

# 8. Circulation Element

## Introduction

The safe and reliable movement of people and goods from origin to destination within Salinas is an important aspect of the General Plan and the focus of the Circulation Element. This element is a sister element to the Land Use Element as land use and circulation are two interrelated aspects of urban fabric affecting quality of life, economic development, and environmental sustainability within Salinas. Land uses generate trip ends as either an origin or destination. The means and infrastructure available for travel play a crucial role in determining how individuals and goods move between places. This includes options such as roads, railways, public transit, cycling, and walking. Salinas benefits from having all these modes of transportation.

The integration of land use and transportation planning aims to create more efficient, accessible, and livable urban environments, by coordinating the location and design of land uses with the provision and management of transportation facilities and services. Some of the benefits of land use and transportation integration are:

- Reducing over reliance on a single mode of travel such as a private vehicle by linking alternative modes of travel to more frequent destinations and land uses.
- Allowing mixed-use or transit-oriented development near transit hubs and along complete street corridors.
- Transportation infrastructure that is context sensitive with future improvements adapting the network to the specific people and goods it supports.
- Increased safety resulting from a network that provides what all users need by dedicating space within public right-of-way for pedestrians, bicyclists, vehicles, transit, and future modes of travel.

### *Goals:*

**Goal C-1: Provide and maintain a safe and integrated circulation system that meets the current and future needs of the community for all modes of travel.**

**Goal C-2: Create and support sustainable and healthy transportation options that encourage a reduction in single-occupancy vehicle commuting and overall Vehicle Miles Traveled (VMT).**

**Goal C-3: Support the local economy through a circulation system that moves products safely and efficiently.**

- Improving the environmental quality and resiliency of Salinas, by reducing the greenhouse gas emissions, air pollution, noise, and energy consumption associated with transportation, and by preserving and creating green streets.
- Supporting the economic and social development of Salinas, by facilitating the agglomeration and interaction of economic activities, and by increasing the equity and inclusion of different groups and communities.

Land use and transportation integration requires a holistic and collaborative approach and also requires a long-term and strategic vision that considers the current and future needs and challenges of the Salinas community. The City of Salinas is a regional transportation hub for the Monterey Bay Area. Regional vehicular transportation is provided by State Routes 101, 68, and 183, which traverse the community. Regional rail and air transportation is available through the Union Pacific Railroad and the Salinas Municipal

Airport. Monterey-Salinas Transit (MST) provides transit service to Salinas and the greater Monterey Bay Area. The City of Salinas also maintains a local network of bicycle and pedestrian infrastructure. The circulation of essential utilities including water, sewer, electricity, and fiber is also maintained and developed by the City of Salinas along with utility partners.

The Circulation Element establishes a transportation vision for the City, identifies assets and challenges, and provides goals, policies, and actions towards developing a well-balanced network. The City's transportation vision is to provide safe and reliable transportation designed to accommodate growth and support the City's vibrant neighborhoods.

Mobility is a key factor that affects our community health and overall quality of life. Transportation systems have the potential to reduce environmental burdens, such as greenhouse gas emissions, noise pollution, traffic congestion, and road accidents depending on how they are planned, designed and ultimately constructed. In addition, our transportation system has the potential to help improve accessibility and promote economic development.

The City of Salinas is committed to ensuring equitable and just transportation for all who use its public network of transportation infrastructure regardless of their race, gender, age, ability, or income. All people should have a fair share of the benefits and burdens of the City's transportation systems and have a meaningful voice in transportation planning and decision-making. Without proper engagement and care, communities that are often marginalized or disadvantaged by transportation systems include:

- People with low income, who may have limited transportation options or live in locations more adversely affected by the transportation network.

- People with disabilities, who may face physical and attitudinal barriers to accessing transportation services, and who may need specialized or adaptive transportation options.
- Women, who may have different travel patterns and needs than men, and who may face safety and security issues in transportation services.
- Children who may have limited mobility and independence, and who may be more susceptible to the health impacts of transportation-related pollution and noise.
- Elderly people, who may have limited mobility and independence, and who may be more susceptible to the health impacts of transportation-related pollution and noise.
- People of color, who may face discrimination and harassment in transportation services, and who may live in areas within Salinas that are underserved by public transit or overexposed to transportation-related pollution and hazards.

## State Statutory Requirements

The previous Circulation Element for the City of Salinas was last adopted by the City Council in 2002 and met all statutory requirements as per Government Code. This Circulation Element of the General Plan satisfies the following State statutory requirements:

**§65302(b)(1)** - *A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.*

**§65302(b)(2)(A)** - *Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*

**§65302(b)(2)(B)** - Upon any substantive revision of the circulation element on or after January 1, 2025, the legislative body shall do all of the following:

- i. Incorporate the principles of the Federal Highway Administration's Safe System Approach, in the circulation element by including policies that aim to eliminate fatal and serious injuries for all road users through a holistic view of the roadway system, including provisions that account for human error, recognize vulnerable road users, and promote redundant and proactive safety measures.
- ii. Develop bicycle plans, pedestrian plans, and traffic calming plans based on the policies and goals in the circulation element that shall address all of the following for any urbanized area within the scope of the general plan:
  - I. Identify safety corridors and any land or facility that generates high concentrations of bicyclists or pedestrians.
  - II. Use evidence-based strategies, including strategies identified in the United States Department of Transportation's Strategic Highway Safety Plan to develop safety measures specific to those areas that are intended to eliminate traffic fatalities, with an emphasis on fatalities of bicyclists, pedestrians, and users of any other form of micromobility device in the areas identified in subclause (I)
  - III. Set goals for initiation and completion of all actions identified in the plans within 25 years of the date of adoption of the modified circulation element based upon projected development activities within urbanized areas within the scope of the general plan and projected availability of revenues.

The users of street, roads, and highways in the above statutory requirements refer to bicyclists, children, persons with disabilities, motorists, moves of commercial goods, pedestrians, users of public transportation, and seniors.

In addition to the statutory requirements, this Circulation Element also addresses the following:

### **Complete Streets Act - 2008**

The California Complete Streets Act (Assembly Bill No. 1358) was approved by Governor and signed into law on September 30, 2008. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions. The bill states require the Circulation Element of the General Plan to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities and seniors.

### **California Environmental Quality Act (CEQA)**

On September 27, 2013, SB 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce Vehicle Miles Traveled (VMT) and thereby contribute to the reduction of Greenhouse Gases (GHG), as required by the California Global Warming Solutions Act of 2006 (Assembly Bill 32). In December 2018, the Governor's OPR finalized guidelines on evaluating transportation impacts in CEQA based on the criteria of VMT.

The implementation of SB 743 eliminated the use of criteria such as auto delay, LOS, and similar measures of vehicle capacity of traffic congestion as the basis for determining significant impacts as part of CEQA compliance. The SB 743 VMT criteria promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

## *Executive Order N-79-20*

In September 2020, California Governor Gavin Newsom signed Executive Order N-79-20 directing the State to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles. Transportation currently accounts for more than 50 percent of California's GHG Emissions. Zero-emission vehicles are a key part of California's clean and innovative economy and is already California's second largest global export market. This Executive Order also directs the state to take more actions to tackle the dirtiest oil extraction and support workers and job retention and creation as we make a just transition away from fossil fuels.

## *Global Warming Solutions Act*

The Global Warming Solutions Act or AB 32 established a comprehensive program to combat climate change by reducing the greenhouse gas emissions. AB 32 was signed into law on September 27, 2006 and on January 1, 2012, the bill was adopted by California Air Resources Board (CARB). This bill required the CARB to develop regulations to reduce greenhouse gas emissions levels by 2020.

## *Sustainable Communities and Climate Protection Act*

The Sustainable Communities and Climate Protection Act or Senate Bill (SB) 375, directs the California Air Resources Board to set regional targets for reducing greenhouse gas emissions. It provides incentives for cities and developers to bring housing and jobs closer and to improve public transit services. The goal is to help meet the statewide targets of reducing greenhouse gas emissions set by AB 32, by reducing the length and number of automobile trips.

## **Regional Requirements**

The Association of Monterey Bay Area Governments (AMBAG) is the transportation planning, coordinating, and financing agency for the Monterey Bay Area, which includes Monterey, San Benito, and Santa Cruz Counties. AMBAG is a federally designated metropolitan planning organization (MPO). Among AMBAG's many functions, it also authors the Metropolitan Transportation Plan and maintains the region's travel demand model, which incorporates regional housing, population, and employment forecasts. AMBAG is primarily funded by state and federal transportation funds and planning grants.

AMBAG is the federally designated MPO for the counties of Monterey, San Benito, and Santa Cruz. As the MPO, AMBAG develops the Metropolitan Transportation Plan and the Sustainable Communities Strategy (MTP/SCS) and updates it every four years through a bottom-up process involving numerous stakeholders. Transportation investments in the Monterey Bay Area that receive state and federal funds or require federal approvals must be consistent with the MTP/SCS. The 2045 MTP/SCS document was completed in June 2022 for the tri-county Monterey Bay region.

The 2045 MTP/SCS is a living document that must be updated to reflect the most current information and conditions to remain relevant and useful. Updating the MTP/SCS requires examining the progress the region is making, not just in delivering projects, but also in meeting the region's vision, goals, and objectives. The 2045 MTP/SCS further specifies a detailed set of integrated policies, investments, and strategies throughout the region through 2045 to maintain, manage, and improve the surface transportation system, specifying how anticipated federal, state, and local transportation funds will be spent. Projects funded all or in part with regional funds (e.g., federal funds, State Transportation Improvement Program funds, bridge tolls) must consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans

Deputy Directive 64. These recommendations do not replace locally adopted policies regarding transportation planning, design, and construction. Instead, these recommendations facilitate the accommodation of pedestrians, including wheelchair users, and bicyclists into all projects where doing so would be consistent with current adopted regional and local plans.

AMBAG's 2045 MTP/SCS goals include the following:

- Access and Mobility
- Economic Vitality
- Environment
- Healthy Communities
- Social Equity
- System Preservation and Safety

Note that AMBAG is working on the development of the 2050 MTP/SCS, scheduled for adoption in June 2026. Transportation projects within the City of Salinas which use regional funds are subject to this policy.

The Transportation Agency of Monterey County (TAMC) serves as the County's state designated regional transportation planning agency responsible for planning and financial programming of transportation projects. TAMC's mission is to "Develop and maintain a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Monterey County".

## **Assets and Challenges**

### ***Recent Studies and Infrastructure Improvements***

The City of Salinas has recently completed several safety studies to improve street design, to accommodate all users, and to enhance safety for vulnerable road users such as pedestrians and bicyclists. These studies include the following:

- **Safe Routes to School Plan:** The plan includes infrastructure recommendations such as new sidewalks, improved crosswalks, and signage. It also includes programmed recommendations such as bike and pedestrian safety education, crossing guards, drop-off zone management, and school carpooling.
- **Vision Zero Action Plan:** The Plan developed a High Injury Network as well as Emphasis Areas, identifying roadways with highest level of fatal and severe traffic injuries for pedestrians, bicyclists, and motorists. The Plan provides specific recommendations for each Emphasis Areas, along with key actions to serve as a roadmap towards Vision Zero. The City plans to implement recommendations from the Vision Zero Action Plan to effectively minimize the number of fatal and severe injuries throughout the City of Salinas.
- **Alisal Vibrancy Plan:** The Plan aims to create a safe, livable, and inviting environment for pedestrians, bicyclists, motorists, and transit users of all ages. Opportunities are identified to build on the walkability of the area and existing transit ridership along major corridors by providing sidewalk amenities and collaboration with other transportation agencies.
- **Active Transportation Plan (ATP):** The ATP identified transportation needs and priority projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users.

- Neighborhood Traffic Calming: The City of Salinas adopted a 'Neighborhood Traffic Management Program (NTMP)' in 2008 to address and resolve Salinas neighborhood traffic concerns. This NTMP document defined a traffic calming program customized to the needs and unique characteristics of Salinas residential streets. The NTMP document identifies a toolbox of devices which can be grouped into non-physical, speed control, and volume control devices.
- The City of Salinas sidewalk report program (CIP 9720) conducts annual sidewalk repairs and Americans with Disability Act (ADA) upgrades. In 2024, the City completed sidewalks repairs and upgrades worth more than \$4.5 million to enhance pedestrian safety across the city.

### ***Transit improvements and potential for Transit Oriented Development***

Monterey-Salinas Transit (MST) provides bus services throughout the greater Monterey and Salinas areas. MST offers free rides to all students of Hartnell College, Monterey Peninsula College (MPC), and California State University Monterey Bay (CSUMB). MST provides fixed-route bus services connecting the City of Salinas with adjacent cities including Monterey, King City, Watsonville and Gilroy for transfers. Within the City of Salinas, MST currently offers 16 fixed-route bus services with varying headways.

MST is developing a Transit-Oriented Development (TOD) Planning Study ("TOD study") to enhance the viability of TOD and increase the ridership potential in study areas surrounding key station areas along the planned SURF! Busway and Bus Rapid Transit (BRT) corridor.

The City is also working with TAMC and other partners to expand rail service to its downtown Intermodal Transit Center (ITC).

Future transit opportunities include the following:

- Construction of multimodal Bus Rapid Transit improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.
- Construction of Bus Rapid Transit improvements along East Alisal Street
- Extension of commuter rail service from San Francisco Bay Area to ITC

The City will work with MST to extend bus service into the newly developed areas, with the goal of providing adequate transit coverage so that all new development is within a quarter mile radius of a bus line.

### ***Traffic Fee Ordinance (TFO)***

The City of Salinas Traffic Improvement Program was last updated in 2010 and included a total of 75 roadway improvement projects. The previous TFO update was done in 2005 and included 66 roadway improvements projects from 2002 General Plan and other documents. The TFO program will be updated once the current General Plan update is completed, and additional roadway improvements projects needed to serve future developments and to maintain level of service standards within the city will be included. These roadway improvements will be funded through federal, state, local sources, developers paid improvements, TFO, and Capital Improvement Programs.

### ***Complete Streets Projects***

Complete street principles recognize that roadways are the City's largest infrastructure investment and as such should be a public space that serves all users in a way that is unique and specific to the context of land uses that surround them. The Complete Streets Plan identifies future design and implementation strategies that can be used to plan, design, and maintain streets that are safe for users of all ages and abilities. The City of Salinas recently completed several transportation

projects to improve existing infrastructure and improve safety for pedestrians and bicyclists.

These projects include the following:

- The Bardin Road Safe Routes to School project is a complete streets project that includes a dual roundabout system, buffered bike lanes, pedestrian crossing enhancements, pedestrian path improvements, and a road diet. The project limits are as follows:
  - » Bardin Road – Williams Road to Sconberg Parkway
  - » E. Alisal Street – Tampa Street to Bardin Road, includes a portion of Alisal Road, east of City limits.
- The Downtown Complete Streets project to accommodate all road users including pedestrians, transit users, bicyclists, and drivers. This project includes an enhanced signal system, a road diet and back-in diagonal parking with Project Limits as follows:
  - » Alisal St. – from West Blanco Road to Front Street;
  - » Lincoln Avenue – from West Alisal Street to West Market Street (SR-183)
- The Alvin Drive Safe Routes to School project is a multi-modal 'Complete Street' corridor that provides improvements to bicycle and pedestrian improvements.
  - » A Road Diet was implemented from Kip Drive to Natividad Road and the City plans to extend the road diet from Kip Drive to N. Main Street as defined in 2024 Active Transportation Plan (ATP).
  - » Bicycle facilities on Maryal Drive, Linwood Drive, and Chaparral Street.
  - » Crosswalks and Rectangular Rapid Flashing Beacons (RRFB) have been implemented as part of the Alvin Drive Safe Routes to School project.

## ***Traffic Congestion and High Car Dependency***

As per the 2021 US Census Bureau American Community Survey, 5-Year Estimates, Table S0801, the dominant mode of travel within the City of Salinas is automobile which accounts for approximately 94.7% of the total trips, with 0.7 % transit trips, 1 % walk trips, and 0.1% bicycle trips. The work-from-home accounts for 3.5% of the total trips.

The most densely populated areas in the City of Salinas are north of US-101 near Sanchez Elementary School, within the Alisal Neighborhood. South Salinas has the highest job density, particularly in Downtown Salinas and near Hartnell College. The city observes traffic congestion during peak periods, especially near Downtown Area and along key corridors. The City of Salinas strives to maintain LOS D or better along roadway segments and at intersections during peak hours. Under existing conditions, the majority of roadway segments and intersections operate at acceptable LOS D or better, while some exceed the standards.

US-101, which bisects Salinas and provides regional access throughout California, is seeing high levels of traffic congestions, especially in the southern end of the city which lacks frontage roads access to agricultural lands. This is adding to traffic congestion, unsafe traffic maneuvers by vehicles to access US-101 which increases the risk of collisions.

## ***Disconnected Active Transportation Infrastructure***

The majority of the sidewalk network in Salinas is fully connected, providing continuous blocks with sidewalks on one or both sides of the street. However, there are some locations within the city that could use sidewalk improvements.

The existing bicycle network in Salinas has roughly 90 miles of various facilities that provide bicyclists with different levels of comfort and vehicle separation. Protected facilities (Class I and

Class IV) account for just 11% of bicycle facilities within the city. Class II and Class III facilities do not provide any vertical separation from vehicles and are considered unprotected. The lack of protection combined with traffic congestion and high vehicle speeds can deter the use of active transportation.

### ***Accommodation of all Modes of Transportation***

The traditional road classification categories by Federal Highway Administration (FHWA) and the 2002 Salinas General Plan are more vehicle focused and do not take into consideration travelers using other modes of transportation. In addition, these traditional classifications don't always consider the location of the street within the city network or the local context of the land use which could deter vulnerable road users from using the City's existing transportation network.

Other broad challenges faced by the City of Salinas include the following:

- Salinas serves as a bedroom community for the Monterey Peninsula and the Bay Area leading to extreme congestion on roadways connecting the City to Highway 68, US-101, and Blanco Road.
- The US-101 freeway acts as a physical barrier between east and west Salinas, restricting the movement through mostly major streets with interchanges. Limited pedestrian connections exist across US-101 between neighborhoods.
- Carr Lake acts as a geographic barrier which restricts the east-west connectivity, resulting in heavier traffic on existing corridors within its vicinity.
- Existing Rail Line also acts as a physical barrier like US-101, restricting east-west connectivity.
- Under existing conditions, truck congestion is observed in the primary industrial areas, especially in South Salinas. The agricultural industry relies heavily on connectivity via local roads, major state routes and US-101 to connect crop production with buyers' market.

- The Monterey County region is currently served by Amtrak. The Coast Starlight service, which connects Los Angeles to Seattle, stops at the Salinas Amtrak rail station at Station Place and Lincoln Avenue. There is no direct rail connection to San Jose from Salinas.

## **Road Network Classifications**

Salinas is served by an extensive roadway network of freeways, expressways, arterials, collectors and local roads. These roadways provide access to the surrounding municipalities and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

The City of Salinas is responsible for planning, constructing, and maintaining local roadways within the city limits. The County of Monterey has similar responsibility for roads in unincorporated areas and expressways throughout Monterey County and Caltrans is responsible for planning, constructing, and maintaining freeways. This Circulation Element of the General Plan defines the City's roadway network based on traditional categories recognized by Federal Highway Administration (FHWA) and State agencies for purposes of receiving grant funding for ongoing street maintenance programs.

The traditional road classification categories within the City of Salinas include the following:

**Freeway / Highways:** These are high-speed facilities that carry regional or inter-city traffic. Access to the freeway is typically limited to grade-separated interchanges and highways access is mostly at-grade intersections. Freeways and highways that provide regional access to and from City of Salinas include US-101, SR-68 and SR-183.

- **US-101:** US-101 is a major freeway within the Salinas Valley Region connecting Salinas with Los Angeles in the south and San Jose/ San Francisco in the north. US-101 is a four-lane north-south freeway with multiple interchanges within Salinas. US-101 is identified as a truck route by Caltrans.
- **SR-68:** State Route (SR)-68 is a four-lane highway that provides access to the Monterey Peninsula and connects to U.S. 101. SR 68 in the southern portion of the city operates as South Main Street, which provides primary access to Downtown and operates as John Street before connecting to US 101.
- **SR-183:** State Route (SR)-183 is a two-lane highway that provides regional access to SR-1, SR-156, and Castroville. Within the City, SR 183 operates as West Market Street and as North Main Street before connecting to US-101.

**Arterials:** These are high-volumes facilities that connect the freeways/highways to collectors and local streets. Arterials are further divided into Major Arterials and Minor Arterials. Major Arterials are high-volumes and high-speed facilities that traverse the length of the city and also serve as truck routes for movement of goods within the city. Minor Arterials carry moderate traffic volumes and do not typically traverse the length of the city. They connect collector streets to major arterials.

Examples of major arterials within the City of Salinas include Boronda Road, Laurel Drive, Alisal Street, etc.

- **Boronda Road:** Boronda Road is a major arterial that provides east-west access to the city and provides two lanes in the westbound direction and three lanes in the eastbound direction. The Boronda Road/ US Hwy 101 Interchange is a major interchange in the City of Salinas which provides access to major attractions such as Northridge Mall and the Auto Center. The interchange is located on the northern end of the City of Salinas and is the City's northernmost exit on US-101.
- **Laurel Drive:** Laurel Drive is a major arterial that provides east-west access within the city. Laurel Drive starts just west of the Laurel Drive & US-101 interchange and continues east within the city and terminates at Williams Road.
- **Alisal Street:** Alisal Street is in the southern portion of the city beginning as West Alisal Street at West Blanco Road and curving northeast toward Main Street. East Alisal Street continues east of Main Street under US-101 to the Hartnell College East Campus, curving south and changing names to Alisal Road at the eastern city limits. Alisal Street is owned and maintained by the City of Salinas and is classified as a four-lane major arterial street; with separate left-turn pockets provided at most intersections.

Examples of minor arterial include Natividad Road, E. Alvin Dr. and Del Monte Ave.

- **Natividad Road:** Natividad Road is a north-south minor arterial that runs from East Bernal Drive to the south to Old Stage Road to the north. It is adjacent, and to the west, of the Central Area Specific Plan site. It contains one travel lane in each direction north of East Boronda Road where it serves agricultural uses and two to three travel lanes in each direction south of East Boronda Road where it serves residential uses.

- **E. Alvin Drive:** E. Alvin Drive is an east-west minor arterial that runs from N Main Street to the west to Natividad Road to the east. Both the North Salinas High School and the Natividad Elementary School are located on the south side of E Alvin Drive along with various residential communities. The road has one to two travel lanes in each direction with a two way left turn lane median and bike lanes.
- **E. Romie Ln.:** E. Romie Ln is an east-west minor arterial that runs from Abbott Street to the east to S. Main Street to the west. West of S. Main Street, it extends as a Collector and referred to as W. Romie Ln. and ends at Palma School. It has one lane in each direction and on-street parking with bike lanes from Abbott Street to west of Alameda Avenue. Further west to S. Main Street it has one lane in each direction with and shared bike route.

**Collector Streets:** These streets connect the local commercial and residential streets to the arterials. Examples of Collector Streets include Independence Blvd., Rider Ave., and Nantucket Blvd.

- **Independence Boulevard:** Independence Boulevard is a north-south collector that terminates at its intersection with East Boronda Road to the north and at its intersection with Constitution Boulevard to the south. Two travel lanes in each direction are provided on Independence Boulevard, and the roadway serves residential uses, along with direct access to Everett Alvarez High School, located southeast of the East Boronda Road intersection.
- **Rider Avenue:** Rider is a north-east to south-west collector that runs from Freedom Parkway in the northeast to Gee Street in the south-west. One travel lane in each direction is provided as well as on street parking, sidewalk, and streetlights.

- **Nantucket Boulevard:** Nantucket Boulevard is mainly an east-west collector that runs between Independence Boulevard to the west and Constitution Boulevard to the east. Everett Alvarez High School is located on the north of Nantucket Boulevard which provides a connection between the High School, Independence Boulevard, and the residential communities to the east.

The existing road classification for the City of Salinas is shown in Figure C-1.

The traditional road classification categories by FHWA are more vehicle focused and does not take into consideration other travel modes (pedestrians and bicyclists), location of the street within the city network, multimodal circulation, or adjacent land use context, etc., therefore, the City of Salinas further recommends 'Complete Street Types' to address local priorities and to accommodate all travel modes.



