I don't even know the bus route 100%
Monte Bella	Survey	General	I don't want my child to have any contact with strangers along the street who will bother her.
Monte Bella	Survey	General	I feel it's pretty safe for walking and biking to school.
Monte Bella	Survey	General	I would like it if my child could take the school bus because it's safer and I can't take her because of work.
Monte Bella	Survey	General	I would like it if the routes to school that students use had more police patrolling so that the children can feel a little safer.
Monte Bella	Survey	General	In order to have kids walk to and from school and home safely is to have 1 or 2 designated routes and have all students follow those routes. More kids means not a lot of violence, assaults, if there's more people I think they can be safer.
Monte Bella	Survey	General	Is the after school program going to be available?
Monte Bella	Survey	General	It's a bit far for my son to walk to school. If we lives closer I might have allowed him to walk home. Another reason I would pick him up is to take him to Boys and Girls as Mobte Bella does not have the transportation for kids.
Monte Bella	Survey	General	Lights
Monte Bella	Survey	General	More cross walk guards needed for each interception
Monte Bella	Survey	General	More patrolling in the streets near the school.
Monte Bella	Survey	General	More security for those who walk to school alone.
Monte Bella	Survey	General	More security.
Monte Bella	Survey	General	My child has to cross busy streets and most of the time the sidewalks are blocked by cars that park on them.
Monte Bella	Survey	General	My daughter is an only child and I don't want her walking alone.
Monte Bella	Survey	General	My daughter is not old enough to walk to school alone.
Monte Bella	Survey	General	Need security on the streets and crossings.
Monte Bella	Survey	General	Needs stop lights or people to help kids to cross the road
Monte Bella	Survey	General	Not enough adults to watch over kids
Monte Bella	Survey	General	Open am entrance to access the back of the school, walking distance would be short.
Monte Bella	Survey	General	People don't walk or bike their kids to school because parents drop kids off at school on their way to work not because of safety. Parents were more inclined to walk their kids when we were allowed on campus.
Monte Bella	Survey	General	Raising vehicles
Monte Bella	Survey	General	Risk of her being attacked by a stranger.
Monte Bella	Survey	General	Security
Monte Bella	Survey	General	Security at arrival and dismissal times.
Monte Bella	Survey	General	She doesn't know how to cross the streets.
Monte Bella	Survey	General	Side walks are not maintained and Speed is not enforced.
Monte Bella	Survey	General	Speed and Cross walks guards
Monte Bella	Survey	General	Speed bumps
Monte Bella	Survey	General	Speed bumps
Monte Bella	Survey	General	Speed bumps, just safety
Monte Bella	Survey	General	Speed of passing vehicles
Monte Bella	Survey	General	Speed of vehicles
Monte Bella	Survey	General	Speed on the road, we need speed bumps
Monte Bella	Survey	General	Speed while driving
Monte Bella	Survey	General	Speeding
Monte Bella	Survey	General	Speeding & traffic congestion around the school & lack of any police to address the problems
Monte Bella	Survey	General	Speeding and crossings.
Monte Bella	Survey	General	Speeding and crosswalks
Monte Bella	Survey	General	Speeding and Traffic

Monte Bella	Survey	General	Supervisor to supervise before and after school
Monte Bella	Survey	General	There are people who don't live in the area or in the house near school.
Monte Bella	Survey	General	There is a lot of traffic and I feel he is not safe because people are always speeding. The amount of adults walking around the area are minimal.
Monte Bella	Survey	General	There should be a supervisor at the crossing in front of the school but really be attentive because sometimes she's on the phone.
Monte Bella	Survey	General	Too much traffic.
Monte Bella	Survey	General	Traffic is too heavy for young children to safely bike to school
Monte Bella	Survey	General	Traffic speed
Monte Bella	Survey	General	Traffic... school bus merges into highway
Monte Bella	Survey	General	Trained staff for this type of job.
Monte Bella	Survey	General	Violence or crime
Monte Bella	Survey	General	Yo much traffic
Monte Bella	Survey	General	You should place individuals in these areas to observe hazards.
Monte Bella	Survey	General	
Monte Bella	Survey	General	
Monte Bella	Survey	Modena Way	loitering on modena way
Monte Bella	Survey	Modena Way	Modena way loitering has been an issue
Monte Bella	Audit	Monte Bella Blvd	Speeding. No marked crossing between Sconberg and Tuscany Boulevard.
Monte Bella	Parent	Monte Bella Blvd	Monte Bella is one block off of high school; this causes double traffic in the mornings; coming from Monte Bella Blvd.
Monte Bella	Survey	Monte Bella Blvd	Create a barrier on the bike lane on Monte Bella Blvd to make it safer for kids riding their bikes
Monte Bella	Survey	Monte Bella Blvd	Monte Bella, areas where there are no cross walks or stop signs. Blinds spot areas for cars which may cause a vehicle or pedestrian accident. Without stop signs some drivers speed through these areas.
Monte Bella	Survey	Monte Bella Blvd	people drive way past the speed limit in Monte Bella Blvd.
Monte Bella	Survey	Monte Bella Blvd	Traffic safety monte Bella Blvd -safe adult supervision
Monte Bella	Parent	Monte Bella Blvd and Palermo Dr	We need a crosswalk in Monte Bella and Palermo Dr.
Monte Bella	Parent	Monte Bella Blvd and Tuscany Blvd	Need for a crossing guard
Monte Bella	Survey	Monte Bella Blvd and Verona Ct	The stops between Monte Bella and Verona, there is times the vehicle do not make full stops and don't pay attention to the students crossing the street.
Monte Bella	Parent	Monte Bella Blvd and Williams Rd	Need for a crossing guard
Monte Bella	Survey	Monte Bella St	I would like it if there were crossing guards on Monte Bella St since drivers don't respect pedestrians and much less children or the speed limits.
Monte Bella	Survey	Padova Dr and Palermo Dr	Esquina de padova and Palermo. Hay una casa en puro frente del alto. Cuando el residente estaciona su carro en frente de su casa, causa tráfico con los camiones de la escuela y otros carros. No caben 2 carros a la misma vez. Esta banqueta debería ser pintada roja para no estacionar.
Monte Bella	Survey	Padova Dr and Rear school access	back gate should open
Monte Bella	Audit	Pardova Drive	Back gate to campus, currently closed
Monte Bella	Parent	School Campus	Would like back door opened for those families walking. Now with more homes and more people, things will be worse. Need to keep in mind parents would be walking on grass.
Monte Bella	Parent	School Campus - side gate next to park	Can this gate be opened? Need for adult supervision.
Monte Bella	Survey	School Frontage	El estacionamiento de la escuela frente al kinder devén abrir una salida Asia la calle freedom y abrir todas las puertas de la escuela para entrar y salir para qué no allá embotellamiento y abrir la calle freedom asta las casas nuevas para que el tráfico fluya
Monte Bella	Survey	School Frontage	More visible directions in the parking lot for drop off.
Monte Bella	Audit	School parking lot	Dropoff occurs both in area on the west side of the parking lot and in loop on the east side. Staff are trying out a new system to organize pickup by grade level and class, where parents circle the lot until their student is ready for pick-up.
Monte Bella	Audit	School parking lot	School places cones to prevent left turns out of lot
Monte Bella	Survey	School Perimeter	They should open the gate at the park, that make more sense! The kinder gate needs to be opened again to allow drop off at Freedom Pkwy. They need to install no parking signs on the side of the fields on Freedom Park next to kinder classes. I have contact the city and they don't care. When vehicles are parked on both side of the road it only allows for 1 vehicle to go by making it VERY DANGEROUS.
Monte Bella	Survey	Sconberg Pkwy	Crossing sconberg from field homes
Monte Bella	Survey	Sconberg Pkwy	Opening of Sconberg and completion of the round abouts in front of Bardin. Traffic is a nightmare in the morning since construction started. Speed bumps on Monte Bella, Freedom, Sconberg and Tuscany to avoid speeding and racing.
Monte Bella	Survey	Tuscany Blvd	A cross walk in front of the park closest to the corner where this is an exit from park on Tuscany.
Monte Bella	Survey	Tuscany Blvd	If roundabouts are the route. I think on Tuscany there should be two at the entrance. Coming in and out of the school there is a back up. Even turning out of the school there has been a back up to turn right. It's hard because people also run into high school traffic if they go left so everyone goes towards freedom now.
Monte Bella	Survey	Tuscany Blvd	The speeding of vehicles on Tuscany blvd. Parents seem to be running behind and speed and don't really honor the pedestrian right away between Canelli and Tuscany
Monte Bella	Survey	Tuscany Blvd	Traffic on Tuscany blvd
Monte Bella	Survey	Tuscany Blvd	Widening Tuscany and a parking area on that side of the school that side of the school is dangerous to cross and many parents park and walk their students
Monte Bella	Survey	Tuscany Blvd and Canelli Ct	Having a cross guard on a non crossing section (front of park on Tuscany Blvd and Canelli Ct)

Monte Bella	Audit	Tuscany Blvd and Tuscany Way	High-viz crosswalk in place and crossing guard. Still issues with drivers yielding to pedestrians.
Monte Bella	Audit	Tuscany Boulevard	Speeding. Bike lanes in place. Parents double park to drop off students
Monte Bella	Survey	Verona Ct and Monte Bella Blvd and Freedom Pkwy	High schools students are out almost at the same time and drive at high speeds thru Verona ct and mobtebella blvd. also parents in the morning drive at high speeds when dropping off children thru Freedom parkway
Monte Bella	Survey	Williams Rd	More school staff helping with the major crossings - Williams Rd.
Monte Bella	Survey	Williams Rd	Si que se quitara tanto carro estacionado por días en todo área de Williams y se respetará el Cruze pateonal que está enfrente de la preparatoria Alisal .
Monte Bella	Survey	Williams Rd	Speeding and unsafe crossings along Williams Rd
Monte Bella	Parent	Williams Rd and Gabilan Plaza Apartments	Cars will drive by crosswalk while people are in the crosswalk. This crosswalk has no lights, no stop signs. Concerned because there is nothing to stop traffic and it is very busy on Williams Rd. Lots of kids who go to Alisal High and Monte Bella Elementary use this crosswalk.
Monterey Park Elementary	Audit	Alameda Ave	Drop off zone here
Monterey Park Elementary	Survey	Blanco Rd	Speeding traffic in Blanco
Monterey Park Elementary	Audit	E Romie Ln	
Monterey Park Elementary	Survey	E Romie Ln	Crossing romie lane
Monterey Park Elementary	Survey	E Romie Ln	East Romie Lane is a very busy street. It is very concerning.
Monterey Park Elementary	Survey	E Romie Ln	General concern with how unsettling our nation is in right now. Need Crosswalk and reflectors. The busy streets by children have to cross is East Romie Lane and it is concerning.
Monterey Park Elementary	Survey	E Romie Ln	My issue is that my 6 year old would have to cross the street where the light stop is by Memorial hospital. After that, he would then have to cross several cross-walks to get to his school. My son would have to cross East Romie, then cross Los Palos Drive, then cross San Miguel Ave, then Via Paraiso, and lastly San Fernando Drive. Adult supervision during these high traffic area cross walks that are near the hospital and houses.
Monterey Park Elementary	Survey	E Romie Ln	Romie lane is a busy street to cross.
Monterey Park Elementary	Survey	E Romie Ln	Romie Lane traffic and CA street
Monterey Park Elementary	Survey	E Romie Ln	The amount of speeding cars through a residential neighborhood. The majority being employees of the hospital or the doctors on Los Palms and Romie Lane. Having students walk in groups together. Having more street lights. Having crosswalks with flashing light when people are crossing. It would be nice if those working on Los Palos Street or Romie Lane would use Main Street to get to Romie Lane or Blanco to Abbott Street instead of driving through neighborhoods.
Monterey Park Elementary	Audit	Exit of front parking lot	The exit is right turn only, but drivers are making a left turn
Monterey Park Elementary	Survey	Front of school	Parents dropping students off in the middle of the street. Ensure students are properly dropped off by parents, i.e using the crosswalk, not dropping off in red zones. Would like a safety enforcement officer present at all times before and after school
Monterey Park Elementary	Audit	General	6 kids typically bike, 40% of students walk. No bussing
Monterey Park Elementary	Audit	General	AAA safety patrol program in place for 6 years, students assist with traffic control
Monterey Park Elementary	Audit	General	School sends out frequent messaging on traffic safety
Monterey Park Elementary	Audit	General	School start and dismissal times are staggered by grade level
Monterey Park Elementary	Audit	General	Sidewalks in good condition.
Monterey Park Elementary	Audit	General	Staggered morning start time. Dismissal times are staggered but within 10 minutes
Monterey Park Elementary	Audit	General	Students biking on sidewalks, 15-20 students bike. After school Bike Club led by parents
Monterey Park Elementary	Survey	General	Crosswalk guard needed
Monterey Park Elementary	Survey	General	Distance- school to far from home
Monterey Park Elementary	Survey	General	Distance, due to inter district transfer.
Monterey Park Elementary	Survey	General	Distance. To far from school
Monterey Park Elementary	Survey	General	Fast drivers. More cross guards.
Monterey Park Elementary	Survey	General	Having crosswalks and stop signs.
Monterey Park Elementary	Survey	General	I live by an area where there is a lot of homeless people where sometimes they are under the influence. I would like the bus stop to be closer to the apartments.
Monterey Park Elementary	Survey	General	I think my kid is to young to walk to school with what violence and crime is at
Monterey Park Elementary	Survey	General	I wouldn't let my kids walk to or from school they get picked up every day would not want to be to happen to them being alone.

Monterey Park Elementary	Survey	General	It's more the fact you can't trust drivers anymore to look out for our children. Speed bumps.
Monterey Park Elementary	Survey	General	Live too far from school
Monterey Park Elementary	Survey	General	My child is in special Ed.
Monterey Park Elementary	Survey	General	My son only started going to Monterey park during the pandemic so I don't have any concerns but when he went to el Gabilan the ride there and back were good and he was safe.
Monterey Park Elementary	Survey	General	None, we literally live 2 minutes(if that) from their school. if any concern is crossing the one street to get to the other side where the school is located. Stop signs and slower speed signs, sometimes i will see cars speeding through the school zone, not very safe.
Monterey Park Elementary	Survey	General	School is too far for my child
Monterey Park Elementary	Survey	General	That something could happen when they are walking to school or from school so I preferred driving them to school.
Monterey Park Elementary	Survey	General	There is many closer schools to our home than the one my child is assigned.
Monterey Park Elementary	Survey	General	To far and to young to be walking. Would like to see crossing guard at the school.
Monterey Park Elementary	Survey	General	To far from where I live and even if we lived close to the school I wouldn't allow my children to walk it's unsafe.
Monterey Park Elementary	Survey	General	Too much traffic.
Monterey Park Elementary	Survey	General	Well marked crosswalks are necessary.
Monterey Park Elementary	Survey	La Mesa St and San Juan St	La Mesa has fast traffic with nothing to slow traffic until San Juan. Something should slow drivers down.
Monterey Park Elementary	Survey	Main St	I wouldn't want my child walking anywhere near Main Street or downtown alone because of the homeless population. Homelessness needs to be addressed in our city. People need homes. I want to clarify that I do not believe homeless people are a threat. Homelessness is a major problem and I do not want my child to see it. People need homes. Also we need more trees for shade and the environment.
Monterey Park Elementary	Survey	Romie Ln and Alameda St	There needs to be a cross walk across Romie Lane & Alameda.
Monterey Park Elementary	Audit	San Fernando Drive	Some drop-off on far side of park
Monterey Park Elementary	Survey	San Juan Dr	Crossing San Juan drive while walking in San Miguel. It can be a very busy intersection. Car traffic along San Miguel.
Monterey Park Elementary	Audit	San Miguel and Los Palos	Bike routes
Monterey Park Elementary	Audit	San Miguel and Pajaro	Crossing length seems to long
Monterey Park Elementary	Audit	San Miguel and San Fernando	ADA Ramps
Monterey Park Elementary	Audit	San Miguel and San Fernando	No marked crosswalks
Monterey Park Elementary	Audit	San Miguel and San Juan	Need for lighting at this intersection
Monterey Park Elementary	Audit	San Miguel and San Juan	No marked crosswalk accross San Miguel Ave
Monterey Park Elementary	Audit	San Miguel Ave	Bus drop-off near park. Special ed buses drop off in front of school.
Monterey Park Elementary	Audit	San Miguel Ave	No parking zone across the street from the school. Loading zone on school side of San Miguel.
Monterey Park Elementary	Survey	San Miguel Ave and Front of school	Concerned about crossing the street to school.
Monterey Park Elementary	Audit	San Miguel Ave and San Juan Dr	Marked crosswalks in 2 directions.
Monterey Park Elementary	Audit	School campus	Bike rack present, no skateboard rack
Monterey Park Elementary	Audit	School drop-off loop	Staff directs traffic in drop-off loop & control crosswalk in loop. Drop off goes smoothly
Natividad Elementary	School Principal	Alvin Dr	There are problems at the crossing at Alvin- the sun comes from the east and blinds the cars that go towards Nativity Rd. Due to the blinding sun, the children are not visible while using the crosswalk.
Natividad Elementary	Survey	Alvin Dr	Our children's safety is very important which is why crossing Alvin is more complicated. During that hour there is lots of traffic and the crossing makes me afraid but would be safer to have lights on the ground when crossing because there are new people in the area who are not aware.
Natividad Elementary	Survey	Alvin Dr	The intersection at Alvin there are times cars do not stop and makes me afraid.
Natividad Elementary	Survey	Alvin Dr	The traffic. The cars not stopping to let the children walk even when light is flashing for them to cross.
Natividad Elementary	Survey	Alvin Dr	Would like to see traffic signals on Alvin Dr. so drivers will respected speed limit.
Natividad Elementary	Survey	Alvin Dr and El Dorado Dr	Concerned with the crossing at Alvin and Dorado.

