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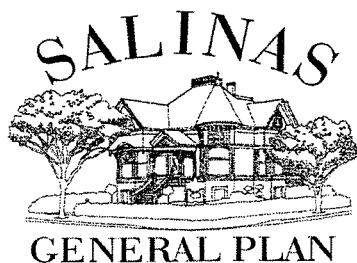
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## Introduction

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The City of Salinas provides a regional transportation hub for the Monterey Bay area. Regional vehicular transportation is provided by Highways 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. Established public transit services, provided through the Monterey-Salinas Transit agency, provide alternative transportation opportunities for commuters and residents of the community. An extensive bicycle and pedestrian system also provides an alternative option for travel within the City.

The Circulation Element guides the continued development and improvement of the circulation system to support existing and planned development, while the Land Use Element identifies the City's planned development pattern. The development of additional land in the future will increase the demand for local and regional roadway improvements and construction. The Circulation Element establishes acceptable roadway service levels and identifies improvements required to maintain the service levels. The use of other modes of transportation such as transit, walking, and bicycling is promoted to reduce the demand for transportation system improvements and to improve air quality. The transit, pedestrian, and bicycling systems will also be used to connect the various activities centers identified in the Land Use Element and promote a transit-friendly community.

### *Purpose of the Circulation Element*

The purpose of the Circulation Element is to provide a safe, efficient, and adequate circulation system for the City. State planning law requires:

“....a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element plan.”

To meet this purpose, the Circulation Element addresses the circulation improvements needed to provide adequate capacity for future land uses. The Element establishes a hierarchy of transportation routes with typical development standards described for each roadway category.

The state General Plan Guidelines recommend that the circulation policies and plans should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the safe and efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

The Guidelines indicate that the Circulation Element should address all facets of circulation including streets and highways, transportation corridors, public transit, railroads, bicycle and pedestrian facilities, and commercial, general, and military airports. The Salinas Circulation Element fulfills state requirements with a plan to provide effective circulation facilities supporting desired community development. Along with circulation, public utilities must be addressed in the General Plan. Instead of addressing utilities within the Circulation Element, the Salinas General Plan contains a public services and facilities section in the Land Use Element that discusses the provision of utilities and public services/facilities.

*Scope and Content  
of the Circulation  
Element*

This element contains goals, policies, and implementation programs to improve overall circulation in Salinas. For vehicular transportation, a hierarchical roadway network is established with designated roadway types and design standards. The roadway type is linked to anticipated traffic levels, and acceptable levels of service are established to determine when capacity improvements are necessary. Because local circulation is linked with the regional system, the element also focuses on participation in regional programs to alleviate traffic congestion and construct capacity improvements. Alternative transportation modes are also emphasized in this element to reduce dependency on the automobile and thereby improve environmental quality.

The Circulation Element consists of four sections: 1) Introduction; 2) Issues, Goals, and Policies; 3) the Circulation Plan; and 4) Implementation Programs. In the Issues, Goals, and Policies section, major issues pertaining to the transportation system are identified, and

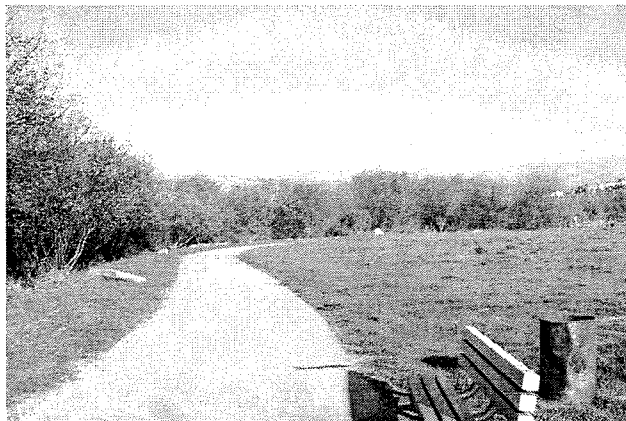
related goals and policies are established. The goals are overall statements of the City desires and include broad statements of purpose and direction. The policies serve as guides for planning circulation improvements to accommodate anticipated population growth, maintain acceptable service levels while development occurs, coordinate with local and regional jurisdictions to phase regional transportation facilities, and promote alternative transportation modes. The Circulation Plan explains how the goals and policies will be achieved and implemented. Specific implementation programs are included in the Implementation Programs section.

#### *Related Plans and Programs*

Several transportation plans prepared by the City and other county and regional agencies focus on the local and regional transportation system. Strategies to handle anticipated traffic levels from future development are discussed. Other plans have also been prepared to locate future routes for bicycle facilities and airport operations. Plans and programs related to the Circulation Element include the following:

#### **Salinas Bikeways Plan**

The Salinas Bikeways Plan includes goals and actions along with maps identifying the City's existing and proposed bikeways, bike parking facilities, bike support facilities, routes for buses with bike racks, and the design requirements for those facilities. The proposed bicycle network will provide nearly 85 miles of routes at buildout, and when completed in 2010, will connect every neighborhood to the downtown, and to employment, shopping, cultural, educational, and recreational facilities. While drafting this plan, the General Bikeways Plan for Monterey County, and the California Department of Transportation Bikeway Planning and Design guidelines were consulted.



