



A Multifaceted Examination of Salinas, California

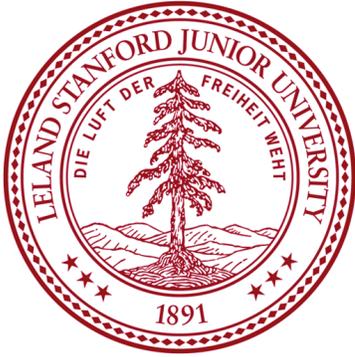
FINAL REPORT

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Participating Organizations



HARTNELL COLLEGE



**SALINAS
HISTORY
PROJECT**



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Finally, we would like to express our utmost gratitude to our Hartnell teammates who shared their community, their concerns, and their hopes with us throughout the research process. Without them, none of this would have been possible.

Salinas: History and Context

Through collaboration with student-researchers from Hartnell College, we have produced deliverables that we hope will meet the interests and needs of local nonprofits, educators, and city officials. We hope our research will contribute to the complex narrative of socioeconomic and race relations and urban development in Salinas. Ultimately, we hope that our research will uncover useful lessons in the history of Salinas and suggest areas of focus, both geographic and political, in which to improve social equity in the city today.

Background

The city of Salinas is located in Monterey County. It sits in the heart of the Salinas Valley, and is renowned for agriculture. Since its incorporation in 1874, Salinas has experienced a long, rich history of economic growth and decline, expansion, and conflict. By 1924, Salinas had the highest per capita income in the United States due to its thriving lettuce production (Salinas Public Library). During the Depression era, Salinas's agricultural industry allowed it to prosper while most of the nation experienced economic turmoil.

However, the enormous economic success of that era, while a part of the city's history, does not describe the complex relationship between agriculture, labor disputes, and demographic shifts throughout the years. For example, in the Salinas Lettuce Strike of 1934, Filipino workers in the Filipino Labor Union engaged in strikes and protests over working conditions (Dewitt). Mexican and Filipino workers in Salinas also participated in the United Farm Workers movement of 1965. Through this history of labor issues, Salinas agriculture continued expanding, and present-day Salinas boasts a \$2 billion industry. This has made the city an emerging hub for agricultural technology (agtech). Despite this thriving industry, the city's poverty rate is 22.44%, compared to Monterey county's rate of 17.09% (SimplyAnalytics).

Demographically speaking, Salinas started the twentieth century with a majority white population and a smaller group of Mexican-American families who had lived in the area since colonial times. Eventually, several waves of migration from China, Japan, the Philippines, Mexico, and the Dust Bowl diversified the city's growing population (McKibben). By 1980, Salinas was a minority-majority city, and nearly 40% of its population was of Mexican descent. Today, the city's Latino population has reached 77%. This demographic shift, and concurrent changes settlement patterns, are the primary trends we will be investigating in our project.

This study is also heavily linked to Dr. McKibben's Salinas History Project, a research effort that will eventually yield "a narrative of urban history that brings the multiple and separate communities in Salinas together (Salinas Public Library)". Dr. McKibben has

completed the first three chapters of the book (McKibben), and our project will inform her work going forward.

Connection to Sustainability

As we have learned, sustainability can be broken down into environmental quality, economic vitality, social equity, and cultural continuity. While our project has some connection to all four pillars, our main focus is social equity. Wage gaps, biased policing practices, and unfair zoning laws can all contribute to social injustice in cities. Oftentimes, these issues may be rooted in racial prejudices that have influenced government policy and social behaviors for decades, if not centuries. As discussed in Dr. McKibben's book and the Salinas Public Library website, Salinas has been the scene of hate crimes and integrated community celebrations alike. Today, Salinas is one of California's minority-majority cities, and it is home to both prosperity and poverty, welcoming communities and gang violence, and rolling fields and crammed houses.

By understanding the demographic and policy trends that have led to this paradoxical present day, we can identify the geographic and policy areas of the city that are most in need of attention. Instead of telling the people of Salinas what they should do and where they should do it, we intend to share quantitative data and analysis that they can use in discussions and advocacy efforts. We hope to achieve a partnership of sorts, as described in Arnstein's citizen participation ladder, in which residents (like the Hartnell students) inform our study and use it to work towards their own goals. These residents already see and understand the demographic and socioeconomic changes they see in their own neighborhoods, and our research will help augment that understanding with a picture of the entire city, including neighborhoods some residents may rarely venture into. Ultimately, we see our research as just one more piece in the puzzle of urban social equity.

Segregation

Background

From San Francisco's Chinatown to the split cities of the Jim Crow era and beyond, racial segregation has been a part of urban life in America for many decades. History books often emphasize the legal segregation that forced African Americans to use separate, often subpar, facilities (Kennedy). However, there are many factors that contribute to residential segregation, including zoning, agglomeration by choice, prejudice, and property values (Johnston, Schelling). Whatever the causes may be, it is generally agreed upon that integrated communities provide social and economic benefits to all members. In schools, integration helps dispel stereotypes and improve educational outcomes for minority students (Ayscue et al.). Similarly, residential integration creates more diverse social networks and help counteract prejudices. However, these benefits may come at the cost of fragmenting tight-knit immigrant communities and lowering levels of trust between neighbors (Turner).

Causes and effects aside, demographers and geographers have come up with many methods for studying segregation and patterns of settlement. The US Census Bureau lists no less than twenty-four indices include and weight evenness, extent, and proximity in a variety of ways (Iceland et al.). Many of these measures can only be used in binary analyses, like black-white racial segregation (Schelling). This study, however, focuses on four racial groups which have each been a part of the Salinas community for decades. Therefore, I sought out indices that would allow me to analyze the settlement patterns of all four groups, like the Getis-Ord G_i^* , Wong's deviational ellipses, and absolute skew (Wong).

Methods

Much of the previous scholarship on segregation relies on binary examples: black and white, minority and majority, wealthy and low income, etc. However, Salinas has long been a community of many different racial groups, and I wanted these analyses to reflect that history. Instead of dividing the population of Salinas into a majority (which has been latino for many years) and a minority grouping, I used data from the four largest racial groups in the city: Hispanic¹, white, Asian, and black. It is worth clarifying that I defined the white group as non-Hispanic whites only. Using the American FactFinder, I downloaded count and percentage data for each racial group from the 1980-2010 US decennial censuses. I then imported the percentage data table into ArcMap 10.6.1 and joined it to a shapefile of Salinas census block groups from the NHGIS portal.

