2.3 BICYCLE TRAVEL

Salinas has a climate that allows for year-round bicycling and the topography near downtown is relatively flat. These factors suggest that Salinas could be a great place to travel by bicycle. However, currently, most people do not travel by bicycle to reach downtown Salinas due to barriers, such as the lack of bicycle lanes and the differential in speeds between motor vehicle traffic and bicyclists.

Roadway operational changes to Alisal Street, Salinas Street, and Main Street will help attract more people to travel downtown on bicycles. In addition, the bicycle network in downtown will be expanded to include bicycle lanes (Class II) and signs augmented with pavement markings (sharrows) to designate bicycle routes (Class III). Refer to Chapter 1 for information on bicycle facilities.

The following streets will have new and/or upgraded bicycle facilities:

**Bicycle Lanes (Class II Facilities)**
- Alisal Street – between Blanco Rd. and Front St.
- Lincoln Avenue – between Alisal St. and Intermodal Transportation Center
- Main Street – between Rossi St. and Market St.
- Salinas Street – between Market St. and Gabilan St.
- Monterey Street – between Market St. and N. Main St.

**Bicycle Routes (Class III Facilities)**
- Salinas Street – between Gabilan St. and John St.
- Main Street – between Central Ave. and John St.
- Monterey Street – between Market St. and John St.
- Gabilan Street – between Lincoln Ave. and Pajaro St.

Bike Boxes (pictured above) provide bicyclists with a safe and visible way to get ahead of queueing traffic during the red signal phase.

Transit Island bus stops (pictured to the left) buffer bike lanes from mixed-flow travel lanes.

![Figure 2-12 Recommended Downtown Bicycle Plan](image)
2.4 PEDESTRIAN MOBILITY

A healthy pedestrian environment is an essential element in a vibrant downtown. Nearly every trip begins and ends with a walk, whether it is a short walk from a parking space, a bus stop or bike rack, or an exclusive walking trip between two places. A pedestrian-friendly environment will encourage longer walking trips, and result in downtown workers and visitors choosing to linger longer in downtown and stop at multiple destinations. This plan places a priority on improving pedestrian travel in downtown Salinas. All other mobility improvements provide some degree of enhancement to encourage safer and more convenient walking, such as slower moving travel on Salinas Street and Monterey Street and the separation of bicycles and pedestrians on the South Main Street railroad undercrossing. In addition, several other pedestrian improvements are recommended in the plan.

Street Crossings at Strategic Locations

Heavy pedestrian flow does not always occur at locations where traffic signals exist. Many pedestrians often will not travel out of direction to find a protected crosswalk. In these locations, the use of midblock crosswalks should be considered. Depicted in Figure 2-13, midblock crosswalks are suggested on Lincoln Avenue and Salinas Street south of Gabilan Street to provide a pedestrian connection through Government Center from Capitol Street to Monterey Street.

Between Gabilan Street and San Luis Street, the blocks are long—approximately 600 feet in length. This creates an impediment to walking, due to a lack of direction travel. Some midblock pedestrian connections occur, but more are needed. New and/or enhanced midblock connections are shown in Figure 2-13.

The Alisal Street and Cayuga Street intersection already has a marked crosswalk and uses flashing rectangular beacons to alert motorists of crossing pedestrians. As shown in the cross section to the left, this crosswalk will be further enhanced with the Alisal Street improvements to add a raised center median refuge, allowing pedestrians to cross the street in two stages with a crossing distance of about 18 feet each. The raised center median takes the complex task of crossing a wide street with traffic coming from two opposing directions all at once and separates it into two simpler stages. A similar crossing is suggested for pedestrians crossing Salinas Street travelling between Downtown Salinas and Government Center. This crossing would occur at Howard Street.

