



City of Salinas

PUBLIC WORKS DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901

(831) 758-7241 • (831) 758-7935 (Fax) • www.salinas.gov

2026 Engineering and Traffic Survey For Speed Limits Technical Report

PREPARED BY:
City of Salinas
Public Works Department
Traffic and Transportation Division
200 Lincoln Avenue
Salinas, CA 93901

CERTIFICATION

I, Adriana Robles, do hereby certify that this Engineering and Traffic Survey for the City of Salinas was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as professional Civil Engineer.



Adriana Robles

Adriana Robles, PE, CFM
City Engineer

INTRODUCTION:

The 2026 Engineering and Traffic Surveys (E&TS) in the City of Salinas fulfills California Vehicle Code (CVC) Sections 22357 and 22358, which require local agencies to follow certain procedures established by the State of California. The E&TS are intended to serve as the basis for establishing and enforcing the speed limits for specific streets in the City. The work herein by the City Traffic and Transportation Engineering Division staff, in accordance with the California CVC Section 40802, reviews the established speed limit sections to determine whether changes in existing conditions have occurred which may require adjusting the posted speed limit.

Engineering and Traffic Surveys for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802 of the CVC and the national Uniform Vehicle Code. E&TS may be extended to every seven (7) years if the arresting officer has completed device training and the device has been recently calibrated. E&TS may be extended every fourteen (14) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or surrounding land uses have occurred as specified in the CVC. An E&TS should be conducted on new roadways or where traffic conditions have changed significantly.

The California Manual on Uniform Traffic Control Devices (CA-MUTCD), as required under CVC 21400, defines standards for posting speed limits that rely upon collecting speed data in the field to determine the 85th percentile speed, which is subsequently rounded upward or downward to the nearest 5 mile per hour increment. The CA-MUTCD allows for options to further reduce the speed limit. Additionally, local authorities are allowed to further reduce speed limits to consider the safety of vulnerable pedestrians under Assembly Bill No. 43. **Table 1: Engineering and Traffic Survey Summary** summarizes the findings and recommendations for speed limits on those segments. The results of the E&TS will be valid until 2030, see Table 1 for details, unless extended through additional criteria.

METHODOLOGY:

On January 1, 2012, CVC 21400(b) became effective requiring the California, Department of Transportation (Caltrans) to revise the CA-MUTCD so that speed limits are based on field-collected speed data. A spot speed survey that typically consists of measuring vehicle speeds with an electronic device, most commonly a radar speed detector. Traffic traveling at free-flow speeds in each direction for a two-way street is collected and compiled to create a data set. The most significant data point collected is the 85th percentile speed, which is the speed at or below which 85 percent of motor vehicles travel. The 85th percentile speed is the industry standard data point which typically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. The reason that speed limit areas are established and posted is to guard reasonable drivers from the unreasonable behavior of a reckless or otherwise dangerous drivers. As with other laws, speed limits are established based on the consensus of the majority of those who drive a section of roadway as to what speed is reasonable and safe.

As specified in the California MUTCD Section 2B.13, the posted speed limit “shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic.” Additionally, the MUTCD allows the posted speed limit to be lowered by no more than 5 mph from a rounded speed, using one of two options that depend on whether the 85th percentile speed has been rounded down or up. The options may be applied as follows:

1. MUTCD Section 2B.13 states, “The posted speed may be reduced by 5 mph from the nearest 5-mph increment of the 85th percentile speed, in compliance with CVC Sections 627 and 22358.5.” The cited CVC Section 627 defines an E&T survey that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. According to the MUTCD, this option requires documentation of an E&T Survey that “shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer.” The basis for a speed limit that is more than 5 mph lower than the 85th percentile speed is something other than prevailing speeds. In regard to conditions not readily apparent to the driver, CVC 22358 states that “physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning.”

2. MUTCD Section 2B.13 12a also states “For cases in which the nearest 5-mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5-mph increment below the 85th percentile speed, if no further reduction is used.” An Option 2 round-down, which became available when CVC Section 21400(b) went into effect January 1, 2012, requires no E&T Survey to post the speed limit sign. The E&T Survey is required nevertheless, however, to allow radar or similar devices to be used for enforcement.