In order to get a more complete picture of racial distribution and segregation in Salinas, I analyzed this racial data with three different but complementary indices. The primary index was the Getis-Ord G_i^* (GOG_i^*), a spatial statistic that measures clustering.

¹ Further notes on demographic classifications: While there has been considerable controversy regarding the terms that can be applied to the descendants of hispanophone people from Latin America, I will use the term "Hispanic" throughout this report because I am referencing datasets from the US Census that consistently use this word. Also, this analysis did not account for mixed race residents (approximately 4.67% of the population) because that would get very complicated, very quickly. As a mixed latino, I understand and acknowledge that this analysis is not perfect and that others may prefer terms like latino, latin@, latinx, and latine.

The Getis-Ord local statistic is given as:

$$G_i^* = \frac{\sum_{j=1}^n w_{i,j} x_j - \bar{X} \sum_{j=1}^n w_{i,j}}{S \sqrt{\frac{n \sum_{j=1}^n w_{i,j}^2 - \left(\sum_{j=1}^n w_{i,j} \right)^2}{n-1}}} \quad (1)$$

where x_j is the attribute value for feature j , $w_{i,j}$ is the spatial weight between feature i and j , n is equal to the total number of features and:

$$\bar{X} = \frac{\sum_{j=1}^n x_j}{n} \quad (2)$$

$$S = \sqrt{\frac{\sum_{j=1}^n x_j^2}{n} - (\bar{X})^2} \quad (3)$$

The G_i^* statistic is a z-score so no further calculations are required.

Fig. 1 Formulas comprising the Getis-Ord G_i^* (“How Hot Spot”)

The GOGI* identifies spatial units that a) have a value that deviates significantly² from the overall average and b) is adjacent to other spatial units that also deviate. For example, when I ran a GOGI* calculation for the Asian population in 1980, the calculation identified clusters census block groups with significantly higher or lower percentages of Asian residents than the overall population of Salinas. This means that the GOGI* identifies not only clusters of overrepresentation, but also areas of underrepresentation.

Additionally, I used a somewhat unconventional segregation metric developed by David S. Wong. Wong developed a deviational ellipse method that can be expressed by the following equation:

$$S = 1 - \frac{E_H \cap E_W \cap E_A \cap E_B}{E_H \cup E_W \cup E_A \cup E_B}$$

Here, S is the segregation index and each E_x is the area of the ellipse generated for a certain racial group. Here, the racial groups are Hispanic (H), white (W), Asian (A), and black (B). Wong’s index takes the ratio of the total area of the intersection of all ellipses versus the total area of the union of all ellipses and subtracts it from one.

² When I say “significantly,” I refer to statistical significance. The end result of the GOGI* calculation is a z-score.

I used the directional distribution tool in ArcMap to generate an ellipse for each racial group in each census year. The resulting ellipses were centered on the mean center and extended one standard deviation along the X axis and Y axis³. Taking the resulting ellipses, I used the union and intersection tools to combine all the racial groups in each year. In Microsoft Excel, I used the data table associated with each union and intersection layer to calculate Wong's index for each year.

As a final measure, I calculated the average racial skew of Salinas in each census year. Skew is a measure of deviation that, unlike the other measures used here, does not take adjacency or area into account. In this case, skew is useful as a sort of general measure of segregation, but it does not allow the detailed spatial analysis of the other indices. At a local level, skew shows how the presence of a specified group differs from the overall population. In this context, average skew could be interpreted as the average percentage of residents who would have to relocate within the city in order to make the racial distributions of each block group match. This does not mean that each block group would have equal proportions of each racial group (i.e. 25% white, 25% black, 25% Asian, 25% Hispanic), but rather each block group would have racial proportions that matched the overall demographics of Salinas.

To calculate skew, I used the table of count data (not percentages) and applied the following formulas in Excel. To get a more precise and workable understanding of this calculation, please refer to the segregation_in_salinas.xlsx spreadsheet in the accompanying deliverable folder.

$$K = \left| \frac{L \sum^n L}{n} \right| \text{ where } L = \frac{x_{jg}}{\sum^{n_g} x_{jg}} - \frac{\sum x_j}{n}$$

Here, K is the total skew and L is the raw skew. n is the total population, while n_g is the total population of the block group g. Also, x_{jg} is the sum of people of race j in block group g, and x_j is the sum of all people of race j.

³ For more information on this tool, please see <http://pro.arcgis.com/en/pro-app/tool-reference/spatial-statistics/directional-distribution.htm>.