## Goals and Policies

**Goal C-1: Provide and maintain a safe and integrated circulation system that meets the current and future needs of the community for all modes of travel.**

The need for a safe and integrated circulation system has never been more critical. As communities grow and diversify, it is essential to develop and maintain a transportation network that caters to the current and future needs of all modes of travel. This includes not only traditional vehicles but also pedestrians, cyclists, and public transit users. By prioritizing safety, efficiency, and accessibility, we can create a cohesive system that enhances the quality of life for all community members. This approach ensures that everyone, regardless of their preferred mode of travel, can navigate the community with ease and confidence.

**Policy C-1.1: Design and maintain safe streets.**

## Complete Street Types

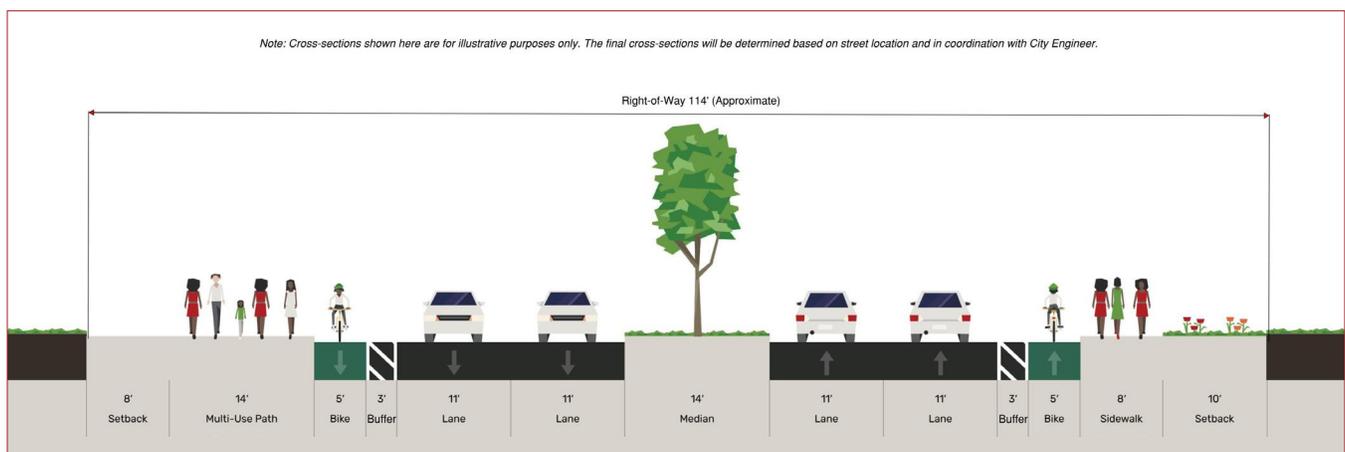
The following roadway categories were designed to create a multimodal environment consistent with placemaking, health, and safety principles contained in this General Plan. In addition to the existing roadway classifications defined previously in this element, a roadway may be selected for a complete street treatment and

assigned a complete street classification. The complete street classification characterizes not just the auto capacity of the roadway but also the urban context, narrower widths, and multimodal priorities of a roadway. Complete street principles recognize that roadways are the City's largest infrastructure investment and as such should be a public space that serves all users in a way that is unique and specific to the context of land uses that surround them.

### Parkways

Parkways traditionally known as expressways or arterials have broad well-landscaped medians and sidewalks, while moving vehicles, bikes, and pedestrians across the city. These streets can function not only as transportation corridors, but also as linear parks, creating a green network. These green spaces can often be more effectively used for pedestrian, open space, and ecological functions, by providing multi-use trails, seating, open space, and stormwater management. A Parkway cross-section is shown in Figure C-2.

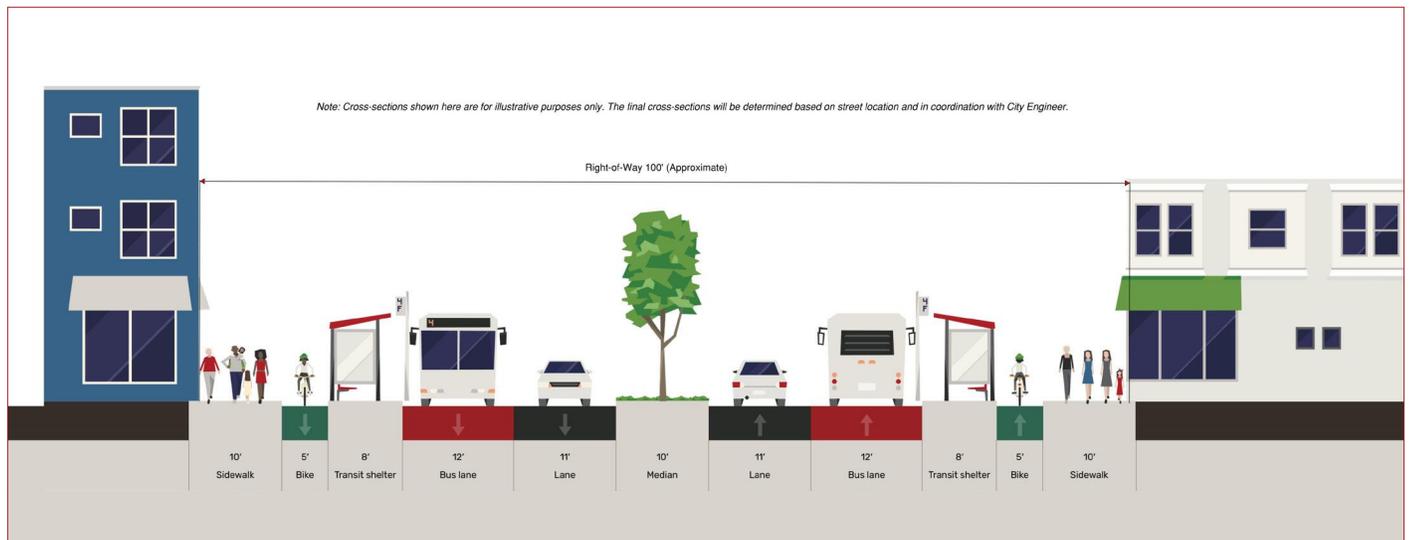
**Figure C-2: Complete Street - Parkway**



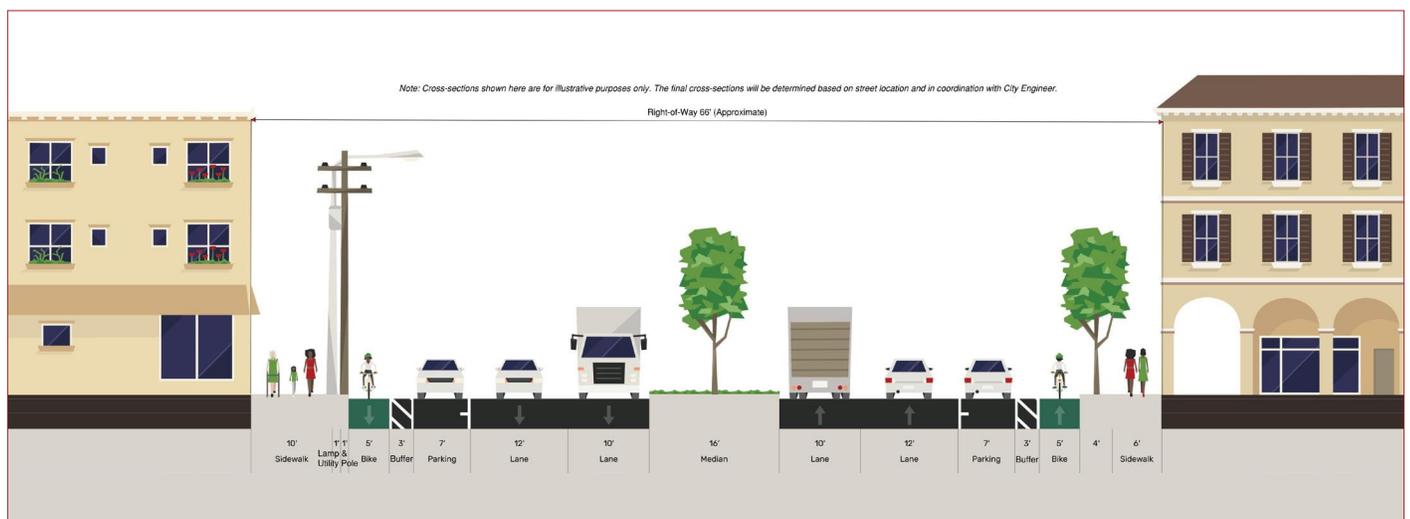
## Commercial Throughways

Commercial throughways move significant volumes of people across the city in a variety of travel modes and attract them to shop, eat, and play from across the city. Vehicular traffic on these throughways tends to be relatively fast and continuous and transit service is often frequent. These streets should have a comfortable pedestrian realm with significant pedestrian amenities and public spaces. Commercial throughway cross-section is shown in Figures C-3 and C-4.

**Figure C-3: Complete Street - Commercial Throughway**



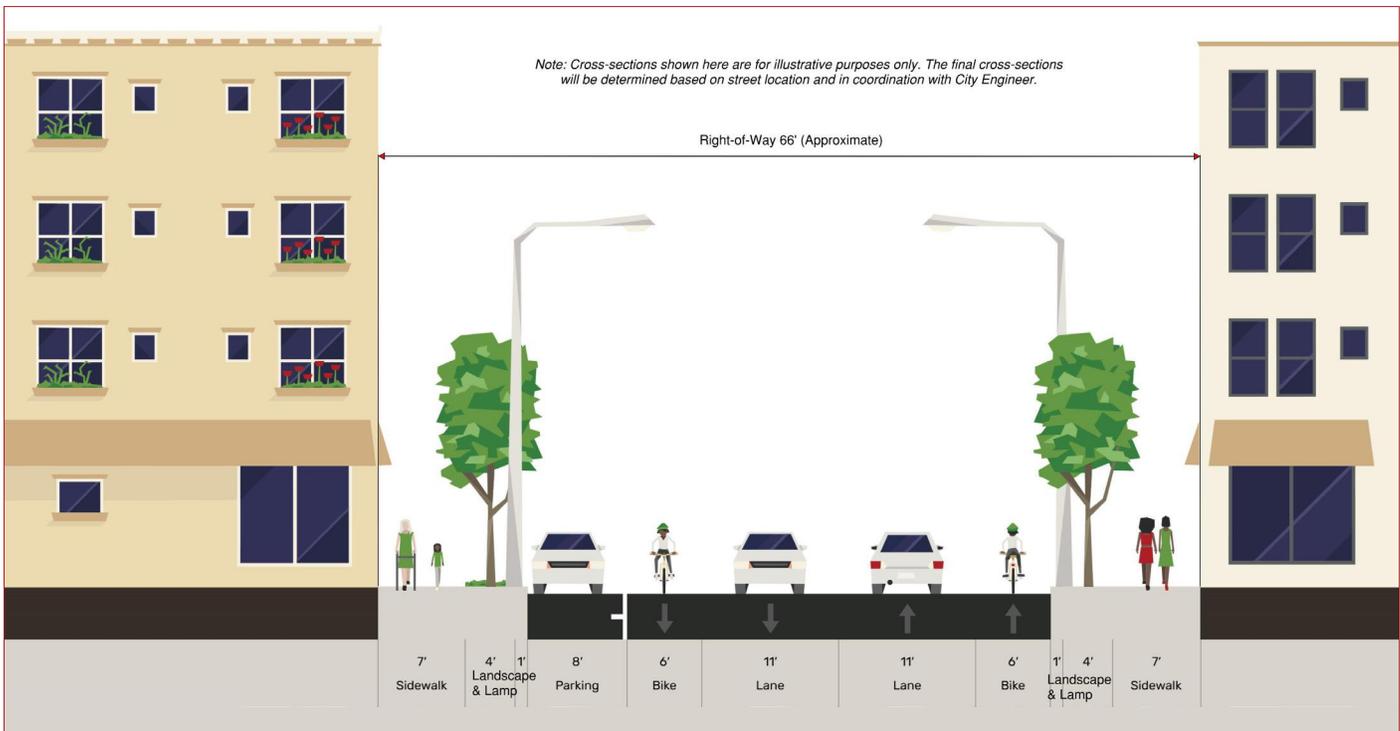
**Figure C-4: Complete Street - Commercial Throughway**



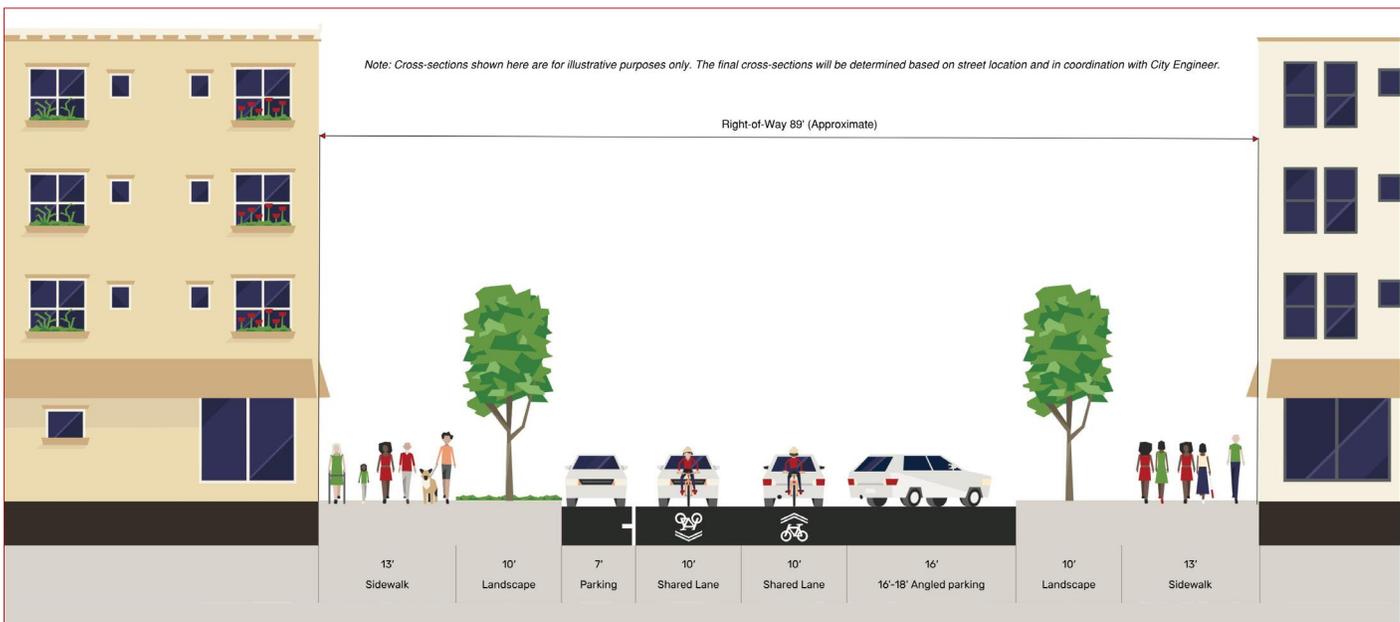
## Downtown Commercial

Downtown commercial streets typically have high pedestrian volumes and high levels of activity throughout the day. Due to their importance, visibility, and high levels of pedestrian activity, downtown streets should have wide sidewalks, high levels of pedestrian amenities, and distinctive, formal design treatments. Downtown commercial cross-section is shown in Figures C-5 and C-6.

**Figure C-5: Complete Street - Downtown Commercial**



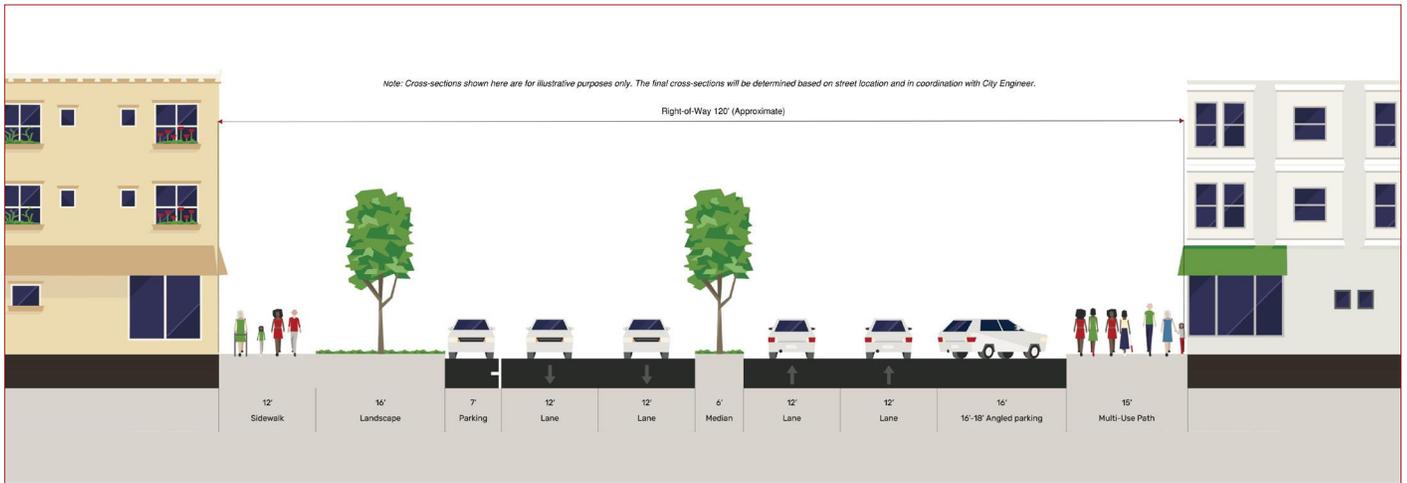
**Figure C-6: Complete Street - Downtown Commercial**



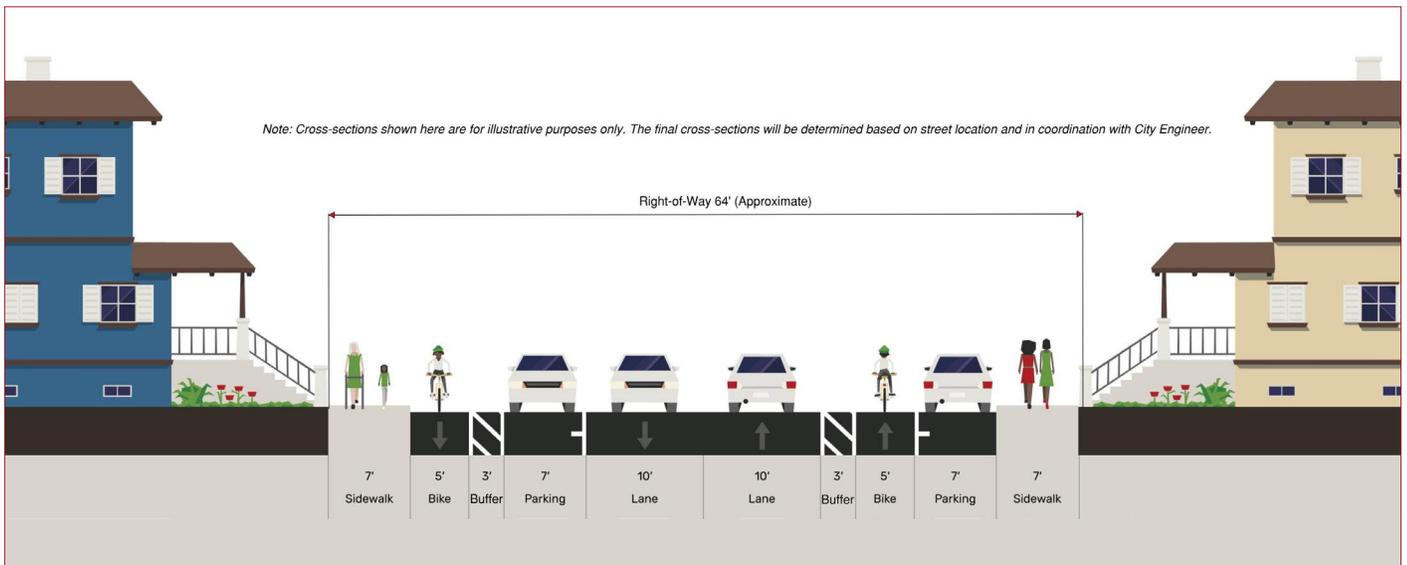
## Mixed-Use Streets / Mobility Corridor

Mixed-Use Streets primarily serve residences, shops, and services, as well as some low-intensity industrial uses. Their use and character are in a state of constant change, and streets must reflect this changing character and serve a variety of needs. Mixed use streets are often wide streets, with high volumes of fast-moving traffic. Streetscape treatments should include landscaping, pedestrian safety elements, public space uses, and other amenities to complement current and future land use. Mixed-use Street cross-sections are shown in Figures C-7 and Figure C-8.

**Figure C-7: Complete Street - Mixed Use Streets/Mobility Corridor**



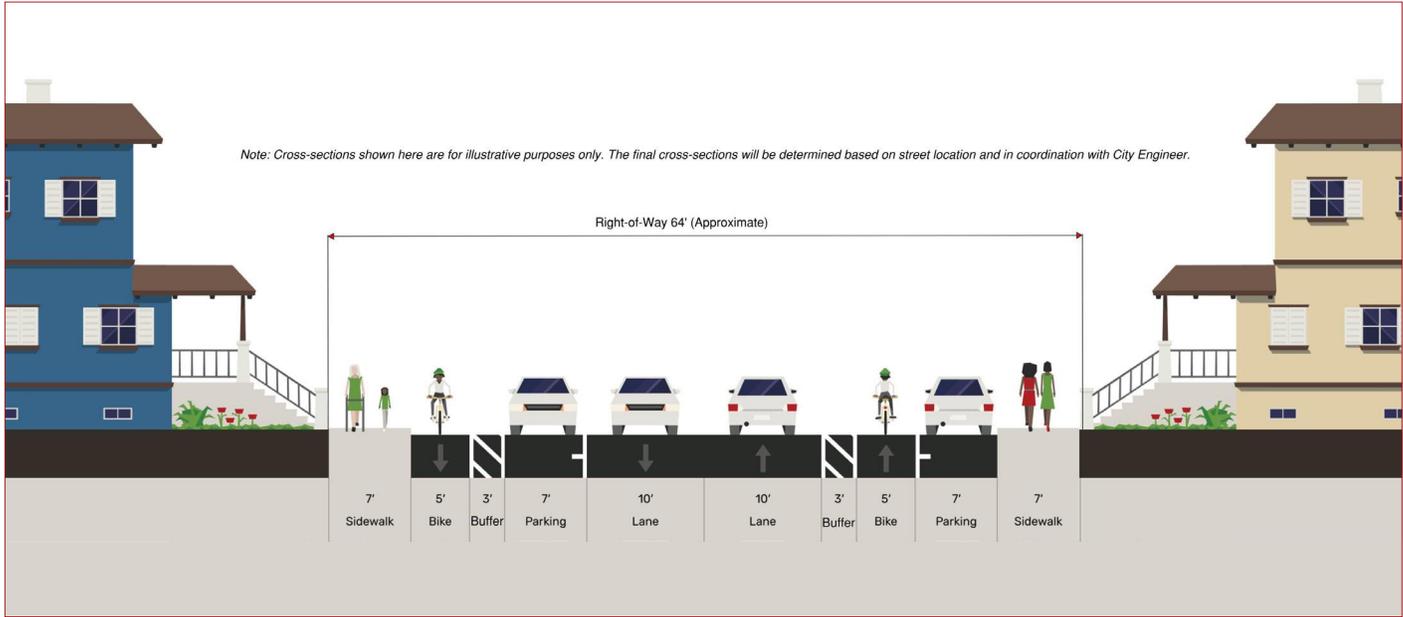
**Figure C-8: Complete Street - Mixed Use Streets/Mobility Corridor**



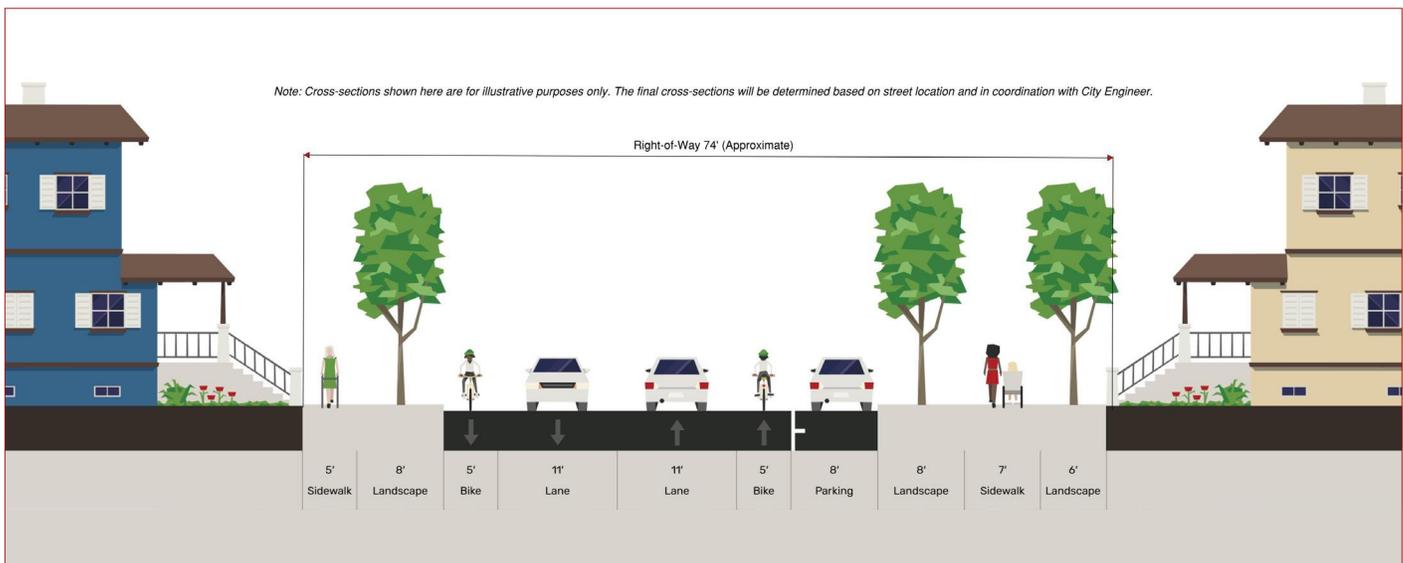
## Residential Throughways

Residential throughways have high levels of fast-moving traffic with residential land uses. As such, they are often not designed to serve residential uses and can be unpleasant to walk or live along. Streetscape improvements should focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, usable public realm through landscaping, curb extensions, or widened sidewalks. Residential Throughway cross-sections are shown in **Figure C-9** and **Figure C-10**.