Neither the Vehicle Code nor the MUTCD provide much specific guidance regarding accident data or pedestrian or bicycle safety. In contrast, CVC 627(c)(1) provides specific guidance on residential density. Many residential neighborhoods in Salinas meet the density threshold of 16 separate dwelling houses or business structures per quarter mile. The statute does not apply to roads within a business district.

While the California MUTCD allows two options for lowering the posted speed, it has no provision for raising the speed limit above the nearest 5-mph increment of the 85th percentile speed.

SUMMARY OF RECOMMENDATIONS:

The result of the Engineering and Traffic Survey for one (1) roadway section is listed in **Table 1: Engineering and Traffic Survey Summary: ENGINEERING AND TRAFFIC SURVEYS EXPIRING 2030:**

Reduced

75) Williams Road between East Alisal Street and East Boronda Road - This segment of Williams Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, retail, and school use. Speed data collected on December 10, 2025, revealed the 85th percentile speed of 37 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be reduced to 30 mph.

CONCLUSIONS:

The Engineering and Traffic Surveys contained in **Appendix A** of this report are intended to establish and justify posted speed limits that can be enforced by radar. The posted speed limits advise the motorist and enforcement agencies of speeds considered reasonable for a particular section of highway for prevailing conditions. The posted speed limits are not absolute maximums, but rather prima facie speed limits for which violations would be cited under the Basic Speed Law (Section 22350 of the CVC). CVC 22350 states that a person shall not drive a vehicle at a speed greater than is safe, having regard for traffic, roadway, and weather conditions. A prima facie limit merely suggests a safe speed under normal conditions.

Table 1: Engineering and Traffic Survey Summary

No.	Street	Segment	Existing Speed Limit (mph)	85 th -Percentile Speed (mph)			MUTCD Applied Reduction Option	Survey Expiration
				Measured	Rounded	Recommended		
75	Williams Road	East Alisal Street to East Boronda Road	35	37	35	30	1	12/10/2030

COLLISION HISTORY

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was obtained from the City of Salinas from January 1, 2023 to December 31, 2024. For this analysis, only collisions during the 2-year period between January 1, 2023 to December 31, 2024 were considered. The collisions were reviewed and only corridor related collisions, those not related to signalized intersections, were summarized for each segment. Based on the number of total collisions studied over the 2-year period and average daily traffic (ADT) counts, a collision rate was calculated for each segment. The collision rates for each segment were compared to the statewide average rate listed in the 2023 Collision Data on California State Highways, to provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of roadways, shown in **Table 2: Collision Rate Summary**.

Lane Type	Total Statewide Urban Collision Rate (2021, 2022, 2023) (Total per million vehicle miles)
2 and 3 lane	1.03
4+ lanes (undivided)	1.27
4+ lanes (divided)	0.97