Conclusions

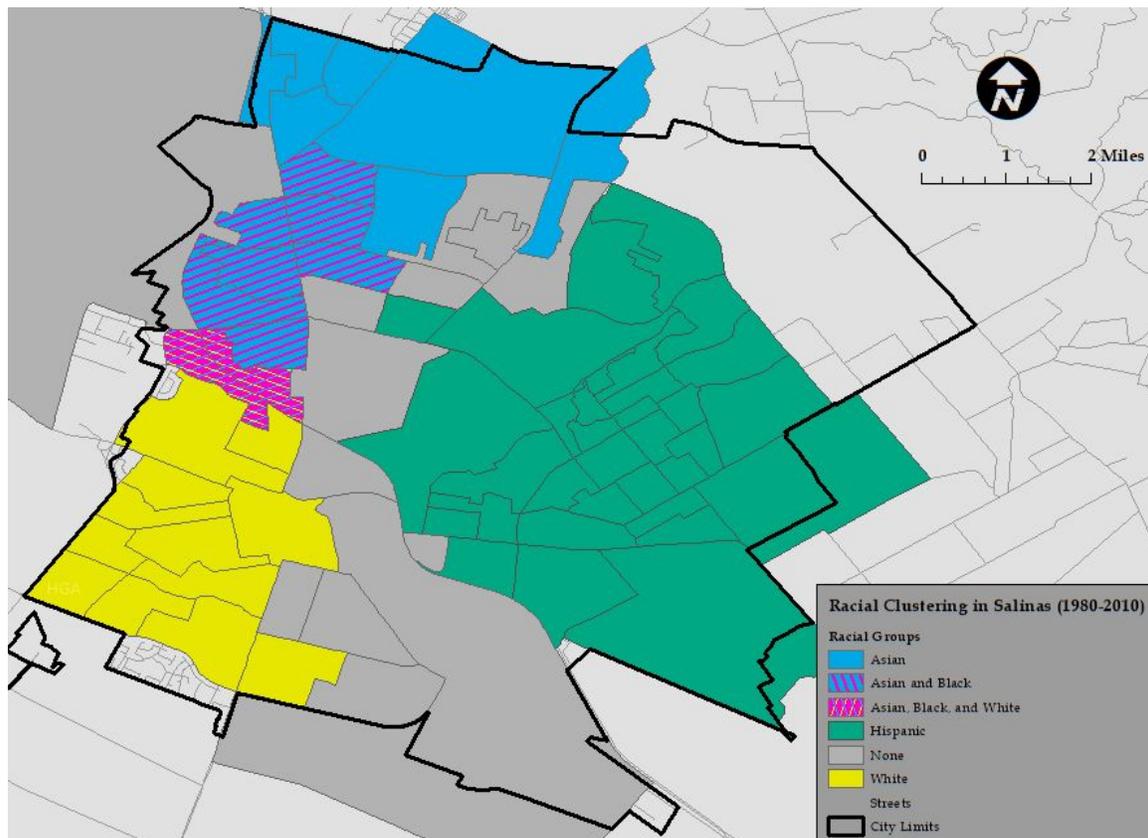


Fig. 2 Areas of consistent (1980-2010) racial clustering in Salinas by Hannah Gálvez-Arango

Most of the census block groups within Salinas experienced significant racial clustering from 1980-2010. Figure _ shows areas in which certain racial groups were consistently and significantly overrepresented from 1980 to 2010 according to Getis-Ord G_i^* calculations. The city is divided between an area of strong Hispanic presence on the east side and Asian, black, and white enclaves on the west side. A more consistently integrated corridor runs through the city center. Further examination of these clusters of overrepresentation by decade reveals that Hispanic and Asian clusters have scarcely shifted over the decades, while whites seemed to move south during the 1990s and the black community has shifted along a north-south axis for decades (see _).

Moreover, Asians, whites, and blacks were consistently underrepresented on the east side of the city during this time period. This may be more of a reflection of the sheer size of the Hispanic population (they have been the majority in Salinas since _), especially considering that Asians and blacks made up only 6.3% and 2% of the population in 2010, respectively. Also, the areas of Asian and black overrepresentation overlap considerably (see fig. _), suggesting that these groups may have been impacted by similar policies or that they may simply not mind living together. The white population may exhibit a slightly “different distribution of tolerance” (Schelling, 491). Whites were consistently

underrepresented in the Hispanic-dominated east, and they seemed to shift to the south as the Asian community grew in the northwest. Without further research and surveying, however, we should not assume that white residents are moving because they want to avoid other races.

Although there were consistent areas of over and underrepresentation in Salinas, this clustering varied in intensity over time. Taking the absolute values of Getis-Ord GI* scores, we can see that whites and Hispanics are gradually becoming more evenly dispersed, while Asian and black segregation is on an upward trend (see _). Whites and Hispanics are the most extremely clustered (positive or negative), averaging absolute z-scores of 3.54 and 3.66, respectively, over the study period. These racial groups seemed to follow a pattern of increased clustering in the 1980s, and decreasing clustering in following decades. By 2010, these groups experienced a similar level of clustering to 1980.

Conversely, it is also important to examine estimates of overall city segregation. Calculations of Wong's index seem to yield a strong logarithmic pattern ($y=1012\ln(x) - 7630.7$, $R=0.887581$). By this measure, the city is still becoming increasingly segregated, but the rate of increase is slowing down. This corresponds with the Hispanic and white clustering trends, which is logical considering that these groups made up over 90% of the population by 2010. Furthermore, the skew estimates suggested that segregation peaked in the 1990s then decreased in the following decade. This is the same subtle pattern exhibited by the taking the average Getis-Ord GI* of clusters of overrepresentation for Hispanics and whites (fig. _). Taken together, these statistics suggest that policy interventions targeting Salinas' Hispanic and white populations may be the most efficient way of promoting residential integration.

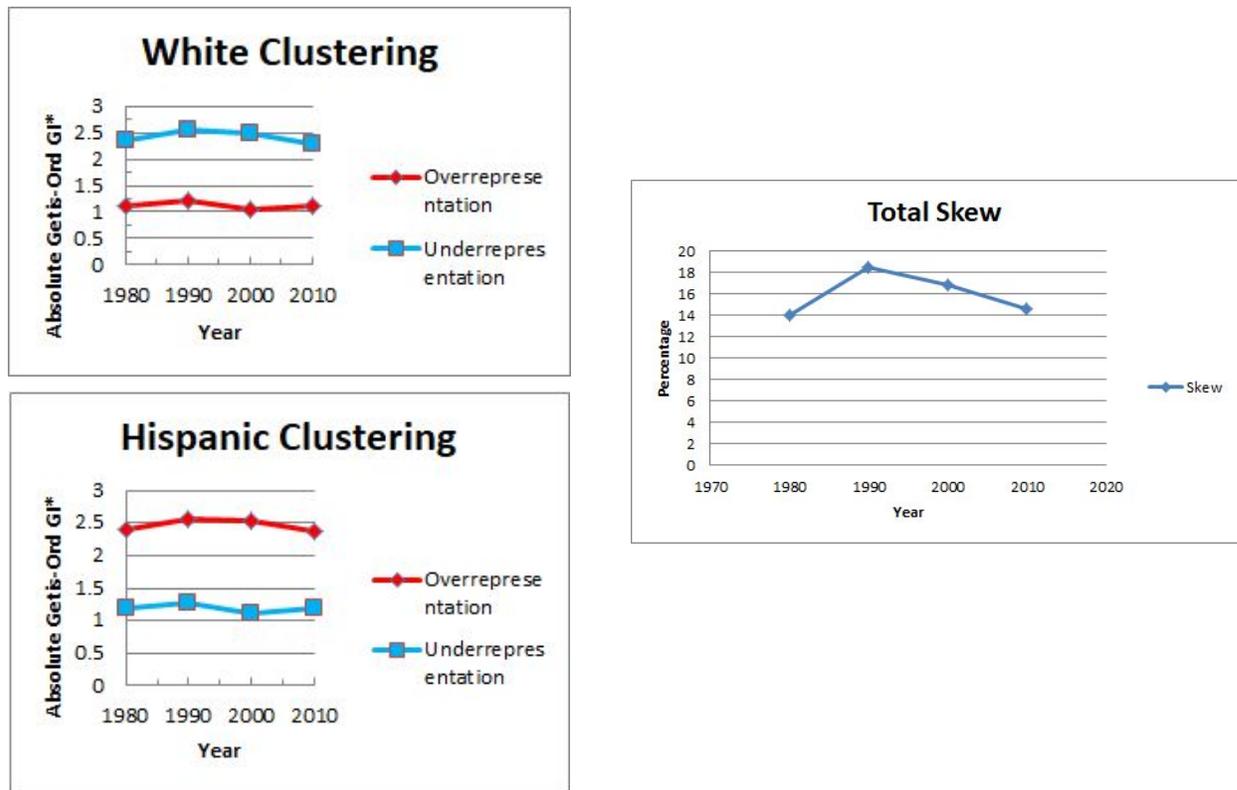


Fig. 3 A comparison of trendlines. The patterns of change in total skew mirror those of white and hispanic overrepresentation. Graphs done by Hannah Gálvez-Arango.