Natividad Elementary	Survey	Alvin Dr and El Dorado Dr	When the kids cross Alvin from el dorado to the other side of Alvin its so dangerous. It is a 4 lane street. Cars drive so fast. One time my son was crossing and they almost ran him over then the driver proceeded to flip off my son and tell him he was an idiot for not paying attention. I see this happen every morning when I drive past there. The cross walks are only painted there is no lights for drivers to be warned that someone is crossing. Ive seen when the kids are already walking half way in the cross walk and the cars are driving so fast past the kids and its such a close call. Maybe even speed bumps on Calaveras. Exiting the garage is dangerous on Calaveras. There are so many cars on the side walk and since these houses don't have a full drive way the cars are parked covering the side walk. When exiting the garage its impossible to see if there are cars coming and if you exit and a car is coming they don't stop they just honk at you and speed away behind you. There is also a lot of foot traffic on this street due to the El Dorado park.
Natividad Elementary	Audit	Alvin Dr and Modoc	No crossing guard at this crosswalk. RRFB has helped with driver yielding but more is needed.
Natividad Elementary	Parent	Alvin Dr and Modoc Ave	Even at signal crosswalk, drivers don't respect and don't stop for anyone.
Natividad Elementary	Parent	Alvin Dr and Modoc Ave	Would like to see a stop sign at this three way stop for cars coming from the opposite end to the school. It's hard to make a left turn onto Modoc due to high speed and traffic.
Natividad Elementary	School VP	Alvin Dr and Modoc Ave	Lots of fast traffic goes through this intersection.
Natividad Elementary	Parent	Alvin Dr, Modoc Ave, Linwood Dr	Never see police patroling the area. Some police would help in enforcing traffic laws.
Natividad Elementary	Audit	Alvin Drive	High traffic speeds on Alvin, drivers don't stop at crosswalk
Natividad Elementary	Audit	Alvin Drive	No marked crosswalk at El Dorado, crosswalks in place at Lassen Ave and Linwood Drive
Natividad Elementary	Audit	Alvin Drive	Speeding is an issue and drivers are not stopping for pedestrian at the crosswalk
Natividad Elementary	Survey	Alvin Drive	Crosswalks all along E. Alvin ave. Cars not respecting speed limit on all streets around school (Modoc ave, Glacier dr. Etc) not having speed bumps on streets around school or enough sings asking to reduce speed.
Natividad Elementary	Survey	Alvin Drive	E. Alvin Dr. some cars won't stop for children crossing & some drive beyond speed limit. There should be a crossing guard on E. Alvin Dr.
Natividad Elementary	Survey	Alvin Drive	There's a lot of traffic in the morning and drivers are not careful and they speed. I'm always afraid someone is going to get hit. In all crosswalks have those flashing lights so drivers could see them and slow down. Have safer crosswalk with flashing lights so driver could see and slow down in all the crosswalks on Alvin street, since there are many schools on this street.
Natividad Elementary	Survey	Alvin Drive	Traffic on Alvin dr. My children went the other way around to school to avoid Alvin Dr.
Natividad Elementary	Survey	Alvin Drive	When crossing to school cars don't stop in Alvin drive even if the crossing light is on.
Natividad Elementary	School Principal	Chaparral St	Install speed bumps on both sides of street.
Natividad Elementary	Audit	Chaparral Street	Bolt-on speed humps in place. Street widens significantly between Noice Dr and Maryal Drive
Natividad Elementary	Audit	Front of school campus	Principal brought up the idea of drop off and pick up loop
Natividad Elementary	Survey	General	A lot of traffic, speeding.
Natividad Elementary	Survey	General	Afraid that a car will not respect speed limit at crosswalks and that my daughter will get hit.
Natividad Elementary	Survey	General	Cars go by too fast.
Natividad Elementary	Survey	General	Concerned about street crossings because they have heavy traffic.
Natividad Elementary	Survey	General	Concerned with gangs, traffic, etc.
Natividad Elementary	Survey	General	Concerned with lack of safety in the city.
Natividad Elementary	Survey	General	Concerned with the bad traffic education from drivers because we need to cross several streets and the majority of drivers are rushing and are very imprudent.
Natividad Elementary	Survey	General	Cross walk in alvin dr even though there's a lighted Crosswalk cars still don't fully stop. I think if there is somebody with a stop sign it will help
Natividad Elementary	Survey	General	Drivers do not respect speed limits.
Natividad Elementary	Survey	General	Honestly this does not apply to my daughter since where we live she has no need to cross main streets like Alvin and I also don't feel comfortable letting her walk alone.
Natividad Elementary	Survey	General	Just distance related. Which has us past huge homeless encampment near China Town. This is a huge safety concern and we could never walk to school. Dogs roaming neighborhood. Even when driving to school, I encounter dogs roaming the neighborhood often just parking and waking a block or two to the school.
Natividad Elementary	Survey	General	Lots of traffic goes by very fast and they do not stop and look to see if pedestrians are crossing. There is a signal missing on the main street.
Natividad Elementary	Survey	General	Maybe schedule during cold season should be at least half hour later because going outside soon after getting them out of bed is difficult.
Natividad Elementary	Survey	General	My child is still young.
Natividad Elementary	Survey	General	No issues since there was always a person to help them cross.
Natividad Elementary	Survey	General	Parking for parents, drop off and pick up zones, speeders
Natividad Elementary	Survey	General	Put an adult on the big street to help children cross over to school in the mornings and at dismissal times.
Natividad Elementary	Survey	General	Safety on intersaction or crossing the steet.
Natividad Elementary	Survey	General	She will walk all the time, only concern is when raining.
Natividad Elementary	Survey	General	The traffic. The cars not stopping for children when crossing the cross walk while the lights flashing for them to walk. One time almost hitting a child.
Natividad Elementary	Survey	General	There are drivers who drive too fast and do not respect the school zone.
Natividad Elementary	Survey	General	There is only one pedestrian crossing and lots of traffic. Parents who drive their children sometimes let them off in the middle of the street and cause congestion and danger for the children.
Natividad Elementary	Survey	General	There should be more busses regardless of distance between home and school.
Natividad Elementary	Survey	General	Too many cars at high speed and lots of car entrances and exits for them to walk.
Natividad Elementary	Survey	General	Too many streets to cross and drivers do not pay attention.
Natividad Elementary	Survey	General	We live in a neighborhood that is not safe.
Natividad Elementary	Survey	General	well i cant no answer the question because is his first year in school, and his to little to walk or take the bike.

Natividad Elementary	Survey	General	When cars pass by to fast. Well I think for my daughter it's pretty much good she dosent go into big traffic streets
Natividad Elementary	Survey	General	Would like more supervision by police at start and dismissal times.
Natividad Elementary	Audit	General	100 students bused in - the rest walk or are driven. Less than 5 students biking. School start times are staggered by 5 mintes but doesn't have a big impact on drop-off traffic
Natividad Elementary	Survey	Glacier Drive	The curbs on my street are still the old fashion type (Glacier Drive), they have not been updated like other curbs in the neighborhood (like on Ramona or Linwood or Alvin) with lower accessibility for wheel chairs, strollers.
Natividad Elementary	Audit	Modoc	Bus loading zone in front of school - neighbors park in loading zone
Natividad Elementary	Audit	Modoc and Glacier	Crossing guard present before and after school
Natividad Elementary	Audit	Modoc and Glacier	Drivers are not respecting the crosswalk. They park on it right before it or right after it.
Natividad Elementary	Audit	Modoc Ave	Drop-off happening on both sides of the street, no drop-off loop and very little on-street parking available. Students running across street. Trash day is terrible, parents move trash cans in order to park and drop-off students. Very chaotic, lots of parents running late and in a hurry.
Natividad Elementary	Audit	Modoc Ave	Parents are dropping off and picking up students on travel lanes
Natividad Elementary	School Principal	Modoc Ave and East Alvin Dr	Traffic is very heavy, heard form the city the lanes would be modified from 4 to 2 lanes.
Natividad Elementary	Audit	Modoc Ave and Front of School	Parents are parking on the bus loading zone
Natividad Elementary	School Principal	Modoc Ave and Front of School	Possibility of opening an entrance in front of the school to reduce traffic. At the moment the buses park on Modoc in front of the school.
Natividad Elementary	Parent	Modoc St	Street cars pass at high speed, it has always been a concern for children. Is there a way to put speed bumps?
Natividad Elementary	Survey	Modoc St and E Alvin Dr	My kid not paying attention to what cars are doing while crossing the street and vise versa. For that area Natividad Elementary is at, its more for us parents to reminder and teach our children just be aware of our surroundings. The street, Modoc, Natividad Elementary is on when you get to the main road, E Alvin Dr, I think it could use a street light that mainly triggers when kids and parents are crossing street rather than using a non-light pedestrian cross.
Natividad Elementary	Survey	Natividad Rd and E Laurel Dr	Have to pass traffic street natividad n laurel.
Natividad Elementary	Audit	Rainier Dr	Marked crosswalk across Rainier at Modoc - no marked crosswalk at Tampico. Some sidewalk damage on Rainier
Natividad Elementary	Audit	Rainier Dr	Sidewalk repairs needed
Natividad Elementary	School Principal	Rainier Dr	Would benefit from reducing traffic and speed.
Natividad Elementary	Survey	Rainier Dr	If bumps would be installed on Rainier it would be safer.
Natividad Elementary	Survey	Rainier Dr and Tampico St	Speeding on Rainier Dr. and the intersection with Tampico St.
Natividad Elementary	Audit	School campus	Staff parking lot is gated off. Parent parking lot open at 7:30, but not used much for drop-off
Natividad Elementary	Audit	School campus	There is a parking lot where parents can park for dropping off and picking up but hardly use it.
Natividad Elementary	Parent	School perimeter	Need more Police or sheriff presence to reinforce traffic rules for drivers to respect the crossing.
Natividad Elementary	Parent	Surrounding	Would there be adult supervision during this project?
Natividad Elementary	School VP	Surrounding	Five schools in close proximity which impacts traffic.
Natividad Elementary	Audit	Tampico Ave	Alternate entrance on Tampico, gate opens 10 minutes before school
Natividad Elementary	Audit	Tampico Ave	Parents and students use this exit and entrance
Natividad Elementary	School Principal	Tampico Ave	Traffic flow is heavy but it's much worse on Modoc.
Natividad Elementary	Parent	Tampico Ave and Rainier Dr	Children cross here to get to the back entrance of Natividad and it feels like an unsafe crossing. Recommendation for crosswalk is one block over on Modoc.
New Republic Elementary	Survey	Acacia St	La velocidad de algunos carros por la zona de escuela es preocupante por la calle Acacia.
New Republic Elementary	Audit	Arcadia	Arcadia Way is used as a shortcut for people going to the Walmart area - used to avoid Boronda
New Republic Elementary	Audit	Arcadia	Speeding issues along this street
New Republic Elementary	Survey	Arcadia St	Too much traffic on Arcadia Street during school hours. Would like yield light across El Dorado St and Arcadia Street.
New Republic Elementary	Audit	Arcadia Way	Parents and students crossing at Arcadia Court - no marked crosswalk
New Republic Elementary	Parent	Arcadia Way	Illuminate the crosswalk like on North Main Street. Install speed bumps.
New Republic Elementary	Survey	Arcadia Way	Arcadia Way is a residential neighborhood speed bumps needed. SUHSD should not use this street as a big yellow bus route for Harden MS students they should use el dorado to boro da not through neighborhood speed bumps Speed bumps all Arcadia Way from el dorado to Natividad to slow traffic down. Please do your observations to see the speed of drivers from 7:15 am-9:00 pm speeding
New Republic Elementary	Survey	Arcadia Way	Arcadia Way needs speed bumps and more traffic control devices. It is too busy and not safe for resident families
New Republic Elementary	Survey	Arcadia Way	Cars speeding, volume of traffic, lack of assistance at crosswalk
			Speed Bumps need to be placed on Arcadia Way too much traffic speeding past the school and the city park. It's a residential area and cars trying to bypass Boronda Rd speed through the neighborhood and drive 55-65 miles per hour. City needs to do a survey to see the traffic and how fast cars drive. A child is going to be killed walking to school in the morning or after school walking from the New Republic Bus stop for RSJHS and GVMS children who live in the neighborhood and walkers and students who attend EAHS. The shopping center also has people speeding.. SPEED BUMPS and NO commercial BUSSES and TRUCKS they need to use the main

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New Republic Elementary	Audit	Arcadia Way	Most walkers coming from the west, parents park down Arcadia and walk students in
New Republic Elementary	Parent	Arcadia Way and Arcadia Ct	There is a cone in the middle of the crosswalk on Arcadia Way that has been run over a couple of times. People have requested speed bumps on Arcadia.
New Republic Elementary	Survey	Arcadia Way and El Dorado St and Alvin Dr	This is the first year my daughter attends Gavilan View. The bus was to pick her up at New Republic (which I would drop her off there in the morning). After school she would have had to walk from New Republic to home. She would have to cross El Dorado Street, which I would not feel safe for her to do. Cars speed all the time. There are no crossing guards in that area on Arcadia and El Dorado or El Dorado and Alvin. I believe that El Dorado and Alvin is going to get crossing lights soon. So that would be a good thing. I worry about child abduction. There has not been many cases that I've heard of around this areas but it still worries me.
New Republic Elementary	Audit	Arcadia Way and Emerald	School dismissal is busiest time. All parking spots full on Arcadia and Emerald 30 minutes before dismissal.
New Republic Elementary	Parent	Arcadia Way and Emerald Dr	During peak times the traffic is a mess. Drop off at Emerald for early drop off. Experienced lots of congestion on Arcadia Way.
New Republic Elementary	Staff	Arcadia Way and Emerald Dr	The front of the Arcadia and Emerald is a big pain point for parents and staff. Lots of congestion and frustrated parents.
New Republic Elementary	Parent	Arcadia Way and Kent St	I live off Arcadia on Kent. Drivers do speed through Arcadia. The crosswalk needs better visibility.
New Republic Elementary	Audit	Arcadia Way and Klamath Drive	No marked crosswalks, 3-way stop
New Republic Elementary	Survey	Arcadia Way and Klamath Dr	Cross walker on Arcadia and Klamath
New Republic Elementary	Audit	Arcadia Way and Natividad Rd	A few students cross Natividad
New Republic Elementary	Audit	Arcadia Way at school entrance	Crosswalk in front of school is only one across Arcadia. No crossing guard. Lots of students crossing, mostly with parents
New Republic Elementary	Audit	Arcadia Way near Emerald	Broken sidewalk
New Republic Elementary	Staff	Drop off loop and front of school	Guard duty feedback: Cones were placed because parents would block the entrance for the buses. The drop off lane is one-way and you can only turn right out of the parking lot. There were a lot of people that turned left, and that's where it gets congested. You may only turn right.
New Republic Elementary	Staff	Drop off loop and front of school	The outer lane is the only place where you can drop off. Inner lane is drive through. Cars do not respect that rule and drop off wherever they can.
New Republic Elementary	Audit	El Dorado Drive	
New Republic Elementary	Audit	Emerald Dr	Buses drop off in loop off Emeral Drive. School closes loop to prevent parent drop-off
New Republic Elementary	Audit	Emerald Dr	Parents are not respecting bus loading zone by parking or stopping at their locations
New Republic Elementary	Parent	Emerald Dr	On Emerald all of the side streets are full, and there is no parking.
New Republic Elementary	Survey	Emerald Dr	Yes Emerald Dr. Cars pass by so fast and a lot of the kiddos that walk to school are coming from this street in clouding my kiddos. Emerald Dr is a very high trafficked area that need major attention
New Republic Elementary	Audit	General	4 buses, lots of students dropped off. Some students walk and a few bike. School serves large attendence area and some transfer students.
New Republic Elementary	Audit	General	No crossing guard at this school
New Republic Elementary	Audit	General	SRO officer used to help control traffic. Their grant ran out so no assistance in the future.
New Republic Elementary	Principal	General	School is loosing the SRO and the presence of a person. School needs to plan ahead when the kids come back to school.
New Republic Elementary	Staff	General	New Republic has a high percentage of walkers and bikers.
New Republic Elementary	Survey	General	Cars speeding, crosswalk visibility
New Republic Elementary	Survey	General	Crosswalks and drivers racing and not following traffic laws.
New Republic Elementary	Survey	General	Having cross walkers at the main crosswalks by the school
New Republic Elementary	Survey	General	Lack of duty of care by the people driving and compliance of traffic laws. Bus drivers doing illegal moving. Crosswalks and drivers racing and not following traffic laws.
New Republic Elementary	Survey	General	Sidewalks are cracked and pushing together
New Republic Elementary	Survey	General	Speeding traffic and irresponsible driving practices of frustrated drivers.
New Republic Elementary	Survey	General	Speeding traffic, Lack of safe crossing devices, and erratic drivers.
New Republic Elementary	Survey	General	The drop off pick up at new republic elementary school is very difficult as far as driving in and out. The kids'safety pre-covid was always a factor with people not obeying the rules and making long lines instead of parking. No place to park available.
New Republic Elementary	Survey	General	The school is far from our house.
New Republic Elementary	Survey	General	The speed to be reduced for drivers,

New Republic Elementary	Survey	General	Wreckless driving would be #1 and the violence.
New Republic Elementary	Audit	School campus	Parents park on street and cross through school parking lot. Crosswalk does not extend through 1st section of parking lot
New Republic Elementary	Parent	School driveway and drop off loop	I've observed drivers passing on all sides while children are in the crosswalk entering the school and in the drop off and pickup zone.
New Republic Elementary	Parent	School driveway and drop off loop	Very frustrating design for drivers.
New Republic Elementary	Audit	School drop-off loop	School staff act as crossing guards and traffic control in loop. Parents drop off in #2 drop-off lane.
New Republic Elementary	Audit	School drop-off loop	Staff assist on drop off and pick up
New Republic Elementary	Audit	School parking lot	Left turn lane blocked off at parking lot exit - parents still turn left
New Republic Elementary	Parent	School parking lot	Drop offs occur in the parking area rather than in the drop off area. Its difficult for small children to be visible.
New Republic Elementary	Survey	Wimbeldon Way and Kent St	Install a visible crossing lane on wimbledon way and kent st.
North Salinas High School	Audit	Alvin Dr and Kip	High viz crosswalk in place, not a lot of vehicle and ped conflicts
North Salinas High School	Audit	Alvin Dr and McKinnon	School staff's biggest concern. Lots of students crossing here, conflicts with vehicles turning left. Buses leaving school also have a hard time making a left turn, no left turn signal phase.
North Salinas High School	Audit	Bike and ped path behind school	Issues with drug use, graffiti. Requests for lighting from parents but there is lighting in place - maybe its not working or too high? Unclear who maintains, District maintenance staff won't clean up grafitti etc. Popular walking and biking route, students coming in this way have a safe path of travel into campus.
North Salinas High School	Parent	E Alvin Dr	Lots of speeding
North Salinas High School	Survey	E Alvin Dr and Linwood Dr and E Alvin Dr and Kip Dr and Rainier Dr and Linwood Dr	Alvin is a dangerous street to cross. There aren't many crosswalks and cars don't stop. Especially Alvin and Linwood and Alvin and Kip. On Rainier and Linwood we need a visible crosswalk. Lots of students cross there.
North Salinas High School	Audit	General	2,000 students on campus. 40-60% walk. About 50 students bike. 3-5 buses. The rest get dropped off. Alvin Drive is northern school boundary, so students coming from south and east and west.
North Salinas High School	Student Survey	General	When I walk sometimes I have to cross west Alvin Dr. to east Alvin Dr. and it crosses North Main, sometimes cars just turn even when they see us walking.
North Salinas High School	Survey	General	Distance
North Salinas High School	Survey	General	It's my sons first year here and has not been on campus due to pandemic.
North Salinas High School	Survey	General	It's unsafe to walk for children, specially young girls.
North Salinas High School	Survey	General	More school security
North Salinas High School	Survey	General	My daughter was molested by a school mate and that is a very traumatic experience for us.
North Salinas High School	Survey	General	My son is in the 9th grade and is anxious to be at school.
North Salinas High School	Survey	General	Security
North Salinas High School	Survey	General	Street crossings
North Salinas High School	Survey	General	Worried that someone will harm him as he walks to school.
North Salinas High School	Audit	Kip	Lots of students crossing Kip everywhere to reach school campus. Some broken sw across from school.
North Salinas High School	Parent	Maryal Dr and High School Alley	Lots of trash, not enough lighting, people hanging out, generally feels unsafe for students.
North Salinas High School	Audit	McKinnon St	Parents drop off high school students on McKinnon, students cross Alvin to get to school
North Salinas High School	Audit	School campus	Parking lot on Alvin west of McKinnon is used for parent drop-off and student parking. Functions pretty smoothly. Students must cross driveway that buses use to get to back of campus, crossing guard controlling crossing but not a lot of vehicle conflicts. No other crossing guards around school. Parents enter and exit from yellow gate to the west, issues with parents trying to turn left.
North Salinas High School	Audit	School campus	Parking lots on Alvin: lot east of McKinnon is staff only, staff at entrance preventing parent parking. Staff would like to have key-activated gate at this lot to prevent parent access and save staff time.
North Salinas High School	Audit	School lool off Kip	Very small loop. Buses used to drop off here but they got stuck due to parent drivers. School staff would like to have a bigger and more modern loop. Drivers entering and exiting loop makes Kip pretty chaotic. Parking lot past loop is staff parking, closed to parents.
Oasis Charter School	Audit	General	200 students. All students driven to school. None live within 2 miles of campus, no busing
Oasis Charter School	Audit	General	Start times staggered - kindergardeners start 15 minutes before other grades. School has recently implemented new drop-off system with different drop-off areas for each grade level. Staff assists with traffic control at parking lot entrance and with checking in students at each drop-off area. 1-way traffic in loop, entrance on west leg of Westridge Parkway.