Table 2: Collision Rate Summary

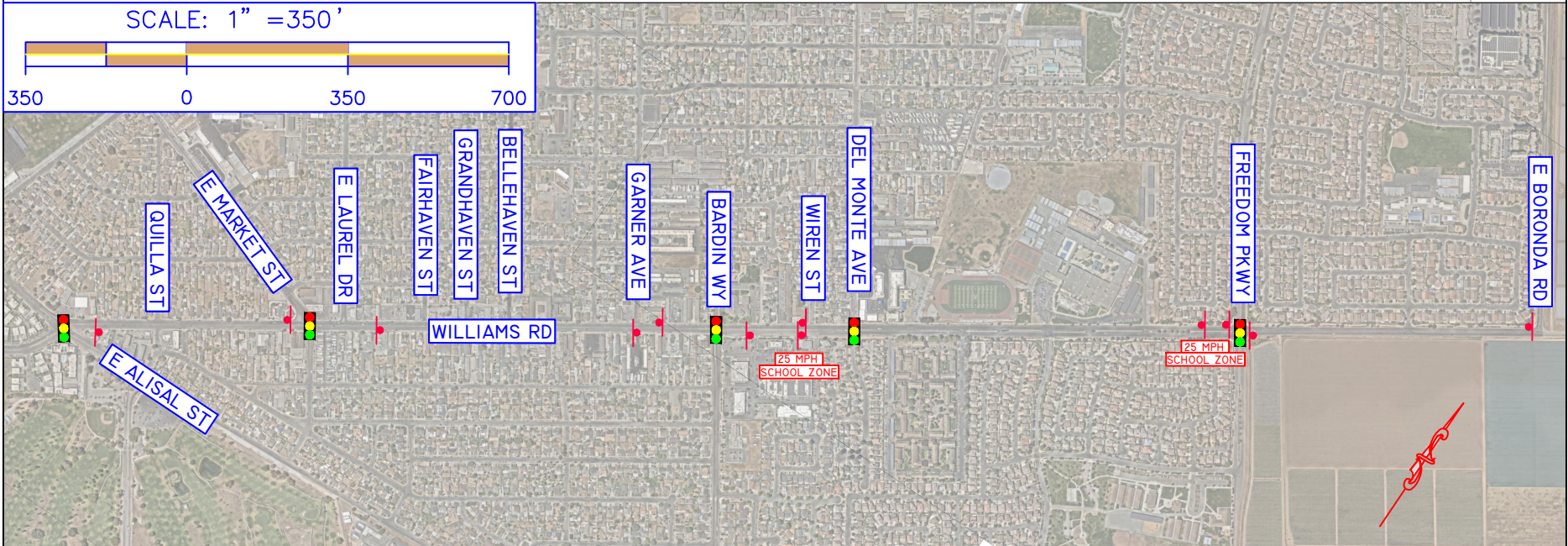
No.	Street	Segment	Existing Facility	Length (mi)	AADT	Collisions (2 years) (2023-2024)	Collision Rate (Acc./MVM)	Statewide Collision Rate (Acc./MVM)
75	Williams Road	East Alisal Street to East Boronda Road	4+ lanes (undivided)	1.99	12,840	41	2.20	1.27

APPENDIX A
ENGINEERING AND TRAFFIC SURVEYS

**CITY OF SALINAS
TRANSPORTATION & ENGINEERING
TRAFFIC SURVEY**

STREET: **WILLIAMS ROAD**
BETWEEN: **E ALISAL ST & E BORONDA RD**
SURVEY DATE: **12/10/2025 (EXPIRES IN 2030)**

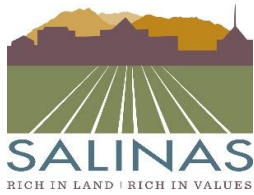
75



COMMENTS:

This segment of Williams Road is classified as a major arterial in the City of Salinas General Plan. The surrounding land use includes fronting residential homes, retail, and school use. Speed data collected on December 10, 2025, revealed the 85th percentile speed of 37 mph. The 10 mph pace ranges from 28 mph to 37 mph and suggests the 85th percentile is within this range. Based on the surrounding land use, the 10 mph pace range, and the prevailing speeds rounded down and reduced by 5 mph per MUTCD option 1, the existing posted speed limit of 35 mph should be reduced to 30 mph.

AREA	DESCRIPTION	MAP SYMBOL	
Distance	Approximately 10,250 Feet		
Vertical Alignment	Flat	ALL-WAY STOP	
Street Width	Varies (56 to 78 Feet)	SIGNAL	
No. Lanes and Median	4-Lane Major Arterial	SPEED LIMIT SIGN	
Proposed Speed Zone	30 MPH	CITY LIMITS	
85 th Percentile Speed	37 MPH	CROSSWALK	
Traffic Volume (Date)	12,840 (2025)	SCHOOL CROSSWALK	
Accident Data (2 years)	41 Collisions (2023-2024)		
Street Segment Collision Rate = (Collisions) (1,000,000) (Years) (365) (ADT) (Length in Miles)	2.20 Acc./MVM		