**Figure C-9: Complete Street: Residential Throughways**



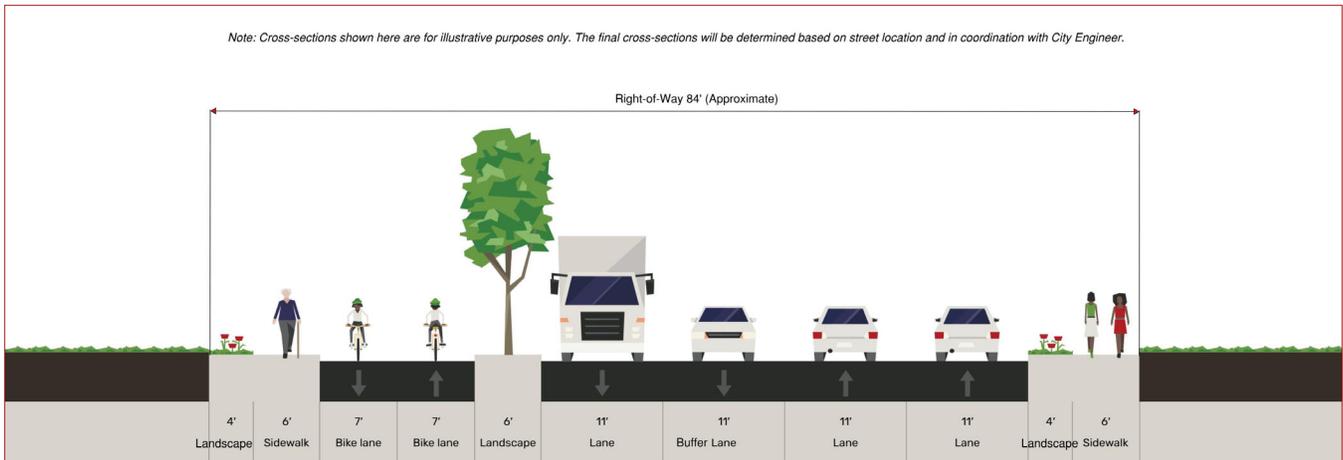
**Figure C-10: Complete Street - Residential Throughways**



## Industrial Streets

Industrial Streets are defined by large-scale production, distribution, and repair facilities that have an assortment of challenging impacts on streetscape character. These streets typically have less active street frontage punctuated by large driveways, loading docks, and other auto-serving facilities, and front on wide streets that accommodate large trucks. Sidewalks and streetscape amenities are often minimal. While these streets must serve heavy trucks and loading functions, they should also consider the pedestrian realm for workers and others passing through. Industrial street cross-section is shown in Figure C-11.

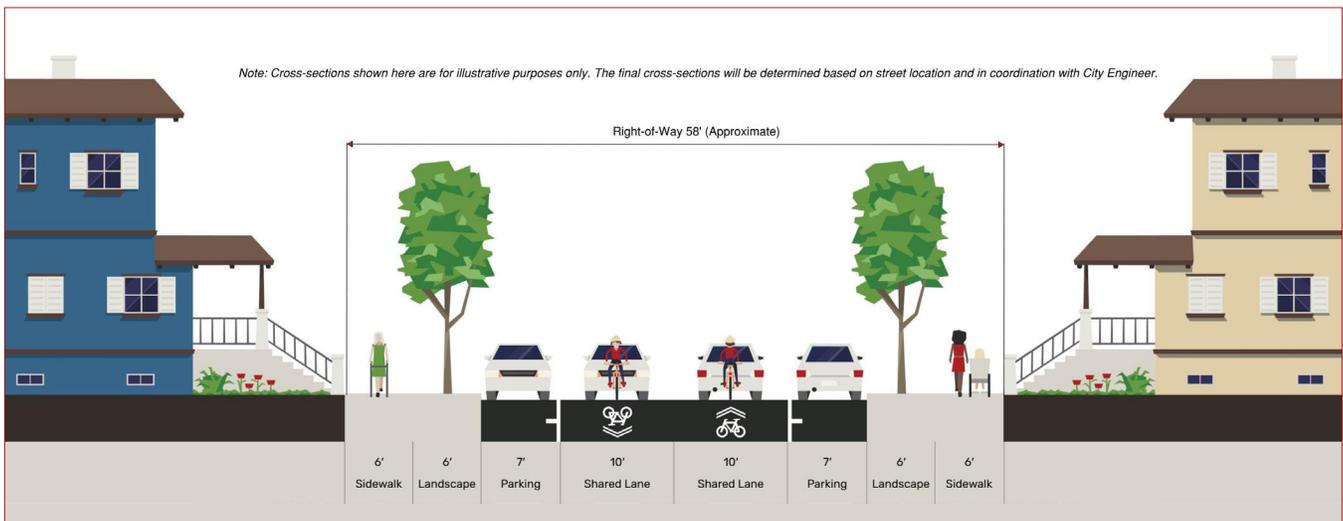
**Figure C-11: Complete Street - Industrial Streets**



## Local - Residential Streets

Local residential streets have relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role to support the social life of a neighborhood. Residential streets should feel safe, comfortable, and cared for. Residents may think of the street outside their home as an extension of their home or a neighborhood-commons. Traffic calming features should be integrated into the design of all new streets and designs should focus on slowing traffic, providing livable/usable space. Local Residential Street cross-section is shown in Figure C-12.

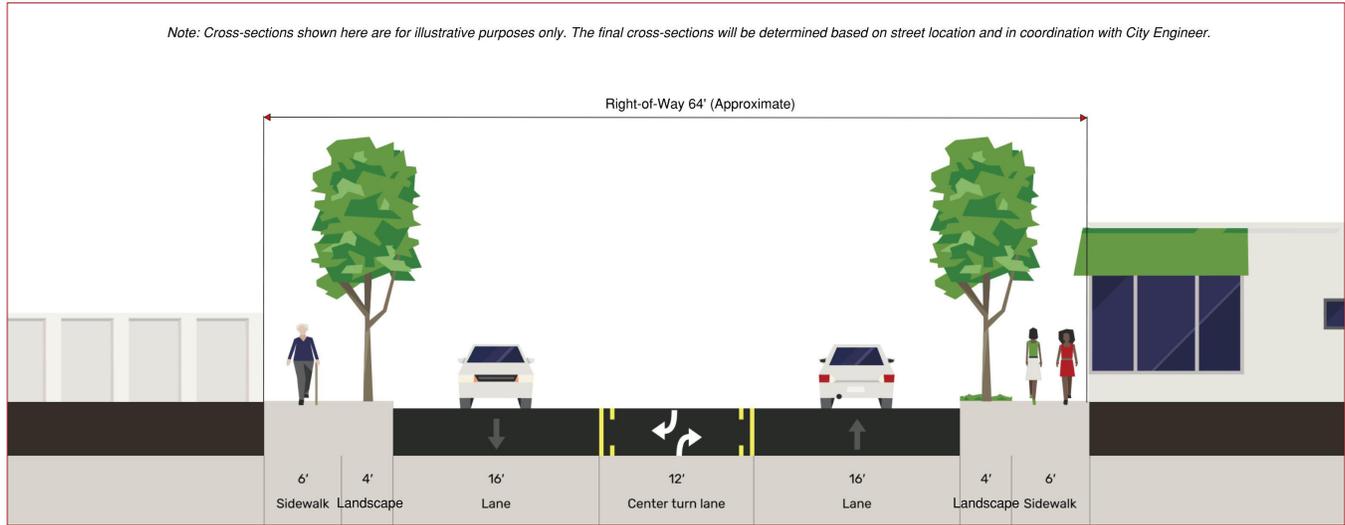
**Figure C-12: Complete Streets - Residential Streets**



## Local – Commercial/Industrial Streets

Local commercial industrial streets have relatively low traffic volumes and speeds. Though they have low levels of activity relative to other street types, they play a key role providing access to commercial and industrial land uses. Local streets have little network connections and may have cul-de-sac or dead-end streets. Local commercial industrial street cross-section is shown in Figure C-13.

**Figure C-13: Complete Street - Local Commercial/Industrial**



## Multi-use Path and Promenades

Multi-use paths and promenades are pedestrian and bike only rights-of-way. These facilities should be designed to a pedestrian scale with various amenities and pedestrian-oriented spaces. As each is unique to its context, recommended improvements reflect broad categories of improvements that can be specifically tailored to a particular context. Multi-use path and promenade cross-section are shown in Figure C-14.

**Figure C-14: Complete Street - Multi-use Path and Promenade**

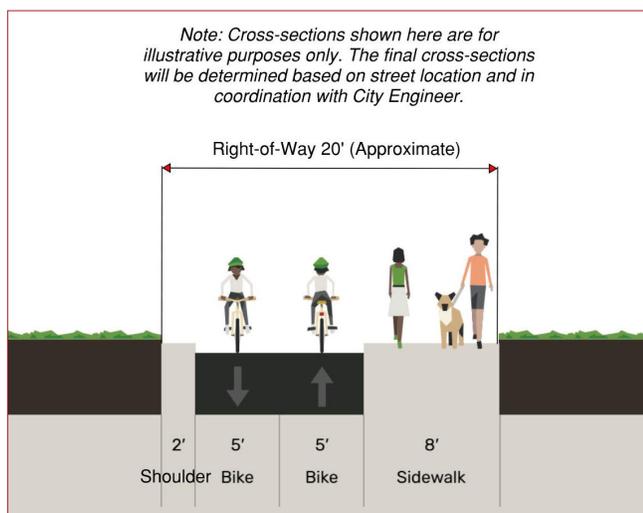


Table C-1 shows a more detailed summary of governing design characteristics of Complete Street Types. It also cross references Complete Street Types with compatible land use Place Types. Combining appropriate Complete Street Types and Place Types is critical for creating public spaces that people want to enjoy, providing transportation options to places people need to go, and serving local business and industry.

**Table C-1: Characteristics of Complete Street Types**

Key E = Encouraged A = Allowed D = Discouraged P = Prohibited -- = Not Applicable	Downtown Commercial	Commercial Throughways	Residential Throughways	Industrial Streets	Multi-use Path and Promenades	Mixed-Use Streets / Mobility Corridor	Parkways	Local Residential Streets	Local Commercial / Industrial Streets
Compatible FHWA Classification	Collector	Arterial	Collector	Collector/Arterial	Local	Arterial	Freeway	Local / Collector	Local
Compatible Old GP Classification	Minor Arterial, Collector	Major Arterial	Minor Arterial, Collector	Arterial, Collector	Trails and Paths	Major Arterial, Minor	Expressways	Traditional Res Type I	Local
<b>Classification Focus and Priority</b>									
Accessibility	High	Med	High	Med	High	High	Low	High	High
Throughput	Low	Med	Med	High	Low	Med	High	Low	Low
Transit	Low	High	Med	Low	--	Med	Med	--	
<b>Pedestrian Facilities</b>									
Maximum Sidewalk Width (ft)	10	8	6	6	10-15	8	8	5	0, 5
Driveways Between Intersections	D	D	D	A	P	D	D	A	A
Street Furniture	E	A	D	D	A	P	D	D	D
Street Trees	E	E	E	E	E	E	E	E	E
Parklets	A	P	P	P	--	A	--	--	--
<b>Bicycle Facilities</b>									
Shared Use Facility (Class I)	E	E	E	D	A	E	E	P	P
On-Street Bike Lanes (Class II)	A	A	A	A	--	A	A	A	A
Designated Bike Route "Sharrows" (Class III)	E	A	A	A	A	D	D	E	E
Protected Bike Lanes (Class IV)	--	E	A	E	--	E	E	P	P
<b>Transit Facilities</b>									
Target Bus Lane Width	12	12	12	12	--	12	12	--	12
<b>Vehicle Facilities</b>									
On Street Parking	E	D	E	D/P	--	A	P	E	D
Diagonal On Street Parking	A	P	A	P	--	E	P	A	P
Minimum Intersection Spacing (ft)	200	600	600	600	--	300	600	600	600
Minimum Crosswalk Spacing (ft)	200	600	600	600	--	300	600	600	600
Minimum Driveway Spacing (ft)	--	300	--	300	--	100	100	--	--
Medians	P	A	E	E	--	A	E	P	P
Target Speed (MPH)	15	30	25	30	10-25	25	45	20	25
Maximum Average Daily Traffic Per Lane	9,000	8,000	5,250	8,000	--	8,000	8,000	1,000	8,000
Maximum Number of Vehicle Thru Lanes (bi-directional)	2	4	2	6	0	4	4	2	2
Target Lane Width (ft)	10	10	10-12	11.5-12	--	10-12	11-12	10	12

Table C-1: Characteristics of Complete Street Types (Continued)

Key E = Encouraged A = Allowed D = Discouraged P = Prohibited -- = Not Applicable	Downtown Commercial	Commercial Throughways	Residential Throughways	Industrial Streets	Multi-use Path and Promenades	Mixed-Use Streets / Mobility Corridor	Parkways	Local Residential Streets	Local Commercial / Industrial Streets
Bulb-outs	A	P	A	P	--	D	P	E	P
Traffic Circles	E	D	A	P	--	A	P	E	P
Truck Route	A	E	P	E	--	D	A	P	E
Heavy Vehicles	P	A	A	E	--	A	A	P	E
<b>Other Features</b>									
Bioretention Planters	E	E	E	E	E	E	E	E	E
Bioretention Swales/trenches	D	E	E	E	E	E	E	E	E
Permeable Pavement	D	D	A	A	E	A	D	A	A
Target Lighting (lux/ft)	20/2.0	17/1.7	9/0.9	6/0.6	10/1.0	13/1.3	9/0.9	4/0.4	--
Traffic Index	8	9.5	8-9	9.5-12	4	9-12	9.5-12	6	8
<b>Place Types Cross Reference</b>									
Natural Preservation and Open Space					•			•	
Parks and Recreation			•		•			•	
Civic and Institutional			•		•	•		•	
Hillside Neighborhood		•	•			•		•	
Traditional Neighborhood			•					•	
Blended Residential Neighborhood			•					•	
Multifamily Neighborhood			•			•			
Neighborhood Center		•				•			
Mixed Use Corridor		•				•			
Mixed Use Village		•					•		
Commercial Retail		•					•		
Employment Center		•							•
Flex Corridor		•							•
Medium Industrial				•					•
Heavy Industry and Production				•					•
City Center	•					•			
Alisal Marketplace		•	•			•		•	•
<b>Other Development Areas within Specific Plans</b>	Varies, Refer to Specific Plan								

### Future Growth Area Roadways

Future Growth area roadways were defined in the previous 2002 General Plan Circulation Element. The West Area (797-acre) and Central Area (760-acre) Specific Plans, approved in 2019 and 2020 respectively are in the Future Growth Area, north of Boronda Road and are entitled for over 8,200 housing units, new parks and schools, and mixed-use/commercial space. As part of these specific plans, specific road classifications and street design characteristics to accommodate other modes of travel were identified for new roadways that will be constructed as part of the city's expansion in the future growth areas. These future growth area road classifications are as per the West Area Specific Plan (WASP) and Central Area Specific Plan (CASP) and are shown in **Appendix A** of the Circulation Element.

### Vision Zero

The City of Salinas Vision Zero Safety Action Plan is a strategic document that identifies the most critical road safety issues and proposes effective solutions to address them. The City analyzed existing roadway safety data, conducted stakeholder consultation, and developed best practices for improving the roadways for all road users. The Salinas Vision Zero Action Plan was completed in 2022 with a clear goal of eliminating traffic fatalities and severe injuries with clear measurable strategies. The Vision Zero strategy is a multidisciplinary approach that brings together a diverse set of stakeholders to address the complex problem of traffic safety and to achieve the shared goal of zero fatalities and severe injuries. The following elements are included in the safety action plan:

- A safety vision for Salinas
- Targets for road safety improvement
- A diagnosis of the current road safety situation and trends
- A prioritization of the key risk factors and locations

- A selection of the most suitable countermeasures and interventions
- An implementation plan with roles, responsibilities, timelines, and budgets
- A monitoring and evaluation framework with indicators and feedback mechanisms

The Vision Zero Safety Action Plan is a dynamic and flexible document that can be updated and revised as new data, challenges, and opportunities emerge. The process includes a strong collaborative and participatory process that involves various stakeholders, such as city engineering and planning departments, TAMC, law enforcement, health services, community groups, and road users.

The Vision Zero Safety Action Plan identified the following High Collision Corridors:



1. East Market Street from Sherwood Drive to North Sanborn Road
2. William Road from East Alisal Street to East Boronda Road
3. East Laurel Drive from Natividad Road and North Sanborn Road
4. East Boronda Road from US 101 to Natividad Road
5. East Alisal Street from Front Street to North Sanborn Road

6. North Main Street (SR-183) from Market Street and Casentini Street
7. West Laurel Drive from North Davis Road and North Main Street
8. North Sanborn Road from Del Monte Ave to East Boronda Road
9. East Laurel Drive from North Main Street to Natividad Road
10. Sanborn Road from US 101 to East Laurel Drive

Countermeasures recommendations typically included lane reductions, installing a raised median, two-way left turn lane, bicycle lanes, protected left turn phasing, pedestrian hybrid beacon, radar speed feedback signs and traffic enforcement.

In addition, countermeasures were identified at the following intersections:

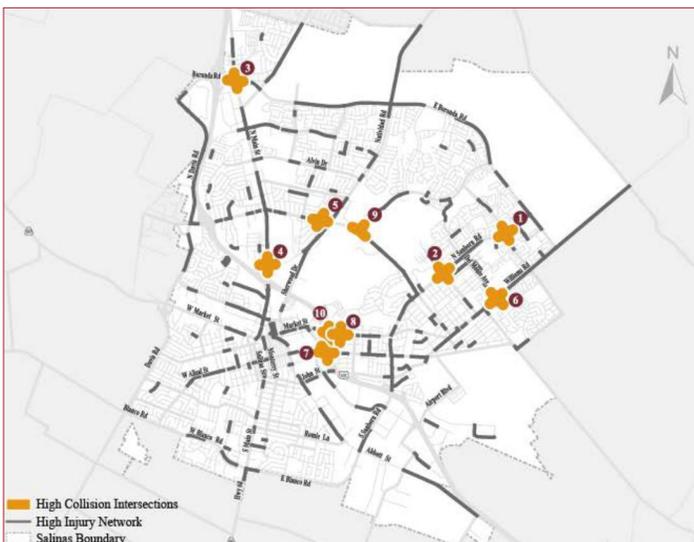
- East Market Street / Kern Street
- North Sanborn Road / Garner Avenue
- East Alisal Street / Griffin Street
- North Main Street / Lamar Street

**Goal C-2: Create and support sustainable and healthy transportation options that encourage a reduction in single-occupancy vehicle commuting and overall Vehicle Miles Traveled (VMT).**

Creating and supporting sustainable and healthy transportation options is essential for fostering a greener and more livable environment. By encouraging a reduction in single-occupancy vehicle commuting and overall vehicle miles traveled (VMT), the City of Salinas community can significantly decrease greenhouse gas emissions, reduce traffic congestion, and promote healthier lifestyles. Sustainable transportation options such as public transit, cycling, walking, and carpooling not only benefit the environment but also enhance the quality of life for individuals and communities. By investing in infrastructure, policies, and programs that support these alternatives, we can create a more sustainable future and ensure that our transportation systems are resilient, efficient, and accessible to all.

**Performance Criteria**

The performance criteria in the 2002 General Plan were based on Level of Service (LOS). Since the adoption of the previous General Plan, the Senate Bill (SB) 743 as part of updates to the California Environmental Quality Act (CEQA), has shifted the focus to Vehicle Miles Traveled (VMT) instead of LOS as a metric to assess transportation-related environmental impacts. As a result, the identification of transportation-related environmental impacts in CEQA documents is now based on the VMT associated with a project instead of the project's impact on traffic congestion. Local jurisdictions are still permitted to use LOS for other planning purposes outside of the scope of CEQA. While the City of Salinas



- North Sanborn Road / Freedom Parkway
- North Sanborn Road / Garner Avenue
- Boronda Road / North Main Street
- North Main Street / Bernal Drive
- East Laurel Drive / Granada Avenue
- Williams Road / Del Monte Avenue
- East Alisal Street / Griffin Street
- East Market Street / North Madeira Avenue
- East Laurel Drive / Constitution Boulevard

will use VMT as its main performance criteria for transportation projects, this General Plan includes LOS-related standards and policies, discussed under Goal C-3.

### Vehicles Miles Traveled (VMT)

The City of Salinas adopted its SB 743 Implementation Policy in 2020 in response to new guidelines from the State regarding transportation analysis under CEQA which went into effect in July 2020. The implementation policy discusses the background of SB 743 which promotes the state goals of reducing greenhouse gas emissions, promoting the development of infill land use projects and multimodal transportation networks, and promoting a diversity of land uses within developments. Achieving these goals will increase community health, improve air quality, and strengthen the environmental and fiscal sustainability of Salinas. Reducing VMT is also directly tied to the efforts of Salinas' Climate Action Plan (CAP), as vehicle emissions are Salinas' largest local source of harmful greenhouse gas emissions.

In accordance with guidelines published by the Office of Planning and Research, the City of Salinas has established vehicle miles traveled as the primary metric for determination of environmentally significant transportation impacts. Land use projects within the City of Salinas are required to demonstrate that they are meeting City VMT requirements and threshold as detailed in the City's implementation policy and summarized below:

- Residential land uses proposed within Salinas must demonstrate a VMT per capita that is 15% below existing county-wide average VMT.
- Office land uses proposed within Salinas must demonstrate a work-based VMT per employee 15% below the existing countywide average.
- Retail land uses proposed within Salinas must demonstrate a net reduction in regional VMT using the county geographical area as the basis.

- Other land uses proposed within Salinas must demonstrate similar metrics as specified in the policy document.

For future land use development that shows potential VMT impacts after analysis, the policy outlines potential mitigation measures that can be implemented at project, city, county, or regional level to help reduce VMT generation to meet state standards.

### **Policy C-2.1: Use Transportation Demand and System Management (TDM and TSM) strategies, coordinated land use planning, and interagency collaboration to reduce VMT.**

Transportation demand management (TDM) refers to strategies that improve transportation system efficiency and reduce congestion by shifting trips from single-occupant vehicles to collective and active forms, including mass transit, carpools, private shuttles, biking and walking. TDM is a critical component of a comprehensive strategy to reduce VMT, traffic congestion, single-occupancy vehicles, and parking demand. TDM programs are typically incorporated in new development and can include a range of infrastructure investments and incentives for the use of alternatives to the automobile, as well as parking management strategies and marketing.