Long Range Pedestrian Connection

As changes to the Government Center area progress, Church Street between Gabilan Street and Howard Street is recommended to be closed to vehicular traffic and converted into a pedestrian promenade. Depicted below, the Church Street pedestrian promenade will act as an extension to the existing pedestrian space at the western end of Howard Street and further strengthen pedestrian connectivity through Government Center and the other planned midblock connections to the east through the downtown area.
2.5 Intersection Improvements

It is important that pedestrian facilities provide an environment that encourages walking and evolves the roadway into a desirable place to be. Pedestrians represent the most vulnerable street users, therefore safety and the perception of comfort is very important. Intersections are the most common point of convergence between pedestrians and motor vehicles. The safety of downtown Salinas’ busy intersections can be improved greatly with geometric and operational changes.

Geometric Design Treatments

At an intersection, geometry is the prevailing influence; it sets a clear base for how all roadway users interact with one another. Geometric design treatments include all physical attributes of an intersection.

Curb extensions (sometimes referred to as “pop-outs” or “bulb-outs”) can be an effective means to both reduce pedestrian crossing distances at busy intersections and place crossing pedestrians in locations more visible to turning traffic. With this treatment, pedestrians are able to cross at busy intersections and place waiting pedestrians in locations more visible to turning traffic. Curb extensions should be used when excess space exists, but should not block bicycle lanes. These extensions are best completed when existing properties redevelop.

Curb extension treatments offer the following benefits to downtown Salinas:

- Reduces pedestrian crossing distance
- Improves visibility for pedestrians and motorists by improving sightlines for both motorists and pedestrians
- Acts as a traffic calming device by physically narrowing the roadway and sending a visual cue to motor vehicles to slow down
- Creates tighter corners (radii), slowing the speeds of turning vehicles
- Allows for possible opportunities for additional street parking
- Allows for shorter pedestrian clearance intervals at signalized intersections
- Increases the amount of space available for sidewalk amenities
- Reduces crowding at high demand crossings

Operational Measures

Signalized intersections provide for additional opportunities to increase the convenience and safety for pedestrians. Pedestrian signal phasing and other operational measures at traffic signals can allow for pedestrians and bicyclists to have more control when crossing major streets.

A leading pedestrian interval gives pedestrians the walk signal for 3 to 5 seconds prior to the concurrent green interval for vehicles. This enables the crossing pedestrians to get a head start into the intersection. By doing this, drivers turning are more aware of crossing pedestrians, reducing conflicts between pedestrians and turning vehicles.

A pedestrian scramble phase is an exclusive pedestrian phase that stops traffic on all legs of an intersection to allow pedestrians to cross in all directions at the same time. As shown in the picture to the left, the scramble enables pedestrians to cross diagonally through the intersection, preventing them from having to cross two roadways and potentially wait for two signals to get to the opposite corner of an intersection. A scramble phase can be used where turning vehicles conflict with very high pedestrian volumes and pedestrian crossing distances are short.

A pedestrian recall phase requires no detection. Pedestrians receive a walk signal during every cycle. A pedestrian recall phase can be used in areas with high levels of pedestrian activity. It is recommended that a pedestrian recall phase be implemented if a pedestrian walk signal is actuated 75 percent of the time during three or more hours per day.

Pedestrian signals provide control exclusively for pedestrians. Generally, indications are given in “walk” and “don’t walk” signals. These controls minimize vehicle and pedestrian conflicts by assisting pedestrians in deciding when to cross the roadways.

Pedestrian countdown signals inform pedestrians how long they have to cross the street. Research suggests that pedestrians are more likely to obey the “don’t walk” signal when they know how much time there is left to cross.

Pedestrian detection is used to activate a pedestrian signal. Active Push Buttons are the most common form of detection, requiring the crossing pedestrian to physically push a button to receive a walk signal. Extended Push Buttons are an option that can be used to allow pedestrians to increase the crossing time allowed by pressing the push button longer (to activate the features, the push-button must be pushed and held for more than one second). Passive Detection Devices can also be used; these devices use video, radar, or other devices to detect the presence of pedestrians waiting to cross the street. Some devices can also track the location of a crossing pedestrian and determine if more crossing time is needed.

Roundabouts

A roundabout is one recommendation for the intersection of Alisal Street and Capitol Street. Roundabouts offer a potentially cheap, safe, and aesthetically pleasing traffic control alternative.