CITY OF SALINAS

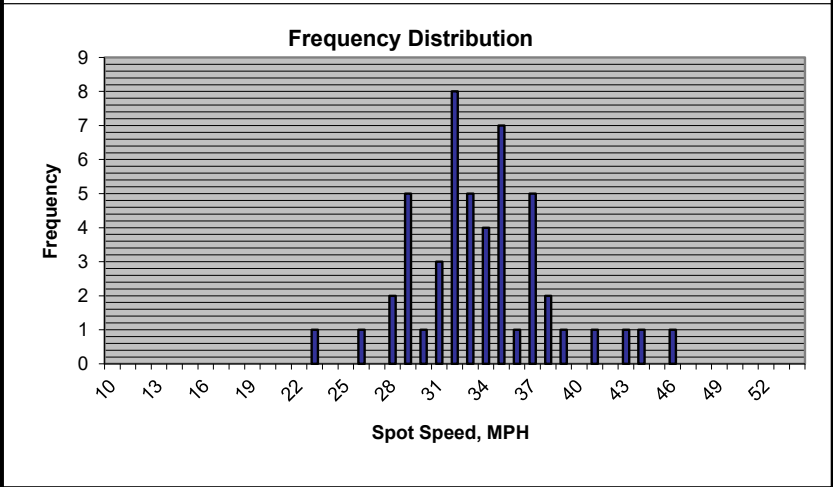
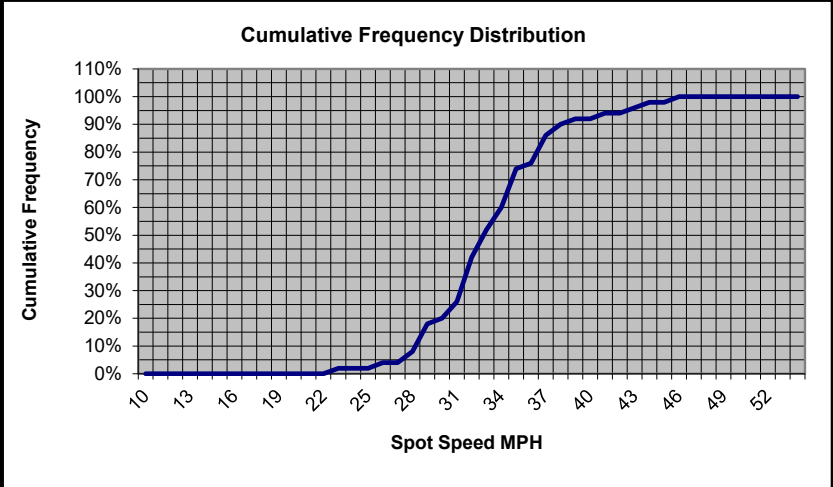
DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

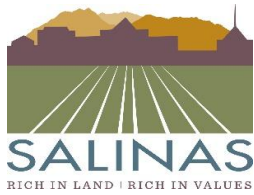
RADAR SURVEY

Street:	<u>Williams Road</u>	Direction:	<u>EBD</u>	Comments: No. 75
Between:	<u>East Alisal Street & East Boronda Road</u>			
Survey Location:	<u>254 Williams Road</u>			
Speed Limit:	<u>35 MPH</u>			
Date:	<u>12/10/25</u>	Day:	<u>Wednesday</u>	
Hours:	From: <u>02:36 pm</u>	To:	<u>02:53 pm</u>	
Weather:	<u>Sunny</u>			
Observer(s):	<u>Rodolfo C/Enrique S</u>			

MPH	Frequency	Percent	Cumulative %
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	1	2.00%	2.00%
24	0	0.00%	2.00%
25	0	0.00%	2.00%
26	1	2.00%	4.00%
27	0	0.00%	4.00%
28	2	4.00%	8.00%
29	5	10.00%	18.00%
30	1	2.00%	20.00%
31	3	6.00%	26.00%
32	8	16.00%	42.00%
33	5	10.00%	52.00%
34	4	8.00%	60.00%
35	7	14.00%	74.00%
36	1	2.00%	76.00%
37	5	10.00%	86.00%
38	2	4.00%	90.00%
39	1	2.00%	92.00%
40	0	0.00%	92.00%
41	1	2.00%	94.00%
42	0	0.00%	94.00%
43	1	2.00%	96.00%
44	1	2.00%	98.00%
45	0	0.00%	98.00%
46	1	2.00%	100.00%
47	0	0.00%	100.00%
48	0	0.00%	100.00%
49	0	0.00%	100.00%
50	0	0.00%	100.00%
51	0	0.00%	100.00%
52	0	0.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
Totals:	50	100.00%	