Rancho San Juan High School	Parent	Arthur St and Russell Rd	Concern about Arthur St. where students would have to walk through Russell and San juan grade road. Same concern relating to violence and lack of sidewalks everyone is talking about.
Rancho San Juan High School	Survey	Bollenbacher Dr and Rogge Rd	The intersection of where the three schools, Rancho San Juan, Bolsa Knolls, and la Joya meet. It might get hectic while taking kids to school.
Rancho San Juan High School	Survey	Boronda Rd and Natividad Rd	If possible to alleviate traffic at Boronda and natividad.
Rancho San Juan High School	Parent	Boronda Rd and Russell Rd	Concerned about street becoming a “free road” after the one light; drivers speed making it an unsafe road for students.
Rancho San Juan High School	Parent	Boronda Rd and San Juan Grade Rd	There is a mobile home park on the corner of Boronda and San Juan Grade and a lot of our students have to walk from there but there are zero sidewalks. From Boronda to all the way down to where Russel Road connects with San Juan Grade; that was an issue last year for a lot of the parents.
Rancho San Juan High School	Survey	Cornwall St	Yes crossing Cornwall st to the other side of San Juan Grade Rd
Rancho San Juan High School	Survey	El Dorado Dr	Extend Eldorado to the high school
Rancho San Juan High School	Survey	El Dorado Dr	It is a reasonable request to include on the safe routes a proposal that would extend El Dorado through the fields to reach Rancho San Juan high school. Without said a route that includes an ADA safe sidewalk. It would also be a reasonable request to put a sidewalk on the old Natividad Road for students to walk since this is the only current walking path available for our students in the Harden in Ranch area to walk to school. Unfortunately in Natividad Road is an unsafe pass to walk on because it is a 45 miles zoned area.
Rancho San Juan High School	Survey	El Dorado Dr	The best way to help the traffic congestion would to get another road out. It would be wonderful if El Dorado Dr. could go straight to the High School. More kids could bike or walk if that was the case.
Rancho San Juan High School	Parent	El Dorado Street - Harden Housing	Are there plans to develop a safe walking and bike route from the Harden housing area to the high school, maybe via extending El Dorado street?
Rancho San Juan High School	Audit	General	1700 students currently, expected to grow. 200-300 students bused typically, half of remaining students walk and half are dropped off. About 10 students bike, some skateboard. Bike parking present on campus. No staggered start times, but the 3 schools on Rogge Road have 15 minutes between start times
Rancho San Juan High School	Parent	General	Change the start time to avoid traffic between schools in close proximity.
Rancho San Juan High School	Parent	General	Distracted students crossing the street looking at their phones and listen to music. Perhaps doing a workshop for students about safe crossing: “Usen los 5 sentidos al cruzar la calle”
Rancho San Juan High School	Parent	General	Due to al lof the schools being so closet o each other and starting times being only a few minutes after each ther, there is a lot of congestion in all of the neighborhood.
Rancho San Juan High School	Parent	General	Encourage students to be attentive when walking to school
Rancho San Juan High School	Parent	General	Implement the use of technology and install cameras on traffic lights to encourage parents to drive safe.
Rancho San Juan High School	Parent	General	Implement these changes “as soon as possible hopefully before students go back to school”
Rancho San Juan High School	Parent	General	It would be great for students to be able to ride their bikes daily to school, is there a way there could be secure routes for bikes
Rancho San Juan High School	Parent	General	More police presence to at least scare and encourage parents to drive safely in school zones.
Rancho San Juan High School	Parent	General	Request to offer more recommendations to parents and students who have to drive from much farther to get to school and for whom walking and biking is not a viable option due to distance.
Rancho San Juan High School	Parent	General	Two parents touch on the concern relating to school and district boundaries and how that impacts the lengthy drive they have because of the way boundaries are laid out in their neighborhoods.
Rancho San Juan High School	Staff	General	2020 was first full academic year for RSJ
Rancho San Juan High School	Staff	General	Enrollment is 1180 give or take will be about 1700 next year. The problem will double. Expecting to top off at 1800 or 1900.
Rancho San Juan High School	Staff	General	No crossing guards at school, only principal helps direct traffic.
Rancho San Juan High School	Staff	General	We had a small consistent crew of students biking-- about 4-5 bikes.
Rancho San Juan High School	Student Survey	General	A walking concern I have is the issue of pavements/sidewalks. I live over at North Main Street and the sidewalks tend to be a bit dirty or maybe even sometimes unsafe due to debris after a rainstorm.
Rancho San Juan High School	Student Survey	General	All the lights and riding a bike through the fields
Rancho San Juan High School	Student Survey	General	At the intersection of San Juan Grade Rd & Rogge Road there is cross walk but not many people pay attention to it and still dive anyways. Something that can make it a lot more safe is the addition of two crosswalk signs exactly like the ones in front of Everett Alvarez High School. They'd have a button so that it can turn on the lights telling the drivers to stop so the students can cross the street.
Rancho San Juan High School	Student Survey	General	Car accidents near boronda road
Rancho San Juan High School	Student Survey	General	cars not looking out for people walking
Rancho San Juan High School	Student Survey	General	cars pass by fast
Rancho San Juan High			Chance of an accident, Strangers, and a long walk home - I just don't like the feeling that there is a chance that

Rancho San Juan High School	Student Survey	General	Could get hurt by someone. - Parents are worried i can get taken or hit.
Rancho San Juan High School	Student Survey	General	creepy guys
Rancho San Juan High School	Student Survey	General	Crossing Russel road and San Juan grade road is super dangerous with super fast cars passing. - Plus there are no side walks down one side of San Juan grade road and Half of Russel road.
Rancho San Juan High School	Student Survey	General	drivers don't stop for people who are walking.
Rancho San Juan High School	Student Survey	General	Drivers take too long to slow down
Rancho San Juan High School	Student Survey	General	FIX THE SIDEWALKS!!!! - The side walks are sometimes really broken !
Rancho San Juan High School	Student Survey	General	From my house to Rancho, it's pretty far away, and so walking wouldn't be convenient on that part, other than that, there's nothing else concerning except the usual dangers there always are when walking to school. - My mom just doesn't let me walk.
Rancho San Juan High School	Student Survey	General	getting hit by a car
Rancho San Juan High School	Student Survey	General	Getting kidnapped
Rancho San Juan High School	Student Survey	General	getting kidnapped
Rancho San Juan High School	Student Survey	General	getting ran over on san juan grade road
Rancho San Juan High School	Student Survey	General	going past the stop light next to north salinas high and harden on Alvin Dr it was very scary - walking to rancho is gonna be very hard because of how far it is and the dirt roads you need to go through
Rancho San Juan High School	Student Survey	General	How cars did see if kids needed to cross the street
Rancho San Juan High School	Student Survey	General	I am not concerned about my neighborhood, it's really close to my school.
Rancho San Juan High School	Student Survey	General	I am not really concerned about any safety issues about having to walk home. The bus drops me off at McKinnon park which is very close to my house. I believe that my neighborhood is very safe compared to others.
Rancho San Juan High School	Student Survey	General	I can't walk or ride a bike to school, I ave always lived a long ways away from school so usually my parents would drive me to the closest bus stop and the bus would take me to school from there. I live in the prundale area and the school I went to was about 25 - 30 mins away depending on traffic. - I would have to live really really close to the school to be allowed to walk or ride a bike to school.
Rancho San Juan High School	Student Survey	General	I don't have any safety issues walking to and from school since my route doesn't involve crossing the road more than 2 or 3 times
Rancho San Juan High School	Student Survey	General	I dont like the crime at bolsa knolls.
Rancho San Juan High School	Student Survey	General	I dont memorize the route yet
Rancho San Juan High School	Student Survey	General	I don't usually walk but from my house to the school, my only walking issue would be crossing since a lot of cars pass by.
Rancho San Juan High School	Student Survey	General	I don't walk to school anymore, but probably just all the traffic around the crossway where Bolsa knolls is at.
Rancho San Juan High School	Student Survey	General	I don't walk to school but I've notice that there really isn't a sidewalk on the left side of the road across Rancho San Juan High School.
Rancho San Juan High School	Student Survey	General	I fear for my safety because I would have to bike in Natividad Road and Rogge Road . The reason I don't bike is because getting out of Old Natividad Rd, there is this long path with no biking lane, sidewalk, or any light posts available. In addition, cars are usually speeding in a one way path, where it is dangerous when crossing in the small bridge. - I also think that if more people start biking to school, the school would need more bike racks.
Rancho San Juan High School	Student Survey	General	I feel like it's safer and more efficient for students to take the bus rather than walking to school if they are not able to carpool or get driven by family members.
Rancho San Juan High School	Student Survey	General	i feel like people go fast on all the streets lol
Rancho San Juan High School	Student Survey	General	I get driven to school
Rancho San Juan High School	Student Survey	General	I have a walking and biking safety issues when I skate to my grandma's house after school because the sidewalk is very uneven in Glendora Way - My grandma fell a few days ago and bruised her whole face walking to her house, she also just got surgery on her knee and it feels worse now. I just wish they could the sidewalk so I don't have to worry about the safety of my grandma and family when we go out.
Rancho San Juan High School	Student Survey	General	I have almost no concern besides getting lost on the way to school
Rancho San Juan High School	Student Survey	General	I have never walked to school because of distance and traffic.
Rancho San Juan High School	Student Survey	General	I have no issues with the biking saferty issues my concern is more far I live and the traffic with everything trying to get to the same place at the same time and all the school leading the same way Im always late.
Rancho San Juan High School	Student Survey	General	I have to cross Jade Dr. and it takes some time for the cars to stop, sometimes they don't wait fully until I'm on the sidewalk to make a turn.
Rancho San Juan High			I have to cross many intersections and it would take too long to get too school - There is too much traffic and

Rancho San Juan High School	Student Survey	General	i have to cross mckinnon park
Rancho San Juan High School	Student Survey	General	i have to go through fields
Rancho San Juan High School	Student Survey	General	i have to ride my bike at natividad and thereÅ› a lot of trafic
Rancho San Juan High School	Student Survey	General	i have to walk along san juan grade road and i dont remember if there are any sidewalks but there arnt really any on the right side
Rancho San Juan High School	Student Survey	General	I haven't been to the school - no eh ido a la escuela entre a clases cuando ya cerro la escuela
Rancho San Juan High School	Student Survey	General	I haven't noticed any
Rancho San Juan High School	Student Survey	General	I haven't walk or bike to school because is too far.
Rancho San Juan High School	Student Survey	General	i just don't wanna walk early in the morning
Rancho San Juan High School	Student Survey	General	I just live far
Rancho San Juan High School	Student Survey	General	I just live far
Rancho San Juan High School	Student Survey	General	I live by the Santa Rita school and sometimes it can be hard to walk by there because of the people and neighborhood it is.
Rancho San Juan High School	Student Survey	General	I live far - I want to stay in distance learning for the rest of the year
Rancho San Juan High School	Student Survey	General	I live in Harden Parkway, there was never a really big issue except that in a cross that I have to make cars wouldnt stop to give me a chance to walk by. I would have to wait there a while until someone actually stopped.
Rancho San Juan High School	Student Survey	General	I live on the completely other side of town I definitely need to drive.
Rancho San Juan High School	Student Survey	General	I only walk to the bus stop so I don't really have any concerns.
Rancho San Juan High School	Student Survey	General	I think my neighborhood is safe. I also live around monte bella.
Rancho San Juan High School	Student Survey	General	I use a car.
Rancho San Juan High School	Student Survey	General	I usually don't walk to school from my house but after school I walked to my grandmother's house and it would usually take a long time for cars to stop when I was crossing San Juan Grade Road.
Rancho San Juan High School	Student Survey	General	I usually go in a family vehicle so I don't have much issues about walking or biking to school.
Rancho San Juan High School	Student Survey	General	I walk through the fields and on a road west there is no side walk - No sidewalk
Rancho San Juan High School	Student Survey	General	i walk through the trenches.
Rancho San Juan High School	Student Survey	General	i walk to school and sometimes drivers dont always stop because we have like three schools near and cross walks arent really in those areas. - i think street lights are necessary because after school when you play a sport it gets a little dark and doesnt seem so safe.
Rancho San Juan High School	Student Survey	General	i walk to school and sometimes drivers dont always stop because we have like three schools near and cross walks arent really in those areas. - i think street lights are necessary because after school when you play a sport it gets a little dark and doesnt seem so safe.
Rancho San Juan High School	Student Survey	General	I walked fine when i went to school I lived 4 min away - I moved
Rancho San Juan High School	Student Survey	General	I would have to walk on the road in between the fields I forgot the name but its close to natividad
Rancho San Juan High School	Student Survey	General	I would have to walk really far.
Rancho San Juan High School	Student Survey	General	I´m not concerned about anything but from where I live to where i got to school is far.
Rancho San Juan High School	Student Survey	General	If I bike to school I have to bike Natividad rd and their is no bike lanes - I see a lot of kids bike there and it would nice for a bike lane
Rancho San Juan High School	Student Survey	General	If I had to walk from my house to school It would be around a 3.1 mile trip there.
Rancho San Juan High School	Student Survey	General	If I ride my bike I needed to cross major streets,E.laurel and Natividad.The other is Davis Rd. - For me is very dangerous to cross the streets that is with lots of traffic.
Rancho San Juan High School	Student Survey	General	If i walk to school i feel that it would be hard to cross big busy roads like E Boronda Rd.
Rancho San Juan High School	Student Survey	General	If I walk to school I have to constantly check for traffic b/c there aren't sidewalks and the intersection/crossing takes too long because of the traffic.
Rancho San Juan High School	Student Survey	General	If I walk to school, I'm afraid of people following me and try to kidnap or do something to me or my sibling and the violence people intend to do - I only drive to school
Rancho San Juan High School	Student Survey	General	If I walked to school I live on the other side of Salinas now so it would take hours
Rancho San Juan High School	Student Survey	General	if i wanted to bike to school there are no side walks on San Juan grade road.
Rancho San Juan High School	Student Survey	General	If I was to walk to school I would have to walk from Monte Bella all the way to Rancho.

Rancho San Juan High School	Student Survey	General	If I were to go to school by walking or biking i would have to go along Natividad Rd which there are no sidewalks on once you get to the fields part as well as when you make the turn onto Rogge there also no sidewalks on the side till you get to the school
Rancho San Juan High School	Student Survey	General	If I were to walk from my current house to Rancho San Juan high school it would be difficult to go all the way around the fields. Also the roads don't have any walking lanes. Another reason I can't walk alone is because I don't trust the drivers and people around me when walking to/from.
Rancho San Juan High School	Student Survey	General	if i were to walk from my house on the South side by Old-town it would take too long and be too far and there wouldn't be no safety people to assist. furthermore it is not convenient for me to walk to school.
Rancho San Juan High School	Student Survey	General	If i were to walk from my house to RSJ I would have to worry about the distance, time, and the amount of cars I have to look out for. - It's just to far away.
Rancho San Juan High School	Student Survey	General	If I were to walk or bike to school it would be difficult because I would have to walk around a field and it take more time, plus my parents don't want me to get to school late and they don't like me walking by myself.
Rancho San Juan High School	Student Survey	General	If I were to walk to school it would take me roughly an hour, and I'd need to walk along a few major highways so it's never been an option for me. The road by my house, Blackie, is extremely dangerous to walk on as drivers get careless and fly by at 65+ mph. If there were a safe way to get to school I'd consider it, but it's still quite a distance to walk when my brother gets dropped off 5 minutes from Rancho.
Rancho San Juan High School	Student Survey	General	If I were to walk to school one safety concern would be in Russell Road where their is no sidewalk to walk through by the stop light.
Rancho San Juan High School	Student Survey	General	if i were to walk to school there is no sidewalks or walk paths on Natividad road and Rogge Road.
Rancho San Juan High School	Student Survey	General	Im just scared of getting run over or kid naped
Rancho San Juan High School	Student Survey	General	Im just scared to be alone
Rancho San Juan High School	Student Survey	General	It doesn't take me my mom a long time to drive over there and there isn't much traffic.
Rancho San Juan High School	Student Survey	General	it is a very long way from my house
Rancho San Juan High School	Student Survey	General	It is impossible for me to ride to school on a skateboard because there are no sidewalks and the road is not a residential road with a residential speed limit - Put sidewalks along the roads to schools
Rancho San Juan High School	Student Survey	General	It takes some time to walk across San Juan Grade Rd.
Rancho San Juan High School	Student Survey	General	it takes time for drivers to stop
Rancho San Juan High School	Student Survey	General	It would be pretty dangerous and far to walk to school, lots of fields to walk by.
Rancho San Juan High School	Student Survey	General	It's farther away then before
Rancho San Juan High School	Student Survey	General	It's just that my school is far away from where I am, besides that I believe that I could find a safe route somehow.
Rancho San Juan High School	Student Survey	General	its just very far from where I live and when I bike over there the shortest route to the school doesn't even have a sidewalk and only like half a road with tons of traffic.
Rancho San Juan High School	Student Survey	General	Its the distance and the fact that i don't know how to ride a bike.
Rancho San Juan High School	Student Survey	General	its to much of a walk from where i live to school, its around a hour and there isnt a side walk if i do go walking. m
Rancho San Juan High School	Student Survey	General	I've only walked to school once and it was when i missed bus and it made it way more farther i dont really know the streets but it was far.
Rancho San Juan High School	Student Survey	General	my family takes me to school
Rancho San Juan High School	Student Survey	General	My issue is the distance because its 50 minutes away by walking and also the road scares me and i'm scared of being kidnapped. Another reason is there is no sidewalks so id be scared to get hit by a car.
Rancho San Juan High School	Student Survey	General	My mom drives me to school
Rancho San Juan High School	Student Survey	General	My parents drive me to school and there is usually some traffic
Rancho San Juan High School	Student Survey	General	no cars stoping
Rancho San Juan High School	Student Survey	General	No concerns at all. - I live in a nice neighborhood thankfully.
Rancho San Juan High School	Student Survey	General	No cross walks
Rancho San Juan High School	Student Survey	General	No side walk on the way to school on natividad road.
Rancho San Juan High School	Student Survey	General	None except the fact that it's far.
Rancho San Juan High School	Student Survey	General	None My brother and I usually walked with a group of kids.
Rancho San Juan High School	Student Survey	General	None, I don't walk but the roads by Rancho are pretty safe compared to the ones by north high where students would clash with middle schools.
Rancho San Juan High			

Rancho San Juan High School	Student Survey	General	Nope. Sometimes. Im not sure.
Rancho San Juan High School	Student Survey	General	Not much I just have to cross Santa Rita
Rancho San Juan High School	Student Survey	General	not much sidewalks and the distance
Rancho San Juan High School	Student Survey	General	Nothing really because a lot of kids pass in the same direction as me so I fell safe.
Rancho San Juan High School	Student Survey	General	nothing stopps me in like 2 mins away
Rancho San Juan High School	Student Survey	General	on my route to school there is not bike lane so cars whiz by and their is glass and spiky plants and so the one time I biked to school my bike got a flat and i had to walk a mile home
Rancho San Juan High School	Student Survey	General	On San Juan Grade Rd the side were the gas station is not all the street has a sidewalk up until the light.
Rancho San Juan High School	Student Survey	General	One biking safety that Im concerned about in my neighborhood is that the road is to small.
Rancho San Juan High School	Student Survey	General	people sometimes sped down the road with out stopping.
Rancho San Juan High School	Student Survey	General	ride the bus to get home
Rancho San Juan High School	Student Survey	General	Safety
Rancho San Juan High School	Student Survey	General	San Juan Grade and Russell Road don't really have a sidewalk.
Rancho San Juan High School	Student Survey	General	San Juan grade rd there speeding and theres no sidewalks cars pass by to fast and the road there isnt the best so I avoid walking and take the bus.
Rancho San Juan High School	Student Survey	General	san juan grade street wouldn't have a sidewalk to walk on just a street and people's lawns.
Rancho San Juan High School	Student Survey	General	scared of getting called by a stranger
Rancho San Juan High School	Student Survey	General	School is too far
Rancho San Juan High School	Student Survey	General	skating through San Juan Grade Road is difficult because cars go fast.
Rancho San Juan High School	Student Survey	General	So I haven't actually been to the high school considering i'm a freshman and covid happened but when I went to gavilain view there were a few issues when I had to walk because I couldn't get a ride. Like after school I would have to cross into my street to get home fast because my mom doesn't like me to walk home because the world is a scary place and you have to walk all the way down the street to get to the next cross walk. It was dark and a car drove passed me even though I was already walking across the street because the light cross walk had the white shaped person for me to walk and I don't know if it was because the person was impatient or because they didn't see me.
Rancho San Juan High School	Student Survey	General	So i live a little far from my highscool since i live on Bolivar Street in the trailer park and walking is not my thing.
Rancho San Juan High School	Student Survey	General	Sometimes cars just had the nerve to go extra fast.
Rancho San Juan High School	Student Survey	General	speeding cars
Rancho San Juan High School	Student Survey	General	The car take a long time to stop for me to cross on San Juan Grade RD.
Rancho San Juan High School	Student Survey	General	The cars.
Rancho San Juan High School	Student Survey	General	The didewalk by my old house was bad and a safety hazard.
Rancho San Juan High School	Student Survey	General	The major one is the violence and crime that is constantly being committed in the Salinas valley, where I live. There is seriously NO BIKE LANES or SIDEWALKS where I live to get to school. I live next to the side highway of Old Stage and its far to dangerous of a speed of 60 MPH which my dad says no to riding a bike on(I only live a 4 MIN drive from Rancho High). Racing Cars and Semi Trucks plus the usual crack heads that cant drive for sh** would not care if they did a hit and run to a bicyclist. I would dearly DEARLY LOVE to be ABLE to ride my bike to school. SAFETY CONCERNS
Rancho San Juan High School	Student Survey	General	The road i would have to walk or skateboard to school dosnt have a sidwalk and is pretty far from my house but only like 5 minutes away by bus or car
Rancho San Juan High School	Student Survey	General	The school is too far. - I will need the bus too go to school.
Rancho San Juan High School	Student Survey	General	the sidewalk near the school
Rancho San Juan High School	Student Survey	General	The things that concerns me about walking to school is the safety if I get kidnapped or something happens.
Rancho San Juan High School	Student Survey	General	Their are cars who like to speed near Jackson street.
Rancho San Juan High School	Student Survey	General	There are no sidewalks either direction to get to my school.
Rancho San Juan High School	Student Survey	General	There are not any issue I'm concerned about my neighborhood or on my trip to school because it only take less than ten minutes to get there. - I walk in a safe street that takes me easily to school but sometimes traffic comes when I get there.