Roundabouts offer a variety of safety and operational benefits for vehicles, bicyclists, and pedestrians. Most notably for pedestrian and bicycle mobility, roundabouts greatly reduce vehicular speeds. They also eliminate the most common form of crashes at signalized intersections; left-turn and right-angle crashes. Similar to the benefits of a center median refuge, roundabouts simplify the task of crossing the street by only having to cross one direction of traffic at a time.

http://www.greatsecondstreet.org/2012_06_01_archive.html

Pictured above is the Pasadena Barnes Dance or “All Cross”, this is an example of a pedestrian scramble phase.

1 Model for Living Streets Design Manual, Los Angeles County, 2011.
2.6 Market Street Mobility

Figure 2-14: Recommended Improvements

Market Street is part of California State Route 183 (SR 183). Running through downtown Salinas, SR 183 is a two-lane highway that provides regional access and connects Salinas with Castroville.

East-West Pedestrian Connection

Market Street (SR 183) is not only an important east-west connection in downtown Salinas for automobile traffic, it also provides an important east-west pedestrian connection from Chinatown to the Intermodal Transportation Center (ITC). With Market Street being classified as a highway, higher vehicular speeds are sponsored. A continuous pedestrian facility along Market Street is important to provide a safe place for pedestrians to travel and to encourage pedestrian activity from Chinatown to Batson Park and the ITC. Depicted in Figure 2-14, one improvement option is for a new at-grade pedestrian and bicycle crossing.

As part of the Batson Park major capital improvement, described in detail in a proceeding chapter, portions of Market Street, Main Street, and Monterey Street are proposed to be undergrounded to provide room for a pedestrian promenade that connects Batson Park with downtown Salinas (as depicted in the image to the left).

North Main Street Bicycle Lane

The existing undercrossing of the railroad tracks from downtown Chinatown, built in 1925, has two travel lanes in each direction with narrow sidewalks on both sides (shown in the figure to the right). The sidewalks are shared by pedestrians and bicyclists. These sidewalks have no protection from the adjacent travel lanes and are bounded by a wall on the opposite side. The resulting usable space on the sidewalk that is not in danger of conflict with vehicles or a second person on the sidewalk is minimal. One improvement option is to remove the wall on the east side of North Main Street to provide space to implement bicycle lanes in both directions, providing a safer route for all modes of travel (refer to Figure 2-14 Item A). Another option is to provide a new at-grade bicycle and pedestrian crossing over the railroad tracks connecting to Soledad Street (refer to Figure 2-14 Item B). This crossing is recommended in the 2010 Chinatown Plan and would require approvals by the California Public Utilities Commission and the Union Pacific Railroad.
2.7 Transit

Downtown Salinas is already served by a robust bus transit network with plans for exciting new transit services, including commuter rail service and bus rapid transit service.

Capitol Corridor

The Transportation Agency for Monterey County is planning improvements to the area near the Salinas rail station to accommodate an Intermodal Transportation Center (ITC). The center will accommodate transit service to the new Capitol Corridor Extension to Salinas, as well as existing Amtrak rail and bus service, Greyhound bus service, and certain Monterey-Salinas Transit bus routes. The initial phase of the ITC project will include parking for transit commuters, a train platform, bus facilities and a layover facility (located off-site from the ITC).

Capitol Corridor service is expected to begin as soon as 2018 with rail connections to Gilroy, San Jose, San Francisco, Oakland, and Sacramento. Initial service will consist of two outbound morning and two inbound evening trains on weekdays as well as two round trips on weekends.

Greyhound Bus

Greyhound currently provides intercity bus service for Salinas with a station located at the southeast corner of Salinas Street and Gabilan Street. The site is located on prime downtown space, with very little activity, as only a few routes serve Salinas each day. Greyhound will be relocating from its present site to the ITC. This will allow Greyhound service to be located next to Amtrak’s rail and bus service, as well as the new passenger rail service.

Capitol Corridor Extension to Salinas

**PROJECT OVERVIEW, OPERATIONS PLAN & INSTITUTIONAL ARRANGEMENTS**

The Transportation Agency for Monterey County, as the local lead agency, grantee agency and owner of the project, proposes to extend passenger rail service from Santa Clara County south to Salinas.

