



CITY OF SALINAS

TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT

DATE: OCTOBER 9, 2025

DEPARTMENT: PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION

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TITLE: SHERWOOD DRIVE AT EAST ROSSI STREET SLIP LANE
CLOSURE

RECOMMENDED MOTION:

No motion required. This is an informational item only. The Traffic and Transportation Commission is requested to provide feedback on the slip lane closure.

BACKGROUND:

City staff have received a request from Traffic and Transportation Commissioner for information regarding the intersection of Sherwood Dr and E Rossi St/Calle Cebu citing concerns with traffic congestion. In addition, city staff have also received multiple requests from residents for removal of the delineators due to the traffic congestion and asking of why the city closed the slip lane. In 2020, the Sherwood/Rossi intersection received bicycle and pedestrian improvements which included the closure of slip lane traveling southbound on Sherwood Dr turning right onto E Rossi St. This report will provide background information that led to the closure of the slip lane. A slip lane is a road at an intersection that allows road users to change roads without actually entering the intersection.

How and when did the closure of the right slip lane occur?

The Transportation Agency for Monterey County (TAMC) initiated a new Safe Streets Pilot Program in November 2019. The Safe Streets Pilot Program aimed to utilize planned roadway maintenance projects, such as repaving, to demonstrate low-cost features to improve pedestrian and bicycle safety. Funding for the Safe Streets Pilot came from the Regional Surface Transportation Program (RSTP) funds that TAMC set aside for “Complete Streets” implementation. According to the Federal Highway Administration, “Complete Streets” use design to integrate safety for all roadway users. “Complete Streets prioritize safety for all users and seeks to plan, design, and operate streets that minimize or eliminate the chances of fatal and life-changing injuries.”¹

City staff evaluated resurfacing projects that were planned for 2020 and with TAMC recommendations selected East Rossi Street as the optimal candidate to apply for RSTP funds. At

¹ Complete Streets Safety Analysis, US Department of Transportation, Federal Highway Administration,

the time of application, East Rossi Street had a history of both bicycle and pedestrian collisions, particularly at the intersection of East Rossi Street and Sherwood Drive. Additionally, the Chinatown Revitalization Plan, adopted by City Council in December 2019, included the installation of new bike lanes and pedestrian improvements of East Rossi Street as a strategic goal (Attachment 6). A concept plan was developed to install buffered bike lanes, signal modifications, and improved roadway geometry as shown on Attachment 1. The concept plan was submitted for grant funding to TAMC and was selected for award on December 4, 2019 (Attachment 2).

At its January 9, 2020 meeting, the Traffic and Transportation Commission voted unanimously to recommend City Council accept grant funds for the East Rossi Safe Street Pilot Project. With the acceptance of the Safe Streets Pilot Program grant by City Council on February 11, 2020, (Attachment 3), the City committed to delivering the specific bicycle and pedestrian improvements on East Rossi Street and received \$152,000 with no local match. On June 8, 2021 City Council awarded the 2021 Chip Seal Project which included the bike and pedestrian improvements on E Rossi Street based on the Safe Streets Pilot Program application. Construction of the project began in September 2021. Delineators closing the slip lane were installed in June 2022.

How is the City addressing congestion without the slip lane?

In an effort to improve congestion at Sherwood/Rossi and through the Sherwood/Front St corridor, the City applied for grant funding to install adaptive control systems. Adaptive control systems can monitor traffic conditions and can adjust signal controller timing to prioritize platoons of vehicles and provide a series of green lights for the busiest movements. Installing an adaptive system in traffic signals corridors can improve the performance of the signals and slightly improve the capacity of the corridor. The benefit to the community will be improved travel time reliability, reduced delays, reduced emissions, improved air quality, and reduced rear-end collisions. The City has previously installed adaptive traffic control systems on several congested roadway segments, specifically on North Main Street (Boronda Road to Bernal Drive), East Boronda Road (Independence Boulevard to North Main Street), and North Sanborn Road (Freedom Parkway to East Alisal Street). These past projects not only saved motorists considerable time and fuel consumption but also reduced motor vehicle emissions and rear end collisions.

On February 2021, the City was awarded grant funds accepted by City Council through Resolution No. 22041 (Attachment 5) for the Front Street/Sherwood Drive Adaptive Traffic Control System (ATCS) project. These funds were issued from the Monterey Bay Air Resources District (MBARD) to enhance traffic flow along the Front Street and Sherwood Drive corridor spanning from Front Street at East San Luis Street to Sherwood Drive at East Rossi Street/Calle Cebu. The Front Street/Sherwood Drive corridor consists of five contiguous traffic signals. Design of the adaptive system was completed in June 2022. A construction contract was issued to Bear Electrical Solutions on September 6, 2022 with construction commencing in March 2023. The project included the installation of fiber optic communication for adaptive traffic signal coordination, video detection to meet the system needs for detection, upgrading traffic signal controllers and cabinets to meet the adaptive signal system requirements and installation of Emergency Vehicle Preemption (EVP) system.

Concerns regarding congestion continued even after the system was operational. City staff, working with MBARD, are modifying the adaptive traffic control system for further optimization throughout the corridor. The City is currently analyzing traffic data to establish the parameters for

optimization of the adaptive coordination plans. Once completed, this effort will allow better traffic flow through the corridor to alleviate congestion.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

The projects at their times supported the Council's goals of initiative of Safe, Livable Community, Infrastructure and Environmental Sustainability, and Public Safety. Additionally, the installation of new bikes lanes and pedestrian improvements of East Rossi Street are a strategic goal identified in the Chinatown Revitalization Plan.

FISCAL AND SUSTAINABILITY IMPACT:

No impact on the General Fund.

ATTACHMENTS:

- Attachment 1: East Rossi Street Conceptual Plan
- Attachment 2: Safe Streets Pilot Program Funding Award Letter
- Attachment 3: Resolution No. 21784
- Attachment 4: Resolution No. 22650
- Attachment 5: Resolution No. 22041
- Attachment 6: Chinatown Revitalization Plan