My research is really just a first step in understanding patterns of racial distribution in Salinas. Segregation can be the result of agglomeration by choice, exclusionary zoning policies, property values, and other factors. To explore the causation of the trends I have found, future researchers could survey residents to determine why they live where they do and examine statistical correlations between income, education level, languages spoken, and residence. Identifying causes of segregation will help inform policy interventions and make Salinas a stronger, more integrated community.

Crime

FOCUS

The focus of the public safety project was focused on the sense of safety people feel in Salinas and how the town as a whole can foster that feeling. Salinas has a reputation as very high crime area and has been named one of the most dangerous cities in California. The rhetoric around this community is fairly negative on a local but also a national scope with focus on gangs and youth violence. We chose to look at the issue of crime in Salinas since it is something that we hear about all the time as defining this community. Is that fair? We broadened our look to see what is happening in terms of public safety. Do Salinas

residents feel safe? To address this, the town has crafted a comprehensive plan to truly maximize the current and diverse resources in the community toward creating “A City At Peace”. This went into effect 2010. My partner from Hartnell was able to conduct interviews with community members and police chiefs. The interviews were focused around reforming policing relationships with the community and reevaluating their existing operational structure.

We were challenged with the question: How DO you make Salinas a more peaceful, safer community?

Our research was centered around a qualitative analysis of the Hebbbron Heights neighborhood in comparison to similar neighborhoods in East Salinas identified by a police chief that was interviewed. We compared the impact of programs and resources from the efforts in Hebbbron Heights and the other neighborhoods to identify what should be expanded outside of the test neighborhood into other areas of Salinas. This comparison was accompanied by case study analyses done by the state and federal government of the plan as well as other violence reduction plans like those in Oakland and New York. Our specific recommendations were presented to the Mayor of Salinas and the Sustainable Cities Expo.

CONTEXT

Violence, specifically youth violence, is a problem in every American city, but in Salinas, the youth homicide rate per 100,000 residents is the highest in California (and has been so for three of the last four years). Starting in the early '90s, the primary response by law enforcement in Salinas was to conduct major gang sweeps that targeted gang leadership and the most violent offenders. Though this tactic does quiet the streets for short periods of time, the effect is not lasting. History shows us that the problem returns—because the violence is a symptom, not a root cause. Poverty, drug use, low literacy rates, and access to firearms need to be addressed.

This small city has dealt with big-city violence for a long time. In early 2009, Community Alliance for Safety and Peace, or CASP, was created and has been a big part of a very important advance in addressing violence in Salinas. CASP is a coalition of more than 60 agencies that have worked close together for the last eight years - they have two meetings every month—to make Salinas safer. The work has been complicated for the community, but that's only because the problem of persistent violence here is itself complicated.

Salinas was one of the first cities in California to develop a strategic plan on violence reduction. The plan has specific short- and long-term goals, six focus areas identified by the community itself, and a four-part strategy that relies on connecting with community and using data. Community members were invited into listening sessions in which over two hundred residents have participated in over the years. CASP works as a part of the Salinas comprehensive plan to act on the Top 6 Community Identified Issues from Listening Sessions which are Social and Economic Conditions, Unsupervised/Unengaged

Children and Youth, Environmental Design & Urban Planning, Education and Schools, Law Enforcement, and Impact of Drugs and Alcohol. CASP has been in effect since 2009 to combine and maximize the efforts of stakeholders in making a better Salinas - “A City at Peace.”

Youth violence has been declared a top priority by both leaders all over the city and county. In addition to the CASP regular meetings, they have a team that focuses on the Hebbbron Heights neighborhood for East Salinas that includes the coalition’s professionals, community leaders, and two Salinas police officers. A significant component of our plan is an effort to develop leaders in the Salinas community with our Community Leadership Academy program for adults and our Summer Youth Academy program. So far, the Community Leadership Academy—which is offered in Spanish and English—has trained more than 75 leaders in tools and strategies for civic engagement, community organizing, and grant writing. Alumni from this group have formed a committee at CASP and are now represented on our executive committee and general assembly. Graduates also develop community-impact projects.

The Salinas Police Department needs some attention. It has shrunk to 144 sworn officers from 184 in the last two years. Financing for nonprofits has dried up, making the promises of job training and other services harder to fulfill. The special police team as a part of the original CASP Board was disbanded — the officers were too exhausted from filling staffing gaps to put in the overtime. Staffing for the Police Department’s violence-suppression unit, a central part of the program’s enforcement arm, was cut back. These officers and school counselors refer to CASP young people who may be at risk of being a victim or perpetrator of violence. They reach out to the young person’s family with resources, including mental health services, housing, alternative educational opportunities, youth development programs, physical health services, and food. We recommended in our presentation including youth on CASP board, recognizing and including smaller grassroots organizations in the community, bringing back and expanding community peace officers like those that were placed at Hebbbron Heights before they were removed to understaffing of the department.

The work to make Salinas a more peaceful city is far from complete, but we want to highlight the innovative steps they have taken to make progress given the resources available. The rate of violent crimes involving young people has steadily dropped over the last five years, and last fall, statistics showed that violent crimes against Salinas youth had reached a 15 year low. They are still planting the seeds of violence prevention that will hopefully flourish in years to come.

Transportation

FOCUS

The transportation aspect of our project grew out of the desire to learn more about how mobility impacts the daily lives of Salinas residents. We operated as an exploratory unit, looking into a number of different transit modes and local services.