The project would function as an extension of existing state-sponsored Capitol Corridor intercity passenger rail service, operated and maintained by the Capitol Corridor Joint Powers Authority.

The service will start with two round trips, expanding to up to six round trips as demand warrants.

**CAPITAL IMPROVEMENTS**

Kick-Start:
- A downzoned Salinas station (Lincoln Avenue extension, improved car and bike parking facilities, two-train layover facility
- Track and platform improvements at Gilroy, Morgan Hill, and Tamarac

Future Phases:
- A new station at Pajaro Station (connection to the Santa Cruz branch line)
- Expansion of the Salinas train station and layover facility
- A new station at Chabot (connection to the Monterey branch line)

**PROJECT BENEFITS**

- Provides an alternative to the highly congested US 101 corridor to access jobs, education, health care and interregional transportation in Silicon Valley and the San Francisco Bay Area.
- Promotes mixed-use, transit-oriented development, affordable housing, livable communities and economic growth around the three stations.
- 825 new jobs created in an area with high unemployment
- $2.2 billion saved annually in avoidance of highway accidents
- Extensively collaborative and includes federal, state, regional, and state-level support, as well as support from every Congressional office along the rail corridor.

**PROJECT TIMELINE**

<table>
<thead>
<tr>
<th>2013</th>
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<th>2015</th>
<th>2016</th>
<th>2017</th>
<th>2018</th>
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<tbody>
<tr>
<td>Start of Service</td>
<td>Engineering &amp; Design</td>
<td>Right-of-way Acquisition</td>
<td>Environmental</td>
<td>Planning &amp; Design</td>
<td>Construction</td>
</tr>
</tbody>
</table>

- 34 tons annual reduction of carbon monoxide, a greenhouse gas and contributing factor in global climate change, as a result of reducing total vehicle miles traveled on the regional road and highway network.
- 1 ton annual reduction in volatile organic compounds, also smog-forming toxic gases.
- 150,000 estimated annual ridership.
- 66% estimated farebox recovery.

*Source: Destination Downtown*
Salinas Transit Center

Monterey-Salinas Transit (MST) provides bus service to Monterey County with a major transit center (Salinas Transit Center) located in downtown Salinas between Salinas Street and Lincoln Avenue, south of Central Avenue (as shown in Figure 2-15). Presently, there are 17 routes that stop at the Salinas Transit Center, serving most parts of the City of Salinas and Monterey County. Many downtown streets are used to reach the Salinas Transit Center. Approximately 455,000 transit riders use this station annually.

Intermodal Transportation Center

As part of the Capital Corridor Expansion to Monterey County, the area near the Salinas rail station is being upgraded to accommodate an Intermodal Transportation Center (ITC). The ITC is being upgraded to include additional surface parking, bicycle lockers and racks, and other improvements to provide better access, circulation, and passenger loading and unloading (as shown in Figure 2-15 and the images below). Lincoln Avenue will be extended north of Market Street to provide a direct connection into the ITC for all types of mobility. The surface parking lot will be expanded and required to provide a total of 450 spaces. The train loading platform will be upgraded and designated loading berths will be added for MST and intercity buses.

As part of the ITC project, the City of Salinas received separate federal funding awards for the rehabilitation of the Southern Pacific Freight Depot and the Salinas Train Station that are located within the ITC site.

Bus Rapid Transit

The Transportation Agency of Monterey County is planning for a regional Bus Rapid Transit route that will connect Salinas with Marina. The route will terminate at the Intermodal Transportation Center (ITC) and use Lincoln Avenue and Alisal Street within downtown Salinas, with stops likely to occur at the Salinas Transit Center and near the County Government Complex. Bus Rapid Transit service operates more frequently and with shorter travel times as compared to traditional bus service. This is accomplished by having fewer stops/stations and providing priority treatments for transit vehicles at intersections. The JAZZ line in Monterey is a local example of a Bus Rapid Transit service.