<i>Data Analysis:</i>	
Time Mean Speed:	<u>33.7</u> MPH
Sample Variance:	<u>19.28</u>
Standard Deviation:	<u>4.4</u>
Variance of the Mean:	<u>0.3856</u>
Standard Error of the Mean:	<u>0.6</u>
10 MPH Pace:	<u>28</u> To: <u>37</u> MPH
Percent in Pace:	<u>82.0%</u>
Vehicles in Pace:	<u>41</u>
50th Percentile Speed:	<u>33</u> MPH
85th Percentile Speed:	<u>37</u> MPH
90th Percentile Speed:	<u>38</u> MPH
95th Percentile Speed:	<u>43</u> MPH





CITY OF SALINAS

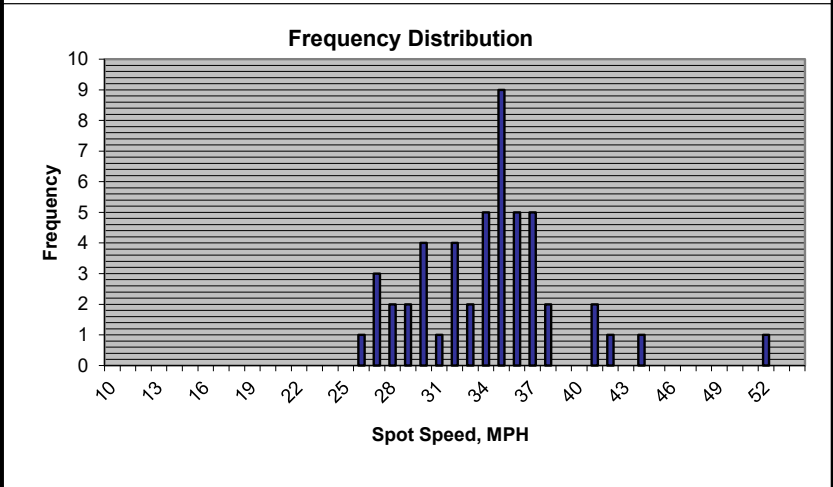
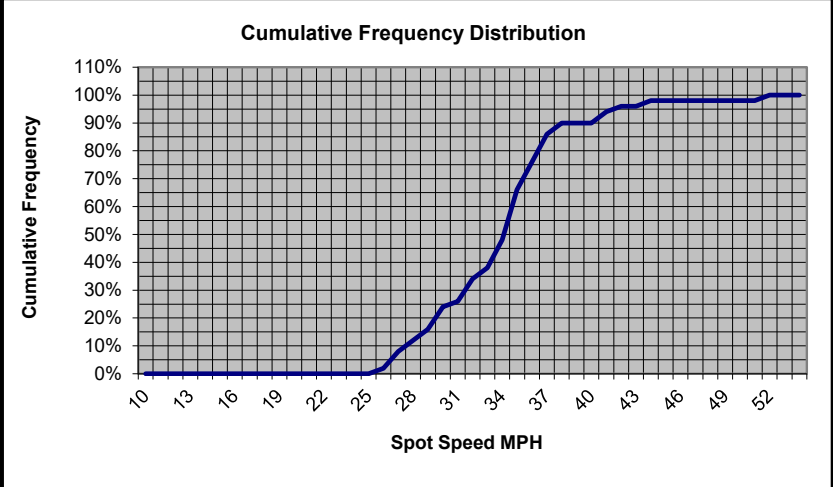
DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

RADAR SURVEY

Street:	<u>Williams Road</u>	Direction:	<u>WBD</u>	Comments: No. 75
Between:	<u>East Alisal Street & East Boronda Road</u>			
Survey Location:	<u>254 Williams Road</u>			
Speed Limit:	<u>35</u> MPH			
Date:	<u>12/10/25</u>	Day:	<u>Wednesday</u>	
Hours:	From: <u>02:36 pm</u>	To:	<u>02:53 pm</u>	
Weather:	<u>Sunny</u>			
Observer(s):	<u>Rodolfo C/Enrique S</u>			