### **Policy C-2.2: Provide and maintain safe pedestrian routes to school, work, shopping, and recreation.**

#### Pedestrian Facilities

The City of Salinas encourages pedestrian activity and recognizes that city streets are not just for motorized transport. The City of Salinas passionately believes that a more walkable community will provide convenient and affordable travel alternatives, which minimize pollution, reduce vehicle travel, and improve overall health of residents.

Under existing conditions, majority of the sidewalks in Salinas are fully connected (meaning that continuous blocks have sidewalks on one or both sides of the streets), providing uninterrupted pedestrian access. However, there are a couple locations that could use sidewalk improvements. The existing gaps in the pedestrian network are shown in **Figure C-15**.

All major intersections in Salinas have marked crosswalks and countdown pedestrian-crossing signals that can be activated by pedestrians. The City of Salinas continues to require all new developments and redevelopment/revitalization projects to provide pedestrian facilities within the project, such as sidewalks.

The City of Salinas adopted the Active Transportation Plan (ATP) in 2024 which provided a framework for overcoming barriers to active transportation. The ATP identified transportation needs and priority projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users. The ATP identified the following enhancements to pedestrian realm:

- Sidewalk widening to ensure comfortable and accessible pedestrian spaces for all users, including those with mobility devices.
- Increasing lighting to improve safety for all modes of transportation.
- Installing landscape buffers for a more enjoyable pedestrians experience.
- Providing shade by planting trees.
- Placemaking by adding objects such as benches or public art.

The ATP also recommended the following pedestrian facility improvements throughout the city at mid-blocks and intersection crossings:

### **Mid-Block**

- Mid-block pedestrian crossings with Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacon (PHB)
- High-visibility crosswalks
- Advance yield lines
- LED-enhanced flashing signs
- Median refuge islands.

### **Intersection Crossings**

- Curb Extensions (Bulb-outs)
- Pedestrian Scramble Phase
- Lead Pedestrian Interval (LPI)
- Pedestrian Countdown timers
- Audible Signals for visually impaired pedestrians
- Accessible Pedestrian Signals (APS)

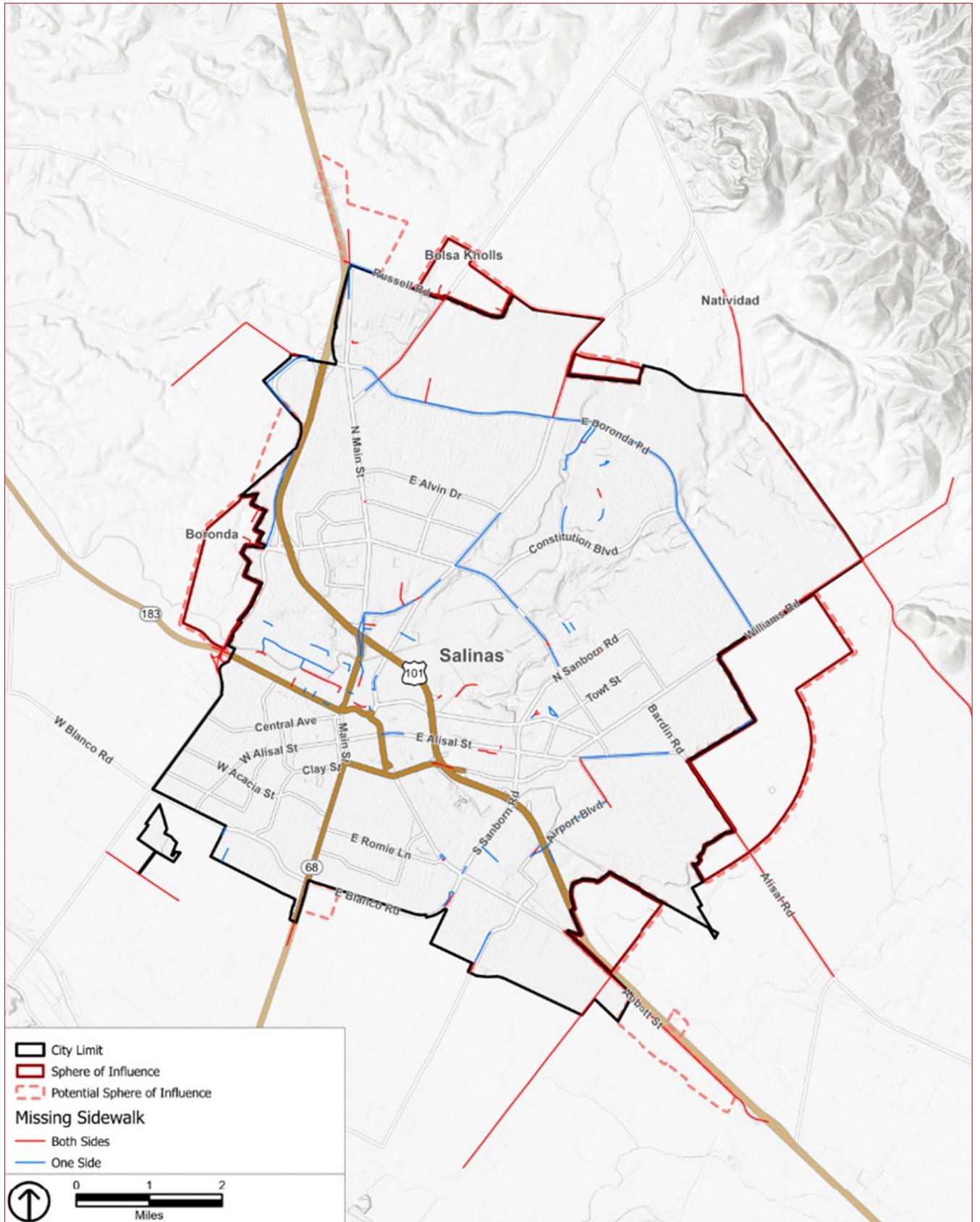
The City of Salinas continues to identify areas within the existing community that would benefit from improved pedestrian facilities, as well as identify funding opportunities to enhance safety.

**Policy C-2.3: Provide and maintain an extensive public bicycle network with safe and equitable on-street and off-street facilities.**

### **Bicycle Facilities**

A comprehensive bicycle system is an important factor in creating a pedestrian friendly community. The existing bicycle network in Salinas consists of approximately 90 miles of various bike facilities that provide bicyclists with distinct levels of comfort and separation from vehicles. The City's existing bicycle facilities includes the following:

Figure C-15: Existing Gaps in Pedestrian Network



Data Source: City of Salinas.

### **Class I – Shared Use Paths**

Shared Use Paths are designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian crossflow minimized. They provide a separate right-of-way physically separated from vehicular traffic and intended for exclusive use by non-motorized users.



### **Class II – Bike Lanes**

Bike lanes are marked lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. These bike facilities may include a buffer providing greater horizontal separation between bicyclists and vehicles and when used are classified as Class II - Buffered Bike Lanes.



### **Class III – Bike Routes**

Bike routes are designated by signs or pavement markings for shared use between bicyclists and motor vehicles. Bike routes serve either to provide continuity to the bicycle facilities or designate preferred routes for cyclists through high-demand

corridors. Bike routes are indicated by bike route signs and shared roadway striping along the route. These facilities can incorporate traffic-calming elements that prioritize bicycle traffic to allow for a more comfortable cycling and when used are classified as Class III - Bike Boulevards.



### **Class IV – Separate Bike Ways**

Separated bike ways provide a right-of-way designated exclusively for bicycle travel within the roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barrier, or parked cars. These facilities could be one-way or two-way and provide greater awareness and safety for cyclists.



The existing bicycle network within the City of Salinas is shown in **Figure C-16**.

### **Proposed Bike Recommendations**

The City of Salinas has recently completed their 'Active Transportation Plan (ATP)' which provided a framework for overcoming barriers to active transportation and replaces the 2002 Bikeways Plan and 2004 Pedestrian Plan. The ATP identified transportation needs and priority projects that will make walking and biking reliable, comfortable, convenient, and more connected for all users. The ATP identified the following enhancements to bicycle facilities:



- Bike Box
- A two-stage left turn
- Diverters
- Bicycle Signal
- Bicycle Detection
- Automatically Activated Pedestrian Signal Intervals
- Protected Intersection
- Dedicated Intersection
- Mixing Zones

For trail network improvements, please refer to the final ATP report. The ATP also recommends the following bike improvements to be implemented within the City of Salinas to close the existing gaps within the bicycle and trail network. The proposed

bicycle and trail network map is shown in Figure C-17.

### Trail Facilities

The City of Salinas trail network consists of roughly 9 miles of Class I Shared Use Paths. Shared use paths exist within Rossi Rico Parkway, Cesar Chavez Community Park, along and adjacent to Gabilan Creek, and along Natividad Creek. Small segments of Class I Shared Use Paths also exist along portions of E. Laurel Drive, E. Alisal Street, and Alisal Road. Additional unpaved trails used by residents and visitors include trails and walking loops inside City parks.

**Table C-2: Proposed Bicycle Improvements**

Draft Rank	Corridor Name	Lane Classification	From	To
1	E Alisal St	Class I	Skyway Blvd	Margaret St
		Class IIB	Abbott St	Work St
		Class IV	Work St	Skyway Blvd
2	Williams Rd	Class IIB	Del Monte Ave	Bardin Rd
		Class IV	E Alisal St	Bardin Rd
3	E Laurel Dr	Class I	Natividad Rd	N Sanborn Rd
		Bike Boulevard	N Sanborn Rd	Williams Rd
		Class III	N Sanborn Rd	Williams Rd
4	N Main St	Class IV	San Juan Grade Rd	E Market St
5	S Main St	Class IV	Central Ave	Valero gas station
6	W Alvin Dr	Class I	Cherokee Dr	Veterans Memorial Hwy
		Class IIB	N Main St	Cherokee Dr
		Class IV	N Main St	Natividad Rd
7	N Sanborn Rd	Class IIB	E Alisal St	Oregon St or N Madeira Ave
		Class IV	Del Monte Ave	E Boronda Rd
		Class II	Oregon St or N Madeira Ave	Del Monte Ave

Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
8	E Boronda Rd	Class I	Dartmouth Way	Williams Rd
		Class IIB	San Juan Grade Rd	N Main St
9	Natividad Rd	Class IV	E Boronda Rd	Sherwood Dr and E Bernal Dr
		Class II	E Boronda Rd	Rogge Rd
10	Santa Rita Multi-use Path	Class I	Santa Rita St	Russell Rd
11	John St	Class I	S Wood St	Griffin St
		Class IIB	S Wood St	E Alisal St
12	Harden Pkwy	Class I	El Dorado Dr	N Main St
13	W Romie Ln	Class IIB	S Main St	Riker St
14	Freedom Pkwy	Class IV	Constitution Blvd	Williams Rd
15	Natividad Creek Trail	Class I	E Laurel Dr	Sherwood Dr
16	Garner Ave	Bike Boulevard	Alamo Way	Williams Rd
17	Sherwood Dr	Class I	Natividad Rd	E Rossi St or Calle Cebu
		Class IIB	Calle Cebu	E Front St
18	S Madeira Ave	Bike Boulevard	Santa Maria St	St Edwards Ave
19	Towt St	Class IIB	E Laurel Dr	Garner Ave
		Class III	Garner Ave	Mae Ave
			E Market St	E Laurel Dr
		Class IV	Mae Ave	Freedom Pkwy
		Class IV (two-way)	E Alisal St	E Market St
20	Main Canal Path	Class I	N Madeira Ave	Alisal Creek
21	San Juan Grade Rd	Class IV	N Main St	Boronda Rd
		Class II	E Boronda Rd	Rogge Rd
22	N Davis Rd	Class I	Boronda Rd	W Laurel Dr or Calle Del Adobe
		Class IV	W Laurel Dr or Calle Del Adobe	Blanco Rd
23	Skyway Blvd	Class I	Airport Blvd	E Alisal St
24	Iris Dr	Class IIB	Lupin Dr	N Main St
25	Homestead Ave	Bike Boulevard	Iverson St	Wilson St

Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
26	Riker St	Bike Boulevard	W Acacia St	Clay St
27	Capitol St	Bike Boulevard	Clay St	W Market St
28	Airport Blvd	Class I	Skyway Blvd	Moffett St
		Class IV	Moffett St	Terven Ave
29	Tembladero Slough Trail	Class I (off-street)	N Davis Rd	Victor St
30	N Hebbbron Ave	Bike Boulevard	John St	Elton Pl
31	Lincoln Ave	Class IIB	Avenue B	Clay St
			W San Luis St	W Market St
		Bike Boulevard	Clay St	W San Luis St
32	Eucalyptus Dr	Bike Boulevard	E Alisal St	N Sanborn Rd
33	W Rossi St	Class IV	N Davis Rd	Sherwood Drive
34	Alisal Creek Trail	Class I	Airport Blvd	Elvee Drive
35	Bardin Rd	Class IIB	Sconberg Pkwy	E Alisal St
36	California St	Bike Boulevard	E Romie Ln	E Gabilan St
37	Abbott St	Class IIB	Harris Rd	E Romie Ln
38	W Blanco Rd	Class IV	Abbott St	S Davis Rd
39	Carr Lake West Trail	Class I	Lakeview Apartments	La Posada Way
40	Griffin St	Class I	John St	E Alisal St
		Bike Boulevard	E Alisal St	E Market Street
41	Independence Blvd	Class IIB	Constitution Blvd	E Boronda Rd
42	Lamar St Path	Class I	Santa Rita St	N Main St
43	Constitution Blvd	Class IV	E Boronda Rd	E Laurel Dr
44	Buckhorn Dr	Bike Boulevard	Falcon Dr	Rider Ave
45	Pajaro St	Class IIB	E San Joaquin St	E Market St
		Class III	E Blanco Rd	E San Joaquin St
46	Front St	Class IIB	Summer St	E Alisal St
47	E Bolivar St	Class I	Van Buren Ave	Santa Rita St
		Bike Boulevard	Santa Rita St	N Main St
48	Roosevelt St	Bike Boulevard	N Madeira Ave	N Wood St or Ragsdale Ct

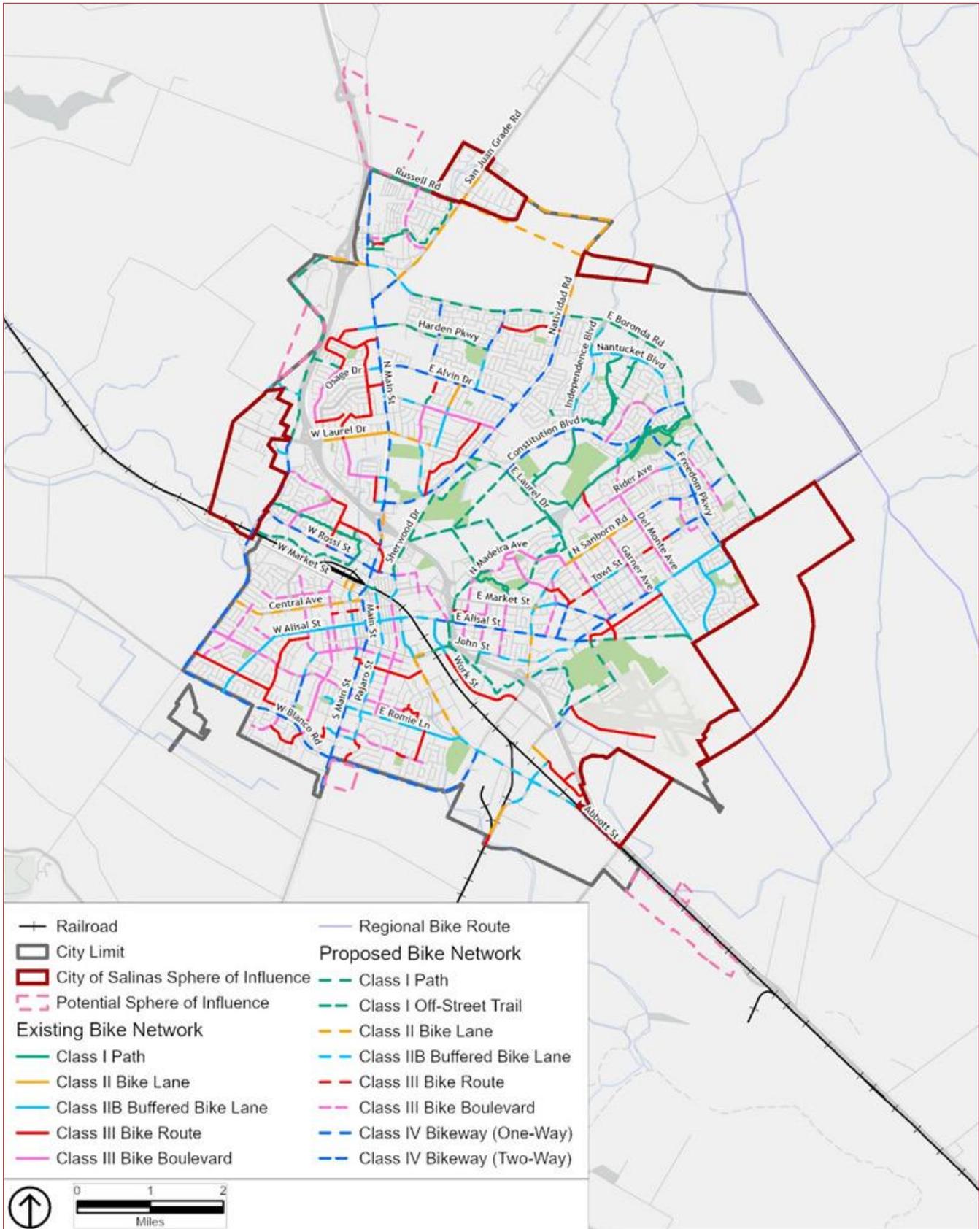
Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
49	S Wood St	Bike Boulevard	John St	Roosevelt St
50	Post Dr	Class IIB	N Davis Rd	Calle Del Adobe
51	China Town Crossing Path	Class I	Bridge St	N. Main St
52	Rider Ave	Class IIB	Mazatlan Way	E Boronda Rd
		Bike Boulevard	Gee St	Mazatlan Way
53	School Cluster Multi-use Path	Class I	Kilbreth Ave	Williams Rd
54	McKinnon St	Class IV	E Boronda Rd	E Alvin Dr
55	San Joaquin St	Class IIB	Padre Dr	S Main St
56	Russell Rd Path	Class I	Harrison Rd	San Juan Grade Rd
57	Beacon Hill Dr	Bike Boulevard	Constitution Blvd	Constitution Blvd
58	Calle Cebu	Bike Boulevard	Sherwood Dr	Sun St
59	W Bernal Dr	Class IIB	Gardenia Dr	N Main St
		Class IV	N Main St	Natividad Rd
60	Clay St	Bike Boulevard	Homestead Ave	S Main St
61	W Acacia St	Bike Boulevard	W Alisal St	Alameda Ave
62	Larkin St	Bike Boulevard	N Davis Rd	Victor St
63	Van Buren Ave	Bike Boulevard	San Juan Grade Rd	Russell Rd
64	Constitution Blvd Multi-use Path	Class I	E Laurel Dr	Sherwood Dr
65	Westridge Pkwy	Class IIB	Boronda Rd	N Davis Rd
66	W Gabilan St	Class III	Capitol St	Pajaro St
67	Las Casitas Dr	Class IIB	Constitution Blvd	Ranchero Dr
		Bike Boulevard	Ranchero Dr	Rider Ave
68	Winham St.	Bike Boulevard	Front St	S Main St
69	Maryal Dr.	Class IIB	E Laurel Dr	E Bernal Dr
70	Airport Loop Trail	Class I	Airport Blvd	Airpot Blvd
71	Del Monte Ave.	Bike Boulevard	Rider Ave	Williams Rd
72	Chaparral St.	Class IIB	Maryal Dr	N Main St
73	Ragsdale Ct.	Bike Boulevard	Roosevelt St	E Market St
74	Sun St.	Bike Boulevard	Calle Cebu	Commission St

Table C-2: Proposed Bicycle Improvements (Continued)

Draft Rank	Corridor Name	Lane Classification	From	To
75	Paseo Grande	Bike Boulevard	N Sanborn Rd	Gaviota Dr
76	Hemingway Dr.	Class IIB	E Boronda Rd	Nantucket Blvd
77	Iverson St.	Class IIB	Homstead Ave or Clay St	W Acacia St
		Class IV	W Acacia St	W Blanco Rd
78	Moffett St	Bike Boulevard	Aiport Blvd	Vandenberg St
79	Sucre Ct Path	Class I	E Lamar St	Sucre Ct
		Class III	Sucre Ct	Santa Rita St
80	E Market St.	Class IV	Williams Rd	Eucalyptus Dr
81	Kip Dr.	Class III	E Alvin Dr	Block Ave
82	El Dorado Dr.	Class IIB	E Alvin Dr	Harden Pkwy
		Class IV	Harden Pkwy	E Boronda Rd
83	Harkins Rd.	Class IIB	Growers St	Hansen St
84	Cesar Chavez East Trail	Class I	E Laurel Dr	Elton Pl
85	Park St.	Bike Boulevard	Santa Rosa Ave	Capitol St
86	San Miguel Ave.	Bike Boulevard	San Mateo Dr	S Main St
87	Los Olivos Dr.	Bike Boulevard	W Blanco Dr	San Blanco Dr
88	College Dr.	Bike Boulevard	W Alisal St	Hartnell St
89	Nantucket Blvd.	Class IIB	Constitution Blvd	Independence Blvd
90	University Ave.	Bike Boulevard	Archer St	Ambrose Dr

Figure C-17: Proposed Bicycle and Trail Improvements



Data Source: City of Salinas.

**Policy C-2.4: Promote and maintain an efficient, reliable, and equitable public transportation network that provides a feasible alternative to driving.**

Public Transit

One of the key components of the Circulation Element is to promote public transit and rail service. Providing adequate public transit systems reduces reliance on single-occupant vehicles, decreases the need for road capacity improvements by making more effective use of existing roadway network, improves air quality and improves mobility of residents/visitors. The City of Salinas promotes a well-balanced public transportation system catering to the needs of all residents and visitors.

Bus Service

Monterey-Salinas Transit (MST) provides bus services throughout the greater Monterey and Salinas areas. MST offers free rides to all students of Hartnell College, Monterey Peninsula College (MPC), and California State University Monterey Bay (CSUMB).

MST provides fixed-route bus services connecting the City of Salinas with adjacent cities including Monterey, King City, Watsonville and Gilroy. The Salinas Transit Center at the south-east corner of Lincoln Avenue and Central Avenue and the Salinas Intermodal Transit Center acts as a central location for transfers.

Within the City of Salinas, MST operates the following fixed-route bus services with 15 minutes, 30 minutes, 60 minutes, and greater than 60 minutes headways.

- **Line 20 (Salinas-Monterey):** Connects City of Salinas with City of Monterey via cities of Marina and Sand City.
- **Line 23/23X (Salinas – King City):** Connects City of Salinas with City of King City via cities of Chualar, Gonzales, Soledad, and Greenfield.

- **Line 25 (Salinas – CSUMB):** Connects City of Salinas to CSUMB via West Alisal Street, Blanco Road, Reservation Road, Imjin Parkway.
- **Line 28 (Watsonville – Salinas):** Connects City of Salinas with City of Watsonville via cities of Castroville, Moss Landing, and Pajaro.
- **Line 29 (Watsonville – Salinas):** Connects City of Salinas with City of Watsonville via cities of Prunedale, Las Lomas, and Pajaro.
- **Line 41/42 (Salinas – Alisal – Northridge):** Connects to Northridge Mall Via East Alisal Street, Del Monte Avenue, East Laurel Drive, Alvin Drive and Harden Parkway.
- **Line 43 (Salinas – South Main):** Connects Salinas Transit Center to Salinas Valley Health Center and South Main Plaza
- **Line 44 (Salinas – Westridge):** Connects Salinas Transit Center to Westridge Mall via Main Street, Rossi Road, Larkin Road, Davis Road, Westridge Parkway, Boronda Road
- **Line 45 (Salinas – East Marker/Creekbridge):** Connects Salinas Transit Center to Creekbridge area via East Market Street, Sanborn Road, Freedom Parkway, Constitution Boulevard, Independence Boulevard
- **Line 46 (Salinas – Natividad):** Connect Salinas Transit Center to Natividad Medical Center via Main Street, Rossi Road, Sherwood Drive, Natividad Road
- **Line 48 (Salinas – Northridge Mall):** Connects Salinas Transit Center to Northridge Mall via North Main Street
- **Line 49 (Salinas – Santa Rita):** Connects Salinas Transit Center to Santa Rita Union School District via North Main Street, Russell Road
- **Line 59 (Salinas – Gilroy):** Connects the City of Salinas with the City of Gilroy via the City of Prunedale.
- **Line 61(Salinas – VA DOD Clinic):** Connects Salinas Transit Center to Veterans Affairs Department of Defense Clinic in the City of Marina. This MST service is also referred to as Veterans Shuttle.