When we visited Salinas, we took a tour of key locations throughout the city with the Hartnell students and our community partners. While it was a great way to get a better sense of what life actually is like in our project site, the entire tour was also conducted in cars, which made it difficult to thoroughly explore (time constraints were also a factor in this). Driving through Salinas and seeing a mix of transit options – from people waiting at bus stops to walking down the street to biking – made us curious about how viable alternative modes of transportation actually are in the city.

We sought to analyze spatially and quantitatively how the connectivity of different transit modes – walking, biking, and riding the bus – played into the overall sense of community or connectedness. Per the guidance of our Hartnell counterpart for the transportation sub-project – Hector – we tried to focus on whether residents in the east side were connected to other parts of the town, even if they didn't have cars.

We know from our studies and from experience that transportation plays a big part in access, and impacts residents' abilities to fully engage with a city's resources and institutions. Gaining a better understanding of the quality of transit options in the city is beneficial to our overall study of Salinas as a whole.

METHODS

For the transportation sub-project, we primarily used two main research methods: mapping with ArcGIS and interviews.

We first focused on spatially mapping different aspects of multi-modal transportation in the city and searching for trends in the data. We used data from SimplyAnalytics, the US Census Bureau's ACS census data, and the city of Salinas's Open Data Portal as our main sources for this research.

Because our project wasn't heavily based around interviews, it took time to decide who we would interview and for what purposes. Hector led this portion of the sub-project, and scheduled a meeting with MST. We planned for it to be a contribution to this preliminary research, but it was unfortunately rescheduled to December 17, so the important findings of that interview and others going forward will primarily benefit student researchers and the work they do going forward.

What will follow are a few relevant examples of the maps we created, along with their accompanying motivation and any trends we noted during preliminary analysis.

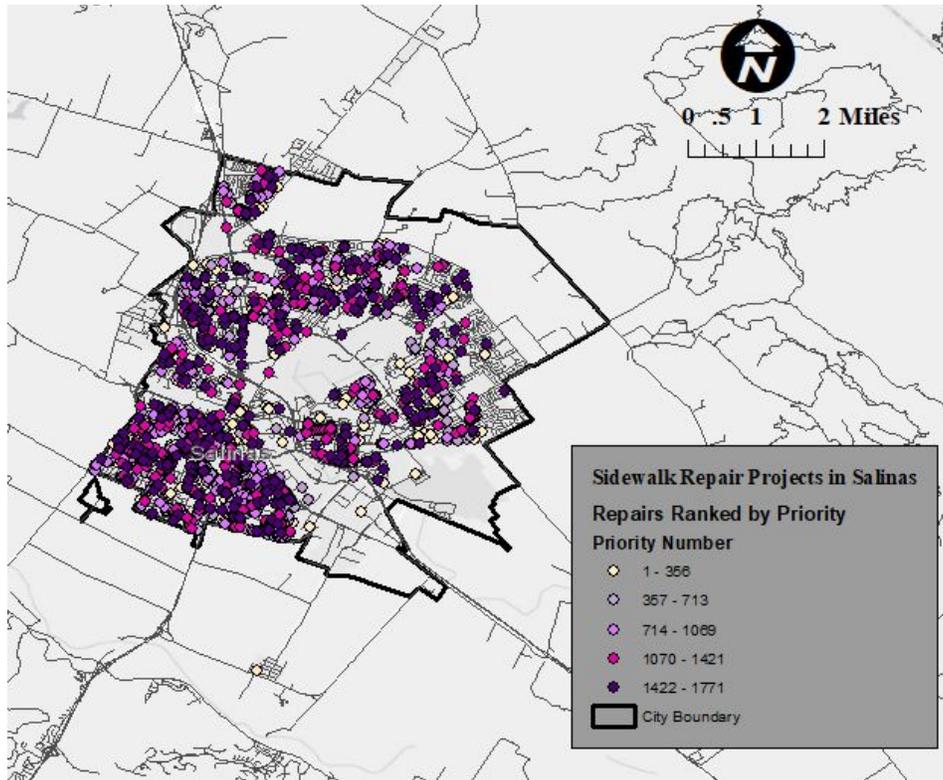


Fig 4. A map of the sidewalk repair projects planned in Salinas, ranked by the order in which they are to be completed. Map created by Arriana Jones.

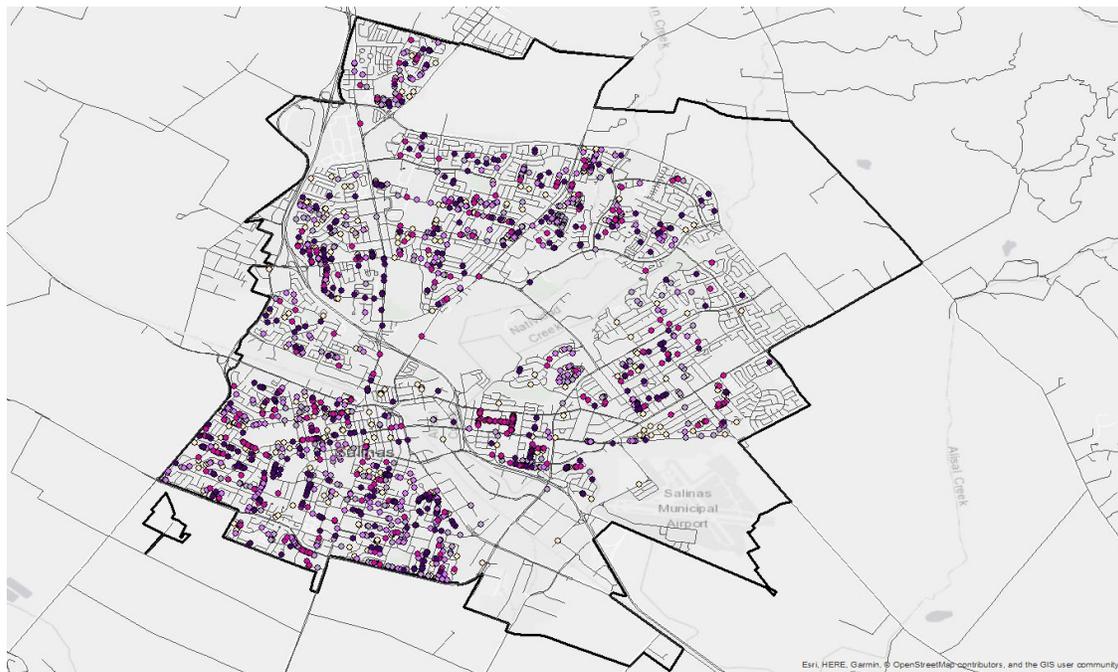


Fig 5. A closer view of the map in Figure 4, included for easier viewing. Map created by Arriana Jones.