MPH	Frequency	Percent	Cumulative %
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	0	0.00%	0.00%
24	0	0.00%	0.00%
25	0	0.00%	0.00%
26	1	2.00%	2.00%
27	3	6.00%	8.00%
28	2	4.00%	12.00%
29	2	4.00%	16.00%
30	4	8.00%	24.00%
31	1	2.00%	26.00%
32	4	8.00%	34.00%
33	2	4.00%	38.00%
34	5	10.00%	48.00%
35	9	18.00%	66.00%
36	5	10.00%	76.00%
37	5	10.00%	86.00%
38	2	4.00%	90.00%
39	0	0.00%	90.00%
40	0	0.00%	90.00%
41	2	4.00%	94.00%
42	1	2.00%	96.00%
43	0	0.00%	96.00%
44	1	2.00%	98.00%
45	0	0.00%	98.00%
46	0	0.00%	98.00%
47	0	0.00%	98.00%
48	0	0.00%	98.00%
49	0	0.00%	98.00%
50	0	0.00%	98.00%
51	0	0.00%	98.00%
52	1	2.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
Totals:	50	100.00%	

Data Analysis:	
Time Mean Speed:	<u>34.2</u> MPH
Sample Variance:	<u>22.72</u>
Standard Deviation:	<u>4.8</u>
Variance of the Mean:	<u>0.4544</u>
Standard Error of the Mean:	<u>0.7</u>
10 MPH Pace:	<u>28</u> To: <u>37</u> MPH
Percent in Pace:	<u>78.0%</u>
Vehicles in Pace:	<u>39</u>
50th Percentile Speed:	<u>35</u> MPH
85th Percentile Speed:	<u>37</u> MPH
90th Percentile Speed:	<u>40</u> MPH
95th Percentile Speed:	<u>42</u> MPH





CITY OF SALINAS

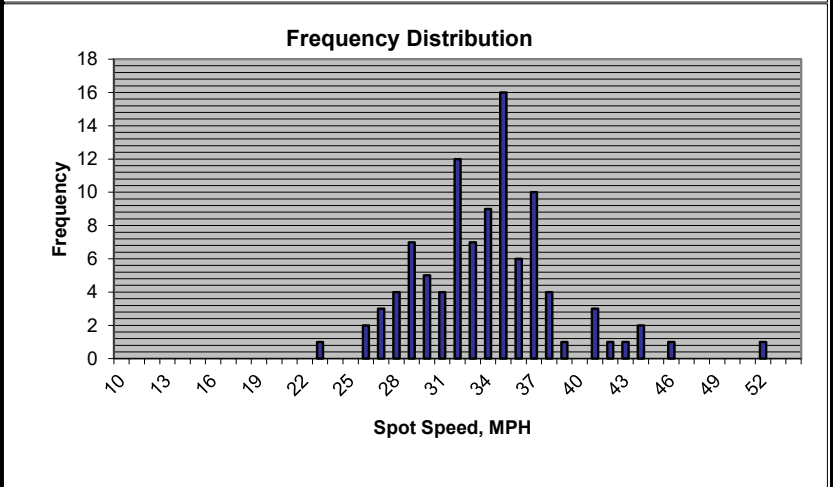
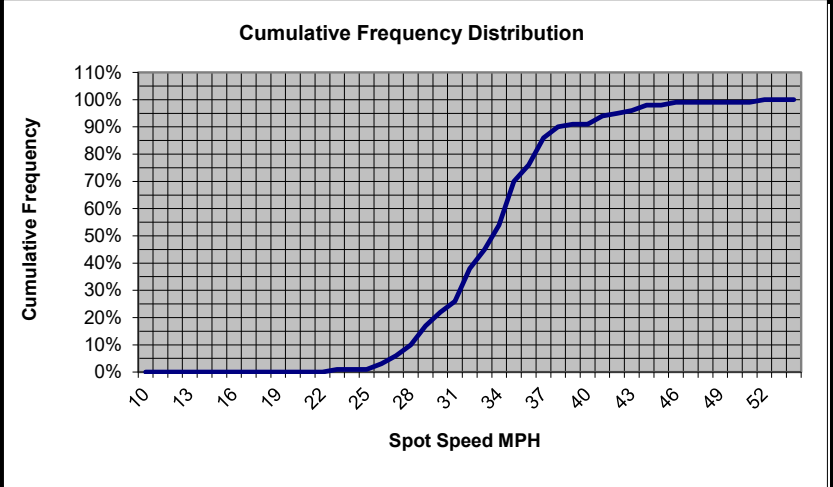
DEPARTMENT OF DEVELOPMENT & ENGINEERING SERVICES