Rancho San Juan High School	Student Survey	General	there aren't many issues for me when I walk to/from school.
Rancho San Juan High School	Student Survey	General	there is a lot of traffic everywhere
Rancho San Juan High School	Student Survey	General	There is a lot of traffic on E Boronda Rd turning into Natividad Rd. I would always go through car and even then it would take me a long time to get to school because of the traffic and the lights would let very few cars go. And it is too far to walk. I also can't skate because of no sidewalk on natividad rd.
Rancho San Juan High School	Student Survey	General	There is a lot of traffic.
Rancho San Juan High School	Student Survey	General	There is no direct route to walk or bike towards the school.
Rancho San Juan High School	Student Survey	General	there is no sidewalk when i want to walk from or to school
Rancho San Juan High School	Student Survey	General	There is not a safe way to go biking to rancho, the two ways to get there is either by heavy roads
Rancho San Juan High School	Student Survey	General	there is not many bike lanes and sometimes cars park on them - We can find other places for cars to park so bike lanes are more open for bikers
Rancho San Juan High School	Student Survey	General	There is not much of a sidewalk between Bolsa Knolls and Rancho San Juan High School, making it difficult for students to walk to school.
Rancho San Juan High School	Student Survey	General	There is only one bike lane to and from school
Rancho San Juan High School	Student Survey	General	There isn't a safe way to cross San Juan Grade Rd
Rancho San Juan High School	Student Survey	General	There just a lot of traffic
Rancho San Juan High School	Student Survey	General	There were no sidewalks when I walked through Natividad Rd.
Rancho San Juan High School	Student Survey	General	theres no bike lane
Rancho San Juan High School	Student Survey	General	There's no crosswalk to be walking on if I were to be walking to school
Rancho San Juan High School	Student Survey	General	This year I asked for permission to go to RSJ so of course the school is really far away from me because EAHS pertains to me, this means its to much to walk and I can never easily walk to school to get lunch or breakfeast because I would have to carry the food all the way back, It would also just be harder for my mom to bring all my sisters along because she works 3 days a week and when my grandma takes care of us we have to remember to bring the carseat we have with us and than return it. I know at RSJ a lot of kids asked for the same permission to go to a interdestrict school and I haven't heard much of it.Thanks
Rancho San Juan High School	Student Survey	General	Time but I have only been late like twice last year and dont think that will continue to be an issue. Because I go ahead of time
Rancho San Juan High School	Student Survey	General	too far
Rancho San Juan High School	Student Survey	General	Too much cars will occasionally be in the way
Rancho San Juan High School	Student Survey	General	Traffic
Rancho San Juan High School	Student Survey	General	umm for me when I walk to school sometimes when I cross the street it takes a while because of the cars that are there.
Rancho San Juan High School	Student Survey	General	waiting for cars to stop
Rancho San Juan High School	Student Survey	General	Walking from Rogge Road or my parent driving is safe for me.
Rancho San Juan High School	Student Survey	General	Walking is very time consuming and took up time I didn't have. San Juan grd is a very dangerous street because it has no sidewalks.
Rancho San Juan High School	Student Survey	General	we need a bike lane on the way to rancho coming from near alvers area
Rancho San Juan High School	Student Survey	General	Well by oak park there is a four way stop and cars don't stop all the time. so I go to the other cross walk by the Valero gas station across from oak park and those cars are speeding so you know I just make a run for it when I see no cars.
Rancho San Juan High School	Student Survey	General	well for me the only danger i think of is crossing the street and if there are people who mess with me - because of thins i decided to take the bus to school or my parents taking m
Rancho San Juan High School	Student Survey	General	well i have to go through the fields
Rancho San Juan High School	Student Survey	General	well I sometimes go to school and noting happens but i feel like im going to be late.
Rancho San Juan High School	Student Survey	General	Well I´m not super close to the school so I take the bus.
Rancho San Juan High School	Student Survey	General	When I have to walk to school i have to walk along side the san juan grade road and i noticed that it doesnt have a bike lane.
Rancho San Juan High School	Student Survey	General	When crossing the cross walk, some drivers don't stop, even when I'm stepped off the side walk.
Rancho San Juan High School	Student Survey	General	when i drive to school the lights take forever

Rancho San Juan High School	Student Survey	General	When I go to school my mom dives down Natividad road to get to Rogge Road and when you reach the fields it is't exactly safe to walk along because there aren't any side walks, although it kinda makes sense not to have any there. We don't go around by lowes and walmart to get to school because it's longer and farther away from home.
Rancho San Juan High School	Student Survey	General	When I have to walk home or walk to school it is hard for because there is no sidewalks where I live to walk on and can be dangerous.
Rancho San Juan High School	Student Survey	General	When I just walk I notice a lot of fast vehicles and there arnet speed bumps in some streets - can be dangerous
Rancho San Juan High School	Student Survey	General	When i lived Salinas i had to walk to street stop at Van Buren ave. Near the Gavilan View middle school. - I don't live in Salinas anymore but i still attend online high school there.
Rancho San Juan High School	Student Survey	General	When I walk and cross from Russell Rd to San Juan Grade Rd there isnt a lot of side walk in San Juan Grade Rd so I was always scared of getting hit by a car plus there was a lot of sand and mud so sometimes it was slippery and there was always a lot of cars everywhere and a lot of traffic so I had to be extra careful
Rancho San Juan High School	Student Survey	General	When I walk from school I come across four ways roads with no lights. - the four way road isn't straight. you have to turn if you are in a car to go "straight" which confuses the drivers and endangers students
Rancho San Juan High School	Student Survey	General	When I walk from school I need to cross mckinnon street, then cross boronda rd, go straight, then pass natividad road, then cross rogge rd and get to school.
Rancho San Juan High School	Student Survey	General	When I walk home from school I have to walk down San Juan Grade rd to get to my house on Pinehurst ln. There are no sidewalks along the road and the roadsides are covered in weeds and rocks. The cars also go very fast down San Juan Grade road and there are very few crosswalks at the start of the road.
Rancho San Juan High School	Student Survey	General	When i walk i had to walk to Harden I have to cross a sidewalk .
Rancho San Juan High School	Student Survey	General	When I walk I have to cross this street near the gas station and its a little scary because some cars are in a hurry to get their kids to school so they speed up or dont stop.
Rancho San Juan High School	Student Survey	General	When I walk I have to walk by a public Park (el dorado park).
Rancho San Juan High School	Student Survey	General	When I walk to school (especially with what has been going on recently) I have to watch out for police. - I'm afro-latina so like- yeah.
Rancho San Juan High School	Student Survey	General	when I walk to school I have to cross North main but its a very short distance
Rancho San Juan High School	Student Survey	General	When I walk to school I have to cross where there is a gasoline station named Valero in 307 San Juan Grade Rd and there is no stop signs so some of the cars won't see me crossing.
Rancho San Juan High School	Student Survey	General	When I walk to school I have to go across a crosswalk, and sometimes cars don't see me. - There have been at least 3 different times where cars didn't see me and they speed up and get a good distance away from hitting me.
Rancho San Juan High School	Student Survey	General	When I walk to school i have to go on a very skinny path that my bike can barely go trough
Rancho San Juan High School	Student Survey	General	When I walk to school I have to go through all of e boronda rd and there is a lot of traffic - School is way to far to go walking when I would go to north high I would get there in 10 minutes walking
Rancho San Juan High School	Student Survey	General	when i walk to school i have to go to natividad road - the speed limit is really high and there are no paved sidewalks
Rancho San Juan High School	Student Survey	General	When I walk to school I have to wake up way more early than I usually do because it kind of far from my house and I don't want to feel tired in school.
Rancho San Juan High School	Student Survey	General	When I walk to school I there are no issues
Rancho San Juan High School	Student Survey	General	When I walk to school I usally croos by the bolsa knolls gas station but they take to long.
Rancho San Juan High School	Student Survey	General	When i walk to school i would have to cross east boronda road and the lights there take a super long time to change.
Rancho San Juan High School	Student Survey	General	when i walk to school theirs just fields and no sidewalks
Rancho San Juan High School	Student Survey	General	When I walk to school, I find that takes a long time.
Rancho San Juan High School	Student Survey	General	When I walk to school, I have to cross quite a bit of streets even though I don't live far away.
Rancho San Juan High School	Student Survey	General	When i walk to school, i have to cross Rogge rd at England Ave which dosent take a long time and it takes a while until a car finally stops so i can cross.
Rancho San Juan High School	Student Survey	General	when I walk to school, I have to cross street because i am very far from the school.
Rancho San Juan High School	Student Survey	General	When I walk to school, I have to cross van Buren Ave and the car takes a while o stop so I can cross to get to school.
Rancho San Juan High School	Student Survey	General	When I walk to school, I have to walk along rogge rd. and cars speed by and run stop signs. - Salinas is too unsafe for us to walk and bike etc. to school.
Rancho San Juan High School	Student Survey	General	When I walk to school, I need to cross to the North Main St.
Rancho San Juan High School	Student Survey	General	When i walk to school, the " side walk " isnt very big, so it would be easy for me to fall over and probably get ran over. Also a lot of cars pass very fast .
Rancho San Juan High School	Student Survey	General	When I walk to school, the distance is a too far. I don't walk to school but there was an incident about a year or two ago where a teenager was walking to or from school and was hit by a drunk driver and didn't make it. If I were to walk to school, I would need to walk by that area but I'd rather not. There's no stable sidewalk either, I dont know the name, but it's on the way to Bolsa Knolls Middle School.

Rancho San Juan High School	Student Survey	General	When I walk to school, theirs lots of cars by Russell rd and sometimes they don't stop. - I think students that live by Russell rd around this area we should get a closer bus because we only have the one by the Santa Rita park but its still far from where we live.
Rancho San Juan High School	Student Survey	General	when i walk to the bus i walk to mckinnon.
Rancho San Juan High School	Student Survey	General	When I walked home from school the lack of side walks effected me.
Rancho San Juan High School	Student Survey	General	When I walked to school I had to cross the street near the gas stop and I couldn"t ready cross the street.
Rancho San Juan High School	Student Survey	General	When I was going to school, there wasn't as many sidewalks. This is by San Juan Grade Rd.
Rancho San Juan High School	Student Survey	General	When I would get a ride to school, the person driving the vehicle had to pass by Gavilan View Middle School, then turn at the light into San Juan Road.
Rancho San Juan High School	Student Survey	General	When I would walk to school there would be lots of cars driving by Gavilan view
Rancho San Juan High School	Student Survey	General	When or If I walk to school I would have to walk through E Boronda Rd, Natividad Rd and Roggie Rd. It is also about an hour long walk.
Rancho San Juan High School	Student Survey	General	When people walk to school there isnt that much sidewal or crossing places to go from one school to the other.
Rancho San Juan High School	Student Survey	General	When walking or biking from school the light on Rogge Road does not work so its slower for me to get there
Rancho San Juan High School	Student Survey	General	when walking to my school I had to cross Russel RD. To get to the other side - I had to cross the road
Rancho San Juan High School	Student Survey	General	When walking to school I have to cross Main Street and I feel unsafe crossing there. I then have to cross Boronda and it also takes a while to cross. I also have to walk where there is no sidewalk near the Lowe's.
Rancho San Juan High School	Student Survey	General	When walking to school there are sometime just too many cars in on area.
Rancho San Juan High School	Student Survey	General	Where I live, there are no sidewalks anywhere. There are just dirt pathways along the houses and the road. This does concern me because of the safety of my family and neighbors, but it is a bit more complicated for my location. I technically live in Prunedale, but I live around 10 minutes away from Rancho, so it is my designated school. I am also concerned about the safety of the animals since I see so many on the road every time I leave to go somewhere. I hope there is something we can do about this as a community.
Rancho San Juan High School	Survey	General	cars going fast
Rancho San Juan High School	Survey	General	Crossings and sidewalks
Rancho San Juan High School	Survey	General	I don't know since my son used the bus.
Rancho San Juan High School	Survey	General	I don't know since my son used the bus.
Rancho San Juan High School	Survey	General	I feel like most of these recommendations are not necessary and a huge waste of money.
Rancho San Juan High School	Survey	General	My child is on an Interdistrict so I need to provide transportation.
Rancho San Juan High School	Survey	General	no sidewalks
Rancho San Juan High School	Survey	General	No sidewalks all the way to the school
Rancho San Juan High School	Survey	General	none other than recommending if the city adds more schools, these things should be considered and built beforehand
Rancho San Juan High School	Survey	General	the cars
Rancho San Juan High School	Survey	General	The schools to far for my kid to walk or bike too.
Rancho San Juan High School	Survey	General	the traffic
Rancho San Juan High School	Survey	General	to have more safety patrol by the school to be cheaking the speed of the car passing by.
Rancho San Juan High School	Audit	Intersection of Boronda and San Juan Grade Rd	Missing sidewalk. Question about plans for this intersection - Boronda Road roundabout project covers other intersections from McKinnon to Independence
Rancho San Juan High School	Survey	McKinnon St	In order for my child to bicycle to school there would need to be a connection from McKinnon school to Rancho San Juan, and the intersection in front of McKinnon school needs to be safer. Other than that, there's no feasibly safe way for kids to walk or bike.
Rancho San Juan High School	Survey	Middlefield Rd	Middlefield rd
Rancho San Juan High School	Audit	Natividad Rd	Some walkers, no sidewalk. Difficult to install sidewalk because farm vehicles need to be able to access the fields
Rancho San Juan High School	Parent	Natividad Rd	Include recommendations for students and families traveling on Natividad Rd.
Rancho San Juan High School	Staff	Natividad Rd	Basically, any student within 2 miles from our school is technically a walker. Even those students who live around New Repulic, behind El Super, they can technically walk but there is no sidewalk at all along Natividad so you will not see many students walking unless they are desperate and have no other choice. Which lends itself to having a lot more traffic during drop off.
Rancho San Juan High			

Rancho San Juan High School	Survey	Natividad Rd	Is there a way to also recommend sidewalks on natividad rd going to Rogge rd for rancho San
Rancho San Juan High School	Survey	Natividad Rd	Natividad Road and Rogge Road need more lighting. These roads are very dark in the evenings markedly decreasing visibility.
Rancho San Juan High School	Survey	Natividad Rd	put in a sidewalk or bike lane on Natividad from Boronda to Rogge
Rancho San Juan High School	Survey	Natividad Rd	Yes sidewalk access for those students walking on Natividad Rd to Rogge rd or even through the field
Rancho San Juan High School	Survey	Natividad Rd	Yes, need to add another back road entrance from natividad road to rancho San Juan high school.
Rancho San Juan High School	Survey	Natividad Rd and Rogge Rd	Intersection oat Natividad and Rogge - lights are desperately needed for everyone's safety
Rancho San Juan High School	Survey	Natividad Rd and Rogge Rd	Natividad and Roggee roads
Rancho San Juan High School	Survey	Penzance Rd and San Juan Gra	Penzance and San Juan road needs a round a bout or lights too many automobile accidents and pedestrians getting hit
Rancho San Juan High School	Parent	Penzance St	Request for additional stop signs between San Juan Grade and Rogge Rd. Traffic Congestion due to three schools located in close proximity.
Rancho San Juan High School	Audit	Rogge Rd	Bike lanes end at Bollenbacher
Rancho San Juan High School	Audit	Rogge Rd	Missing sidewalk at SE corner of Rogge and San Juan Grade Road and on north side of street east of Bolsa Knolls
Rancho San Juan High School	Staff	Rogge Rd	Rogge; traffic really gets congested in the morning; all schools are about 10-15 mins apart. We did have a problem with those who did not want to turn into the drop off and were dropping their kid off in the street. Kid jump off and proceed to walk across the street onto oncoming traffic. That was a big concern.
Rancho San Juan High School	Student	Rogge Rd	I came down Bolsa Knolls to Rancho and there were parents stopped in the middle of the road, drop their student off and that would back up the line of cars so it would take longer. By gas station, cars do go fast and there is no sidewalk and I see kids trying to get across without getting hit. I think that place is super dangerous.
Rancho San Juan High School	Survey	Rogge Rd	Safe sidewalks on both sides of Rogge rd and other roads close to the 3 schools (Rancho San Juan) etc. are very important. Clear crosswalk or lights on Rogge and Natividad Rd.
Rancho San Juan High School	Parent	Rogge Rd and Bollenbacher Dr and Front of schools	Request for parents to be more responsible when dropping off children: Don't let them get off the car in the middle of the street; it is not safe. This happens often between Bolsa Knolls and La Joya and obstructs traffic for all three schools.
Rancho San Juan High School	Staff	Rogge Rd and San Juan Grade Rd	A teacher asked a student Do you feel safe crossing San Juan Grade? She said oh no, no. I look both ways until there are no cars and I run as fast as I can. Student crosses at stop sign at intersection of Rogge and San Juan Grade then turns left on Rogge.
Rancho San Juan High School	Survey	Rogge Rd and San Juan Grade	Definitely a roundabout on Rogggel and San Juan Grade
Rancho San Juan High School	Survey	Rogge Rd and San Juan Grade	The corner of San Juan and Rogge crossing should be in all corners, not just one. From new light at the high school to the middle school should have a sidewalk on opposite site. Work out an Easement with the Church across the high school to allow for their parking lot to be used for the high school as additional parking. Or buy the church out, so it becomes part of the high school property for additional bus, students and events parking lot. Additional Parking should be available behind the high school and next to the high school football field before more homes are built; to prevent it from becoming the back of North High where vandalism and shootings happened. Students should feel safe walking outside of the school property not worried if someone will pop out from behind a car.
Rancho San Juan High School	Survey	Rogge Rd and San Juan Grade	The intersection of Rogge and San Juan Grade Rd is terrible. Even with a 4 way stop drives do not pay attention to the pedestrians crossing in the crosswalk. I believe an actual traffic signal would be more beneficial for pedestrians and motorists. The other crosswalks on San Juan Grade Rd. should have flashing lights.
Rancho San Juan High School	Audit	Rogge Rd at school driveway entrance	Traffic light not working
Rancho San Juan High School	Parent	Rogge Rd between Bollenbacher Dr and Natividad Rd	We have three schools elementary and bolsa knolls is very narrow at a point it just allows one car to be going in one direction and if there is another car it pinches the other car off the road
Rancho San Juan High School	Audit	Russell Rd	Sidewalk ends. Crime is a concern in this area, recent shootings
Rancho San Juan High School	Parent	Russell Rd	Going on Russel, down towards San Juan Grade Rd., there is a portion after Gabilan Middle School that there is NO sidewalk on either side of the road and cars drive very fast through there.
Rancho San Juan High School	Parent	Russell Rd	I have been living here for a year and a half and I heard about a lot of shootings; not too familiar with that area. Apartments right in front of Gabilan Middle school. And there was another murder in same place where the homicide took place last week but not sure how long ago. Parents have voiced this as a concern.
Rancho San Juan High School	Parent	Russell Rd	Road to Gabilan View via San Juan Grade has no stop sign; parents speed, dangerous for students.
Rancho San Juan High School	Parent	Russell Rd	There was a shooting here on Russel Road last week. Someone got killed in front of Gabilan Middle School.
Rancho San Juan High School	Parent	Russell Rd and San Juan Grade Rd	At the corner of Russell and San Juan, there is a stop but no where for students to stand while waiting for the light.
Rancho San Juan High School	Audit	San Juan Grade Rd	If students walk, most of them are using San Juan Grade Road. Students from Santa Rita neighborhood are not eligible for busing and San Juan Grade is the only option for those students. Speed limit is 45 mph, no sidewalks, students have been hit and killed. Drivers can't see pedestrians at intersections of Rogge and Cornwall