We mapped all of the current sidewalk repair projects in Salinas to get a sense for the walkability of the city, or how easy it is for residents without vehicle access to get around on foot. We hoped to see trends in the locations of repair projects based on what number they were in the priority ranking of all projects, but did not see any trends of statistical significance through our preliminary view. This map does, however, make it easier to visualize where residents may have an easier time walking. Data processing for this map was difficult, in that we had to convert the original repair list from a simple pdf on the city's website into a readable format that was compatible with ArcGIS.

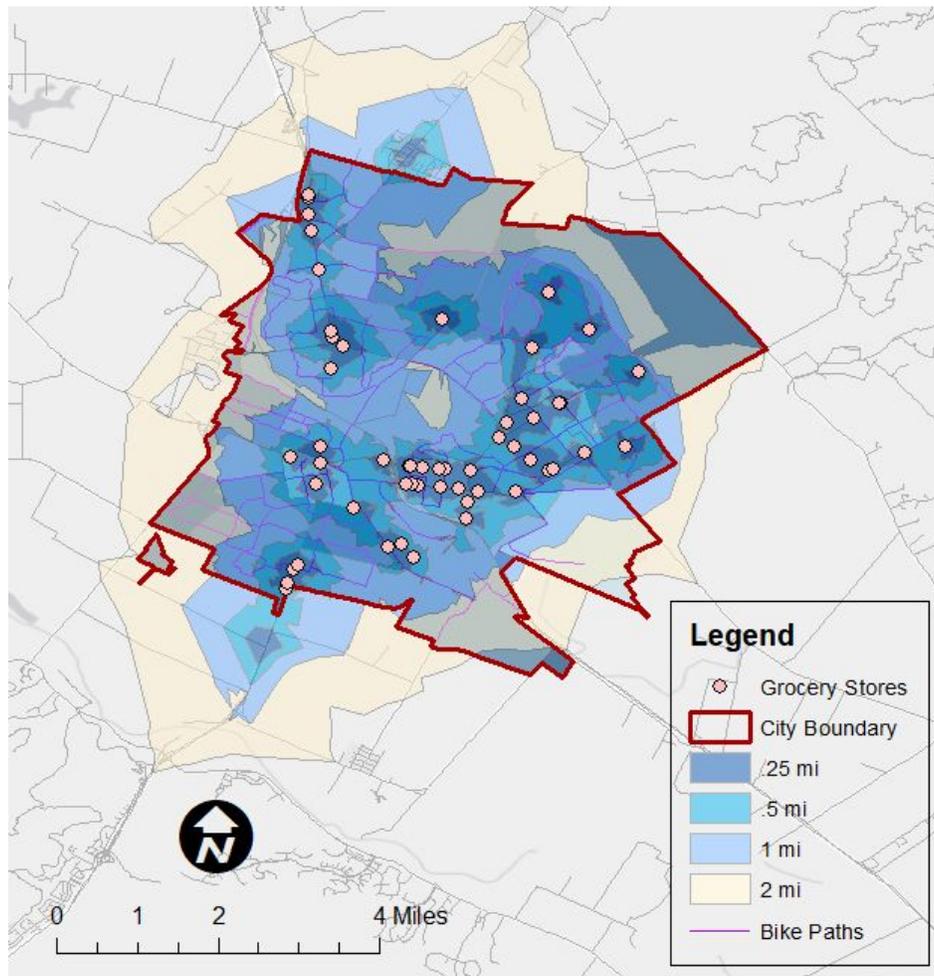


Fig 6. A map of the grocery stores located in Salinas, with accompanying relative distances to each grocery store. Map created by Arriana Jones.

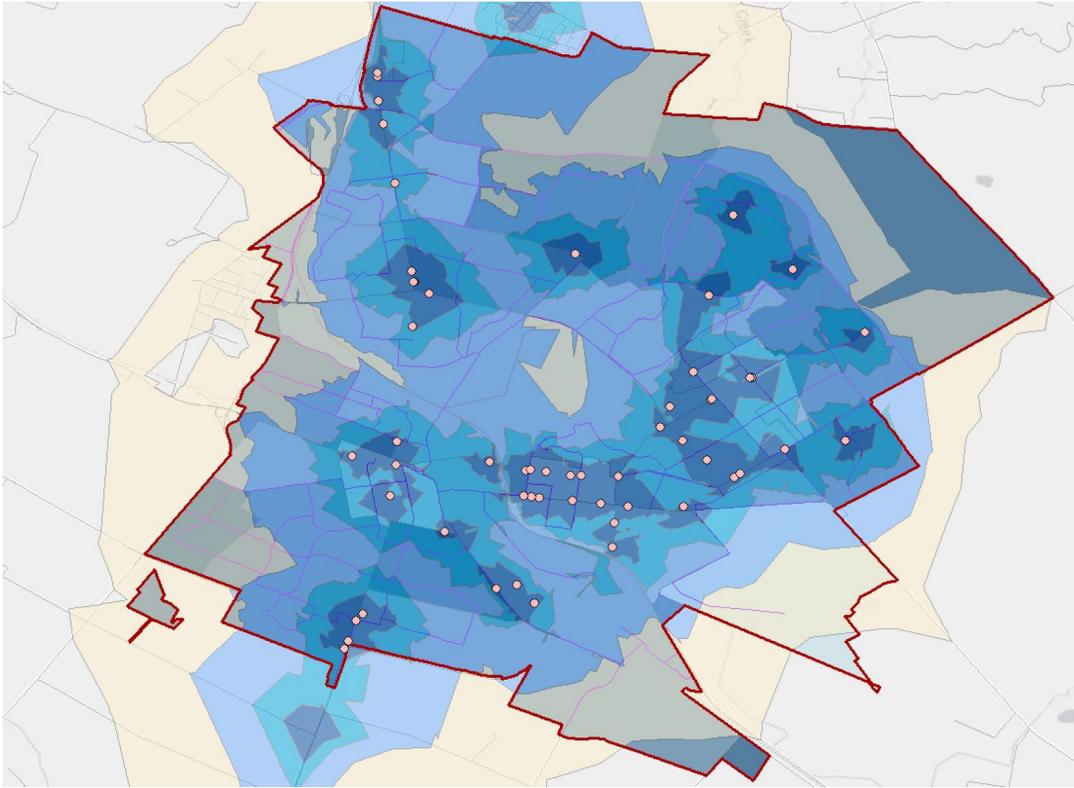


Fig 7. A closer view of the map in Figure 6, included for easier viewing.
Map created by Arriana Jones.