Visual Simulations of the new ITC (TAMC)
http://www.lincmont.org/programs/salinas_rail.html

Figure 2-15 Recommended Improvements
Intermodal Transportation Center & Salinas Transit Center
2.8 Recommendations

1. Convert Salinas Street from one-way to two-way flow between Gabilan Street and John Street. The segment between Market Street and Gabilan Street would remain one-way, but reduced to two travel lanes and bicycle lanes added. Convert John Street between Salinas Street and Main Street from one-way to two-way operations.

2. Convert Monterey Street from one-way to two-way flow between San Luis Street and the exit from the Monterey Street Garage. The segment between the Monterey Street Garage exit and Market Street would not be modified. Convert the portion of San Luis Street between Main Street and Monterey Street to two-way flow. The Salinas Street and Monterey Street conversions should occur at the same time, since they currently operate as a one-way couplet street.

3. Convert Main Street from one-way to two-way operations between Gabilan Street and San Luis Street.

4. Reconfigure Alisal Street as a multi-modal corridor between Blanco Road and Front Street to accommodate bicycle lanes and future Bus Rapid Transit service. One of the travel lanes would be converted to bicycle lanes, including parking buffered lanes in the downtown. Additionally, pedestrian flow would be enhanced by adding a signalized intersection at Capitol Street and a pedestrian refuge median at Cayuga Street.

5. Reconfigure Lincoln Avenue as a multi-modal corridor. Add Class II bicycle lanes and pedestrian crossing treatments.

6. Implement the Recommended Bicycle Plan for downtown Salinas, including the following new facilities:
   a. Bicycle Lanes (Class II Facilities)
      • Alisal Street – between Blanco Road and Front Street
      • Lincoln Avenue – between Alisal Street and Intermodal Transportation Center
      • Salinas Street – between Market Street and Gabilan Street
      • N. Main Street – between Rossi Street and Market Street
      • Monterey Street – between Market Street and N. Main Street
   b. Bicycle Routes (Facilities)
      • Salinas Street – between Gabilan Street and John Street
      • Main Street – between Central Avenue and John Street
      • Monterey Street – between Market Street and John Street
      • Gabilan Street – between Lincoln Avenue and Pajaro Street
   c. Consider an at-grade bicycle and pedestrian crossing at Soledad Street as an alternative to providing bicycle lanes on N Main Street and Monterey Street north of Market Street.

7. Improve pedestrian flow in downtown Salinas using the following techniques:
   a. Use median pedestrian refuge islands to improve pedestrian crossings of Alisal Street at Cayuga Street and of Salinas Street near Howard Street.
   b. Use curb extensions (pop-outs) where practical to reduce pedestrian crossing distances.
   c. Improve traffic signals in downtown to add pedestrian count-down indications. Consider special operations such as early pedestrian indications before the traffic green light and/or pedestrian scramble (only pedestrians in any direction) phasing.
   d. Extend Lincoln Avenue to align with the existing roadway south of Market Street to improve access to the Intermodal Transportation Center (ITC).
   e. Add a midblock pedestrian connection between Lincoln Avenue and Salinas Street between the Armory building and the old fire station building. Enhance the aesthetics and lighting for existing midblock pedestrian connections.
   f. As Government Center is redeveloped, close Church Street between Gabilan Street and Howard Street and convert into a pedestrian promenade.
   g. Provide a continuous pedestrian facility along Market Street from the ITC to the at-grade crossing at Soledad Street.

8. Improve transit service and accessibility in downtown Salinas:
   a. Initiate the phased construction of the ITC project by the Transportation Agency of Monterey County by providing enhanced bicycle and pedestrian connections between the ITC and downtown Salinas.
   b. Implement rail transit service from the ITC to San Jose and the San Francisco Bay Area.
   c. Implement Bus Rapid Transit Service between the cities of Salinas and Marina by changing the street configuration on Alisal Street and Lincoln Avenue including bus stops and transit signal priority treatments.

9. Make changes to signal timings to include those signals controlled by Caltrans. These changes need to be made before one-way streets are converted to two-way streets. Make other changes to signal timings as needed as changes to circulation patterns occur to optimize flow into and out of downtown Salinas.