- **Line 95 (Salinas – Williams Ranch – Northridge):** Connects the Northridge Mall with Natividad Medical Center
- **Line 96 (Salinas – Airport Business Center):** Connects Salinas Transit Center to the Salinas Airport Business Center.

MST also offers the MST RIDES ADA paratransit program for specialized transportation for people with disabilities when those disabilities prevent them from using the MST fixed-route services. This service is provided within a service corridor that extends three-quarters of a mile from any of the MST's regular bus routes. The existing MST routes are shown in **Figure C-18**.

In addition, new development and redevelopment/ revitalization projects will be required to be transit-oriented, as discussed in the Land Use Element, and provide transit facilities, as necessary, including providing bus stops within the residential and non-residential portions of the activity centers.

As additional growth occurs in the Future Growth Area, the City will work with MST to extend bus service into the newly developed areas, with the goal to provide adequate transit coverage so that all new development is within a quarter mile radius of a bus line. Detailed bus services are not planned until the development occurs. The city continues to work with MST to improve bus service within Salinas.

### **Transit Oriented Development (TOD) and SURF! Bus Rapid Transit**

Transit-Oriented Development (TOD) is a planning and development strategy that advocates for compact mixed-use communities located near transit where people enjoy easy access to jobs and services. Potential TOD locations in Salinas include the downtown, and along major roads with frequent transit service. The Place Types from the Land Use Element reinforce the potential for TOD in these locations. The goals are decreasing greenhouse gas (GHG) emissions

and reducing vehicle miles travelled (VMT) from development by increasing access to transit and walkable neighborhoods.

Monterey-Salinas Transit (MST) developed a TOD Planning Study in 2024 to enhance the viability of TOD and increase the ridership potential in study areas surrounding key station areas along the planned SURF! Busway and Bus Rapid Transit (BRT) corridor. MST has received full funding for the SURF! BRT project from the Federal Transit Agency (FTA), California State Transportation Agency (Cal STA), Transportation Agency for Monterey County (TAMC), and other funding partners.

The SURF! BRT will travel a 19.5-mile corridor and connect the cities of Salinas, Marina, Seaside, Sand City, and Monterey. The SURF! BRT will include a six-mile busway segment largely on the inactive Monterey Branch Rail Line between Sand City and Marina owned by the TAMC. Five study areas were chosen based on proximity to SURF! BRT stations and input from cities in the study corridor. The study areas are Salinas, Marina, California State University Monterey Bay (CSUMB)/5th Street Station, Sand City/Seaside, and Monterey/Seaside.

The TOD study also identifies improvements at over 20 intersections along the SURF! BRT corridor and on adjacent and intersecting streets. These improvements include implementing high visibility crosswalks, curb ramps, bulb outs to reduce crossing distances, bike lanes, signal improvements, and other pedestrian and bicycle enhancements. Cities are encouraged to prioritize these intersection improvements to improve access to the SURF! BRT and also improve local connectivity and safety.

### **Rail Service**

The Monterey County region is currently served by Amtrak. The Coast Starlight service, which connects Los Angeles to Seattle, stops at Salinas Amtrak rail station on Railroad Avenue and

Figure C-18: Existing Transit Routes



Data Source: Monterey-Salinas Transit Service Map.

Lincoln Avenue. This service operates one daily train in each direction and Amtrak plans to expand service by offering Coast Starlight stops at new stations in the City of Soledad and City of King City. Amtrak rail passengers to Salinas can ride the Amtrak bus to connect to the Capital Corridor Route, which runs daily trains between San Jose and Sacramento.

TAMC recently completed the 2021 Monterey Bay Area Rail Network Integration Study. The purpose for the study was to lay the groundwork for implementing the 2018 California State Rail Plan in the Monterey Bay Area by determining the options for rail connectivity, operations, equipment needs, governance, and community benefits for service between Monterey County and Santa Clara County, Monterey and Santa Cruz, and the Coast Rail Corridor.

### **Intermodal Transportation Center**

The Salinas Station is also known as Intermodal Transportation Center (ITC), located in downtown Salinas along Market Street (SR-183). The ITC operates as a transit hub for passenger rail with a stop for the Amtrak's Coast Starlight from Los Angeles to Seattle, Washington and is located a block away from MST's Salinas Transit Center. Recent improvements by TAMC to the ITC include new direct access to downtown Salinas with the extension of Lincoln Avenue across Market Street, a five-bay bus transfer area, bike lanes, bike lockers, pedestrian crossings, sidewalks, and commuter parking.

### **Potential Commuter Service Enhancements**

*As per the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (Monterey Bay 2045 Moving Forward), the following potential commuter service enhancements for City of Salinas are identified:*

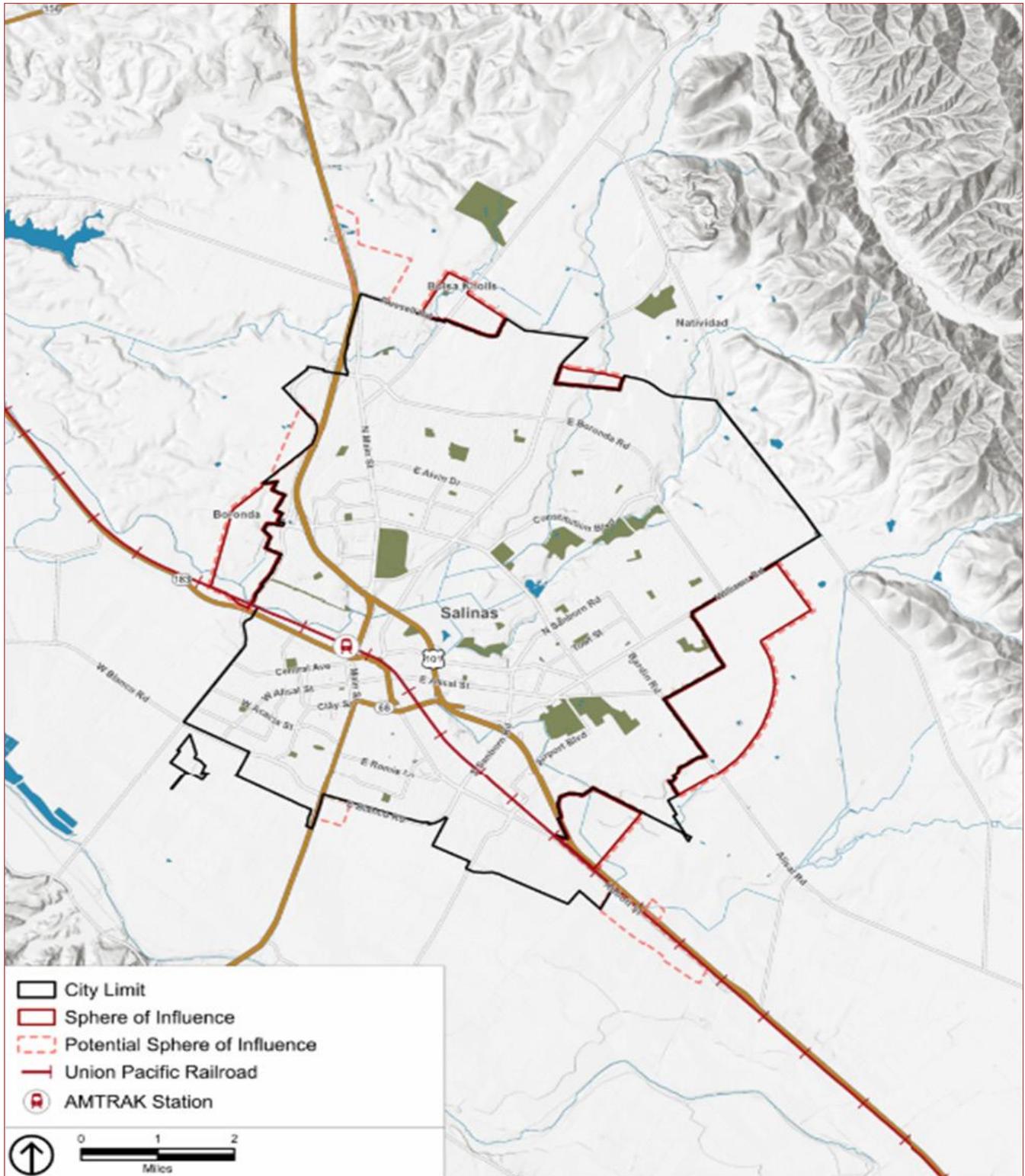
Bus Rapid Transit (BRT) and Express Routes are planned along the following regional corridors:

- Marina – Salinas Multimodal Corridor: Construct multimodal Bus Rapid Transit improvements between Salinas and Marina, including a multimodal transit corridor through the former Fort Ord in Marina.
- Salinas BRT: Construct Bus Rapid Transit improvements along East Alisal Street.
- Hollister to Salinas and Watsonville

Rail services planned for Monterey County include the following:

- Capitol Corridor Extension to Salinas: An extension of Amtrak Commuter rail service from Santa Clara County to Salinas.
- TAMC's Monterey County Rail Extension Project will revitalize the downtown Salinas train station and create new multimodal transportation hubs for the disadvantaged communities of Pajaro and Castroville. The project will be completed in the following three phases:
  - » Extending existing rail service from Gilroy to Salinas and construct station improvements and track improvements in Gilroy and Salinas.
  - » The Pajaro/Watsonville Multimodal Transit Hub is Phase 2 and is in the Monterey County unincorporated community of Pajaro. The station will connect the Santa Cruz County to new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area.
  - » The Castroville Multimodal Station is Phase 3 and will be in the southeastern part of Monterey County. TAMC's envisions this station to be the link to the future Monterey Branch Line Light Rail Transit service.

Figure C-19: Salinas Rail Facilities



Data Source: City of Salinas.

**Goal C-3: Support the local economy through a circulation system that moves Goods, services, and people efficiently.**

Supporting the local economy through an efficient circulation system is crucial for fostering economic growth and community well-being. By ensuring that goods, services, and people can move seamlessly and efficiently, we can enhance productivity, reduce costs, and create a more vibrant and resilient local economy. An effective circulation system not only facilitates commerce and trade but also improves access to essential services and opportunities for residents. By investing in infrastructure, technology, and policies that promote efficient transportation and logistics, we can create a dynamic environment where businesses thrive, and communities prosper. Also see the Land Use Element and Economic Development Element for additional policies on improving infrastructure.

**Policy C-3.1: Improve transportation infrastructure necessary for efficient freight logistics.**

Truck Routes

The Salinas Valley is commonly referred to as “the Salad Bowl of the World” due to the sheer amount of produce grown and exported. An efficient and effective goods movement system is essential to the economic livelihood of an urban area like Salinas.

Agriculture is one of the most important industries in California and Salinas is an agriculture processing and shipping center located along the US 101 corridor. The agricultural industry relies heavily on connectivity via local roads, major state routes and US-101 to connect crop production with buyers’ market.

Industrial land use is concentrated in the south and central portions of the city. Under existing conditions, the City experiences above-average truck traffic. The existing city-designated truck routes are shown in Figure C-19. The designated

truck routes currently form a ring around the city, except for Laurel Drive, which bisects the city.

Generally, Highway 101 and the city-designated truck routes serve the primary industrial areas of the community, except for smaller pockets of light and general industrial development, such as the western end of West Market Street. The City’s current truck routes avoid the primary residential areas and minimize the potential for conflicts associated with heavy truck traffic moving through the city. Many of the existing US 101 overpasses do not have adequate vertical clearance to accommodate taller/higher truck loads. Thus, they are routed around the City via City and County roads to avoid conflicts.

Truck facilities have been developed at the Terven-Vertin intersection, Sanborn-Terven intersection, and a third at the Work-Sanborn intersection. These facilities provide services for truckers (restrooms, showers, food service, phones, and parking), which have provided some improvement.

In case of future annexation of Future Growth Areas (FGA), the City will continue to work with the trucking industry to designate appropriate truck routes, locate additional truck facilities within the planning area, and work with other governmental agencies.

The 2024 California Central Coast Sustainable Freight Study serves as a long-term blueprint for addressing the region’s challenges and for guiding freight investments. The study identifies US-101 NB from Spence Rd. to Kern St. On-Ramp as one of the freight bottlenecks within California. The priority projects are programmed in either Regional Transportation Improvement Programs (RTIP’s) or Federal Transportation Improvement Programs (FTIP’s).

The 2016 US 101 Central Coast California Freight Strategy report conducted a detailed assessment of issues faced by freight industry such as congestion, safety issues, lack of modal alternatives, truck parking shortages, and limited east-west connectivity. The study identified the following 5 projects along US-101 near Salinas:

- US-101@ Sanborn Rd Operational Improvements at intersections and modifications of SB off-ramps to address truck congestion.
- US-101 from Harris Rd to Russell Rd/Espinosa Rd (north Salinas) to modify interchanges and ramp metering.
- Construct a new interchange at US-101 and Harris Road
- Off-Ramp and intersection improvements at Sanborn/Elvee
- Conversion of US-101 highway to freeway from Soledad to Harris Rd/ Abbott St (South Salinas) and addition of new frontage roads.

### **Policy C-3.2: Improve communication infrastructure and access.**

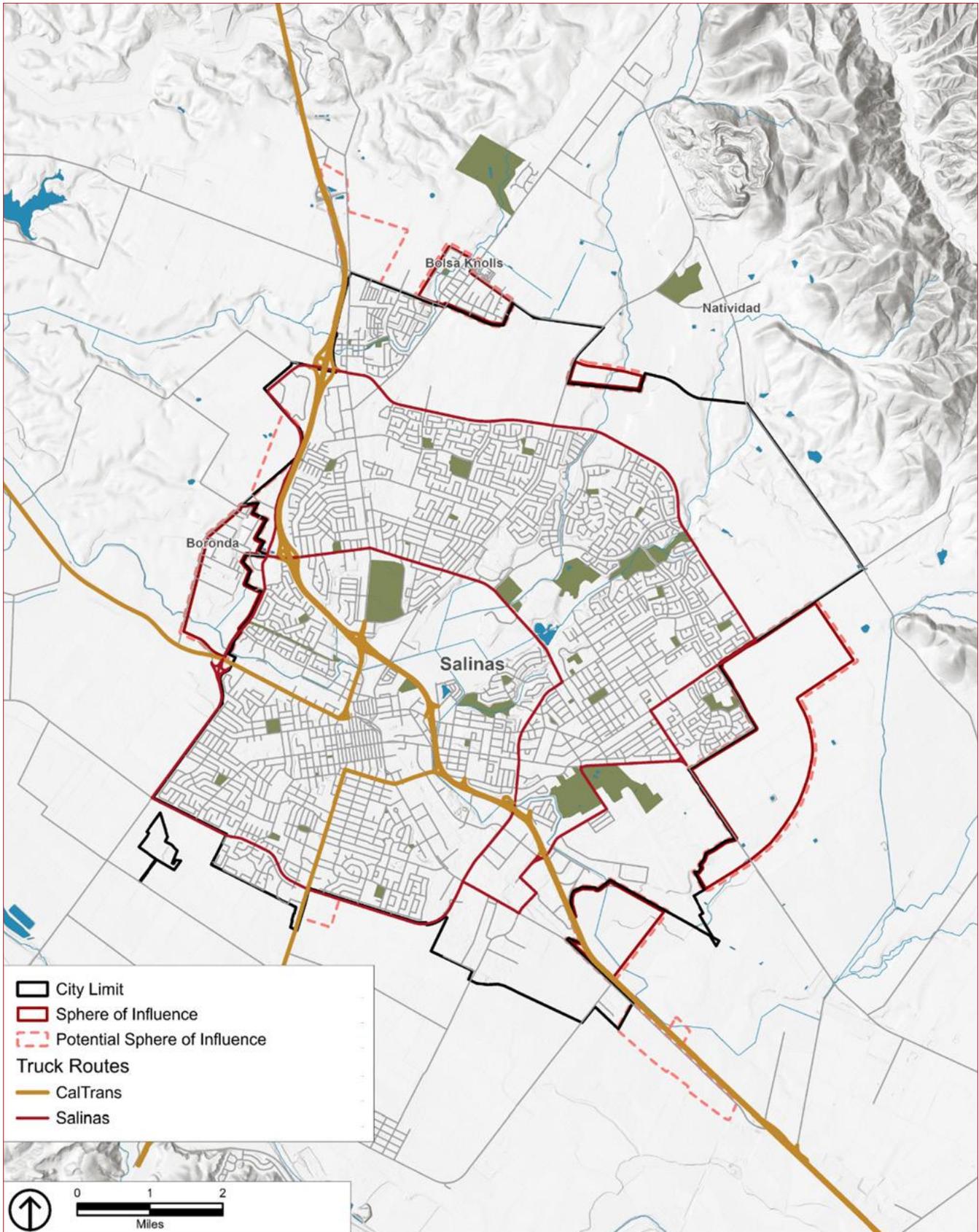
Internet access and infrastructure are essential to providing information circulation and supporting a modern economy, education system, and community. The COVID-19 pandemic exposed inequities in digital access across Salinas. The City adopted a Broadband Master Plan in 2024 to create an actionable strategy to achieve universal broadband access through a city-wide fiber network. The proposed Citywide fiber network is a total of 55.1 miles long. Due to the size and high cost of implementation of the overall network, it was divided into smaller segments. Dividing the network into smaller segments allows the network to be built out through smaller projects that are within the typical limits of available local, regional, state, and federal funding resources for broadband infrastructure. Multiple new funding sources are now available for broadband projects, especially those that benefit underserved and

unserved communities. Considering the typical funding limits of these available resources, the following criteria were used to make funding and construction of the City-wide fiber network more feasible:

- Network segments are between zero to five miles long
- Each segment reaches as many Multiple Dwelling Units (MDUs) as possible
- Each segment connects to as many City facilities and traffic signals as possible

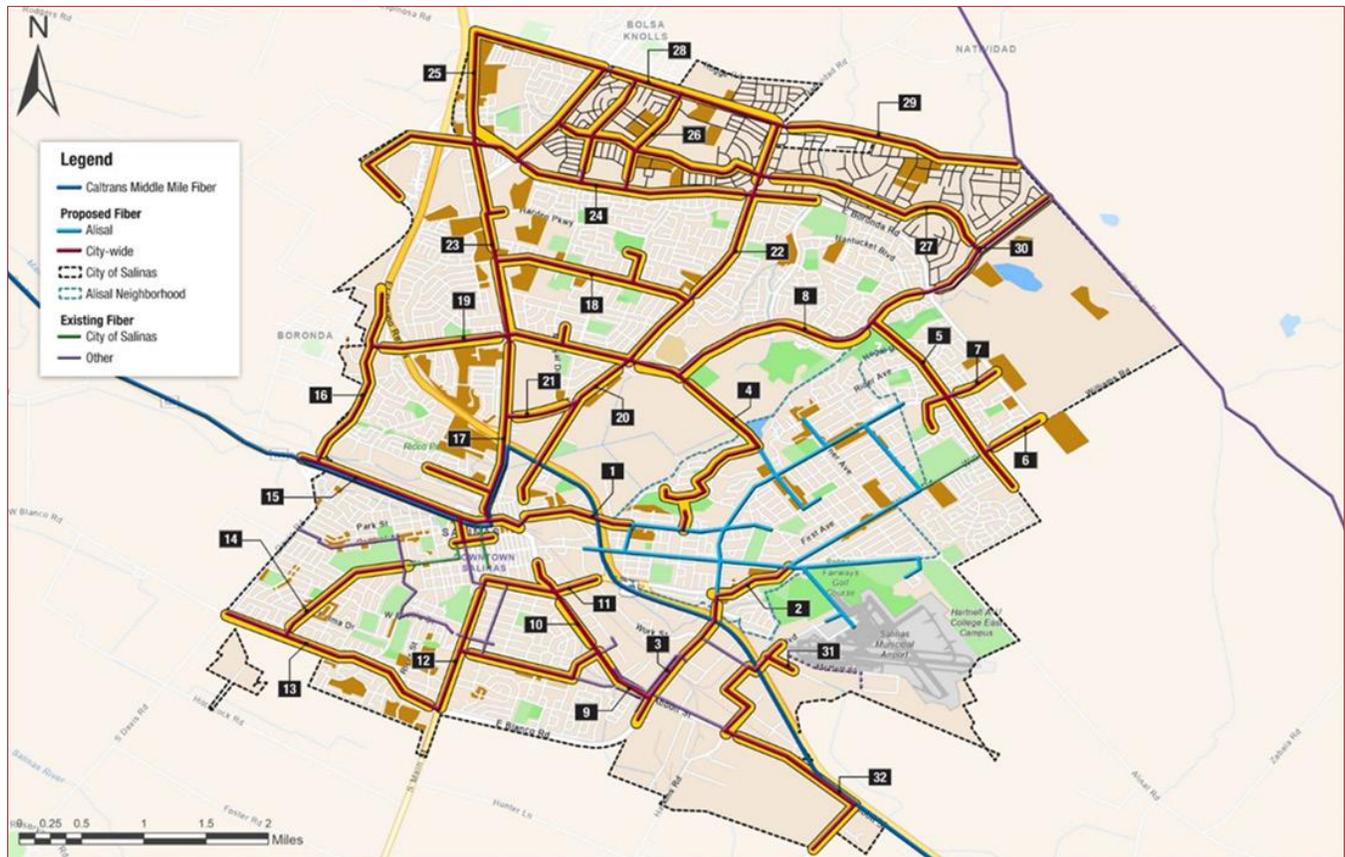
By applying these criteria to the fiber network, a total of 32 segments were developed. Each segment can be treated as a standalone project that will gradually comprise the overall City-wide network. Each of these projects can be funded separately or in phases by any available funding source. The existing and the proposed fiber segments are shown in Figure C-21.

Figure C-20: Truck Routes



Data Source: City of Salinas.

**Figure C-21: Existing and Proposed Fiber Segments**



Data Source: From Broadband Masterplan.

**Policy C-3.3: Promote appropriate capacity and traffic flow on city streets.**

Level of Service (LOS)

SB 743 does not prevent using LOS for local traffic operation analysis and the City of Salinas plans to make use of LOS where it is more appropriate for evaluating the operations conditions of roadway segments and intersections.

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable performance criteria. These are how future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system assessed.

Performance criteria have a policy component that establishes a desired LOS and a technical component that specifies how traffic forecast data can be used to measure the achievement of the criteria. LOS is a qualitative description of traffic operating conditions ranging from LOS A,

or free-flow conditions with little or no delay, to LOS F, or stop-and-go conditions with excessive delays. The concept of maintaining no worse than a tolerable level of congestion is important, not only to provide a reasonable LOS for motorists, but also to protect neighborhoods from the impact of excessive through traffic. The city observes traffic congestion during peak periods, especially near Downtown Area and along key corridor sections, including parts of Boronda Road, Davis Road, Laurel Drive, and North and South Main Street.

The City of Salinas will strive to maintain a traffic LOS D or better for all intersections and roadways segments within their jurisdiction. However, the City recognizes vehicle delay and LOS associated with vehicle delay as only a partial measure of the overall effectiveness of a transportation facility as it pertains to other modes of travel. Therefore, in locations where non-vehicular modes of travel are prioritized such as along a transit corridor or within the walkable downtown, a vehicular LOS measure of E or F may be acceptable. Intersection

**Table C-3: Intersection Level of Service Definitions**

LOS	Signalized	Unsignalized	Description
	Control Delay Per Vehicle (seconds/vehicle)	Control Delay Per Vehicle (seconds/vehicle)	
<b>A</b>	Less than 10	Less than 10	Free flow, with no delays. Users are virtually unaffected by others in the traffic stream.
<b>B</b>	Less than or equal to 10 to 20	Less than or equal to 10 to 15	Stable traffic, traffic flows smoothly with few delays.
<b>C</b>	Less than or equal to 20 to 35	Less than or equal to 15 to 25	Stable flow, but the operation of individual users becomes affected by other vehicles. Modest delays.
<b>D</b>	Less than or equal to 35 to 55	Less than or equal to 25 to 35	Approaching unstable flow, operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.
<b>E</b>	Less than or equal to 55 to 80	Less than or equal to 35 to 50	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.
<b>F</b>	Greater than or equal to 80	Greater than or equal to 50	Forced or breakdown flow that causes reduced capacity. Stop-and-go traffic conditions. Excessively long delays and vehicle queuing.

