



October 5, 2021

Jill Miller, Senior Planner  
City of Salinas Community Development Department  
65 West Alisal Street  
Salinas, California 93901

**RE: Central Area Specific Plan Tentative  
Map Comments**

Dear Ms. Miller:

Monterey-Salinas Transit District (MST) was contacted by Chris Patton, P.E., CPSWQ, Principal of Ruggeri-Jensen-Azar (RJA) Engineers in regard to a tentative map for a proposed subdivision as part of the City of Salinas Central Area Specific Plan. Since this plan's concept, MST has undergone several planning initiatives, and is currently reevaluating its network through a Comprehensive Operational Analysis (COA). The COA does not propose or plan for any new service through this proposed subdivision in the next 5 to 10 years without dedicated funding, however, the tentative map proposes four (4) new bus stops on new thoroughfares. MST staff analyzed these proposed bus stops against the MST Designing for Transit Guidelines (2020) manual and provides the following comments pertaining to the attached sheets provided by RJA Engineers:

- Generally throughout, this plan proposes angled parking in most areas. Angled parking often creates difficulty for bus movements, since longer personal vehicles may impede travel and therefore affect scheduling, and have the propensity to cause collisions with buses due to reduced visibility when reversing.
- MST requests that lane width on all thoroughfares shown as bus routes be 12 feet wide at minimum and contain no angled parking.
- Sheet 11: Provide a minimum bus stop area dimension of 90 feet in length (inclusive of exit taper) and 11 feet in width. Ensure bus stop landing pad is at least 10 feet away from any crosswalk.
- Sheet 13: Corner radii are too small for bus turns, however, this plan proposes route that does not make turn. This is subject to further evaluation by MST. Provide a minimum of radius of 27 feet (30 feet is preferred) where Street U intersects Street A. Also provide a minimum bus stop area dimension of 90 feet in length (including one of two tapers) and 11 feet in width. Ensure bus stop landing pad is at least 10 feet away from crosswalk.
- Sheet 19: An island median appears to be proposed on the plan; MST requests that this proposed island not be constructed as it would impede bus maneuvers. Also, this intersection must include a control device, such as a stop sign or other traffic control device, in all directions to ensure safety of buses as they turn.

Sheet 21: Provide a minimum bus stop area dimension of 90 feet in length (inclusive of exit taper) and 11 feet in width. Ensure bus stop landing pad is at least 10 feet away from any crosswalk. Corner radii are too small for bus turns, however, this plan proposes route that does not make turn. This is subject to further evaluation by MST. Provide a minimum of radius of 27 feet (30 feet is preferred) where Street T intersects Street S.

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**Transit District Members** Monterey County • Carmel-by-the-Sea • Del Rey Oaks • Gonzales • Greenfield • King City • Marina • Monterey  
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As this plan develops further, please refer to MST's Designing for Transit Guidelines to ensure adequate bus stop geometrics as well as bus turning radii and street width. If you have any questions about the above comments, please do not hesitate to contact me at [scampi@mst.org](mailto:scampi@mst.org) or 831-264-5881.

Sincerely,



Sloan Thomas Campi  
Planning Manager

Attachments:

1. CASP Bus Stops Sheet Set as provided by RJA Engineering
2. Letter RE: Potential Bus Stop Locations Salinas Northeast Annexation Area (Dated March 2, 2014)