We also mapped all of the grocery stores located in Salinas and used Network Analyst (a tool in ArcGIS) to map the relative distances to each grocery store. The distances are in half-mile increments, and the colors get lighter as you move further from any given store.

This sort of analysis is useful in conjunction with other readily-available census data on socioeconomic and racial demographics, such as median household income or the racial composition of any given part of the city. Through mapping the walking distance to grocery stores, we can begin to paint a picture of whether walking is a viable mode of transportation for residents, and where improvements can be made in public transit that mitigates these difficulties accessing important amenities. There is also bike path data in the map, so we can see how feasible it is for residents to bike as well.

Conclusions

Next steps for student researchers continuing this project throughout the school year will be to explore the city budgets and begin analyzing whether or not the city actually prioritizes multi-modal transportation. We received the contact information of city transportation officials, but due to time constraints and the desire to focus our project on achievable deliverables, we didn't dive into the connections between the allocation of

funds to different transportation projects and whether these allocations equitably favored areas of the city with different racial and socioeconomic makeups.

Additionally, we didn't focus as much on Highway 101, which runs through the middle of the city and creates a physical divide, or the existence of the Salinas municipal airport in the southeastern part of the city. These could be potential areas of research that will contribute to developing a nuanced understanding of the city.

One of our study limitations actually sparked a possible suggestion for the city going forward, and that is to update the Open Data Portal and make transportation information more easily available. We understand the difficulties of providing access to sensitive information, but believe it would be beneficial for residents and visitors alike to have knowledge of and ability to access relevant transportation information on the data portal. This doesn't have to be extremely invasive data, but rather the addition of data that impacts people's' daily lives, such as an interactive map (with downloadable data) showing the MST bus stops and routes in Salinas, with information about bus schedules and delays. While this is a transportation-specific suggestion, the same idea can be applied to other aspects of life in Salinas as well.

Public Health

Introduction to Public Health

The focus of the public health sub-project takes its inspiration from the complex impact that urban development has had on a multitude of unique communities. Recall that Salinas is known as the nation's salad bowl due to its central role in the production and export of agricultural products. Upon further investigation, however, we found that food insecurity still exists even in the midst of intense urban and agricultural activity. According to the USDA, food deserts can be conceived by understanding poverty levels within communities. This understanding is important because the lack of economic means is largely influenced by segregation and in Salinas, segregation is a persistent historical trend. Additionally, a large part of this project consisted in comprehending the ways in which the data we found correlates to the actual situation in Salinas. My partner, Luis Rodriguez, played an instrumental role in helping us properly interpret the data. As a consequence, our project evolved into a mix of quantitative and qualitative analysis. While the work we have done merely scratches the surface, we hope that our findings will lay down a solid foundation that future researchers may build upon.

Our project consisted of the following steps. In the first place, we identified the factors related to public health that pertained to our research question. To help us identify these factors, we visited Salinas and officially met our partners. Luis and I teamed up and decided to concentrate on three factors within public health: food deserts, green spaces, and mental health and art. After identifying the components, we followed a strict research

regimen. We first conducted preliminary background research about each factor and developed relevant questions, as depicted in **Figure 8**. As our research proceeded, we unearthed the complex network of influences that impact each factor. Influences included income, segregation, and location. The last step in our methodology was to locate the source of the influences and to provide a qualitative analysis based on peer-reviewed papers and census data. The limitations to this methodology is with the amount of time, a clear concise mission statement between parties can help direct the research more. Another limitation is feasibility or access to digital data. With the lack of appropriate data, it became vital for Luis to be on the ground to collect location points for mapping.

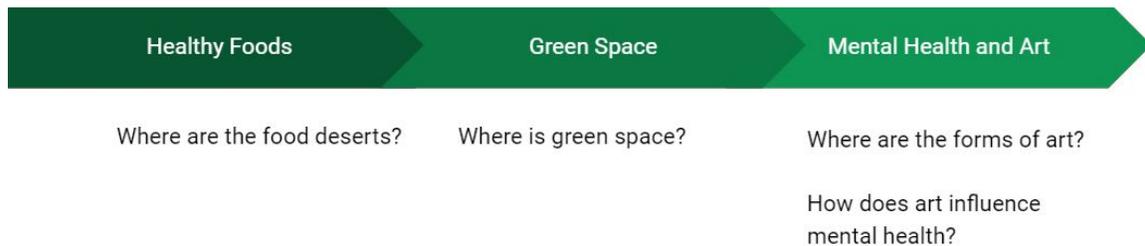


Figure 8. illustrates the focused questions for each component within the public health subproject. Figure created by Anpo Jensen.

Food Desert Summary

We follow the USDA definition: “the extent of areas in the United States where people have limited access to a variety of healthy and affordable food. Commonly referred to as “food deserts,” these regions of the country often feature large proportions of households with low incomes, inadequate access to transportation, and a limited number of food retailers providing fresh produce and healthy groceries for affordable prices.”