RADAR SURVEY

Street:	<u>Williams Road</u>	Direction:	<u>EBD/WBD</u>	Comments:	
Between:	<u>East Alisal Street & East Boronda Road</u>		No. 75		
Survey Location:	<u>254 Williams Road</u>				
Speed Limit:	<u>35 MPH</u>				
Date:	<u>12/10/25</u>	Day:	<u>Wednesday</u>		
Hours:	From:	<u>02:36 pm</u>	To:	<u>02:53 pm</u>	
Weather:	<u>Sunny</u>				
Observer(s):	<u>Rodolfo C/Enrique S</u>				

MPH	Frequency	Percent	Cumulative %
10	0	0.00%	0.00%
11	0	0.00%	0.00%
12	0	0.00%	0.00%
13	0	0.00%	0.00%
14	0	0.00%	0.00%
15	0	0.00%	0.00%
16	0	0.00%	0.00%
17	0	0.00%	0.00%
18	0	0.00%	0.00%
19	0	0.00%	0.00%
20	0	0.00%	0.00%
21	0	0.00%	0.00%
22	0	0.00%	0.00%
23	1	1.00%	1.00%
24	0	0.00%	1.00%
25	0	0.00%	1.00%
26	2	2.00%	3.00%
27	3	3.00%	6.00%
28	4	4.00%	10.00%
29	7	7.00%	17.00%
30	5	5.00%	22.00%
31	4	4.00%	26.00%
32	12	12.00%	38.00%
33	7	7.00%	45.00%
34	9	9.00%	54.00%
35	16	16.00%	70.00%
36	6	6.00%	76.00%
37	10	10.00%	86.00%
38	4	4.00%	90.00%
39	1	1.00%	91.00%
40	0	0.00%	91.00%
41	3	3.00%	94.00%
42	1	1.00%	95.00%
43	1	1.00%	96.00%
44	2	2.00%	98.00%
45	0	0.00%	98.00%
46	1	1.00%	99.00%
47	0	0.00%	99.00%
48	0	0.00%	99.00%
49	0	0.00%	99.00%
50	0	0.00%	99.00%
51	0	0.00%	99.00%
52	1	1.00%	100.00%
53	0	0.00%	100.00%
54	0	0.00%	100.00%
Totals:	100	100.00%	

<i>Data Analysis:</i>	
Time Mean Speed:	<u>34.0</u> MPH
Sample Variance:	<u>20.86</u>
Standard Deviation:	<u>4.6</u>
Variance of the Mean:	<u>0.2086</u>
Standard Error of the Mean:	<u>0.5</u>
10 MPH Pace:	<u>28</u> To: <u>37</u> MPH
Percent in Pace:	<u>80.0%</u>
Vehicles in Pace:	<u>80</u>
50th Percentile Speed:	<u>34</u> MPH
85th Percentile Speed:	<u>37</u> MPH
90th Percentile Speed:	<u>38</u> MPH
95th Percentile Speed:	<u>42</u> MPH



SITE CODE
75

SPEED SURVEY FIELD SHEET

CITY OF SALINAS

LOCATION Williams Rd. between E. Alisal St. and E. Boronda Rd.
 DATE 12/10/2025 DAY Wednesday TIME 2:36 TO 2:53
 OBSERVER Rodolfo C. CALCULATED BY _____ WEATHER Sunny

Direction: <u>Westbound</u>				
MPH	Number of Vehicles			
	5	10	15	20
70				
69				
68				
67				
66				
65				
64				
63				
62				
61				
60				
59				
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Direction: <u>Eastbound</u>				
MPH	Number of Vehicles			
	5	10	15	20
70				
69				
68				
67				
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63				
62				
61				
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