Rancho San Juan High School	Parent	San Juan Grade Rd	One of our biggest concerns is the students who did not live far enough from the school to be picked up by a bus but do not live close enough to consider it an easy walk. There was an area where the students have to cross San Juan to get to our school but there is no sidewalk.
Rancho San Juan High School	Survey	San Juan Grade Rd	Crosswalks are needed on San Juan Grade Rd.
Rancho San Juan High School	Parent	San Juan Grade Rd and Penzance Rd	On the other side of Casa de Pollo street out there by the Valero Gas Station there are really no crosswalk, just roads. By the Valero was definitely a concern that was brought up as a dangerous spot to cross.
Rancho San Juan High School	Parent	San Juan Grade Rd and Penzance St	San Juan y Penzance St – install a stop sign to more easily allow left turns.
Rancho San Juan High School	Parent	San Juan Grade Rd and Rogge Rd	Dirt and no clear sidewalks; dangerous for students to walk to school.
Rancho San Juan High School	Parent	San Juan Grade Rd and Rogge	Feels like this intersection needs better control than what a roundabout can offer. Might be better with an actual signal.
Rancho San Juan High School	Parent	San Juan Grade Rd and Rogge	This intersection gets very dark at night. Request to install lighting.
Rancho San Juan High School	Staff	San Juan Grade Rd and Rogge Rd and Natividad Rd	I used to run from North Salinas High School down to San Juan Grade to Rogge and then turn on Rogge and come around; do a big triangle. This has not changed other than Rancho San Juan since I was in high school. We would run on the dirt but on the winter it is mud. So even though fields and place where cars park, what looks like you might be able to walk there but it becomes a mess when it rains and those managing the fields asked the school not to send students through there for fear of liability.
Rancho San Juan High School	Parent	San Juan Grade Rd and Russell Rd	San Juan and Russel rd I just live 7 minutes away from the school and I won't trust my daughter to cross this intersection. Is there any way to get more visibility for pedestrians in this area?
Rancho San Juan High School	Parent	San Juan Grade Rd between Lowe's and Russell Rd	Add a sidewalk
Rancho San Juan High School	Survey	School Frontage	better traffic control by staff
Rancho San Juan High School	Survey	School Frontage	Exit at the light from student parking lot at RSJ is a nightmare
Rancho San Juan High School	Survey	School Frontage	The parking lot at Rancho San Juan has multiple access areas that could be closed and a centralized drop off point to minimize the traffic back up on San Juan Road and maximize the efficiency of the student drop off. Many parents drop off students in the middle of the road on San Juan Grade Road, which causes hazardous situations for students and other drivers. The cross walk across from Bolsa Knolls Middle School causes a traffic jam because students are crossing constantly and there is no crossing guard to monitor the crosswalk. Cars turn off Penzance St to South San Juan Grade Road and they use the median divider, often cutting off cars already on San Juan Grade Rd. Russell Road needs sidewalks to the intersection of San Juan Grade and Russell. The light Turing left from Russell onto San Juan is also very short. A traffic study should be performed to find the length of time the light should be green.
Rancho San Juan High School	Audit	School parking lot	Parents driving the wrong way through the loop
Rancho San Juan High School	Audit	School parking lot	Staff controlling traffic in loop, crossing guard present in drop-off loop.
Rancho San Juan High School	Parent	School perimeter	Areas around campus do not have any lighting.
Rancho San Juan High School	Survey	Van Buren Ave	Speed bumps for Van Buren ave.
Rancho San Juan High School	Parent	Various	Recommend that curb extensions also include posts and bollards along edges to prevent cars from driving over the extensions.
Rancho San Juan High School	Parent	Various	Recommend to add cameras for enforcement at the various intersections around the school.
Roosevelt Elementary	Survey	Alisal St and Capitol St	City of Salinas took out the stop sign at Capital on Alisal. Now the crosswalk lights do not work. They are going to get children and the 600 plus State, City and County employees that need to get to the courthouse area killed. There has already been accidents there. Two people from our office were serviously injured even when there were stop signs. People literally go 50 to 60 miles an hour through our crosswalk. Why don't you come and cross at 5 o'clock in the pitch black darkness with no stop sign and no flashing crosswalk lights. Doesn't anyone think before making huge decisions that affect people's safety and lives? This was a really uneducated decision that's going to cost the City a lot of money in lawsuits when we get run over...
Roosevelt Elementary	Survey	Alisal St and Capitol St	Replace the stop sign at Capital on Alisal for the safety of the bulk of Salinas' downtown workers.
Roosevelt Elementary	Audit	Capitol Street	20 minute loading zone in front of school, parents sometimes ticketed
Roosevelt Elementary	Audit	Capitol Street	3 buses drop off in front of school @ 7:15
Roosevelt Elementary	Audit	Capitol Street	Speeding in front of school
Roosevelt Elementary	Audit	Capitol Street and Gabilan Street	Principal would like crosswalk here, lots of students crossing now. Sightline issues due to bus parking, would require new location for bus dropoff
Roosevelt Elementary	Audit	Capitol Street and Gabilan Street	School staff brought up the need for a crosswalk or RRFB
Roosevelt Elementary	Audit	Central Ave	Big apartment complex near school, not enough parking
Roosevelt Elementary	Audit	Central Ave and Capitol Ave	Crossing guard before and after school. Drivers do not always respect stop signs and pedestrians.
Roosevelt Elementary	Audit	Central Ave and Capitol Ave	Drivers do not stop while pedestrians are crossing
Roosevelt Elementary	Audit	Gabilan Street	Grandma hit by a car while walking
Roosevelt Elementary	Survey	General	Concerned with crossing at Capitol St.

Roosevelt Elementary	Survey	General	I notice there are a lot of homeless people in the afternoon around the school.
Roosevelt Elementary	Survey	General	I would not let my child walk or bike anywhere. Parking is a big issue before and after school . Way too much traffic around the school.
Roosevelt Elementary	Survey	General	Lots of traffic on the streets, especially on Alisal St.
Roosevelt Elementary	Survey	General	More crossing guards and cars need to drive slower.
Roosevelt Elementary	Survey	General	My child has not mastered riding bike and has not memorized her route to school.
Roosevelt Elementary	Survey	General	Need more cross walks and more parking spaces and drop off locations.
Roosevelt Elementary	Survey	General	Speeding cars and we need more crossing guards.
Roosevelt Elementary	Survey	General	The distance and traffic are my concerns.
Roosevelt Elementary	Survey	General	The distance to and from school.
Roosevelt Elementary	Survey	General	The speeding of cars, and they do not stop completely at crosswalks.
Roosevelt Elementary	Survey	General	There are a lot of homeless people around the school. Would like to see more Salinas Police presence around school during beginning and the end of school, due to cars speeding.
Roosevelt Elementary	Survey	General	There are lots of cars.
Roosevelt Elementary	Survey	General	There is too much traffic.
Roosevelt Elementary	Survey	General	There's limited parking.
Roosevelt Elementary	Survey	General	Too many cars driving fast.
Roosevelt Elementary	Survey	General	Too many roads to cross. Should have more crossing guards.
Roosevelt Elementary	Survey	General	Too Many streets to cross
Roosevelt Elementary	Survey	General	Too many streets to cross.
Roosevelt Elementary	Survey	General	We live in a high crime area and do not trust a lot of people around here.
Roosevelt Elementary	Survey	General	Would like to see more police presence.
Roosevelt Elementary	Audit	School campus	2 staff parking lots, no parent parking or drop-off loop
Roosevelt Elementary	Audit	School campus	Potential drop off and pick up area
Roosevelt Elementary	Audit	West Alisal St	Some homeless students cross Alisal to get to school. Road diet with buffered bike lanes being constructed now, RRFB at Capitol and Alisal
Salinas High School	Survey	Alisal St	The bridge by CVS pharmacy the one in Alisal when my child misses the bus he has to walk under the bridge in order to get to school .
Salinas High School	Survey	Alisal St and W Acacia St	We live near a busy intersection of Alisal & W Acacia St. There have been numerous traffic collisions and near accidents. Drivers go too fast.
Salinas High School	Survey	Blanco Rd and Riker St	Traffic (drivers speed in the mornings), bike path and accidents on Blanco Rd and Riker St intersection.
Salinas High School	Audit	Geil and Riker	Middle school and high school students crossing here, lots of traffic and confusing intersection - drivers stopping though there are no stop signs. Speeding is an issue on Riker.
Salinas High School	Audit	Geil Street	Parents dropping off in the street - backs up traffic. Staff parking lot located here, closed to parents and monitored by campus supervisor.
Salinas High School	Audit	General	2,700 students. 30% bused, 7-8 buses daily. 10-15% walk. 10 students bike, good number of student drivers.
Salinas High School	Student Survey	General	101 - Please finish the Monterey Bay Rec trail near Sand City
Salinas High School	Student Survey	General	I have to pass a small highway to school. - I usually go all straight to get to school
Salinas High School	Student Survey	General	i live pretty far from my school
Salinas High School	Student Survey	General	There are no issues for me or that i have noticed, i go to school through the east side because there is less traffic in the morning and i do not bike or walk, i use a car.
Salinas High School	Student Survey	General	There are no issues for me or that i have noticed, i go to school through the east side because there is less traffic in the morning and i do not bike or walk, i use a car.
Salinas High School	Student Survey	General	When I used walk home along Rider the traffic after school was sometimes bad also some violence would occur a couple block away that made my family uncomfortable for me to continue walking to school.
Salinas High School	Student Survey	General	When I walked to school I remeber this one time, in the streets Clay St and Lincoln AVE there is a STOP sign, it was my turn to go and I was walking but this car went right when I was about to pass, so close to crashing into me.
Salinas High School	Survey	General	8 miles is too long to walk or ride a bike
Salinas High School	Survey	General	A car might hit her. Same with a bicycle or arrive late to school and I don't feel comfortable having to worry about her.
Salinas High School	Survey	General	Alot of transients on the way home
Salinas High School	Survey	General	As we can make pick- up happen, we just avoid any potential dangerous situation, anywhere.
Salinas High School	Survey	General	bridge safety where there is a lot of bridges like the freeway one by starbucks aswell as the train tracks which many student are forced to cross in order to get to school.
Salinas High School	Survey	General	Bullying
Salinas High School	Survey	General	Bullying. School does nothing about it.
Salinas High School	Survey	General	Bus should stop closer to their home.
Salinas High School	Survey	General	Cars don't stop when children cross at crosswalks.
Salinas High School	Survey	General	Cars respecting bikes & pedestrians
Salinas High School	Survey	General	Cars should go slower when they see cyclists and pedestians.
Salinas High School	Survey	General	Community issues with crime and insecurities
Salinas High School	Survey	General	Concerned that nobody will see him or that he gets into an accident.
Salinas High School	Survey	General	Continue with school bussing.
Salinas High School	Survey	General	Crosswalks are needed.
Salinas High School	Survey	General	Drivers don't respect speed limits and we need more signage.
Salinas High School	Survey	General	Drivers speeding and not careful.
Salinas High School	Survey	General	Drivers speeding.
Salinas High School	Survey	General	Fix the damaged streets.
Salinas High School	Survey	General	For cars to slow down and be courteous of others.

Salinas High School	Survey	General	Having my son get home safe
Salinas High School	Survey	General	homeless, not enough sidewalk or bike lanes
Salinas High School	Survey	General	I feel safe on the bus because they arrive safely and there are no problem about arriving late to school. Also, I feel worried as a mother when they use bad words, fight, and smoke other things. This worries me a lot that there isn't respect between kids.
Salinas High School	Survey	General	I just want my son to pay attention when walking
Salinas High School	Survey	General	I mentioned earlier. I also like the flashing cross light when kids are crossing the streets. Instead of them being randomly "dump" and walking in front of moving cars, they should be encouraged to use cross walks. My daughter will probably walk to school when she is not carrying 2 bags (one for school and one for PE and her sport). It would be nice if the girls would have access to the girl's locker room after their sport is completed for the day and this could limit the stress on their backs from 2 backpacks
Salinas High School	Survey	General	I would like a signal in those areas that would alert drivers that someone is about to cross.
Salinas High School	Survey	General	It's a good strategy so they can exercise.
Salinas High School	Survey	General	More designated bike lanes
Salinas High School	Survey	General	more security cops during busy hours traffic
Salinas High School	Survey	General	More security on the routes student use.
Salinas High School	Survey	General	More signage.
Salinas High School	Survey	General	My child does not bike to school.
Salinas High School	Survey	General	My child would need to bike on Highway 68.
Salinas High School	Survey	General	My daughter in the 11th grade would have to walk too much.
Salinas High School	Survey	General	Need to slow down car for students
Salinas High School	Survey	General	No crosswalks on route my daughter walks home. Sidewalks are also neglected and in disrepair in neighborhoods around Salinas High.
Salinas High School	Survey	General	Not enough designated bike lanes that are safe.
Salinas High School	Survey	General	Parents are always in a hurry, parents dont follow the rules of the road.
Salinas High School	Survey	General	People should be more prudent but they aren't and are not considerate of students going to school.
Salinas High School	Survey	General	Rush hour
Salinas High School	Survey	General	Safe routes
Salinas High School	Survey	General	Safety and Speeding
Salinas High School	Survey	General	Speed bumps along the streets around the perimeter of the school.
Salinas High School	Survey	General	Speeding
Salinas High School	Survey	General	Speeding
Salinas High School	Survey	General	Speeding, pedestrians not using the crosswalks
Salinas High School	Survey	General	Street is very quiet and unsafe.
Salinas High School	Survey	General	Suspicious people and vehicles
Salinas High School	Survey	General	The biggest safety issue I see is distracted driving and speeding.
Salinas High School	Survey	General	The plan for me is for children to not say bad words on the bus and there should be security.
Salinas High School	Survey	General	The route
Salinas High School	Survey	General	The routes to school.
Salinas High School	Survey	General	The school districts should plan what is the best school location based on the future students interest, not where is the most affortable locations.
Salinas High School	Survey	General	There should be more police patrolling.
Salinas High School	Survey	General	Time allocation and carrying school materials
Salinas High School	Survey	General	to much traffic route to her school
Salinas High School	Survey	General	too far out, many intersection crossing. truck stops on the way.
Salinas High School	Survey	General	traffic
Salinas High School	Survey	General	Traffic
Salinas High School	Survey	General	Traffic light and crosswalks need to have flashing lights for pedestrians
Salinas High School	Survey	General	Trafic and bike lane wide enough for safety
Salinas High School	Survey	General	Transients
Salinas High School	Survey	General	Unsupervised walking alone
Salinas High School	Survey	General	Vehicles in a hurry in the mornings, do not stop at stop signs and most are not aware of bikers or walker in crosswalks.
Salinas High School	Survey	General	Violence, gangs, pedestrian security when walking
Salinas High School	Survey	General	Watching out for cars and avoiding jaywalking.
Salinas High School	Survey	General	WAY TO MUCH TRAFFIC
Salinas High School	Survey	General	We are far and streets are very solitary.
Salinas High School	Survey	General	Well there's traffic in the mornings and sometimes you can't cross to school… lots of people don't give the right of way to school.
Salinas High School	Survey	John St	My child would need to walk on John St were there are rail roads and vehicles exiting from highway. To many vehicles
Salinas High School	Survey	John St and Pajaro St and S Main St	John st heavy traffic and pajaro st aswell Main st
Salinas High School	Audit	Lang and Capitol St	Back entrance to campus. Lots of drop-off. Drop-off zone signage in place
Salinas High School	Audit	Lang and Riker	Lots of students crossing. Speeding is an issue on Riker.
Salinas High School	Audit	Lincoln and Clay	Walking route for students
Salinas High School	Audit	Lincoln Ave	Some speeding, traffic backed up waiting to drop off students. Very faded stop bar and legend on Ave A at Lincoln
Salinas High School	Survey	Lincoln Ave and Clay St	The side streets around the high school should have either loading zones or no parking during school hours. There are also transients that hang out across from the YMCA, where the students walk and they block the way and say things to the kids.
Salinas High School	Survey	Lincoln Ave and Clay St	Walking from Salinas High passing thru the YMCA there would be cars that speed and don't stop for students. Sometimes bums hang out around and that could be a safety concern.

Salinas High School	Survey	Main St	My daughter has to cross S Main St. This is a major arterial in the City to have a school fronting these type of streets is wrong. I see the School Districts building new school that front major arterials, this is wrong these people do not have the students safety in mind when they select school locations. The School districts need to adopt a policy where the new school are build on residential streets to promote walking or biking to school.
Salinas High School	Survey	N Main St	Drivers sometimes don't stop for the child to cross at the pedestrian crosswalk, specifically along Main St.
Salinas High School	Survey	N Main St and S Main St	One of the problems is heavy traffic on North Main all the way to South Main.
Salinas High School	Survey	Pajaro St	Pajaro Street
Salinas High School	Survey	Riker St and Geil St and Lang St	High school and other bad and inattentive drivers in and around the school especially on Riker Street at the unprotected intersections of Geil Street and Lang Street.
Salinas High School	Survey	Riker St and Geil St and Lang St	There needs to be a better system to drop off students. Also, too many cars park on the side streets around the school blocking a driver's line of sight. Riker St., Geil St.
Salinas High School	Survey	Riker St and Geil St and Lang St	Traffic calming measures on Riker near Lang where students disperse.
Salinas High School	Audit	S Main St (Hwy 68)	Caltrans ROW. Principal's biggest concern is Main St crossings. It takes a long time to get the walk signal, which makes some students run for it, and a student was hit in the crosswalk at Main and Pine. Traffic congestion not a big issue.
Salinas High School	Audit	S Main St (Hwy 68)	Parents stop in the travel lane on Main and drop off on both sides of the street. Students use the crosswalks for the most part.
Salinas High School	Audit	S Main St (Hwy 68) at Maple	Uncontrolled crossing. RRFB recently installed. Popular crossing location
Salinas High School	Survey	S Main St and Ave A	There is a crosswalk at SHJS from 7-11 to SHS parking lot. There are lights on the signs on each side of the crosswalk, but it REALLY needs overhead lights especially during to start and ending of the school day.
Salinas High School	Audit	School drop-off loop	School recently changed loop to 1-way - entrance at Chestnut Street is closed, functions much better. Staff controlling traffic in loop. Difficult for drivers to turn left out of loop, lots of students crossing
Salinas High School	Survey	W Acacia St and Iverson St and Riker St	The intersections between Palma and Washington Middle School is pretty dangerous. The street parallel to the high school by the back of the tennis courts where there is no crosswalks. The kids cross their all the time and because there is a curve, the cars mostly don't see quick enough if kids are crossing.
Salinas High School	Survey	W Acacia St and Mission Park Elem and Riker St and W Acacia St	In front of Mission Park school to much traffic's and speeding . On Riker at and Acacia intersection crazy drivers but if you try to take Geil at no lines for students to cross the intersection on Riker st.
Santa Rita Elementary	Audit	Bolivar	Visibility approaching Santa Rita and Bolivar
Santa Rita Elementary	Audit	Bolivar and North Main	Some students cross here. No leading pedestrian interval or countdown signal heads
Santa Rita Elementary	Audit	Bolivar between Santa Rita and North Main	Narrow sidewalk, curb ramps out of date, no marked crosswalks across side streets
Santa Rita Elementary	Parent	Bolivar St	Buses from Salinas Union high school district get dropped off-- for Everett Alvarez students.
Santa Rita Elementary	School Staff	Bolivar St	There are at least two high school buses that park alongside Bolivar St. on the side of the park close to the corner of Santa Rita St. where many students gather in the early morning before 7:45 A.M. Also, high school students get dropped off in the afternoon across from that area on the other side of the street. Last, I've seen high school students dropped off in the P.M. in front of the fire station going west on Bolivar St. Then some students will "jay walk" to cross the street during a very traffic congested time.
Santa Rita Elementary	Audit	Bolivar Street	Lots of parked cars, no space for drop-off
Santa Rita Elementary	Audit	Drainage parallel to Sucre Court, between North Main and Santa Rita	
Santa Rita Elementary	Parent	E Boronda Rd and McKinnon St	Concerned that students would not have knowledge of how the proposed roundabout would work. Any plans to have a cross guard there?
Santa Rita Elementary	Survey	Front of School	There is always lots of traffic during school hours when entering and exiting and there aren't enough parking spaces.
Santa Rita Elementary	Audit	General	600and students. No busing (except special ed buses?). Lots of walkers. Main entrance is at front of campus, currently no other entrances. Fenced bike parking present on campus.
Santa Rita Elementary	School Staff	General	The crossing guard died over Winter Break and flowers were placed near the cross walk in her honor.
Santa Rita Elementary	School Staff	General	There are a few kids that ride bikes to school. Definitely under 20, based on what I see in the bike rack. I feel many families that live nearby could walk their children to school but choose not to. I would guess about 20-30% walk and the rest come by car.
Santa Rita Elementary	Survey	General	definitely the traffic and folks in cars respecting students that walk...SOR's, local control definitely was impactful for our school and staff.
Santa Rita Elementary	Survey	General	Drivers go at very high speed and don't respect when children cross.
Santa Rita Elementary	Survey	General	I would like to see other paths to get to school...there are two other entries to get there, one is by the park and other on is on the Jackson St.
Santa Rita Elementary	Survey	General	Our school districts are key to our student's safety, but sometimes what is being promised 'safety 1st' is not being delivered or being a priority. We need someone who is constantly present & need their presence to succeed.
Santa Rita Elementary	Audit	Intersection of Bolivar and Santa Rita	Big issue. Lots of traffic in both directions, issues with speeding traffic. Crosswalk feels unsafe.
Santa Rita Elementary	Audit	Intersection of Van Buren and Bolivar	Walking route to middle school and Santa Rita. Low visibility. Curb ramps in place
Santa Rita Elementary	Audit	Jackson and Van Buren	ADA Ramps
Santa Rita Elementary	Audit	Jackson St	Possible entrance to the school
Santa Rita Elementary	Audit	Jackson St	Sidewalk Issues