Source: Transportation Research Board, Highway Capacity Manual 6th Edition, National Research Council.

LOS will be determined by the vehicle delay calculations in accordance with the latest version of the Highway Capacity Manual, Transportation Research Board. Table C-3 describes traffic flow quality for different levels of service. Such criteria are applied consistently for evaluating land use and circulation system changes and impacts.

LOS will continue to be analyzed at select intersections as part of future development activity to help the City quantify potential traffic congestion from cumulative development activity. Intersection LOS is not used to measure “impacts” from new development but is used as a tool to identify off-site operations improvements that will better help a new project to integrate into the existing roadway network. The City of Salinas has a roundabout-first policy which requires evaluation before considering other traffic controls at intersections.

Forecasts of future traffic demand on City’s transportation system were estimated using the AMBAG travel-demand model. This model uses widely accepted transportation planning formulas to convert forecasts of future land use into the number and distribution of future vehicle trips on the roadway network. The forecast volumes are compared to the roadway design capacities to identify transportation corridors, roadway segments, or intersections where a prescribed LOS will be exceeded.

These projections were then allocated to the traffic analysis zones used by the City’s traffic forecasting model. The traffic forecasting model was then used to develop projections of future traffic demand on the area’s roadway system.

Several transportation improvement projects are currently in the planning stages within the City of Salinas. These planned improvements expand network capacity, improve safety, and/or increase the number of connections for users. These planned improvements shown in Table C-4 and were considered when analyzing the future roadway segment and proposed intersection improvements are shown in Table C-5. These improvements will maintain or improve current LOS for roadway segments and intersections and meet the General Plan’s LOS standards within Salinas.

**Table C-4: Planned Roadway and Intersection Improvements**

S. No	Project Name	Project Description
1	Russell Road Extension	Extend as four-lane arterial from San Juan Grade Rd to Old Stage Rd
2	Natividad Road Widening	Widen from two to four lanes between Boronda Rd and Rogge Rd
3	Russell Road Widening	Widen from two- to four-lane arterial between US 101 and San Juan Grade Road
4	San Juan Grade Road Widening	Widen from two- to four-lane arterial between Boronda Road and Rogge Road
5	Constitution Boulevard Extension	Extend as a four-lane arterial from Boronda Road to Old Stage Road
6	Old Stage Road Upgrade	Upgrade from a 2-lane rural highway to a 4-lane Expressway between Williams Road and Natividad Road.
7	East Boronda Road Widening	Widen to six lanes between San Juan Grade Road and Williams Road
8	North Sanborn Road Extension	Extend as a 2-lane arterial (with Left Turns) from East Boronda Road to Old Stage Road
9	Williams Road Widening	Widen from two to four-lane arterial between East Boronda Road and Old Stage Road
10	East Alisal Street Extension	Extend as two-lane collector between Skyway Blvd. and Bardin Road Roundabout
11	Laurel/US 101 Interchange Widening	Six-lane widening and ramp modification (Adams to Davis)
12	West Laurel Drive Improvements	Add left turn lanes between Adams Street and North Main Street
13	US 101 Widening	Widen US 101 to a six-lane freeway and/or auxiliary lanes within limits of City of Salinas where feasible.
14	Bernal Drive Widening	Construct sidewalk and retaining wall on north side between Main St. and Rosarita Drive
15	Williams Road Widening	Implement the Complete Streets Plan
16	Alisal Street Widening	Widen from two to four lane arterial between Williams Rd and Alisal Rd.
17	Sanborn Road Widening	Widen to six lanes and reconstruct from John St to Abbott St.

Table C-4 Planned Roadway and Intersection Improvements (Continued)

S. No	Project Name	Project Description
18	Abbott Street Widening - John Street to Romie Lane	Add left turn channelization & eliminate parking on both sides of the street (John St to Romie Ln).
19	John Street Improvements	Add left turn channelization and eliminate street parking (Abbott St. to Alisal St.). Widen to 4 lanes or add pedestrian bridge between Work to Wood Streets
20	Laurel Drive Widening	Widen to six lanes. Between Natividad and Constitution and its' approaches. Add left turn channelization east of Constitution.
21	Main Street Widening	Widen to 6 lanes by eliminating on street parking & widening UP Structure north of Market Street (Market St to Bernal St).
22	Rossi Street Widening	Widen to install median and bike lanes
23	McKinnon Street Extension	Extend as a two-lane collector from Boronda Road to Rogge Road
24	El Dorado Drive Extension	Extend as two-lane collector from Boronda Road to Rogge Road
25	Davis Road	Widen to 4 lanes between SR-183 and Blanco Road
<b>Intersection Improvements</b>		
1	Natividad Road @ Russell Road (Future Extension Improvement)	Install Traffic Signal
2	Sherwood Drive @ Sherwood Place	Install Traffic Signal
3	Market Street @ Merced	Install Traffic Signal (Caltrans funded project)
4	Williams Road @ Garner	Install Traffic Signal
5	Constitution Boulevard @ Las Casitas	Install Traffic Signal
6	Old State Road @ Williams Road	Install Traffic Signal
7	Natividad Road @ Rogge Road	Install Traffic Signal
8	Sherwood Drive @ Natividad Road @ East Bernal Dr @ La Posada Way	Install eastbound left turn lane, northbound through lane and southbound through lanes or a Roundabout
9	Airport Boulevard @ Terven Avenue @SB US 101 On/Off Ramp Intersection	Signal modifications or roundabout
10	Airport Boulevard @ Hansen Street	Install a second northbound right-turn lane on Hansen Street

Table C-4 Planned Roadway and Intersection Improvements (Continued)

S. No	Project Name	Project Description
11	Roy Diaz Street @ US 101 Northbound Ramps	Install Traffic Signal or Roundabout
12	Skyway Boulevard @ Airport Boulevard	Install Traffic Signal or Roundabout
13	Constitution Boulevard @ Medical Center Driveway	Install Traffic Signal (to be designed and implemented by the County of Monterey)

Source: '2045 Metropolitan Transportation Plan/Sustainable Communities Strategies, Appendix C (dated June 2022)' and in 'Transportation Agency for Monterey County (TAMC) – Regional Development Impact Fee Program – Nexus Study Update 2018'.

Note: At all intersections, the City has an option to evaluate and recommend roundabout as per City's roundabout first policy.

Table C-5: Proposed Intersection Improvements

#	Intersection	Proposed Improvement
1	Abbott Street @ John Street	Install Right-turn Overlap Phase for Eastbound Right Turns, Northbound Right Turns, and Southbound Right Turns.
2	Constitution Boulevard @ Laurel Drive	Modify intersection lane geometry to provide the following: All Approaches (2 left turn lanes, 2 thru lanes, 1 right turn lane). Add Rectangular Rapid Flashing Beacon across Free Right Turn vehicle movements.
3	Constitution Boulevard @ Boronda Road	Modify intersection lane geometry to provide the following: Constitution Road Northbound and Southbound Approaches (1 left turn lane, 1 thru lane, 1 right turn lane) Boronda Road Eastbound and Westbound Approaches (1 left turn lane, 2 thru lanes, 1 right turn lane)
4	Davis Road @ Blanco Road	Modify intersection lane geometry to provide the following: Blanco Road Northbound Approach (1 left turn lane, 2 thru lanes, 1 right turn lane) Blanco Road Southbound Approach (2 left turn lanes, 2 thru lanes, 1 right turn lane) Davis Road Eastbound Approach (2 left turn lanes, 2 thru lanes, 1 right turn lane) Davis Westbound Approach (1 left turn lane, 2 thru lanes, 1 right turn lane)
5	Davis Road @ Laurel Drive	Install Right-turn Overlap Phase for W Laurel Dr WB Right Turn and N Davis Rd NB Right Turn. Use Dynamic "No Right Turn" signs on all approaches for Pedestrian Safety during Early Pedestrian Release Interval.
6	Davis Road @ Rossi Street	As per Harvest Moon Draft Traffic Study, the following intersection improvements to lane geometry were identified: Davis Road Northbound and Southbound Approaches (1 left turn lane, 2 thru lanes, 1 right turn lane) Rossi Street Eastbound and Westbound Approaches (2 left turn lanes, 1 thru lane, 1 right turn lane) Right-turn Overlap Phase for all approaches.
7	Harkins Road @ Abbott Street	Modify intersection lane geometry to provide the following: All Approaches (1 left-turn lane, 2 thru lanes, 1 right-turn lane) Right-turn Overlap Phase for all approaches.

Table C-5 Proposed Intersection Improvements (Continued)

#	Intersection	Proposed Improvement
8	Main Street @ Boronda Road	Restripe Westbound Approach to include 1 left-turn, 2 thru-lanes, 1 right-turn and Right-turn Overlap phases for all approaches.
9	Main Street @ Bernal Drive	Install Right-turn Overlap Phase for Northbound, Westbound, and Eastbound Approaches
10	Main Street @ Bernal Drive	Install Right-turn Overlap Phase for Northbound and Eastbound Approaches
11	Main Street @ Russell Road	Install Right-turn Overlap Phase for Eastbound and Westbound Approaches
12	Natividad Road @ Boronda Road	Install Roundabout or; Modify intersection lane geometry to provide the following: Natividad Road Northbound and Southbound Approaches (2 left-turn lanes, 2 thru lanes, 1 right-turn lane) Boronda Road Eastbound and Westbound Approaches (2 left-turn lanes, 3 thru lanes, 1 right-turn lane) Right-turn Overlap Phase for Northbound and Southbound Approaches.
13	San Juan Grade Road @ Russell Road	Modify intersection lane geometry to provide the following: San Juan Grade Road Northbound and Russell Road Eastbound Approaches (2 left-turn lanes, 2 thru lanes, 1 right-turn lane) San Juan Grade Road Southbound and Russell Road Westbound Approaches (1 left-turn, 2 thru lanes, 1 right-turn lane)
14	Sanborn Road @ Abbott Street	Modify intersection lane geometry to provide the following: Eastbound and Westbound Approaches (2 left-turn lanes, 2 thru lanes, 1 right-turn lane)
15	Sanborn Road @ Alisal Street	Modify intersection lane geometry to provide the following: Eastbound Approach (1 left-turn lane, 2 thru lanes, 1 right-turn lane)
16	Sanborn Road @ Boronda Road	Install a roundabout
17	Williams Road @ Boronda Road	Signalize the intersection and modify intersection lane geometry to provide the following: Westbound Approach (1 left-turn, 1 thru-right-turn lane)
18	Williams Road @ Alisal Street	Modify intersection lane geometry to provide the following: Williams Road Northbound and Southbound Approaches (1 left-turn lane, 2 thru lanes, 1 right-turn lane) Install Northbound Right-turn Overlap Phase
19	Harden Parkway @ McKinnon Street	Install a Roundabout
20	Williams Road @ Freedom Parkway	Install a Roundabout
21	Williams Road @ East Market Street	Install a Roundabout
22	Williams Road @ East Alisal Street	Install a Roundabout
23	East Boronda Road @ El Dorado Drive	Install a Roundabout
24	East Boronda Road @ Independence Boulevard	Install a Roundabout

Note: At all intersections, the City has an option to evaluate and recommend roundabout as per City's roundabout first policy.

Roadway segment and intersection LOS at key locations under Existing (2019) and Future (2040) Conditions are shown in **Appendix A**.

**Policy C-3.4: Effectively manage parking resources.**

Parking is a resource that needs effective management to balance demand and associated costs with supply. While many policies in this Circulation Element and the General Plan overall strive to create opportunities for alternative means of transportation and prioritize places for people, most people do rely on personal or family vehicles for their primary means of transportation. Efforts to promote alternative transportation and create shorter distances between destinations (see Land Use Element) can reduce parking demand and free up parking spaces by decreasing the number of individual car trips. Some alternative methods of transportation, including bicycles, scooters, etc., will still have their needs for parking or storage space, and need for charging electrified versions. Even with promoting mode shifts for transportation, there will be many people who continue to drive because of either preference or necessity. Parking challenges are frequently noted in areas of residential overcrowding (see the Housing Element for details and more related policies), which can often spill over into nearby commercial areas and vice versa. At the same time, excessive requirements for off-street parking for cars, including surface lots and garages, can significantly raise housing and business costs. On-street parking should also be balanced with potential other uses for that space in commercial and residential areas, such as parklets, green space, and bike or bus lanes. Additional actions to address parking challenges include exploring residential parking programs, continuing to require or encourage parking in new developments where appropriate through the Zoning Code, and maintaining and enforcing time limits for on-street parking on public streets.

## **Circulation Implementation**

The Action Matrix implements Element Goals and Policies through multiple tools, including ordinance changes, recommended studies, specific programs and projects, and further guidance for development. Under each Policy, there is at least one Action, which also indicates the likely responsible City department (or departments) and estimated timeframe. The estimated timeframes include four high-level categories:

- Ongoing: Actions the City is already doing and will continue
- Short: 0-5 years to complete
- Medium: 5-10 years to complete
- Long: 10 years or more to complete

Because the General Plan is a high-level and long-range planning document, funding for implementation activities will vary greatly depending on what is described in each action and the availability of specific funding sources over time. Some Actions do not have a direct cost, while some describe projects that will need millions to fund. At the local level, development impact fees and assessment districts are some of the tools the City can use for transportation infrastructure related to new building projects and maintenance in neighborhoods. State and federal grants are a large source of funding for major transportation projects. Examples include the Caltrans Active Transportation Program, California State Transportation Improvement Program, and grants from the United States Department of Transportation.

## Circulation Element Action Matrix

**Goal C-1:** Provide and maintain a safe and integrated circulation system that meets the current and future needs of the community for all modes of travel.

**Policy C-1.1:** Design and maintain safe streets.

Action	Department	Timeframe
<b>Action C-1.1.1:</b> Use traffic calming methods within residential areas where necessary to create a pedestrian friendly circulation system.	Public Works	Ongoing
<b>Action C-1.1.2:</b> Continue to enforce traffic laws, including those addressing bicycle and pedestrian traffic, to ensure a circulation system that is safe for motorized, bicycle, and pedestrian traffic.	Public Works Police Department	Ongoing
<b>Action C-1.1.3:</b> Implement Vision Zero Safety Action Plan recommendations and invest in safer transportation infrastructure for pedestrians, cyclists, and other modes of travel.	Public Works	Ongoing
<b>Action C-1.1.4:</b> Minimize potential safety conflict between trucks and freight transportation and other transportation network users.	Public Works	Ongoing
<b>Action C-1.1.5:</b> Improve regional and intra city road, rail, and air logistics and connections.	Public Works Transportation Agency for Monterey County (TAMC) Salinas Airport	Ongoing
<b>Action C-1.1.6:</b> Work with other local jurisdictions and regional agencies to develop, implement, and improve regional transit projects and transportation systems.	Public Works Monterey-Salinas Transit (MST) TAMC	Ongoing
<b>Action C-1.1.7:</b> Improve connectivity and access within the city through efforts to implement the Downtown Vibrancy Plan and improve broader access to downtown with the rail station, Chinatown, Alisal Market Place, and Carr Lake.	Community Development Public Works	Ongoing
<b>Action C-1.1.8:</b> Promote proper capacity and traffic flow on City streets where feasible.	Public Works	Ongoing
<b>Action C-1.1.9:</b> Continue to require new development to contribute to the financing of street improvements, including formation of roadway maintenance assessment districts, required to meet the demand generated by the project.	Public Works	Ongoing
<b>Action C-1.1.10:</b> Encourage removal of "back out" parking on major roads from non-residential uses.	Public Works	Ongoing
<b>Action C-1.1.11:</b> Utilize AB43 Traffic Safety to classify Safety Corridors in the City that can benefit from reduced posted vehicle speed limits.	Public Works	Ongoing
<b>Action C-1.1.12:</b> Continue to explore the use of technology-based solutions to improve the efficiency and safety of the roadway network for all users and expand data-sharing with developing markets including Smart City and Connected-Autonomous Vehicle platforms.	Public Works	Ongoing

**Goal C-2:** Create and support sustainable and healthy transportation options that encourage a reduction in single-occupancy vehicle commuting and overall Vehicle Miles Traveled (VMT).

**Policy C-2.1:** Use Transportation Demand and System Management (TDM and TSM) strategies, coordinated land use planning, and interagency collaboration to reduce VMT.

Action	Department	Timeframe
<b>Action C-2.1.1:</b> Require preferential parking for electric vehicles, carpools, and vanpools through development standards.	Community Development Public Works	Ongoing
<b>Action C-2.1.2:</b> Encourage ridesharing facilities such as Uber and Lyft to reduce the number of vehicles on City's road network.	Public Works	Ongoing
<b>Action C-2.1.3:</b> Create requirements for public transit passes and other TDM management as part of VMT mitigation measures for non-discretionary projects that exceed VMT thresholds.	Community Development Public Works	Short
<b>Policy C-2.2:</b> Provide and maintain safe pedestrian routes to school, work, shopping, and recreation.		
Action	Department	Timeframe
<b>Action C-2.2.1:</b> Improve the walking environment by increasing the availability of safe, attractive, and well-maintained sidewalks, cut-throughs, landscaping, use of traffic-calming devices on local streets, adequate pedestrian separation from automobile traffic and the inclusion of pedestrian-scaled amenities such as lighted crosswalks and increased lighting along sidewalks in all areas of the City.	Public Works	Ongoing
<b>Action C-2.2.2:</b> Ensure that all pedestrian route improvements meet with ADA standards for accessibility.	Public Works	Ongoing
<b>Action C-2.2.3:</b> Find additional funding to complete sidewalk repair backlog list as it exists in 2025.	Public Works	Ongoing
<b>Action C-2.2.4:</b> Require pedestrian safety features such as crosswalks and walking paths in large commercial parking lots.	Community Development Public Works	Ongoing
<b>Action C-2.2.5:</b> Create objective design standards to ensure new development in Residential, Mixed Use, Unique, and Commercial land use Place Types encourages a walkable built environment.	Community Development Public Works	Medium
<b>Action C-2.2.6:</b> Use features such as street trees and other green infrastructure, curb extensions, mid-block crossings, high visibility/unique crosswalk markings, pedestrian signals, four-way stops, whenever possible when repairing or building new streets and intersections.	Public Works	Ongoing
<b>Policy C-2.3:</b> Provide and maintain an extensive public bicycle network with safe and equitable on-street and off-street facilities.		
Action	Department	Timeframe
<b>Action C-2.3.1:</b> Continue to develop a safe and attractive network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commuting, recreation, and other trips. Eliminate gaps and provide connections between existing bicycle routes.	Public Works	Ongoing
<b>Action C-2.3.2:</b> Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.	Public Works	Ongoing
<b>Action C-2.3.3:</b> Increase availability of facilities by encouraging existing businesses and requiring new construction to provide on-premise facilities, such as safe short-term and long-term bicycle parking.	Community Development	Ongoing
<b>Action C-2.3.4:</b> Create an interconnected active transportation network by developing off-street trails throughout Salinas along creeks/waterways and through parks that integrate with on-street bicycle and pedestrian infrastructure.	Public Works	Ongoing

<b>Action C-2.3.5:</b> Explore extending a trail network outside of Salinas that connects with regional recreation opportunities.	Public Works TAMC	Ongoing
<b>Action C-2.3.6:</b> Implement Active Transportation Plan recommendations.	Public Works	Long
<b>Policy C-2.4:</b> Promote and maintain an efficient, reliable, and equitable public transportation network that provides a feasible alternative to driving.		
<b>Action</b>	<b>Department</b>	<b>Timeframe</b>
<b>Action C-2.4.1:</b> Support expanded services and continued maintenance and expanded use of the Intermodal Transportation Center.	Public Works TAMC MST	Ongoing
<b>Action C-2.4.2:</b> Support Monterey-Salinas Transit initiatives to provide adequate and improved (e.g., more frequent availability and use of Intelligent Transportation System measures where appropriate) public transportation service.	Public Works MST	Ongoing
<b>Action C-2.4.3:</b> Promote public transportation that is bike- and pedestrian-friendly by encouraging buses with bicycle racks at public transportation stations and for all new or modified bus stops to take pedestrian access into consideration.	Public Works MST	Ongoing
<b>Action C-2.4.4:</b> Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service.	Community Development Public Works MST	Ongoing
<b>Action C-2.4.5:</b> Continue providing support to TAMC to provide commuter rail service to Silicon Valley and other major destinations to provide alternatives to automobile use.	Community Development Public Works TAMC	Ongoing
<b>Action C-2.4.6:</b> Promote alternative fuel vehicles such as electric scooters, electric bikes, and car sharing to reduce car dependency.	Community Development Public Works	Ongoing
<b>Action C-2.4.7:</b> Support electric vehicle charging stations throughout Salinas and City electric vehicles fleet conversion.	Community Development Public Works	Ongoing
<b>Goal C-3:</b> Support the local economy through a circulation system that moves products safely and efficiently		
<b>Policy C-3.1:</b> Improve transportation infrastructure necessary for efficient freight logistics.		
<b>Action</b>	<b>Department</b>	<b>Timeframe</b>
<b>Action C-3.1.1:</b> Coordinate with state and regional partners on improving truck access to U.S. 101 in Salinas and at the Abbott Street interchange southeast of the City's boundary.	Public Works	Ongoing
<b>Action C-3.1.2:</b> Improve street maintenance of designated truck routes.	Public Works	Ongoing
<b>Action C-3.1.3:</b> Support freight movement via rail and other alternatives if feasible.	Public Works	Ongoing
<b>Action C-3.1.4:</b> Minimize the need for freight loading and unloading on public streets when designing new industrial or commercial developments or road configurations.	Community Development Public Works	Ongoing
<b>Policy C-3.2:</b> Improve communication infrastructure and access.		
<b>Action</b>	<b>Department</b>	<b>Timeframe</b>
<b>Action C-3.2.1:</b> Update Citywide policies to support Broadband and implement Broadband Masterplan recommendations.	Public Works Information Technology	Ongoing

<b>Action C-3.2.2:</b> Identify a champion for Broadband development.	Public Works Information Technology	Ongoing
<b>Action C-3.2.3:</b> Identify available funding opportunities to expand Broadband to underserved areas.	Public Works Information Technology	Ongoing
<b>Policy C-3.3:</b> Promote appropriate capacity and traffic flow on City Streets.		
<b>Action</b>	<b>Department</b>	<b>Timeframe</b>
<b>Action C-3.3.1:</b> Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.	Public Works	Ongoing
<b>Action C-3.3.2:</b> Design roadway capacities to adequately serve planned land uses. Discourage diversion of traffic to local streets by providing capacity on arterial streets and locating high traffic-generating uses on or near arterial frontages.	Community Development Public Works	Ongoing
<b>Action C-3.3.3:</b> Utilize roundabouts, where feasible, to promote improved traffic operations and to enrich the driving experience. Utilize the center of the roundabouts for public art and landscaping.	Public Works	Ongoing
<b>Action C-3.3.4:</b> Reduce the number of existing driveways on arterial streets whenever possible for reuse/revitalization projects to improve traffic flow.	Public Works	Ongoing
<b>Policy C-3.4:</b> Effectively manage parking resources.		
<b>Action</b>	<b>Department</b>	<b>Timeframe</b>
<b>Action C-3.4.1:</b> Consider a Residential Parking Permit (RPP) Program. Work with local community groups to identify unique RPP registration needs and number of permits per household. When implementing the program, include a significant grace period and education program. Consider warning tickets for first-time offenders.	Public Works	Medium-Long
<b>Action C-3.4.2:</b> Allow for flexible conversion of residential yard space while maintaining required permeable space for stormwater management and balancing neighborhood aesthetics.	Community Development Public Works	Short
<b>Action C-3.4.3:</b> Ensure Zoning Code parking requirements include bicycles, carpooling spaces, facilities for electric vehicle charging, and provide spaces for motorcycles. Site planning for industrial areas should consider heavy vehicle holding space on city streets.	Community Development Public Works	Medium
<b>Action C-3.4.4:</b> Encourage use of unbundled parking off-street parking to separate the sale/rental price of parking spaces from sale/rental price of a residential unit or non-residential building square footage.	Community Development Public Works	Medium
<b>Action C-3.4.5:</b> Update the Zoning Code to recalibrate parking requirements for new development. Consider eliminating minimum parking requirements (when not already eliminated through State law) for transit-oriented, mixed-use, and adaptive reuse development.	Community Development Public Works	Medium
<b>Action C-3.4.6:</b> Continue time-limited parking in commercial areas and invest in enforcement. Consider meters or other payment systems in areas with high demand and the need for parking space turnover.	Public Works Police Department	Ongoing

## Technical Details (Appendix A)

**Table A-1: Level of Service Threshold Volumes for Various Roadway Types Total Annual Daily Volumes in Both Directions (AADT)**

Average Annual Daily Traffic (AADT) Level of Service Volume Thresholds						
Functional Classification	# Lanes	Level of Service Thresholds (AADT)				
		A	B	C	D	E
Uninterrupted Flow Highway	2	2,100	6,900	12,900	18,200	24,900
	3	10,350	18,550	28,250	37,350	44,550
	4	18,600	30,200	43,600	56,500	64,200
	5	23,250	37,700	54,550	70,600	80,200
	6	27,900	45,200	45,200	84,700	96,200
Class I State Arterial	2	-	4,000	13,100	15,500	16,300
	3	2,300	15,950	22,950	24,850	25,251
	4	4,600	27,900	32,800	34,200	34,201
	5	5,750	35,350	41,050	42,800	42,801
	6	6,900	42,800	49,300	51,400	51,401
Class II State Arterial	2	-	-	10,500	14,500	15,300
	3	-	1,850	17,450	22,550	23,750
	4	-	3,700	24,400	30,600	32,200
	5	-	4,850	31,200	38,350	40,300
	6	-	6,000	38,000	46,100	48,400
Class III State Arterial	2	-	-	5,000	11,800	14,600
	3	-	-	8,350	19,500	22,700
	4	-	-	11,700	27,200	30,800
	5	-	-	15,050	34,650	38,550
	6	-	-	18,400	42,100	46,300
Major Roadway	2	-	-	7,000	13,600	14,600
	3	-	-	11,700	21,450	22,750
	4	-	-	16,400	29,300	30,900
	5	-	-	21,050	36,700	38,650
	6	-	-	25,700	44,100	46,400

Table A-1: Level of Service Threshold Volumes... (Continued)

Average Annual Daily Traffic (AADT) Level of Service Volume Thresholds						
Other Roadway	2	-	-	4,400	9,400	12,000
	3	-	-	7,350	14,800	18,000
	4	-	-	10,300	20,200	24,000
Freeway	4	23,500	38,700	52,500	62,200	69,100
	6	36,400	59,800	81,100	96,000	106,700
	8	49,100	80,900	109,600	129,800	144,400
	10	61,800	101,800	138,400	163,800	182,000

Notes:

1. All LOS thresholds were based on Florida Department of Transportation Level of Service Threshold Tables 4-1 through 4-3 from the Florida Department of Transportation Quality/Level of Service Handbook, dated February 22, 2002, which were derived using standard Highway Capacity Manual methodologies.
  2. A "Class I State Arterial" is defined as an arterial with 0 to 1.99 signalized intersections per mile.
  3. A "Class II State Arterial" is defined as an arterial with 2.00 to 4.50 signalized intersections per mile.
  4. A "Class III State Arterial" is defined as having more than 4.50 signalized intersections per mile.
- \*\*LOS cannot be achieved for corresponding facility.