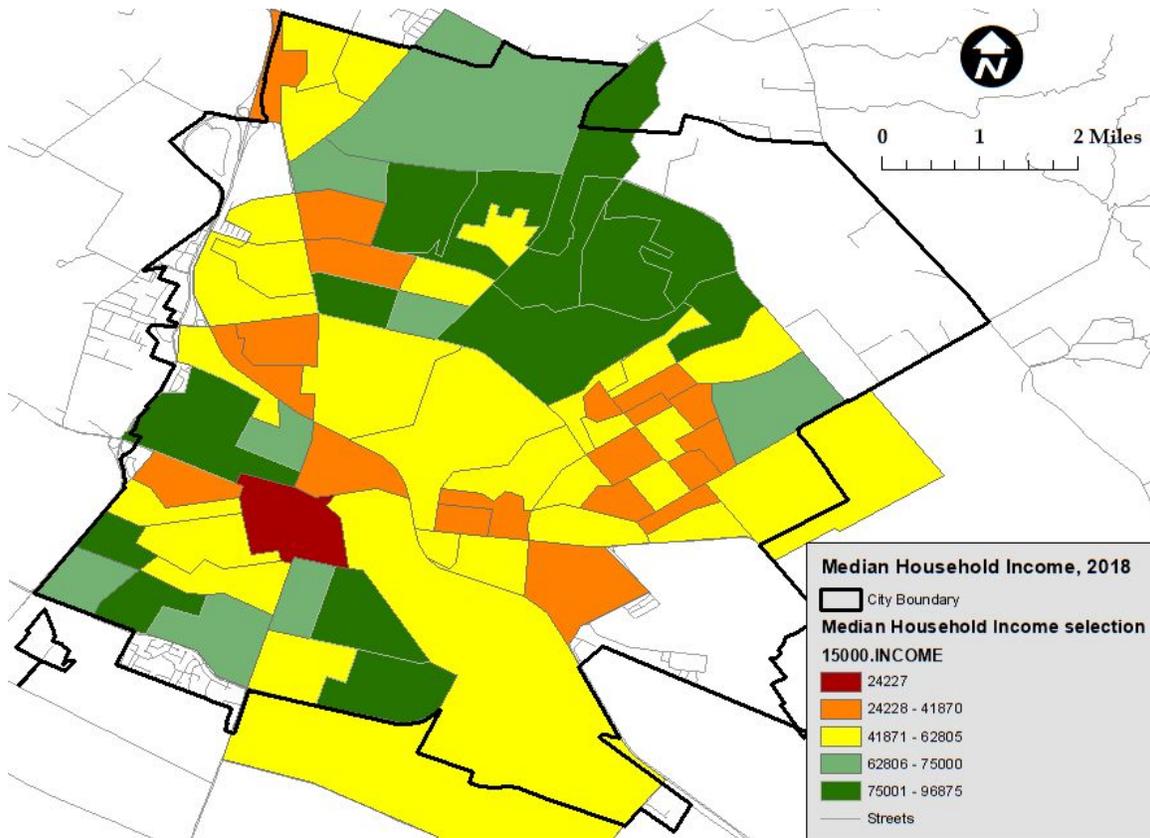


Figure 9. Depicts areas of low and high income. Map created by Hannah Gálvez-Arango.

In Salinas, sources of sustenance are few and far between. There are liquor stores instead of family-owned produce stands, more varieties of Vodka than types of lettuce. Residents of Salinas, especially those on the lower end of the socioeconomic scale, struggle to put healthful and nourishing food on the table day in and day out.

Green Space Summary

We define green space as “parks” in this project. We acknowledge that there are different forms of green space.

Community members mentioned that the green space in some regions consisted of small, simple parks. Through qualitative description, these parks did not receive the same amount of attention in low income areas compared to high income areas. The addition of urban agriculture pockets such as community gardens would provide access to fresh produce and healthier food options for nearby residents, as well as increase the amount of green space to increase potential for healthy living and fostering community gardens.

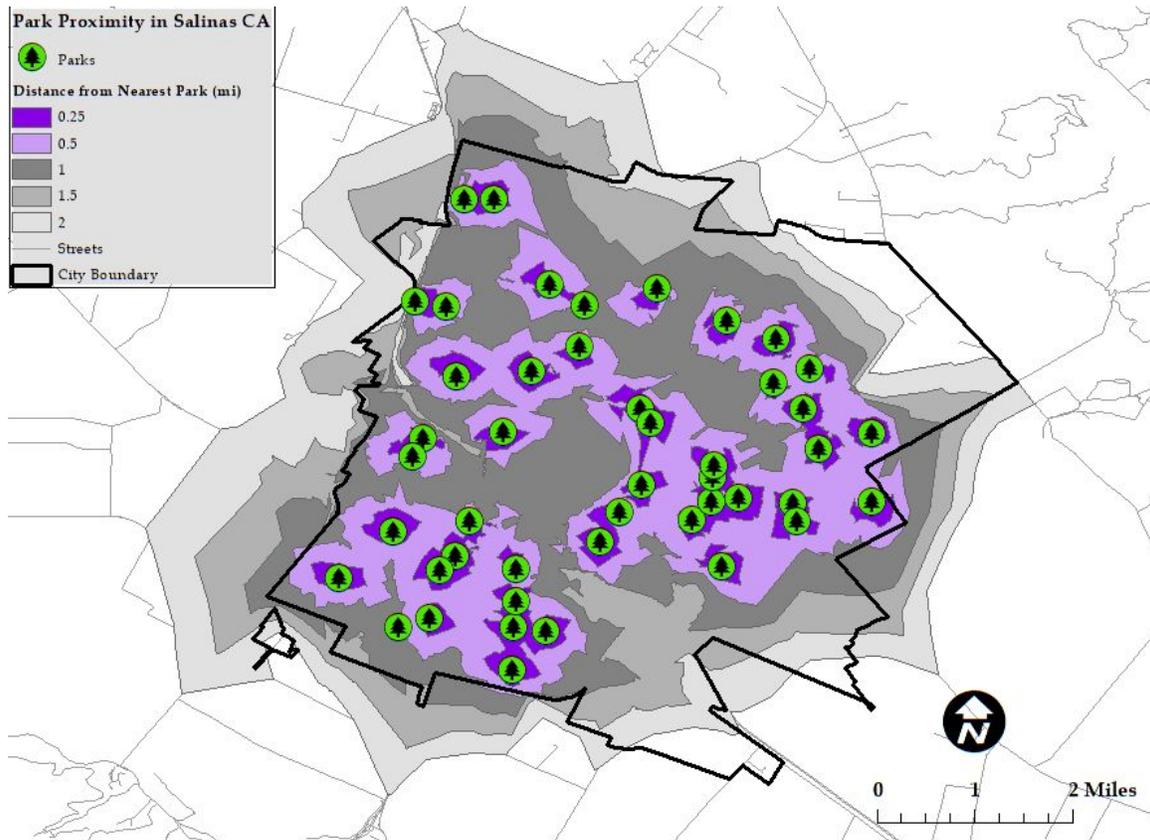


Figure 10. Depicts areas of park proximity. Map created by Hannah Gálvez-Arango.

Mental Health and Art Summary

We define mental health as anxiety and depression. Please note that we did not look at the prevalence of mental health in particular communities but discuss mental health in the context of art.

We define art as any form of mural, statue or display represented in a specific location.



Figure 11. shows mural art at the Chavez Library in Salinas. Photo taken by Luis Rodriquez.

The present study merely scratches the surface of what could be done with regards to intensifying and nurturing the community through artistic expression. We were able to locate several areas that contain gorgeous murals, reinforcing our belief that art can rebuild the emotional and cultural health of struggling communities.

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