Santa Rita Elementary	Audit	Lamar	Pavement issues and needs maintenance
Santa Rita Elementary	Audit	Lamar and North Main	Some students cross here. Very long scary crosswalk. High traffic speeds
Santa Rita Elementary	Audit	Lamar and Santa Rita	Tree blocking pedestrian sign on Santa Rita Street. Drivers don't stop for pedestrians in crosswalk. Difficult for pedestrians to cross.
Santa Rita Elementary	Audit	Main and Bolivar	Some students cross at this signalized intersection
Santa Rita Elementary	Audit	Main and Lamar	Some students cross at this intersection
Santa Rita Elementary	Parent	McKinnon St	Future development and expansion of McKinnon St- will road continue and instead of having a dead end, will it be two lanes for each side and will the sidewalk become wider?
Santa Rita Elementary	School Staff	N Main St	A Santa Rita Elementary student died crossing N. Main street back in 1996 or so.
Santa Rita Elementary	School Staff	N Main St and E Lamar St	The light at E. Lamar and N. Main was installed after several pedestrian accidents, including a fatality of a Gavilan View student. This was about 15-20 years ago. We organized the community, brought the TV station in and marched along Main Street, bringing attention to the issue.
Santa Rita Elementary	Audit	Northridge	Sidewalk Issue
Santa Rita Elementary	Survey	Northridge Dr	The safety of our children is one of the up most importance, we have tried for years to get help with the traffic especially now with Lowes traffic is even worst now on Northridge Dr.
Santa Rita Elementary	Audit	Perez St	Multiple students walking to school from this street
Santa Rita Elementary	Audit	Santa Rita and Lamar	Lighting necessary
Santa Rita Elementary	Audit	Santa Rita and Lamar	Possible Crosswalk Replacement
Santa Rita Elementary	School Staff	Santa Rita St	YES. Many of our students live in the Boronda apartments. So, they do walk on Santa Rita St. to walk to Gavilan View.
Santa Rita Elementary	Parent	Santa Rita St and Bolivar St	I used to walk my kids to school and pick them up by foot too. There is a street that there is not a stop sign, I'm scared to cross now. I almost got run over on Santa Rita St and E Bolivar.
Santa Rita Elementary	School Staff	Santa Rita St and Bolivar St	A crosswalk at Santa Rita and E. Bolivar is needed, especially for the High School students that catch the bus on E Bolivar. I feel the HS buses could pull up further up the block.
Santa Rita Elementary	School Staff	Santa Rita St and Bolivar St	The busses should pick kids up further on the street closer to the purple Santa Rita park. Where the busses currently pick up the kids causes a HUGE traffic jam at the intersection of Santa Rita St. & Bolivar at "school rush hour".
Santa Rita Elementary	Parent	Santa Rita St and Lamar St	It would be great if there was 4 way stop on Lamar and Santa Rita. Also on Santa Rita and Bolivar.
Santa Rita Elementary	School Staff	Santa Rita St and Lamar St	I feel that there is a traffic safety issue where Lamar street t-bones with the entrance to our school and parking lot and Santa Rita St. There should be a 3-way stop at that intersection. Crossing Santa Rita St. from Lamar is very dangerous (cars are parked on all sides of the street making it hard to see on coming traffic & a majority of the time cars are driving WAY too fast in both directions on Santa Rita St.)
Santa Rita Elementary	School Staff	Santa Rita St and Lamar St	We have had a crossing guard on Santa Rita and Lamar. There has also been a guard at Santa Rita and East Bolivar
Santa Rita Elementary	Survey	Santa Rita St and Lamar St	Cars do not respect crossings and drive too fast on Santa Rita St. and Lamar St.
Santa Rita Elementary	Survey	Santa Rita St and Lamar St	When crossing Santa Rita St. Lamar St. sometimes cars don't stop.
Santa Rita Elementary	Audit	Santa Rita St and Swaner Ave	Boronda Meadow apartments have large # of students traveling to Santa Rita and Gavilan View
Santa Rita Elementary	School Staff	School drop-off loop	We are not really a bussing school. The loop is used for field trip pick up. At least one bus would use the bus loop to pick up Santa Rita SPED students who attend another school in the district.
Santa Rita Elementary	Parent	School Parking Lot	Is it possible to expand parking lot?
Santa Rita Elementary	Parent	School Parking Lot	Is it possible to use funding to expand parking for the school maybe in the backside where there's more room? Is that a possibility?
Santa Rita Elementary	School Staff	School Parking Lot	A few years back staff members began ushering moving vehicles through the lot. Parents have been trained to pull up, drop kids off and move on. Before that it was anything goes.
Santa Rita Elementary	School Staff	School Parking Lot	I have seen students dropped off before the car approaches the Santa Rita St. and school driveway crosswalk, while waiting for traffic to move forward, coming north on Santa Rita St. Student is then forced to open right car door and step between parked cars to approach the sidewalk and driveway areas.
Santa Rita Elementary	School Staff	School Parking Lot	Leaving the school parking lot is kind of dangerous as well. There are cars parked along the school side of the street making it hard to see on-coming traffic when trying to turn both left & and or right out of the school parking lot and bus loop driveway. What makes it more dangerous is the speed at which motorists drive on Santa Rita St.
Santa Rita Elementary	Audit	School parking lot	Difficult to see past parked cars when exiting school parking lot
Santa Rita Elementary	Parent	School Perimeter	There is always too many cars parked around the school, there is no place to park if you're going to pick up your student. Need for handicap spaces for folks to be able to pick up their kids. Put no parking on one side so it's only for srop off and pick up. Not enough sidewalks marked as red for no parking.
Santa Rita Elementary	School Staff	School Perimeter	They used to be open and the students could come in through rear gates. They were closed after the "Sandy Hook" incident. Now students come in through the front doors.
Santa Rita Elementary	Audit	Swaner & Northridge	Street parking demand
Santa Rita Elementary	Audit	Swaner and Jackson	ADA Ramps
Santa Rita Elementary	Audit	Swaner and Jackson	Aligator cracks on pavement
Santa Rita Elementary	Audit	Swaner and Jackson	Street sign is faded
Santa Rita Elementary	Audit	Swaner and Pierce St	ADA Ramps
Santa Rita Elementary	Audit	Swaner Ave	Popular walking route for middle school students. No curb ramps or marked crosswalks. Neighbor said that cars go 55mph. Gate to campus and park at Pierce Street which is closed.
Santa Rita Elementary	Audit	Swaner Ave and Swaner Cir	ADA Ramps
Santa Rita Elementary	Audit	Swarner and Northridge	ADA Ramps
Sherwood Elementary	Survey	Alisal St	Cars exit very fast through driveways at WIC office on Alisal St.
Sherwood Elementary	Survey	Alisal St	Crossing Alisal St. is dangerous.

Sherwood Elementary	Survey	Alisal St	The crosswalks at the traffic light here on Alisal and Sherwood drivers do not respect the children who are walking.
Sherwood Elementary	Survey	Alisal St and John St	When I was on Alísale by the swap meets those cars can't see turning left towards Sherwood and are always sticking out blocking the pathway. Also on John and wood that 4 way stop coming from the freeway is dangerous because people stop but some just keep going. When I drive on the corner of wood and alisal turning right the crosswalk is always full of people still crossing even though the hand is telling them to not cross anymore. I've experienced this many times especially after school. They only sometimes let one car turn right if that. Also people dropping off their kids in the middle of the street in front of the school and also crossing the street on the exit of the parking lot where there is no crosswalk. I have also seen cars trying to go in the school parking lot on the exit only side and some cars exiting on the entrance which is clearly marked. I would also like to see the back of the school open. On Hebron that used to be open many years ago and now it's not. That could prevent some traffic on Alisal through the area of the swap meet.
Sherwood Elementary	Audit	Alisal St and Wood	50 % use designated crosswalk
Sherwood Elementary	Audit	Alisal St and Wood	Delivery trucks are a problem
Sherwood Elementary	Resident	Cesar Chavez Park	People who visit Cesar Chavez park don't know there's additional parking off Hebbron.
Sherwood Elementary	Parent	E Alisal St	Driveways near the swap meet are dangerous. Drivers can see as they pull out because so many cars are parked along the curb.
Sherwood Elementary	Resident	E Alisal St	Lots of commerce in the Alisal area, impacting safety in the area.
Sherwood Elementary	Resident	E Alisal St	Trucks parked near the swap meet create visibility issue.
Sherwood Elementary	Survey	E Alisal St and N Hebbron Ave	Sometimes cars do not stop when we are crossing the street at Hebbron St. and Alisal.
Sherwood Elementary	Survey	E Alisal St and N Pearl St	Speeding cars on Alisal St. and Pearl.
Sherwood Elementary	Resident	E Alisal St and N Wood St	Lots of pededstrians walk through shopping center on corner of Alisal and Wood.
Sherwood Elementary	Resident	E Alisal St and Towt St	Sausal students cross Alisal at Towt unsafely.
Sherwood Elementary	Survey	E Alisal St and Wood St	Traffic signal at Alisal near school worries me because even if the little man is flashing people drive through and do not respect the signals even if the man is flashing. Happened to us the other day, my child almost got hit.
Sherwood Elementary	Audit	Front of school	Cars want to make left but cannot do so
Sherwood Elementary	Audit	Front of school	Exiting gate there is a sight visibility issue
Sherwood Elementary	Audit	Front of school	Removal of grass to make a path
Sherwood Elementary	Campus Supervisor	Front of school	Lots of parents walk and wait at front of school (only access point).
Sherwood Elementary	Parent	Front of school	Install lights like those at Los Padres so that cars slow down when kids are crossing Woods St.
Sherwood Elementary	Audit	General	3 buses for special needs students only. Bus stop for high school in front of school on Wood
Sherwood Elementary	Audit	General	90% walking
Sherwood Elementary	Audit	General	99% of students walk. Pedestrians traveling from all directions. Some are babysitters with 4-5 kids. Only a few students bike and scooters and skateboards are not allowed on campus
Sherwood Elementary	Audit	General	Campus is busy from 7:15am to 8:30pm with after-school programs and parent classes
Sherwood Elementary	Resident	General	Alisal Vibrancy will bring lots of changes to Alisal St.
Sherwood Elementary	Resident	General	Lots of issues with homelessness starting from 101 to Boronda.
Sherwood Elementary	Resident	General	Traffic hours vary depending on ag season. During peak you can see traffic 4a-7a and 2.30p-7p.
Sherwood Elementary	Survey	General	Afraid that when crossing the street or at traffic signals cars can hit us because some drivers do not respect. Should have more people at the crosswalk in front of the school so that children can safely cross.
Sherwood Elementary	Survey	General	At some crossings there should be traffic signals.
Sherwood Elementary	Survey	General	At the traffic signals cars sometimes because they are rushing to drop off their children at school do not respect signals that have turned green.
Sherwood Elementary	Survey	General	Bad neighborhood, traffic, crime, cars.
Sherwood Elementary	Survey	General	Cars drive too fast and do not wait for students to finish crossing.
Sherwood Elementary	Survey	General	Cars speed by the school
Sherwood Elementary	Survey	General	Cars speeding. Near the crosswalk, place a pedestrian sign that has a light. When someone is crossing the lights will blink.
Sherwood Elementary	Survey	General	Child too young to walk or bike by herself. Talking or walking and biking away with dangerous strangers. Have other parents,grandparents, babysitters act in the moment if there is a suspicious person. Calling 911 to give suspect and vehicle details. Take pictures.
Sherwood Elementary	Survey	General	Concerned about the crosswalk at school and one at Alisal.
Sherwood Elementary	Survey	General	Concerned that they don't respect traffic signals when they change to green.
Sherwood Elementary	Survey	General	Concerned with crossing at traffic signal and there should be more patrol cars supervising streets.
Sherwood Elementary	Survey	General	Concerned with crosswalks because there are no signs saying it is a school zone.
Sherwood Elementary	Survey	General	Concerned with safety crossing the streets. Sometimes cars go by fast.
Sherwood Elementary	Survey	General	Concerned with traffic at dismissal time and children dash in between cars to cross the street.
Sherwood Elementary	Survey	General	Concerns with lots of traffic.
Sherwood Elementary	Survey	General	Concerns with the crossings at the traffic signals.
Sherwood Elementary	Survey	General	Cross walk on John St has a lot of traffic due to freeway entrance. It would be nice to see a safeguard on all cross walks around the school.
Sherwood Elementary	Survey	General	Crossing the street to go to school. There is a lot of cars passing by and what if they do not see her crossing. If my daughter were to walk she has to go through the park and there are a lot of homeless people there. So I wouldn't feel comfortable if she would have to walk to school.
Sherwood Elementary	Survey	General	Drivers do not respect pedestrians even if children are accomanied by parents. How would our kids be safe alone?
Sherwood Elementary	Survey	General	Drivers rarely respect pedestrians on the route we regularly take. Need More police patrolling near the school before and after school.
Sherwood Elementary	Survey	General	Drivers sometimes are not cautious when giving the right of way.
Sherwood Elementary	Survey	General	Drivers speeding and not careful.
Sherwood Elementary	Survey	General	Drunk homeless people trying to talk to the kids in la Paz park.

Sherwood Elementary	Survey	General	I though for us as well… we don't follow pedestrian rules.
Sherwood Elementary	Survey	General	I would like to have a sidewalk installed for children where they cross because cars sometimes do not care there is a traffic signal and more security people because there aren't plenty.
Sherwood Elementary	Survey	General	I'm afraid when she crosses the street and afraid something could happen to her.
Sherwood Elementary	Survey	General	Install traffic signals at the corner because too much traffic gathers and cause accidents.
Sherwood Elementary	Survey	General	Its to far and she's to young to walk on her own.
Sherwood Elementary	Survey	General	Lack of safety and crime.
Sherwood Elementary	Survey	General	Lots of traffic and unsure he can defend himself.
Sherwood Elementary	Survey	General	Many people live nearby but because they don't want to walk they instead decide to drive and create a congestion. Just a comment.
Sherwood Elementary	Survey	General	More pedestrian lighting on the paths to school.
Sherwood Elementary	Survey	General	More security at school, more guards to watch the school.
Sherwood Elementary	Survey	General	My child is too young and school is too far.
Sherwood Elementary	Survey	General	My concerns are the distance and his age.
Sherwood Elementary	Survey	General	My daughter and I have to cross a stop sign and there are many cars who do not respect so we are afraid to cross. Crossing guards would be helpful for our kid's safety because there are other parents who have complained about the same thing.
Sherwood Elementary	Survey	General	My daughter is too young still and there is too much traffic in front of the school and many of them do not respect the people who are walking.
Sherwood Elementary	Survey	General	My son lives near school so babysitter takes him when I work and I pick him up.
Sherwood Elementary	Survey	General	Need crosswalks.
Sherwood Elementary	Survey	General	Need more supervision at start and dismissal times because there are lots of children who cross the street alone in the morning and afternoon.
Sherwood Elementary	Survey	General	No place is safe because of other drivers.
Sherwood Elementary	Survey	General	Not safe. Traffic and strange people hanging around the cross walk. Something needs to be done about traffic.
Sherwood Elementary	Survey	General	Parents create the congestion and can cause accidents when letting their children get off in the middle of the street.
Sherwood Elementary	Survey	General	Parents should not unload their children in the middle of the street near the school.
Sherwood Elementary	Survey	General	People don't know how to pay attention. Would help if people getting off there phones & stop speeding around schools.
Sherwood Elementary	Survey	General	School is too far and she is too young to go by herself.
Sherwood Elementary	Survey	General	See more staff or adults supervising traffic.
Sherwood Elementary	Survey	General	Should install cameras at traffic lights to see who is not respecting traffic signals.
Sherwood Elementary	Survey	General	Sometimes drivers do not respect when people are crossing.
Sherwood Elementary	Survey	General	Speeding we need speed bumps.
Sherwood Elementary	Survey	General	Stop signs they should put like school zone light so people could stop.
Sherwood Elementary	Survey	General	The time I have is too short so to arrive quicker I have to drive.
Sherwood Elementary	Survey	General	The truth is we need traffic lights because sometimes people do not respect.
Sherwood Elementary	Survey	General	There are no signals that indicate it is a school zone. The cars should be lower on the street along Alisal where majority of students walk.
Sherwood Elementary	Survey	General	There are no signs along Alisal indicating to cars that there is a school nearby and the majority of students walk along this street and live on these streets near school and cars go very fast and do not respect traffic signals.
Sherwood Elementary	Survey	General	There is a lot of traffic at that time. I dont feel safe having my child walk to school and not check for cars coming. Too manu cars driving around looking for parking does not make it safe for all the children walking or riding to school.
Sherwood Elementary	Survey	General	There is lots of traffic and lots of parents live nearby but drive to drop off their children and don't let others enter school through John St. They mess up traffic.
Sherwood Elementary	Survey	General	There is no crossing guard.
Sherwood Elementary	Survey	General	There is nobody who can help children cross the street.
Sherwood Elementary	Survey	General	There should be more order because there are too many parents who unload their kids in the middle of the street and make the congestion that way.
Sherwood Elementary	Survey	General	Too many streets to be crossing.
Sherwood Elementary	Survey	General	Too many streets to cross.
Sherwood Elementary	Survey	General	Too much traffic afraid she might not be seen when crossing the streets. Cars do not stop to give the right of way. Too many accidents right infront of my house (intersection) during school time.
Sherwood Elementary	Survey	General	Too much traffic on the street in front of school.
Sherwood Elementary	Survey	General	Transferring him back to his home school will solve the problems.
Sherwood Elementary	Survey	General	Way too far-special education student
Sherwood Elementary	Survey	General	We as a community should be more courteous if we all want it that way.
Sherwood Elementary	Survey	General	We live far to walk. There's always irresponsible parents crossing from they don't suppose to cross the street.
Sherwood Elementary	Survey	General	We live in East Salinas and always has been considered a dangerous place due to crime and gangs so that is why I would never let my daughter go by herself to school.
Sherwood Elementary	Survey	General	Well if I told you to add a bus so that many children don't have to walk I think nobody would do it but would be safer.
Sherwood Elementary	Survey	General	Would be good if there were crossing guards.
Sherwood Elementary	Survey	General	Would be good to watch at arrivals when parents park and create congestion and do not allow to pass through more during rainy season.
Sherwood Elementary	Survey	General	Would like it if how there is a crossing guard at the crosswalk there would also be a crossing guard at the traffic light.
Sherwood Elementary	Survey	Hebron	Opening up that back way on Hebron leading to school. Fixing the crosswalk situation in the school area or a better drop off area.
Sherwood Elementary	Audit	John St and S Wood	Student hit in crosswalk crossing John St
Sherwood Elementary	Survey	John St and S Wood	Flashing lights at all crosswalks near school and on John and Wood St.