## Expressways

Typically constructed within a right-of-way of 130 feet with a curb-to-curb pavement width of 110 feet.

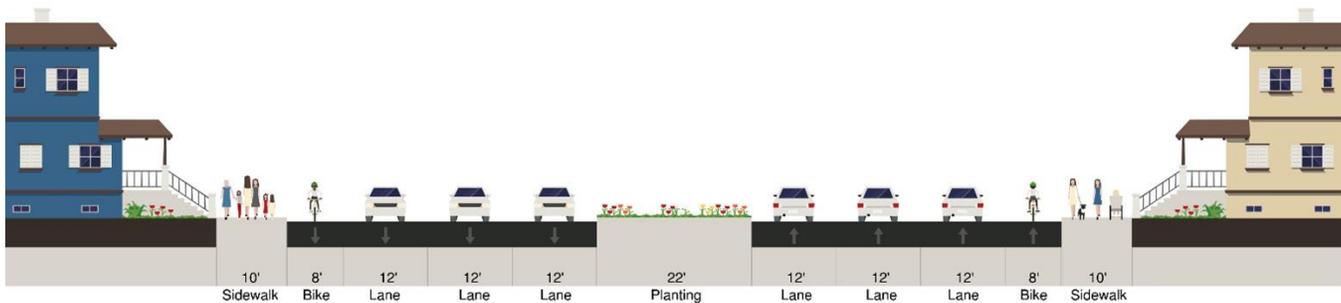
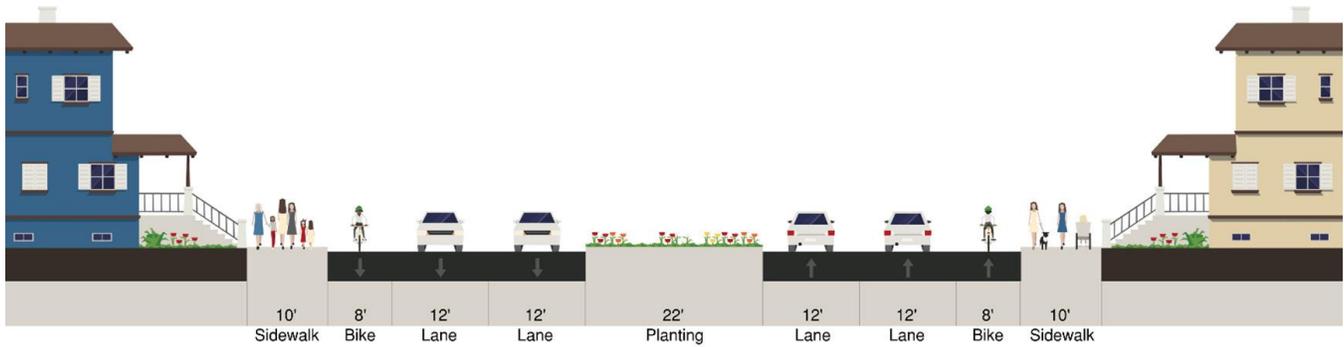


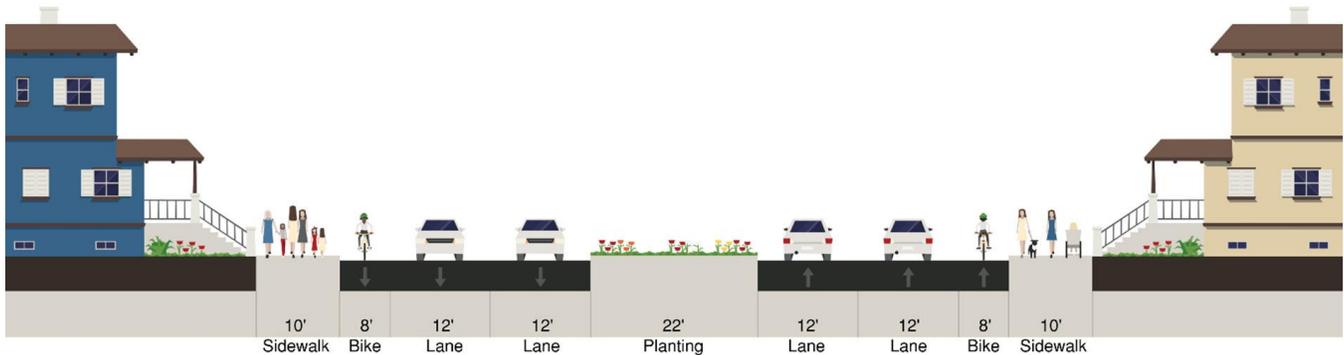
Figure A-1: Future Expressway Type I

# Arterials

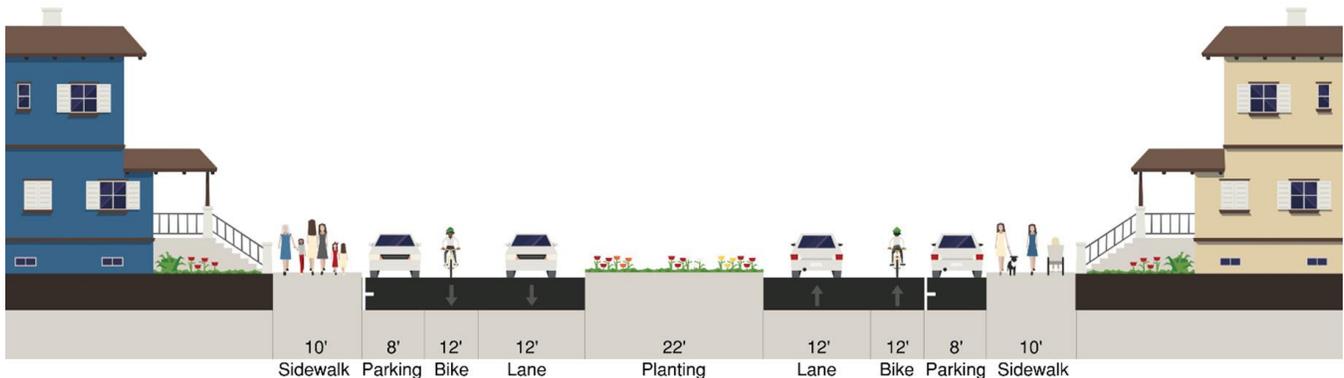
There is a range of arterial type and size, with the Major Arterial Type I corresponding to the expressway described above. Major Arterial Type II is typically constructed within a right-of-way of 106 feet and a curb-to-curb pavement width of 86 feet, including a bike lane. The Major Arterial Type III is typically constructed within a right-of-way of 100 feet and a curb-to-curb pavement width of 80 feet, including a bike lane. Minor arterials are typically constructed within a right-of-way of 90 feet and a curb-to-curb pavement width of 70 feet, including parking and bike lane.



**Figure A-2: Future Major Arterial Type II**



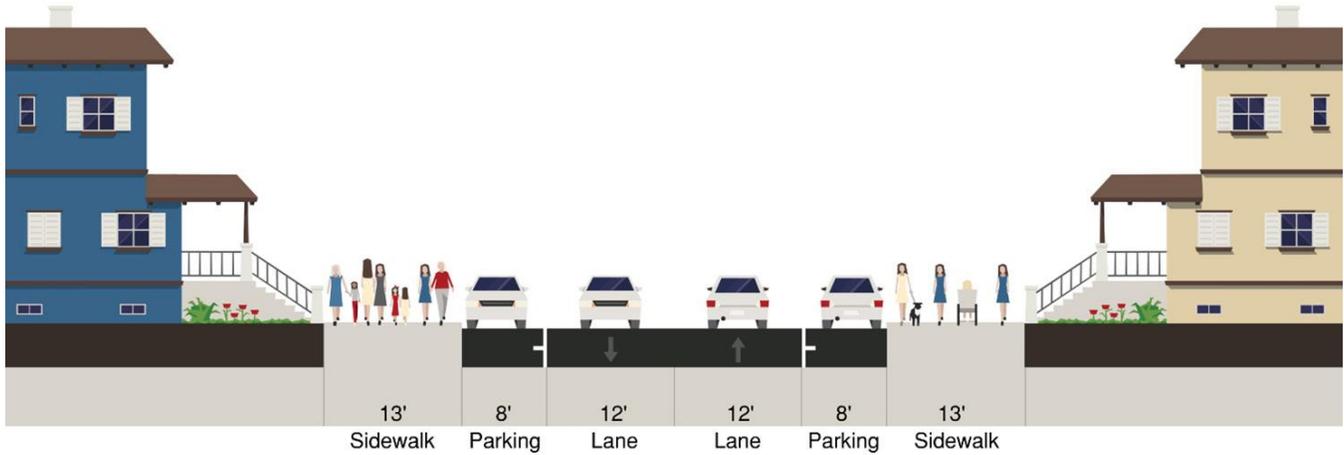
**Figure A-3: Future Major Arterial Type III**



**Figure A-4: Future Minor Arterial**

## Collectors

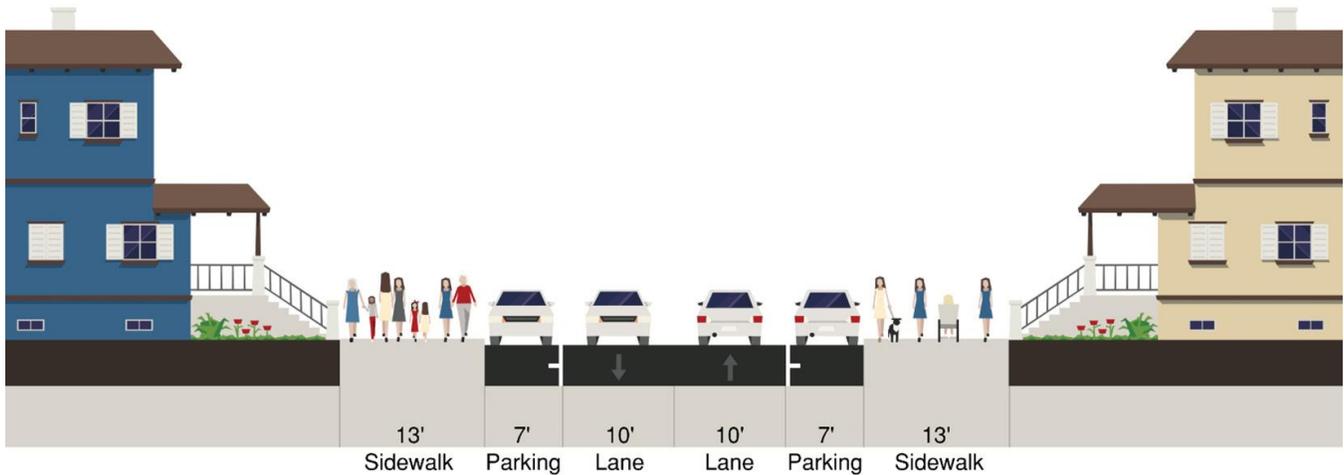
Typically constructed within a right-of-way of 66 feet and a curb-to-curb pavement width of 40 feet, including parking.



**Figure A-5: Future Collector**

## Local Roads

Typically constructed within a right-of-way of 60 feet and a curb-to-curb pavement width of 34 feet, including parking.



**Figure A-6: Future Local**

## Roadway Segment Volumes and Level of Service - Existing (2019) Conditions

Table A-2 shows key roadway segments in the City of Salinas, number of lanes (in both directions), average daily traffic from AMBAG model for base year 2019 conditions, and volume to capacity ratio under existing conditions and Figure A-7 shows the roadway segment LOS under existing conditions.

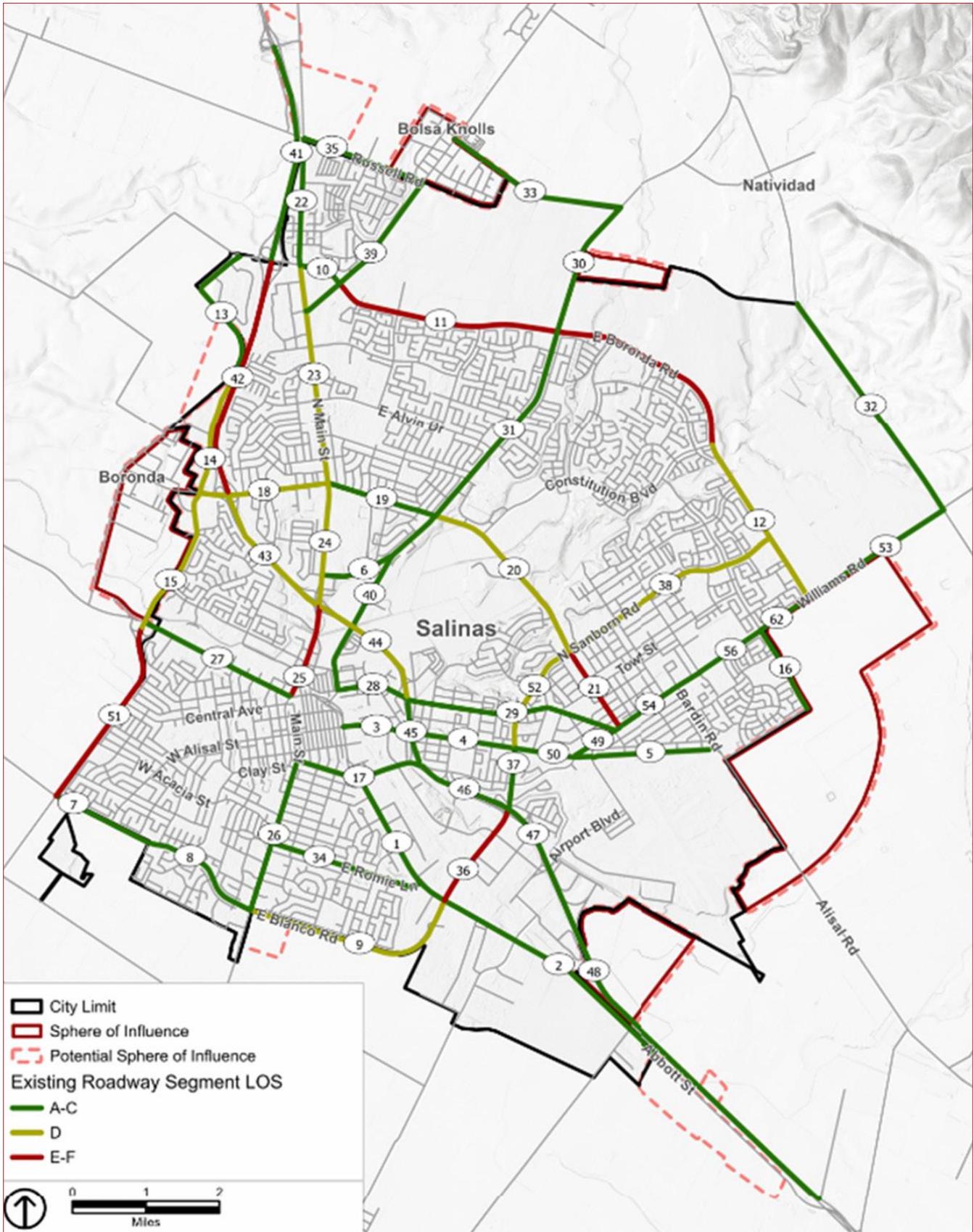
**Table A-2: Roadway Segment Volumes and Level of Service – Base Year (2019) Conditions**

ID	Roadway	Limits		No. Of Lanes	ADT Volumes (2019)	V/C	LOS
		From	To				
1	Abbot Street	John St	Sanborn Rd	4	9,642	0.31	C
2	Abbot Street	Sanborn Rd	City Limits	5	17,409	0.45	C
3	E Alisal Street	Front St	US 101	5	11,961	0.31	C
4	E Alisal Street	US 101	Sanborn Rd	4	11,520	0.37	C
5	E Alisal Street	Skyway Blvd	Bardin Rd	2	2,709	0.19	C
6	Bernal Drive	Main St	Sherwood Dr	4	3,126	0.10	C
7	W Blanco Rd.	Davis Rd	Alisal St	5	16,383	0.42	C
8	W Blanco Road	Alisal St	Main St	4	15,583	0.50	C
9	E Blanco Road	Main St	Abbott St	4	22,037	0.71	D
10	E Boronda Road	Main St	San Juan Grade Rd	5	14,972	0.39	C
11	E Boronda Road	San Juan Grade Rd	Constitution Blvd	2	19,132	<b>1.31</b>	<b>F</b>
12	E Boronda Road	Constitution Blvd	Williams Rd	2	9,574	0.66	D
13	N Davis Road	Boronda Rd	Westridge Dwy	4	7,168	0.23	C
14	N Davis Road	Westridge Dwy	Larkin St	4	27,936	0.90	D
15	Davis Road	Larkin St	SR-183	4	23,730	0.77	D
16	Freedom Parkway	Williams Rd	Sconberg Pkwy	4	1,496	0.05	C
17	John Street	Main St	US 101	5	8,425	0.22	C
18	W Laurel Avenue	Davis St	Main St	5	34,257	0.89	D
19	E Laurel Avenue	Main St	Natividad Rd	5	21,009	0.54	C
20	E Laurel Avenue	Natividad Rd	Sanborn Rd	4	21,803	0.71	D
21	E Laurel Avenue	Sanborn Rd	Williams Rd	2	15,794	<b>1.08</b>	<b>F</b>
22	N Main Street	Russell Rd	Boronda Rd	5	17,487	0.45	C
23	N Main Street	Boronda Rd	Laurel Dr	6	33,354	0.72	D
24	N Main Street	Laurel Dr	US 101	6	25,821	0.56	D
25	N Main Street	US 101	Market St	4	33,137	<b>1.07</b>	<b>F</b>
26	S Main Street	John St	Blanco Rd	5	19,741	0.51	C
27	W Market Street	Davis Rd	Main St	5	18,327	0.47	C

Table A-2 Roadway Segment Volumes and Level of Service... (Continued)

ID	Roadway	Limits		No. Of Lanes	ADT Volumes (2019)	V/C	LOS
		From	To				
28	E Market Street	Sherwood Dr	US 101	4	14,643	0.47	C
29	E Market Street	US 101	Williams Rd	4	15,312	0.50	C
30	Natividad Road	Rogge Rd	Boronda Rd	2	1,841	0.13	C
31	Natividad Road	Boronda Rd	Laurel Dr	6	17,791	0.38	C
32	Old Stage Road	Russell Rd	Williams Rd	2	1,665	0.11	C
33	Rogge Road	San Juan Grade Rd	Natividad Rd	2	2,611	0.18	C
34	Romie Lane	Main St	Abbott St	2	6,338	0.43	C
35	Russell Road	Main St	San Juan Grade Rd	3	5,636	0.25	C
36	S Sanborn Road	Abbott St	US 101	4	31,141	<b>1.01</b>	<b>F</b>
37	Sanborn Road	US 101	Alisal St	4	15,755	0.51	C
38	N Sanborn Road	Laurel Dr	Boronda Rd	4	21,660	0.70	D
39	San Juan Grade Road	Main St	Russel Rd	4	8,265	0.27	C
40	Sherwood Drive	Market St	Natividad Rd	5	17,164	0.37	C
41	US 101	Sala Rd	Boronda Rd	6	66,208	0.62	C
42	US 101	Boronda Rd	Laurel Dr	4	62,977	<b>0.91</b>	<b>E</b>
43	US 101	Laurel Dr	Main St	4	59,001	0.85	D
44	US 101	Main St	Market St	4	54,279	0.79	D
45	US 101	Market St	John St	4	49,830	0.72	C
46	US 101	John St	Sanborn Rd	4	42,927	0.62	C
47	US 101	Sanborn Rd	Airport Blvd	4	38,237	0.55	C
48	US 101	Airport Blvd	South of Salinas	4	34,117	0.49	C
49	Williams Rd	Alisal St	Market St	5	19,948	0.52	C
50	E Alisal Street	Sanborn Rd	Skyway Blvd	5	9,387	0.24	C
51	Davis Road	SR-183	Blanco Rd	2	21,145	<b>1.45</b>	<b>F</b>
52	Sanborn Road	Alisal St	Laurel Dr	5	32,012	0.83	D
53	William Road Widening	Boronda Rd	Old Stage Road	2	2,744	0.19	C
54	William Road Widening	Market St	Bardin Rd	5	19,350	0.50	C
55	William Road Widening	Bardin Rd	Del Monte Ave	5	16,550	0.43	C
56	William Road Widening	Del Monte Ave	Freedom Pkwy	5	6,528	0.17	C
57	William Road Widening	Freedom Parkway	Boronda Road	3	6,554	0.23	C

Figure A-7: Roadway Segment LOS – Existing (2019) Conditions



Data Source: City of Salinas.

## Intersection Level of Service - Existing (2019) Conditions

Table A-3 shows key intersections in the City of Salinas and the corresponding level of service (LOS) under existing conditions.