Sherwood Elementary	Survey	John St and S Wood	John st and wood need a crosswalker. Cars dont really stop we need a crosswalker. I live by john st and wood by the 4 stops cars dont stop sometime we need a crosswalk.
Sherwood Elementary	Parent	John St and S Wood St and John St and S Hebbron Ave	Drivers don't respect stop signs at these intersections.
Sherwood Elementary	Survey	John St and S Woods	The stops at John St. are very dangerous there should be lights there.
Sherwood Elementary	Audit	John Street	Very congested before school, lots of families walking
Sherwood Elementary	Audit	La Paz Park	Used as walking school bus meeting location on Bike and Walk to school day
Sherwood Elementary	Resident	N Wood St and Roosevelt St	School buses pick up and drop off at La Paz park. Lots of students then walk home.
Sherwood Elementary	Audit	Parking Lot	Apartment tenants park in school parking lot
Sherwood Elementary	Resident	S Hebbron Ave and E Alisal St	Hebbron alley behind Tabo Bell low visibility. Have seen a few kids almost get hit.
Sherwood Elementary	Audit	S Wood St	Crossing guard present in crosswalk in front of school, before and after school
Sherwood Elementary	Audit	S Wood St	Crosswalk in front of school will be movd to other side of intersection, new curb ramps installed
Sherwood Elementary	Audit	S Wood St	Entrance to #2 staff parking lot gets blocked by parents. Difficult to enter lot due to # of pedestrians crossing driveway
Sherwood Elementary	Audit	S Wood St	Road is busy due to freeway traffic. Chaotic traffic before and after school
Sherwood Elementary	Audit	S Wood St	Some parents drop off students in the middle of the street
Sherwood Elementary	Audit	S Wood St	U-turns in front of school
Sherwood Elementary	Survey	S Wood St	That the light by sherwwod on wood street dosent have light a direction when cars are turning right or left so it makes more traffic maybe considering puting direction of a flecha because if not cars are litterally in middle like in top the children crossing.
Sherwood Elementary	Survey	S Wood St	There are always speeding cars in this area and they do not respect the crosswalk especially between John St. and S. Wood St. Pedestrians cross where there isn't a crosswalk and parents unloading their kids in the middle of the street.
Sherwood Elementary	Campus Supervisor	S Wood St and E Alisal St	Students were struck by car.
Sherwood Elementary	Resident	S Wood St and Front of school	Man got hit by car at the Sherwood crosswalk.
Sherwood Elementary	Audit	S Wood St at James	Students cross at James, but there is no marked crosswalk
Sherwood Elementary	Audit	S Wood St at James	Students who live in the apartments at John and Woods cross Woods mid-block. Lots of students crossing at James, where there is no marked crosswalk
Sherwood Elementary	Audit	S Woods and Alisal	Heavily used by students crossing
Sherwood Elementary	Audit	San Benito	Parents drop off students in the middle of the street
Sherwood Elementary	Audit	School campus	Three school entrances at left, middle and right of campus
Sherwood Elementary	Audit	School parking lot	Difficult to enter and exit parking lot due to traffic volumes on S Wood
Sherwood Elementary	Audit	School parking lot	Parents park in drop-off area
Sherwood Elementary	Audit	School parking lot	Parents try to turn left out of parking lot which is very difficult, blocks traffic for everyone. Left turns are allowed
Sherwood Elementary	Audit	School parking lot	Parking lot is a mess - students exiting through parking lot with lots of cars.
Sherwood Elementary	Audit	School parking lot	Some staff park in parent lot rather than staff lots because it is closer to their classrooms. Neighbors also park in parent lot, leaving very few spaces for parents.
Sherwood Elementary	Audit	School parking lot	Special needs buses drop off in parent lot, adds to traffic chaos
Sherwood Elementary	Audit	School parking lot	Staff parking entrance is through parent lot, staff blocks traffic while they wait for the gate to open
Sherwood Elementary	Survey	School parking lot	More parking spaces at school so that drivers don't drive crazy to get a parking spot.
Steinbeck Elementary School	Principal	Backside of school - zigzag path	Behind the 2 story building; there are always issues with the high schoolers- getting into fights; the zig zag path on the back hill. Not school property and this is where fights happen
Steinbeck Elementary School	Staff	Backside of school - zigzag path	Issues with couples coming together for other non-supervised activities.
Steinbeck Elementary School	Audit	Burlington and New Salem	Some speeding around school. Some parent drop-off in red zones, students running across street to get to school.
Steinbeck Elementary School	Survey	Burlington Dr	Cross walk or crossing guard would be nice closer to school on Burlington dr.
Steinbeck Elementary School	Survey	Burlington Dr	The entrance with the chain on Burlington is unsafe. Drivers pulling up in all directions for drop off
Steinbeck Elementary School	Survey	Burlington Dr	We live right across the street from school, however I would like to have a crossing guard or a cross walk closer to school. Also speed bumps would be helpful
Steinbeck Elementary School	Parent	Burlington Dr and Front of school	Beginning and end of the day is when it is pretty rough with the traffic and other times not too bad because one lane going from us to the high school for a while and then it breaks into 2 eventually
Steinbeck Elementary School	Principal	Burlington Dr and Front of school	Lots of cars passing by fast, it's dangerous especially when school ends.
Steinbeck Elementary School	Parent	Burlington Dr and New Salem Dr and Front of school	Inexperienced teenage drivers; come through New Salem Dr. and fly by Burlington Drive to try to get away from the Independence traffic because Independence is the main road
Steinbeck Elementary School	Parent	Burlington Dr and School drop off loop	Only one drop zone so traffic gets really backed up.
Steinbeck Elementary School	Parent	Burlington Dr and School drop off loop	Previous school principal put drop off loop as a one way system so even though cars parked in staff parking lot, they use to come in through the loop at the front but he blocked that off and he made them come in at the very end where the park is (circular park). He made them come in here and go up past the whole school. He was committed to opening and closing door for kids, hurrying them up so line cold keep moving. He contacted Salinas PD who would come once a week and wave traffic through so people would not just wait there. This new system; people are still following rules, when parents pick up lunches, parents seem to know this is new way to do it.
Steinbeck Elementary		Burlington Dr and School	Parents were just parking anywhere. They would get there a few mins before bell and just park there. Lots of

Steinbeck Elementary School	Staff	Burlington Dr and School drop off loop	School drop off loop: morning is the worst. Afternoon is bad. Flow good when police dept there and obeying. When no cops, it is insane. No flow of traffic.
Steinbeck Elementary School	Survey	Constitution Blvd	Constitution needs major help! The level of traffic between both high school and the elementary school is insane.
Steinbeck Elementary School	Audit	General	558 students. 22 students bused, 10 students bike. Bike parking present on campus. 50% walk and 50% dropped off.
Steinbeck Elementary School	Parent	General	Biggest thing that can cause traffic is that we are close to the high school.
Steinbeck Elementary School	Parent	General	Great project and I hope that it gets implemented.
Steinbeck Elementary School	Parent	General	Kids are safe overall.
Steinbeck Elementary School	Parent	General	Kids at Steinbeck have siblings at Alvarez High; dismissal is pretty close together -2:40 for elementary and 3:06 for high school.
Steinbeck Elementary School	Parent	General	Riding bicycle should be mandatory for those who live near school.
Steinbeck Elementary School	Principal	General	565 students enrolled.
Steinbeck Elementary School	Survey	General	6yo and kidnapping
Steinbeck Elementary School	Survey	General	A log of child was picked up or walked and road bike home from school.
Steinbeck Elementary School	Survey	General	Cars and strangers
Steinbeck Elementary School	Survey	General	Concerned about traffic
Steinbeck Elementary School	Survey	General	Create a sign out system
Steinbeck Elementary School	Survey	General	Crossing guard availability
Steinbeck Elementary School	Survey	General	Crossings
Steinbeck Elementary School	Survey	General	Distractive driving and illegal parking
Steinbeck Elementary School	Survey	General	Fast cars
Steinbeck Elementary School	Survey	General	I feel my children are too young to walk to school without an adult.
Steinbeck Elementary School	Survey	General	It's too far for us to walk.
Steinbeck Elementary School	Survey	General	Looking both ways while crossing not talking to strangers
Steinbeck Elementary School	Survey	General	Making bike lanes and sidewalks safe.
Steinbeck Elementary School	Survey	General	Many of the cars that pass by don't respect the school limit.
Steinbeck Elementary School	Survey	General	More police presents near school grounds
Steinbeck Elementary School	Survey	General	More safety patrols or yard duties
Steinbeck Elementary School	Survey	General	More stop signs
Steinbeck Elementary School	Survey	General	More vigilance from school personnel
Steinbeck Elementary School	Survey	General	Most drivers are hurry to get to work and therefore driving can be concerning
Steinbeck Elementary School	Survey	General	My child has a disability! I not able to walk or ride a bike to and from school! Speed limits need changed and more safety type signs waring people to drive safe! And at school areas crossing guards.
Steinbeck Elementary School	Survey	General	My daughter is too young to walk alone.
Steinbeck Elementary School	Survey	General	My daughter was almost hit by a distracted speeding driver
Steinbeck Elementary School	Survey	General	Need more signs and crossing guards
Steinbeck Elementary School	Survey	General	Need safety crossing lights
Steinbeck Elementary School	Survey	General	Not a lot of people walking like other families or children and high traffic
Steinbeck Elementary School	Survey	General	Parents dropping off their students are speeding through and sometimes don't stop correctly at the stop sign.
Steinbeck Elementary School	Survey	General	Police visibility
Steinbeck Elementary School	Survey	General	Police visibility
Steinbeck Elementary			

Steinbeck Elementary School	Survey	General	Safety signs, crossings guards slowing drivers down. More police patrol to keep our children safe when going to school and from school! Police presents at schools!
Steinbeck Elementary School	Survey	General	Some sidewalks have curb cutes and others don't. Side walks are terrible with tree roots lifting them and I would be afraid she falls and gets hurt.
Steinbeck Elementary School	Survey	General	Speeding
Steinbeck Elementary School	Survey	General	Speeding and using cell while driving
Steinbeck Elementary School	Survey	General	Speeding cars
Steinbeck Elementary School	Survey	General	Speeding cars
Steinbeck Elementary School	Survey	General	Speeding traffic
Steinbeck Elementary School	Survey	General	Speeding, distracted driving, stop signs, traffic
Steinbeck Elementary School	Survey	General	Street just not made to bike nor safe to walk.
Steinbeck Elementary School	Survey	General	The broken and lifted sidewalks.
Steinbeck Elementary School	Survey	General	There should always be school staff helping with crossing at all intersections.
Steinbeck Elementary School	Survey	General	There should be staff at the different crossings.
Steinbeck Elementary School	Survey	General	Traffic at school time. Cars speeding near school
Steinbeck Elementary School	Survey	General	Traffic buildup
Steinbeck Elementary School	Survey	General	Walking alleys
Steinbeck Elementary School	Survey	General	Walking trail near school, homeless people in trails.
Steinbeck Elementary School	Audit	Independence and Provincetown	Lots of students crossing from apartment buildings.
Steinbeck Elementary School	Survey	Independence Blvd	Independence St very busy
Steinbeck Elementary School	Survey	Independence Blvd	Pedestrian safety on independence blvd
Steinbeck Elementary School	Parent	Independence Blvd and Nantucket Blvd	Using Nantucket street and making a left onto Steinbeck. Nantucket street is pretty bad, I have to leave my house about 30 minutes before my child needs to be at school so I can get in quque, because the high school kids parents (Alvarez High) are pulling to the side of Nantucket and they are dropping off their children. Alverez begins school the same time as us.
Steinbeck Elementary School	Parent	Nantucket Blvd	Nantucket Blvd. so many cars are parked on both sides of the street, there are parked cars at school pickup.
Steinbeck Elementary School	Parent	Nantucket Blvd	Nantucket Blvd: teenagers jay walking and tons of cars parked on both sides.
Steinbeck Elementary School	Parent	Nantucket Blvd	Nantucket is too congested for cars to speed through here because so many cars are parked with parents waiting for their children to get out
Steinbeck Elementary School	Parent	Nantucket Blvd	Parents pulling over and dropping off kids on both sides of Nantucket, where the bus goes to Alvarez.
Steinbeck Elementary School	Parent	Nantucket Blvd	There is a break in the street separator, where parents will make a u-turn kids are crossing the street and, other cars have to break, it causes lots of problems.
Steinbeck Elementary School	Survey	Nantucket Blvd	A lot of children that live by Nantucket street don't use the crosswalk including myself when walking my son. It is too far from the alley that a lot of children used to get faster to school. Maybe the city should consider putting one there.
Steinbeck Elementary School	Survey	Nantucket Blvd	Having crossing guards along Nantucket St.
Steinbeck Elementary School	Survey	Nantucket Blvd	High speed vehicles on Nantucket st
Steinbeck Elementary School	Survey	Nantucket Blvd	Safety crossing Nantucket St
Steinbeck Elementary School	Survey	Nantucket Blvd	Traffic (Nantucket)
Steinbeck Elementary School	Survey	Nantucket Blvd	We live on Fitzgerald my child would have to walk along a busy Nantucket and then turn onto Bradbury which has several blind spots for vehicles pulling out of the cul de sacs from the over amount of cars parked. If he wanted to do a short cut he would have to go up a hill and go through an apartment complex, dangerous.
Steinbeck Elementary School	Staff	Nantucket Blvd and Independence Blvd	After School traffic: Teachers know to get out by 3 or wait until 3:30 p.m. If you leave school at 3:05, jam stuck in all traffic.
Steinbeck Elementary School	Staff	Nantucket Blvd and Independence Blvd	And they are thinking of building a middle school on corner of Nantucket and Independence in that parking lot. Has been proposed. Listened to the community and changed their plan.
Steinbeck Elementary School	Survey	Natividad Rd	Alvarez, Steinbeck Rancho San Juan, People driving too fast, double parking blocking lanes, dropping off children in the middle of the street as they open the doors wide open almost causing accidents. From Natividad towards Boronda I've seen many people drive opposite direction to pass up stopped traffic to cut where intersection lights are. It's very dangerous. The speed people go through school sites.

Steinbeck Elementary School	Survey	New Haven Way	Too many cars speeding, in a rush not allowing children to Cross the street. There needs to be a yard duty on the crosswalk on New Haven.
Steinbeck Elementary School	Parent	New Haven Way and New Salem Dr and Burlington Dr	They come through New Haven Way and then they come down New Salem Dr. to Burlington Dr. to get off of Nuntucket Blvd. and Independence Blvd.They are in a big hurry. They fly past the school.
Steinbeck Elementary School	Audit	New Salem and New Haven	Lots of students crossing, long crossing distance, drivers don't always stop.
Steinbeck Elementary School	Parent	New Salem Dr	New Salem is very bad for us; even with parents dropping off their kids, they do not want to get out and they let their kids get out there. A few years back, a little girl got foot ran over
Steinbeck Elementary School	Parent	New Salem Dr and School drop off loop	Only one drop off is in front of the school off of New Salem Drive, our parents pull into the area where the bus go, and tell kids to jump out of car and then they hit reverse and then leave. Parents are using that area as a drop off location.
Steinbeck Elementary School	Audit	Path behind school	Goes from Nantucket to Independence near Constitution. Used mainly by high school students, sometimes for illicit activities.
Steinbeck Elementary School	Audit	Path behind school	There is a paved path w and switchbacks from Nantucket Bay Apartments, but families are using a steep dirt path instead to get to New Salem Drive
Steinbeck Elementary School	Audit	Provincetown	Some broken sidewalk
Steinbeck Elementary School	Audit	Provincetown and Burlington	Students crossing
Steinbeck Elementary School	Survey	School exit driveway	The exit is a concern because there are lots of cars.
Steinbeck Elementary School	Survey	School exit driveway	We should be cautious when driving out of the school.
Steinbeck Elementary School	Audit	School parking lot	Buses drop off in loop on New Salem Drive - parents not allowed in bus loop.
Steinbeck Elementary School	Audit	School parking lot	School blocks off entrance to drop-off loop on Burlington Drive, so all traffic has to enter at south end. Parents queue in parking area and then drop off in loop in groups of 7-8 cars. Staff monitors traffic and provides valet program to escort students onto campus. Parents are not allowed to park in loop area. System is working well, some backup onto Burlington Drive
Steinbeck Elementary School	Parent	Steinbeck Neighborhood Park	Can anything be done through this plan in terms of the condition of the park? Students and families can get hurt walking or running through there because the surface is so bumpy from all the gopher holes and lack of maintenance.
Steinbeck Elementary School	Survey	W Alisal St	We need bike lanes, and many lights don't work on West Alisal close to where we live.
University Park Elementary	Audit	Acacia St	3 buses - drop off on Acacia to the west of the drop-off loop
University Park Elementary	Audit	Acacia St	Concerns about traffic speeds on Acacia. Traffic for Mission Park as well as University Park
University Park Elementary	Audit	Acacia St	Lots of parents drop off across the street and run across
University Park Elementary	Audit	Acacia St	Parents park in red zone and walk students into school
University Park Elementary	Parent	Acacia St	Parents going westbound to Davis Rd., will let child get out of the car in the middle of the street, then child dashes across the street with oncoming traffic.
University Park Elementary	Survey	Acacia St	Dangerous lifted sidewalks and branches from overgrown trees falling. Before there was a bike cop by hartnell park which slowed down vehicles before getting to the school. Across the street from University park elementary on W. Acacia St. Thank you for the survey. I really hope something is done because I've been contacting the city for years and I've been told there's a list. I've been a resident for over 25 years and all they do is throw rough cement over the bad sidewalk causing kids shoes to get stuck and causing more falls. I've fallen myself. Best of luck we need a change!
University Park Elementary	Parent	Acacia St and University Ave	At entrance to parking lot parents double park or park right to the edge of the driveway which blocks traffic and reduces visibility.
University Park Elementary	Survey	Alisal St	My concern is the crossing at Alisal St.
University Park Elementary	Audit	Central Ave	Possible bike lanes due to its wideness
University Park Elementary	Audit	Central Ave	
University Park Elementary	Parent	Front of school	We need flashing lights so drivers can see pedestrians crossing.
University Park Elementary	Audit	General	Most students walk to school
University Park Elementary	Survey	General	School is too far from my house and for that reason my child always rides the school bus, therefore it is not possible or convenient for her to walk so much time on the street.
University Park Elementary	Survey	General	Sidewalks in horrible conditions. The sidewalks are not safe. Children cannot safely walk or ride their bikes on the sidewalks as they are in very poor condition.
University Park Elementary	Audit	School campus	Front gate is currently the only entrance. School used to open gate at University and Palma, which helped disperse drop-off traffic
University Park Elementary	Audit	School Campus	Side of school is a concern
University Park Elementary	Audit	School drop-off loop	Parents park in loop
University Park Elementary	Audit	School drop-off loop	Tried right-turn only out of loop, didn't work

University Park Elementary	Parent	School parking lot	Exit is "right turn only" but people wait for a window to turn left. No clear signage posted.
University Park Elementary	Parent	School parking lot	Parents leave their cars in the staff parking lot to walk their kids.
University Park Elementary	Audit	Univeristy and La Palma	Well used crosswalk
University Park Elementary	Audit	University and Acacia	Crossing guard present before and after school. Curb ramps missing.
University Park Elementary	Audit	University and Acacia	No ADA ramps
University Park Elementary	Audit	University and Central	Some students crossing here
University Park Elementary	Audit	University and Palma	No ADA ramps
University Park Elementary	Audit	University Ave	Crosswalks at its intersecting streets(Bedford, Fairfax,Lemos)
University Park Elementary	Audit	University Ave	Lots of students crossing from university apartments, don't walk to crosswalk
University Park Elementary	Audit	University Ave	Walking route for students. Sidewalks in place, no curb ramps or marked crosswalks. Broken sidewalk at University and Bedford
University Park Elementary	Survey	University Ave	The issue is the constant speeding of vehicles along University Avenue. Cars speeding have disregard for pedestrians coming off of Central Avenue and coming off of Acacia Avenue, cars have a tendency to speed along University Avenue and it is a hazard for pedestrians young and old. I moved into the University Avenue neighborhood in 2019. The neighborhood is relatively quiet. However, the speeding of vehicles has made it unsafe for all pedestrians who are walking, riding their bikes, and recreational runners. This has become a big unsafe issue and needs to be addressed. Traffic along University Avenue has reached high rates of speed. The residential speed limit is 25 mph not 35, 40, 45, and 50 mph. I have also seen a high speed chase in the neighborhood by CHP pursuing a vehicle with disregard to pedestrians. There are speed bumps along Ambrose Avenue and there are less pedestrians in that neighborhood and University Park Elementary is further away. Please address this issue speed bumps will definitely slow the traffic down, vehicles constantly are driving at unsafe speeds.
University Park Elementary	Survey	University Ave and Central Ave	Intersection of university and central is dangerous to cross. Cars don't stop at stop signs even in front of the school.
University Park Elementary	Survey	University Ave and Central Ave	On central ave and university st the car go fast and they don't slow down for any one. There's no cross walk there. Plus it's a dangerous intersection.
University Park Elementary	Parent	W Acacia from Davis Rd to Mission Park elementary	See cars speeding.
University Park Elementary	Audit	West Alisal	
Virginia Rocca Barton Elementary School	Survey	Constitution Blvd and Freedom Pkway and Las Casitas Dr	Growing up in this area and including streets such as Constitution Blvd, Freedom and Las Casitas are a few of the highest in traffic, violence and safety issues in Salinas! As with many parents I just want to make sure my child not only gets to school, but to get to school safely!
Virginia Rocca Barton Elementary School	Survey	Constitution Blvd and Las Casitas Dr	Speed of cars on Constitution Blvd. and on Las Casitas Drive. Also distracted drivers.
Virginia Rocca Barton Elementary School	Audit	Creek path	Lots of students and families use the path to get to school. Path is in bad shape - broken pavement, trash, grafitti, steep embankment with no railing, homeless emcampments. Parents are concerned about kids falling into the creek. No lighting, kids get out of school in the dark in winter. Very sketchy unofficial unpaved pedestrian access to path from Ranchero Drive
Virginia Rocca Barton Elementary School	Audit	Del Monte and Pacific	
Virginia Rocca Barton Elementary School	Audit	Del Monte Ave	Appears to be very wide - space for bike facilities?
Virginia Rocca Barton Elementary School	Survey	Del Monte Ave and Pacific Ave	Del monte and pacific no one to supervise when kids have to cross the streets
Virginia Rocca Barton Elementary School	Audit	General	About 50% of students walk and 50% are dropped off. Very little busing - buses drop-off and pick up on Las Casitas Drive north of the school driveway. Less than 10 students bike, bike parking present on campus. Staff parking lot at back of campus.
Virginia Rocca Barton Elementary School	Survey	General	As a parent I would also like to know about the safety of the children at school once they are able to attend!
Virginia Rocca Barton Elementary School	Survey	General	Bad sidewalks and vehicles parking on sidewalks due to street being narrow and no dividers.
Virginia Rocca Barton Elementary School	Survey	General	Cars sometimes drive too fast.
Virginia Rocca Barton Elementary School	Survey	General	Children never should go to school alone or back home. Should always be with an adult because there could always be bad people.
Virginia Rocca Barton Elementary School	Survey	General	Control the ice cream vendors because they congest the sidewalks.
Virginia Rocca Barton Elementary School	Survey	General	Crossing at stops.
Virginia Rocca Barton Elementary School	Survey	General	Crossing at stops.
Virginia Rocca Barton Elementary School	Survey	General	Drivers don't respect stop signs.
Virginia Rocca Barton			

Virginia Rocca Barton Elementary School	Survey	General	Gangs
Virginia Rocca Barton Elementary School	Survey	General	How to help improve the safety of the families and faculty to and from school sites in our neighborhood!
Virginia Rocca Barton Elementary School	Survey	General	I would like it if at the stop located at school front they were more strict so that drivers will respect the pedestrians right of way.
Virginia Rocca Barton Elementary School	Survey	General	In the school bus.
Virginia Rocca Barton Elementary School	Survey	General	It's all great that there's more safety for our students.
Virginia Rocca Barton Elementary School	Survey	General	It's too dangerous for him to ride his bike on the street because there are lots of cars.
Virginia Rocca Barton Elementary School	Survey	General	It's too far and he's too young to be alone and to cross with lots of traffic.
Virginia Rocca Barton Elementary School	Survey	General	Lack of security.
Virginia Rocca Barton Elementary School	Survey	General	Lots of accidents.
Virginia Rocca Barton Elementary School	Survey	General	More pedestrian signals.
Virginia Rocca Barton Elementary School	Survey	General	More safe and clean streets
Virginia Rocca Barton Elementary School	Survey	General	More school security
Virginia Rocca Barton Elementary School	Survey	General	More school security
Virginia Rocca Barton Elementary School	Survey	General	More security
Virginia Rocca Barton Elementary School	Survey	General	More security
Virginia Rocca Barton Elementary School	Survey	General	More supervision at dismissal because there are lots of homeless.
Virginia Rocca Barton Elementary School	Survey	General	More supervision on the streets.
Virginia Rocca Barton Elementary School	Survey	General	My son walks to caretaker home after school but not in the morning because we live far from school
Virginia Rocca Barton Elementary School	Survey	General	Security for our children is the most important.
Virginia Rocca Barton Elementary School	Survey	General	She can walk with an adult, but not alone.
Virginia Rocca Barton Elementary School	Survey	General	She's too young
Virginia Rocca Barton Elementary School	Survey	General	Some drivers don't respect the right of way for students or adults.
Virginia Rocca Barton Elementary School	Survey	General	Sometimes cars drive too fast and security out front don't pay much attention.
Virginia Rocca Barton Elementary School	Survey	General	Sometimes near schools drivers go by fast without caution for the kids.
Virginia Rocca Barton Elementary School	Survey	General	Speed
Virginia Rocca Barton Elementary School	Survey	General	Speed
Virginia Rocca Barton Elementary School	Survey	General	Speeding and no safe crosswalk
Virginia Rocca Barton Elementary School	Survey	General	Streets are not very safe.
Virginia Rocca Barton Elementary School	Survey	General	The cars when pulling out of their driveways.
Virginia Rocca Barton Elementary School	Survey	General	The entire walk seems too dangerous for a 5-year old to cross through the various streets and far distance from home to school.
Virginia Rocca Barton Elementary School	Survey	General	There are many homeless.
Virginia Rocca Barton Elementary School	Survey	General	There should be one police officer patrolling the street.
Virginia Rocca Barton Elementary School	Survey	General	There's no security.
Virginia Rocca Barton Elementary School	Survey	General	Too many indecent people.
Virginia Rocca Barton Elementary School	Survey	General	Traffic , reckless drives whom don't respect stop signs
Virginia Rocca Barton Elementary School	Survey	General	We need more patrolling in our neighborhood and better lighting.
Virginia Rocca Barton Elementary School	Survey	General	We need safer streets with more patrolling.
Virginia Rocca Barton Elementary School	Survey	General	Will be taking this concern to city council once stay home order is lifted.

Virginia Rocca Barton Elementary School	Survey	General	Would like if cars wouldn't speed and were more cautious about kids.
Virginia Rocca Barton Elementary School	Survey	General	Would like to find a responsible person or school transportation to take him home while I'm at work.
Virginia Rocca Barton Elementary School	Survey	General	Would like to see more police at arrival and dismissal because lots of cars speeding.
Virginia Rocca Barton Elementary School	Survey	General	Would like to see more supervision on the streets during school hours.
Virginia Rocca Barton Elementary School	Survey	General	Would like to see people watching the crosswalks on the way to school where most students cross not only at the front of the school.
Virginia Rocca Barton Elementary School	Parent	Las Casitas Ave and Front of School	I believe the raised crosswalk is the better option. On Las Casitas, the space is limited and will be more challenging to augment the street with curb extensions or separated bike lanes. In my opinion, that makes me think there will be more traffic.
Virginia Rocca Barton Elementary School	Parent	Las Casitas Ave and Front of School	In addition to the raised sidewalks right outside of Virginia Roccca Barton, would you be able to add the flashing lights when students and pedestrians cross.
Virginia Rocca Barton Elementary School	Audit	Las Casitas Dr	Lots of speeding outside of pick-up and drop-off, drivers speed up and down the hills. No curb ramps at intersections.
Virginia Rocca Barton Elementary School	Survey	Las Casitas Dr and Rider Ave	Drivers speeding who are not cautious on Rider Ave, Las Casitas etc.
Virginia Rocca Barton Elementary School	Survey	Las Casitas Dr and Rider Ave	Lack of safety on the streets specially at Las casitas, Rider Ave and speeding cars.
Virginia Rocca Barton Elementary School	Survey	Las Casitas Dr and Rider Ave	Streets are unsafe specially along Las Casitas, Rider Ave and cars speeding.
Virginia Rocca Barton Elementary School	Resident	Pedestrian path	Dangerous for kids. Might fall into the creek. Feels also a bit unsafe for adults.
Virginia Rocca Barton Elementary School	Survey	Ranchero Dr and Alamo Way	Crosswalks by Ranchero and Alamo cars turn too quickly when children are crossing.
Virginia Rocca Barton Elementary School	Audit	Ranchero Drive	Speeding
Virginia Rocca Barton Elementary School	Resident	Ranchero St	Cars driving too fast.
Virginia Rocca Barton Elementary School	Resident	Ranchero St and La Honda Ct	Cars driving too fast.
Virginia Rocca Barton Elementary School	Resident	Ranchero St and Las Casitas Dr	Visibility issues turning left from Ranchero onto Las Casitas.
Virginia Rocca Barton Elementary School	Audit	Rider and Del Monte	New curb ramps in place, low-viz crosswalks
Virginia Rocca Barton Elementary School	Parent	Rider Ave	Drivers don't let students cross at Rider and Del Monte. Car's don't even stop. Sometimes kids will be midway crossing and cars just go when kids have not even finished crossing.
Virginia Rocca Barton Elementary School	Parent	Rider Ave	Street has lots of traffic and the speed limit is supposed to be 25mph but nobody respects it and people drive over 70 and 80 mph as seen on home cameras. There have been accidents. Need speed bumps so that limit is respected. In addition to crashes, a child was hurt but survived.
Virginia Rocca Barton Elementary School	Audit	Rider Ave	Speeding. Route to Frank Paul Elementary
Virginia Rocca Barton Elementary School	Survey	Rider Ave and Alamo Way	Our son walks past Raider and Alamo and the streets are not very safe due to many cars.
Virginia Rocca Barton Elementary School	Audit	School entrance and Las Casitas	Traffic trying to enter the loop backs up in both directions on Las Casitas. Southbound drivers trying to turn right use the bike lane as a right-turn lane. Lots of pedestrians crossing, difficult to cross the street due to traffic. They have had crossing guards in the past but it is hard to keep them, it is a dangerous job and they suffer a lot of abuse.
Virginia Rocca Barton Elementary School	Audit	School parking lot	Families walking to campus must cross driveway to staff parking
Virginia Rocca Barton Elementary School	Audit	School parking lot	Parking lot is a mess. Parents park in the drop-off loop and walk in. No staff controlling traffic in loop. Parents double park throughout lot to walk students in, other drivers get stuck. They tried a system to organize pick-up by grade level in the past but abandoned it, too labor intensive.
Virginia Rocca Barton Elementary School	Audit	School parking lot	Teachers and parents enter through the parking lot exit to avoid the school loop.
Washington Middle School	Survey	Alder Circle	Traffic I'm concerned about. Also the amount of missing children. It's hard to take 4 different children to 3 different schools with one car and a husband that works. but it's better to drive them that to have something happen on there way to school. Alder Circle, Salinas
Washington Middle School	Survey	Blanco Rd	Also, crossing Blanco is a concern for me being that is a speed of traffic. There not that may student that walk along that street after school.
Washington Middle School	Principal	College Street and School Rear Access	College Street access to school is closed caused congestion. In the morning and after school, the only entrance to the school is the front and main entrance.
Washington Middle School	Audit	General	1,200 students. 400-500 bused. Students all coming from area south of Hwy 101, some from outside the City. About 20 skateboarders, 30 cyclists, bike parking present on campus. About 200 walkers, 400 dropped off by parents.
Washington Middle School	Audit	General	Concerns about homelessness, crime, and harassment of students. 2 stabbings on Clay St in the last year.
Washington Middle School	Audit	General	Small lot between Lang and Gell is staff parking, closed to parent parking. Bus drop-off and pick-up happens on school frontage south of Gell. Gates to campus on Acacia and College Drive
Washington Middle School	Parent	General	Change start and end time. Allow 7th graders to start or be released 5 or 10 minutes before or after.
Washington Middle School	Parent	General	More cross guards or student leadership roles to make crossing the street safer.

Washington Middle School	Student Survey	General	I live very far away from Salinas.
Washington Middle School	Student Survey	General	if i walked to school i would have to cross lots of busy streets like alisal st.
Washington Middle School	Student Survey	General	Nothing, I actually live in a nice area but it's kinda far from Washington and it would take me a long time to get to school.
Washington Middle School	Student Survey	General	Sometimes at the bus stop my mom waits for me I am scared because you never know if there is person that sees you crossing but won't bother to stop.
Washington Middle School	Student Survey	General	When biking to school I have to take all of East Alisal street and It takes time for people to stop and if people would stop fast It would take me 17 minutes to get to school.
Washington Middle School	Student Survey	General	When I drive to school everything is good.
Washington Middle School	Student Survey	General	When i ride do school i pass east Alisal at N Madeira Ave.
Washington Middle School	Student Survey	General	When I ride the school bus, I have to cross old town and it is boring because they either dont have music or not any good music.
Washington Middle School	Student Survey	General	when i walk thought main st its kinda weird there are lots of homeless that are agresive. - its kinda unsafe
Washington Middle School	Student Survey	General	When i walk to school im concerned about time.
Washington Middle School	Student Survey	General	When I walk to school, I have to cross main st at clay st and it take a long time.
Washington Middle School	Survey	General	student is disabled
Washington Middle School	Survey	General	A lot of homeless people and encampments on this route.
Washington Middle School	Survey	General	After school activities have been helpful for me child because it ensure that she remains safe at School after educational hours. Also, the YMCA and Salinas School Extended Day Care where wonderful services that I was appreciative because it allow from me a 8-5working parent to have support for the care of child and a peace of mind to ensure she was safe and not alone.
Washington Middle School	Survey	General	Bullied
Washington Middle School	Survey	General	Bullying on the bus.
Washington Middle School	Survey	General	Bullying was an issue waiting for the morning bus therefore I started to give her a ride to and from school.
Washington Middle School	Survey	General	Crosswalks
Washington Middle School	Survey	General	Don't feel safe letting my child walk to school at all
Washington Middle School	Survey	General	gald to know there's a plan to help out our commuinty safety routes to our students to their schools
Washington Middle School	Survey	General	Homeless people and vehicles driving fast car accidents.
Washington Middle School	Survey	General	Homelessness issues
Washington Middle School	Survey	General	I am concerned about children's safety & would like to see addressed about loose and stray dogs, people speeding & driving horrible, and what to do about homeless people around the schools.
Washington Middle School	Survey	General	I am so glad that this issue is being addressed!
Washington Middle School	Survey	General	I would like more effective speed bumps and more neighborhood awareness regarding kids walking home, school crossing guards, and possibly police around the schools giving tickets to people that drive reckless
Washington Middle School	Survey	General	I would like that my son rides his bike to school but unfortunately we live too far and the route is unsafe because drivers speed.
Washington Middle School	Survey	General	I WOULD LIKE TO SEE MORE ADULT SUPERVISION AM & PM , CROSS GAURDS, ADDRESSING CARS and PEOPLE TO MOVE ALONG IF THEIR CHILD HAS BEEN PICKED UP.
Washington Middle School	Survey	General	I WOULD LOVE FOR CHILD TO GO BACK TO SCHOOL BECAUSE SHE IS FAILING AND HAVING ALOT OF ISSUES WITH THIS DISTANCE LEARNING BUT THEN AGAIN I AM HAPPY SHE'S HOME BECAUSE WHEN SHE WAS IN SCHOOL I WAS SCARED FOR HER SAFELTY SO MANY FIGHTS SEEMED LIKE EVERY DAY THERE WAS A FIGHT, IF MORE SUPERVISION IS NEEDED SPEAK UP LET PARENTS KNOW SO THEY COULD VOLUNTEER. I'D BE HAPPY TO DO SO EVEN AFTER MY CHILD LEAVE THE SCHOOL I WANT ALL KIDS TO FEEL SAFE BEFORE, DURING & AFTER SCHOOL THIS SHOULD BE THEIR SAFE PLACE
Washington Middle School	Survey	General	Line to be more visible. Traffic to flow one way for parents to pick up there child safer. Front of school parking is carzy.
Washington Middle School	Survey	General	More safety at crossings.
Washington Middle School	Survey	General	More safety for children at crosswalks.
Washington Middle School	Survey	General	More security police during busy hours traffic
Washington Middle School	Survey	General	MY CONCERN WAS A FEW TIMES MY CHILD TOLD ME ABOUT A PERSON(MALE) FOLLOWING HER ON HER WAY HOME, ALSO THE AMOUNT OF TRAFFIC THIS SCHOOL CREATES IS CRAZY I WAS SCARED FOR MY CHILDS SAFETY CROSSING THE SRTEETS, SPEEDING CARS.

Washington Middle School	Survey	General	My daughter will walk to school in the morning with her grandmother. She noticed kids walking were they should not be walking crossing were they should not be crossing.
Washington Middle School	Survey	General	My daughter's school is too far from home to let her walk. I feel much better driving her to school
Washington Middle School	Survey	General	My family lives at the other side of town on E. Alvin Dr so school is too far for my son to ride his bike or walk.
Washington Middle School	Survey	General	New to the area. The story of crime, drugs, bullying, and fights that long time Salinas residents reported about the school is a safety concern. Which resulted in a rise on my personal insecurity about my child safety of she walks alone. In addition, my child does not have any friends in our neighborhood that she could walk with.
Washington Middle School	Survey	General	Parking meters
Washington Middle School	Survey	General	People speeding & driving dangerous & too many homeless people out by the schools & loose dogs.
Washington Middle School	Survey	General	Perhaps creating a route for children and having police presence in those designated areas.
Washington Middle School	Survey	General	Safety and proper crosswalks
Washington Middle School	Survey	General	Safety around intersections and the amounts of traffic.
Washington Middle School	Survey	General	School is across town and my student is disabled.
Washington Middle School	Survey	General	speeding cars, young, careless drivers
Washington Middle School	Survey	General	Staff needs to be everywhere kids are out of control. They have no respect for people property.
Washington Middle School	Survey	General	Supervision for kids who take the bus.
Washington Middle School	Survey	General	The school is across town and my student is disabled
Washington Middle School	Survey	General	There are too many cars in front that use the middle lane as a parking spot or a waiting spot. Cars block the lanes and other cars cannot get through.
Washington Middle School	Survey	General	There are too many cars parked on the side streets and not enough bike lanes and crosswalks.
Washington Middle School	Survey	General	There should be a lane designated for bicycles so that drivers respect cyclists.
Washington Middle School	Survey	General	They don't respect cyclists.
Washington Middle School	Survey	General	Too far
Washington Middle School	Survey	General	Traffic
Washington Middle School	Survey	General	Traffic issues
Washington Middle School	Survey	General	Traffic safety
Washington Middle School	Survey	General	Unsafe Crossings.
Washington Middle School	Survey	General	We live quite far so for now I have no further issues.
Washington Middle School	Audit	Homestead and Iverson and Clay	Lots of traffic and students crossing
Washington Middle School	Survey	Hwy 68	Child would have to ride along Hwy 68 and cross the road.
Washington Middle School	Audit	Iverson at Lang	Marked crosswalk, no crossing guards in place. Parents parked in red zone make it difficult to see students crossing.
Washington Middle School	Audit	Iverson St	Main concern for school staff. Parents park in center lane, students running across travel lanes to get to school. Parents making U-turns in front of the school. Speeding is an issue during off-peak hours.
Washington Middle School	Survey	Iverson St and Clay St and Homestead St	I would think a crossing guard at the three way stop of iverson, clay and homestead could help with the congestion and dangers.
Washington Middle School	Parent	Iverson St and Front of school	Possible to get funding to add space for cars dropping off students at front of school? Currently there's minimal space so parents are forced to drop off at various areas.
Washington Middle School	Parent	Iverson St and Front of School	Traffic and speeding on Iverson is dangerous for students.
Washington Middle School	Principal	Iverson St and Front of School	Cars parking in the center lane which is supposed to be for making a left turn causes traffic congestion.
Washington Middle School	Principal	Iverson St and Front of School	Double parking in front of the school causes congestions as parents who arrive earlier and parked can't leave because there are other cars behind.
Washington Middle School	Survey	Iverson St and Front of School	Lots of traffic in front of school. Random people trying to talk to young kids.
Washington Middle School	Survey	Iverson St and Front of school	Washington middle school needs beacon lights for the safety of the students due to high traffic in School hours
Washington Middle School	Parent	Iverson St and Lang St and Geil St	Location of street vendors on Iverson and Lang St cause traffic.

Washington Middle School	Parent	La Paz Park	A group of parents raised concerns about the school bus pick up zone at La Paz park. Approximately 200 students catch the bus there, unsupervised. According to parents buses have to park in the middle of the street, drivers sometimes don't give ROW to students, there's no organization to manage a group of 200 students who gather there, lighting is dim around the park, there have been instances of homeless individuals staying at the park and drug use. The park hasn't been well-maintained with trash around and drug paraphanalia.
Washington Middle School	Audit	Lang and Riker	Lots of students crossing
Washington Middle School	Parent	Lincoln Ave and Clay St	Safety for students who walk to school and walk by the shelter on Lincoln.
Washington Middle School	Principal	Lincoln Ave and Clay St	Corner of CLAY St and the YMCA is dangerous for students because of shelter. There is also a lot of traffic because of the cars going to Salinas High.
Washington Middle School	Survey	Lincoln Ave and Clay St	My child walks to my work after school which is about 1.5 miles away. The shelters and homeless in the area, make me worry for my child's safety especially since a pregnant woman was stabbed near YMCA during the day time a few years ago.
Washington Middle School	Survey	Lincoln Ave and Clay St	My children are grown 25 & 27, but I always delivered them to school by my vehicle. I live in "old town" Salinas 300 block of Capitol Street they went to WJH and SHS. At the time I was mainly concerned with gang issues, but was able to flex my hours at work to be able to bring them and pick them up at school. As of late I have been very concerned with the children that walk to WJH and SHS past the Methodist Church on Lincoln as I have witnessed drug sales and use out in front of the church while children are walking by. Church needs to have security and it would be best to have adult volunteers along the routes to schools which may help with children witnessing the above and may help to keep them safe from gang issues as I have heard that children walking to school are targets for the gangs to recruit.
Washington Middle School	Survey	Lincoln Ave and W San Luis St	Addicts in the area of Lincoln and San Louis attract drug dealers and gangs. In addition the Methodist Church protects pedophiles, they take them in as other shelters are not supposed to. Children need to be kept safe and have witnessed countless issues in this area while children are walking to school. Children need to be kept safe.
Washington Middle School	Survey	Main St	Main St is the only one that worries me because it's a street with heavy traffic and I have seen accidents and cars don't respect the signals.
Washington Middle School	Survey	Marion Ave and Back of School	The school needs to open up the back of the school for drop off like they use to do. This would spread out the congestion. Or redo the front to allow for an appropriate drop off location.
Washington Middle School	Survey	Romie Lane	Traffic speed on Romie Lane faster than 25 mph limit.
Washington Middle School	Survey	S Main St	Crossing the Street (South Nain street)
Washington Middle School	Survey	Victor St	Cars driving to fast by Victor street.
Washington Middle School	Survey	W Acacia St and Mission Park Elem	Acacia street lots of traffic and in front of Mission park school cars speeding.
Washington Middle School	Survey	W Alisal St	Alisal Street intersection. I appreciate the new bike lanes, but how will you insure other drivers won't speed or run stop signs or lights.
Washington Middle School	Survey	W Alisal St	My main concern was my child crossing Alisal street. Also the cars that speed in the mornings when heading to work at the same time as school starts.