**Table A-3: Existing Intersection Level of Service**

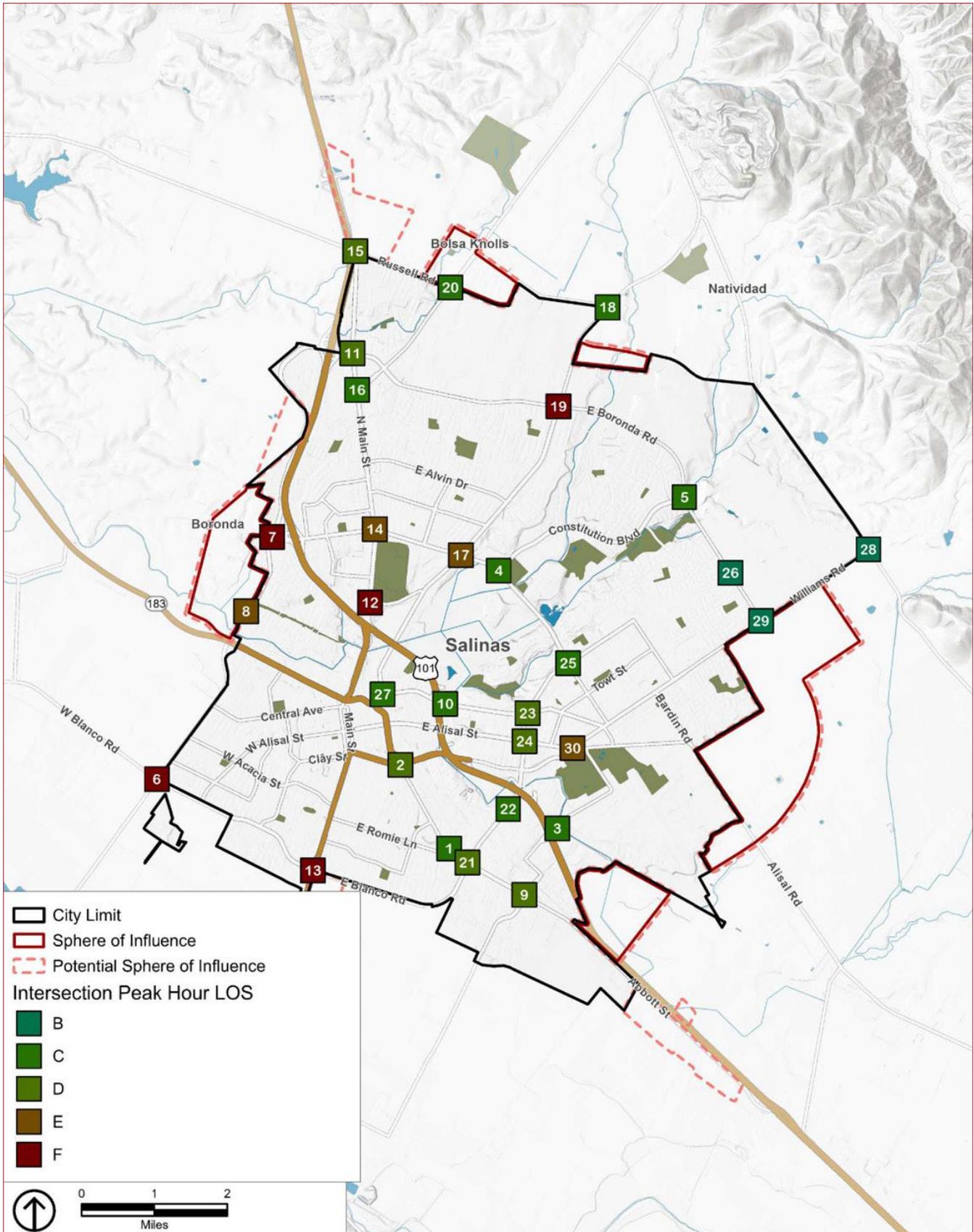
#	Intersection	Control <sup>1</sup>	Existing Conditions			
			AM Peak		PM Peak	
			LOS	Delay <sup>2</sup> (Sec)	LOS	Delay <sup>2</sup> (Sec)
1	Abbott Street @ Romie Lane	Signal	C	23.2	C	20.1
2	Abbott Street @ John Street	Signal	D	47.5	C	29.3
3	Airport boulevard @ Roy Diaz Street	Signal	B	17.7	C	30.0
4	Constitution Boulevard @ Laurel Drive	Signal	B	19.4	C	23.2
5	Constitution Boulevard @ Boronda Road	Signal	B	20	C	21.6
6	Davis Road @ Blanco Road	Signal	<b>F</b>	<b>91.8</b>	D	40.8
7	Davis Road @ Laurel Drive	Signal	C	28.6	C	31.3
8	Davis Road @ Rossi Street	Signal	<b>E</b>	<b>74.5</b>	B	19.0
9	Harkins Road @ Abbott Street	Signal	D	51.8	C	34.8
10	Kern Street @ Market Street	Signal	C	26.8	C	34.9
11	Main Street @ Boronda Road	Signal	D	44.6	D	49.5
12	Main Street @ Bernal Drive	Signal	<b>F</b>	<b>88.5</b>	<b>E</b>	<b>71.7</b>
13	Main Street @ Blanco Road	Signal	<b>F</b>	<b>87</b>	D	54.6
14	Main Street @ Laurel Drive	Signal	C	32.9	<b>E</b>	<b>64.5</b>
15	Main Street @ Russel Road	Signal	D	43.1	C	25.4
16	Main Street @ San Juan Grade Road	Signal	B	15.8	C	22.2
17	Natividad Road @ Laurel Drive	Signal	<b>E</b>	<b>67.5</b>	D	49.1
18	Natividad Road @ Rogge Road	SSSC	C	15.9	C	16.2
19	Natividad Road @ Boronda Road	Signal	<b>F</b>	<b>115.1</b>	<b>E</b>	<b>59.7</b>
20	San Juan Grade Road @ Russel Road	Signal	C	34.4	B	16.3
21	Sanborn Road @ Abbott Street	Signal	D	41.7	C	30.0
22	Sanborn Road @ Work Street	Signal	C	25.1	C	21.1
23	Sanborn Road @ Market Street	Signal	D	51.3	D	35.8
24	Sanborn Road @ Alisal Street	Signal	D	35.8	D	39.0
25	Sanborn Road @ Laurel Drive	Signal	C	33.9	C	25.2
26	Sanborn Road @ Boronda Road	Signal	B	15.4	B	13.5
27	Sherwood Drive @ Market Street	Signal	C	22.3	B	19.1
28	Williams Road @ Old Stage Road	SSSC	A	9.8	B	11.1
29	Williams Road @ Boronda Road	SSSC	B	11.3	B	14.6
30	Williams Road @ Alisal Street	Signal	<b>E</b>	<b>75.4</b>	D	53.3

Notes:

Intersections operating below the acceptable LOS are shown in BOLD.

1. SSSC – Side Street Stop Control
2. The average control delay is reported for the signalized intersection. For unsignalized intersections, delay for the worst movement is reported.

Figure A-8: Intersection LOS – Existing (2019) Conditions



Data Source: City of Salinas.

## Roadway Segment Volumes and Level of Service - Future (2040) Conditions

Table A-4 and Figure A-9 shows key roadway segments in the City of Salinas, number of lanes (in both directions), average daily traffic from AMBAG model for base year 2019 conditions, and volume to capacity ratio under existing conditions.

**Table A-4: Roadway Segments Volumes and Level of Service – Future 2040 Conditions**

#	Roadway	Limits		No. Of Lanes	ADT Volumes (2040)	V/C	LOS
		From	To				
1	Abbot Street	John St	Sanborn Rd	4	14,380	0.47	C
2	Abbot Street	Sanborn Rd	City Limits	5	23,683	0.61	D
3	E Alisal Street	Front St	US 101	5	19,353	0.50	C
4	E Alisal Street	US 101	Sanborn Rd	4	17,529	0.57	D
5	E Alisal Street	Skyway Blvd	Bardin Rd	2	8,830	0.60	D
6	Bernal Drive	Main St	Sherwood Dr	4	4,566	0.15	C
7	W Blanco Rd	Davis Rd	Alisal St	5	26,472	0.68	D
8	W Blanco Road	Alisal St	Main St	4	23,490	0.76	D
9	E Blanco Road	Main St	Abbott St	4	29,731	0.96	E
10	E Boronda Road	Main St	San Juan Grade Rd	5	22,311	0.58	D
11	E Boronda Road	San Juan Grade Rd	Constitution Blvd	6	35,475	0.76	D
12	E Boronda Road	Constitution Blvd	Williams Rd	6	19,605	0.42	C
13	N Davis Road	Boronda Rd	Westridge Dwy	4	8,680	0.28	C
14	N Davis Road	Westridge Dwy	Larkin St	4	33,509	1.08	F
15	Davis Road	Larkin St	SR-183	4	28,684	0.93	D
16	Freedom Parkway	Williams Rd	Sconeberg Pkwy	4	2,803	0.09	C
17	John Street	Main St	US 101	5	12,647	0.33	C
18	W Laurel Drive	Davis St	Main St	5	41,539	1.07	F
19	E Laurel Drive	Main St	Natividad Rd	5	22,120	0.57	D
20	E Laurel Drive	Natividad Rd	Sanborn Rd	4	27,988	0.91	D
21	E Laurel Drive	Sanborn Rd	Williams Rd	2	18,790	1.29	F
22	N Main Street	Russell Rd	Boronda Rd	5	22,568	0.58	D
23	N Main Street	Boronda Rd	Laurel Dr	6	34,246	0.74	D

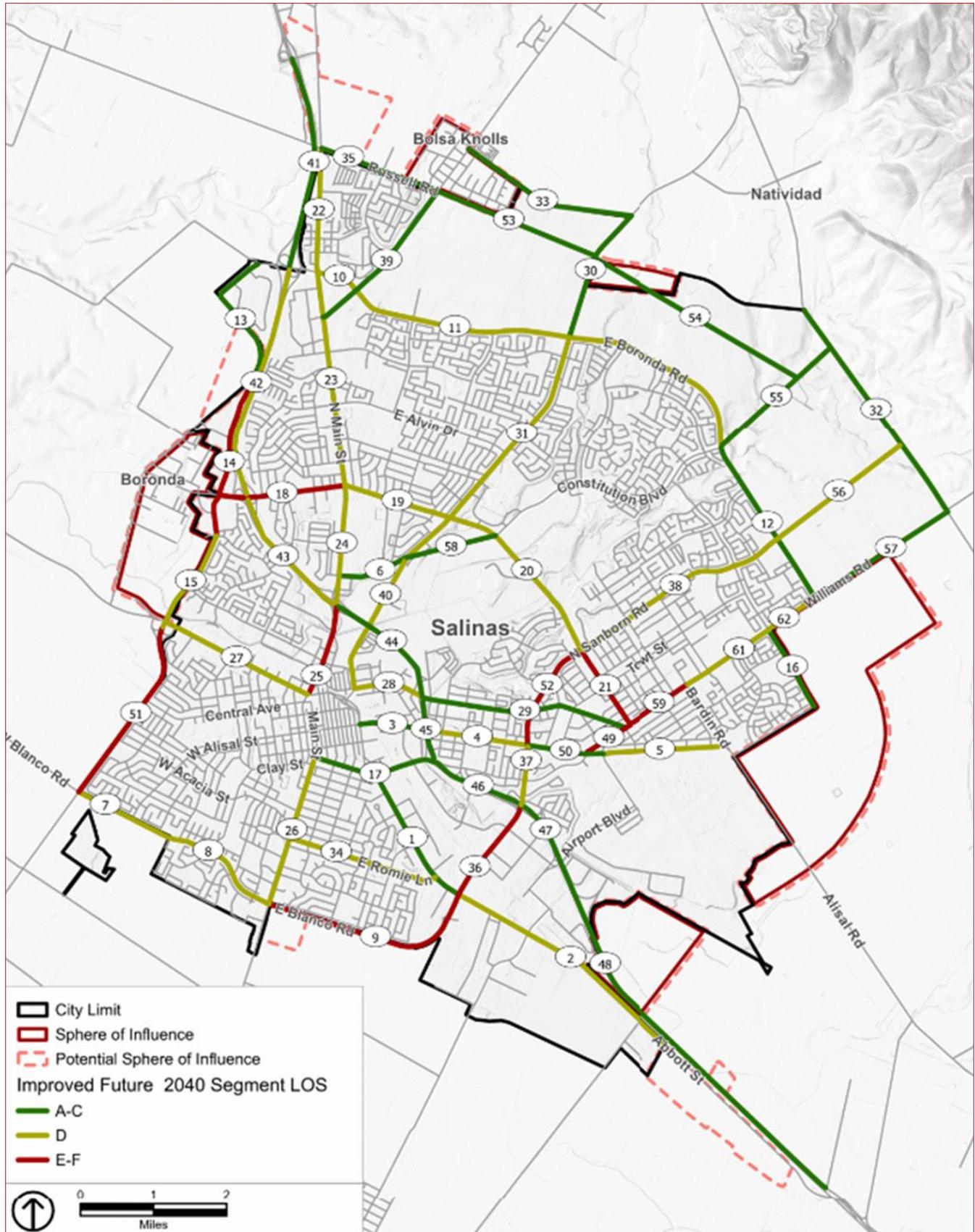
Table A-4: Roadway Segments Volumes... (Continued)

#	Roadway	Limits		No. Of Lanes	ADT Volumes (2040)	V/C	LOS
		From	To				
24	N Main Street	Laurel Dr	US 101	6	27,789	0.60	D
25	N Main Street	US 101	Market St	4	48,951	1.58	F
26	S Main Street	John St	Blanco Rd	5	27,368	0.71	D
27	W Market Street	Davis Rd	Main St	5	24,385	0.63	D
28	E Market Street	Sherwood Dr	US 101	4	17,504	0.57	D
29	E Market Street	US 101	Williams Rd	4	16,320	0.53	C
30	Natividad Road	Rogge Rd	Boronda Rd	4	7,919	0.26	C
31	Natividad Road	Boronda Rd	Laurel Dr	6	35,009	0.75	D
32	Old Stage Road	Russell Rd	Williams Rd	4	4,177	0.14	C
33	Rogge Road	San Juan Grade Rd	Natividad Rd	2	2,097	0.14	C
34	Romie Lane	Main St	Abbott St	2	8,291	0.57	D
35	Russell Road	Main St	San Juan Grade Rd	5	18,159	0.47	C
36	S Sanborn Road	Abbott St	US 101	4	41,625	1.35	F
37	Sanborn Road	US 101	Alisal St	4	28,684	0.93	D
38	N Sanborn Road	Laurel Dr	Boronda Rd	4	24,123	0.78	D
39	San Juan Grade Road	Main St	Russel Rd	4	13,431	0.43	C
40	Sherwood Drive	Market St	Natividad Rd	5	30,321	0.78	D
41	US 101	Sala Rd	Boronda Rd	6	80,700	0.76	C
42	US 101	Boronda Rd	Laurel Dr	6	86,383	0.81	D
43	US 101	Laurel Dr	Main St	6	81,104	0.76	D
44	US 101	Main St	Market St	6	69,771	0.65	C
45	US 101	Market St	John St	6	64,158	0.60	C
46	US 101	John St	Sanborn Rd	6	55,341	0.52	C
47	US 101	Sanborn Rd	Airport Blvd	6	49,327	0.46	C
48	US 101	Airport Blvd	South of Salinas	4	43,827	0.63	C
49	Williams Rd	Alisal St	Market St	2	24,999	1.71	F
50	E Alisal Street	Sanborn Rd	Skyway Blvd	5	13,849	0.36	C

Table A-4: Roadway Segments Volumes... (Continued)

#	Roadway	Limits		No. Of Lanes	ADT Volumes (2040)	V/C	LOS
		From	To				
51	Davis Road	SR-183	Blanco Rd	2	24,859	1.70	F
52	Sanborn Road	Alisal St	Laurel Dr	5	40,469	1.05	F
53	William Road	Boronda Rd	Old Stage Road	4	13,152	0.43	C
54	William Road	Market St	Bardin Rd	4	3,054	0.10	C
55	William Road	Bardin Rd	Del Monte Ave	4	3,051	0.10	C
56	William Road	Del Monte Ave	Freedom Pkwy	2	9,393	0.64	D
57	William Road	Freedom Parkway	Boronda Road	4	12,529	0.41	C
58	Constitution Boulevard	Laurel Dr	Bernal Drive	2	1,317	0.09	C
59	William Road	Market St	Bardin Road	2	24,720	1.69	F
60	William Road	Bardin Road	Del Monte Ave	5	24,936	0.65	D
61	William Road	Del Monte Ave	Freedom Pkwy	4	18,276	0.59	D
62	William Road	Freedom Pkwy	Boronda Rd	3	20,610	0.91	D

Figure A-9: Roadway Segment LOS – Future (2040) Conditions



Data Source: City of Salinas.

## Future 2040 General Plan Conditions - Intersection Level of Service

Table A-5 and Figure A-10 shows key intersections in the City of Salinas and the corresponding level of service (LOS) for 2040 General Plan conditions.

**Table A-5: Future 2040 Conditions - Intersection Level of Service**

#	Intersection	Control <sup>1</sup>	Future 2040 General Plan Conditions			
			AM Peak		PM Peak	
			LOS	Delay <sup>2</sup> (Sec)	LOS	Delay <sup>2</sup> (Sec)
1	Abbott Street @ Romie Lane	Signal	C	24.8	B	18.8
2	Abbott Street @ John Street	Signal	<b>E</b>	<b>61.9</b>	<b>F</b>	<b>100.9</b>
3	Airport boulevard @ Roy Diaz Street	Signal	B	17.4	D	44.5
4	Constitution Boulevard @ Laurel Drive	Signal	<b>F</b>	<b>334</b>	<b>F</b>	<b>321.7</b>
5	Constitution Boulevard @ Boronda Road	Signal	<b>F</b>	<b>86.0</b>	<b>F</b>	<b>267.3</b>
6	Davis Road @ Blanco Road	Signal	<b>F</b>	<b>84.8</b>	<b>E</b>	<b>73.7</b>
7	Davis Road @ Laurel Drive	Signal	<b>F</b>	<b>131.9</b>	<b>F</b>	<b>141.4</b>
8	Davis Road @ Rossi Street	Signal	<b>F</b>	<b>151.1</b>	<b>F</b>	<b>103.1</b>
9	Harkins Road @ Abbott Street	Signal	<b>E</b>	<b>64.9</b>	<b>F</b>	<b>132.0</b>
10	Kern Street @ Market Street	Signal	C	34.1	<b>E</b>	<b>61.1</b>
11	Main Street @ Boronda Road	Signal	D	47.2	<b>E</b>	<b>67.4</b>
12	Main Street @ Bernal Drive	Signal	D	48.9	<b>F</b>	<b>90.6</b>
13	Main Street @ Blanco Road	Signal	<b>F</b>	<b>86.3</b>	<b>F</b>	<b>82.4</b>
14	Main Street @ Laurel Drive	Signal	C	26.7	<b>E</b>	<b>76.6</b>
15	Main Street @ Russel Road	Signal	<b>E</b>	<b>60.1</b>	C	34.3
16	Main Street @ San Juan Grade Road	Signal	B	16.2	C	23.1
17	Natividad Road @ Laurel Drive	Signal	<b>F</b>	<b>94.3</b>	<b>F</b>	<b>95.3</b>
18	Natividad Road @ Rogge Road	SSSC	C	18.3	D	30.1

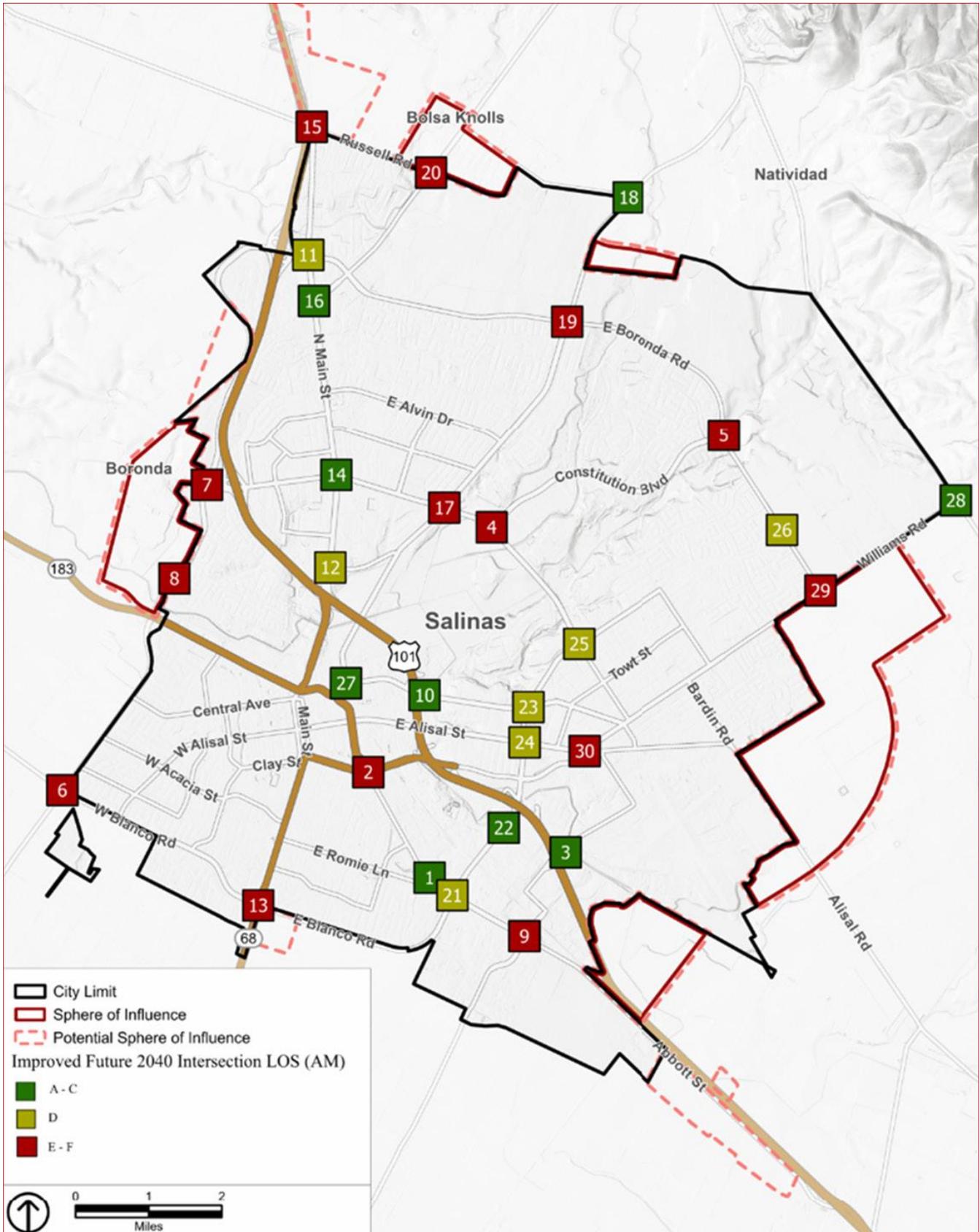
Table A-5: Future 2040 Conditions - Intersection Level of Service (Continued)

#	Intersection	Control <sup>1</sup>	Future 2040 General Plan Conditions			
			AM Peak		PM Peak	
			LOS	Delay <sup>2</sup> (Sec)	LOS	Delay <sup>2</sup> (Sec)
19	Natividad Road @ Boronda Road	Signal	F	283.2	F	317.3
20	San Juan Grade Road @ Russel Road	Signal	<b>F</b>	<b>137.3</b>	<b>F</b>	<b>158.2</b>
21	Sanborn Road @ Abbott Street	Signal	<b>E</b>	<b>66.3</b>	<b>E</b>	<b>62.5</b>
22	Sanborn Road @ Work Street	Signal	C	34.4	C	28.3
23	Sanborn Road @ Market Street	Signal	D	49.2	D	44.9
24	Sanborn Road @ Alisal Street	Signal	D	39.1	<b>E</b>	<b>59.3</b>
25	Sanborn Road @ Laurel Drive	Signal	D	38.0	C	28.5
26	Sanborn Road @ Boronda Road	Signal	D	40.5	C	32.3
27	Sherwood Drive @ Market Street	Signal	C	21.8	C	32.5
28	Williams Road @ Old Stage Road	SSSC	B	11.2	C	17.2
29	Williams Road @ Boronda Road	SSSC	<b>F</b>	<b>144.8</b>	<b>F</b>	<b>612.6</b>
30	Williams Road @ Alisal Street	Signal	<b>E</b>	<b>61.8</b>	<b>F</b>	<b>88</b>

Notes:  
 Intersections operating below the acceptable LOS are shown in BOLD.

1. SSSC – Side Street Stop Control
2. The average control delay is reported for the signalized intersection. For unsignalized intersections, delay for the worst movement is reported.

Figure A-10: Intersection LOS – Future (2040) Conditions



Data Source: City of Salinas.