### **Regional Transportation Plan (RTP)**

The Transportation Agency for Monterey County (TAMC) is responsible for the preparation of the Regional Transportation Plan (RTP) for Monterey County. The RTP's purpose is to provide policy guidance, plans, and programs for the next twenty years to attain a balanced comprehensive, multimodal transportation system; propose solutions to transportation issues; consider all modes of travel; and identify anticipated funding for projects and programs. The RTP addresses special factors affecting the transportation system, such as air quality, land use, special transportation needs and multimodal integration. The Circulation Plan for Salinas has been designed to meld in to this regional transportation system.

### **Congestion Management Plan (CMP)**

TAMC is also responsible for the preparation of the County Congestion Management Plan (CMP), as required by state law. The CMP represents an effort to manage traffic congestion by coordinating transportation, land use, and air quality in Monterey County. An important aspect of the CMP is the monitoring that measures traffic on county roadways and develops plans to relieve congestion. The CMP encourages each city and the County to address the regional transportation issues related to land use decisions with the goal to mitigate the traffic impacts associated with proposed development. This Circulation Element works to foster a regional cooperation to address issues related to traffic and congestion.

### **Monterey Bay Air Quality Management Plan**

The Monterey Bay Unified Air Pollution Control District, through its Air Quality Management Plan, includes transportation control measures that are either implemented by transportation planning agencies through the regional transportation planning process or by cities and counties on a voluntary basis. The Circulation Element supports the implementation of the Transportation Control Measures contained in the plan.

### **Salinas Municipal Airport Master Plan**

The Salinas Municipal Airport is subject to the Salinas Municipal Airport Master Plan 1990-2010. This plan addresses the need for

aviation service to serve Salinas and the surrounding area. Future facility improvements are identified in the plan to meet future demand. The master plan is updated periodically and the General Plan reviewed for consistency with the revised Salinas Municipal Airport Master Plan. Funding has been approved to update the Salinas Municipal Airport Master Plan in 2002/2003.

### **Monterey-Salinas Transit Short Range Transit Plan (SRTP)**

The Monterey-Salinas Transit Short Range Transit Plan (SRTP) is Monterey-Salinas Transit's primary planning document for public transit. The plan describes public transit's role in the community, including its achievements, services operated, solution strategies, and financial plans. The Circulation Element supports the transit agency's transit goals within the plan.

### **Monterey-Salinas Transit Designing for Transit**

The Designing for Transit manual was created to help policy makers, city administrators, planners, engineers, and developers understand how to design projects which support transit use. The manual is being updated in conjunction with the Salinas General Plan.

#### *Relationship to Other General Plan Elements*

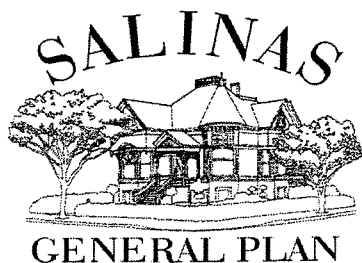
According to State planning law, the Circulation Element must be independent, but consistent with the other General Plan elements. All elements of the General Plan are interrelated to a degree, and certain goals and policies of one element may also address issues that are the primary subjects of other elements. The integration of overlapping issues throughout the General Plan elements provides a strong basis for implementation of plans and programs, and achievement of community goals. The Circulation Element relates most closely to the Land Use and Conservation/Open Space Elements.

The Land Use and Circulation Elements are inextricably linked. The planned development identified in the Land Use Element is the basis for determining future roadway improvements. The circulation policies and plans ensure that existing transportation facilities will be improved and new facilities will be constructed to adequately serve traffic generated by planned development. An efficient circulation system is a critical factor for diversifying and expanding local economic activities. In addition, the Circulation Element promotes alternative

transportation modes to minimize the impacts of planned local development on regional facilities.

The Circulation Element provides for a system that accommodates bicycles and pedestrians. Trails for these uses will connect with recreational areas and support the City recreational goals identified in the Conservation/Open Space Element. In addition, by promoting public transit, the Circulation Plan will help achieve the air quality goals contained in the Conservation/Open Space Element.





## Issues, Goals and Policies

Salinas has a circulation system that includes vehicular, public transit, bicycle, and pedestrian components. A comprehensive system is created by the connection of this local system with a larger regional circulation system. Safe and convenient circulation system operation is needed to support a variety of land uses in the community.

Five major issues are addressed by the goals, policies, and plans of the Circulation Element. These major issues include: 1) providing a suitable system of city roadways; 2) supporting regional transportation facilities; 3) providing an advanced public transportation network; 4) ensuring an extensive public bicycle network; as well as 5) ensuring an extensive and safe pedestrian system.

### *Roadway System Circulation*

Safe and convenient access to activities in the community can be provided by a well-designed local roadway system. As new development occurs within the City, the existing roadway system will become more congested, negatively impacting the community. To allow new development to occur without negatively affecting the existing community, roadway system improvements will be required, including provision of new roadways and improvement of existing roadways. Other programs to reduce the amount of vehicle traffic, such as car-pooling, will also help to reduce congestion, while allowing people to travel in cars. The following goals and policies are designed to ensure that an adequate transportation system is provided.

**Goal C-1: Provide and maintain a circulation system that meets the current and future needs of the community.**

**Policy C-1.1:** Create and preserve distinct, identifiable neighborhoods that have traditional neighborhood development (TND) characteristics and corresponding circulation systems. Specifically, the street network should have the following characteristics:

- Individual blocks should average less than 600 feet in length and less than 1,800 feet in perimeter;

- Streets should be organized in a comprehensive hierarchical network that manifests the structure of the neighborhood;
- Cul-de-sacs should be avoided unless natural conditions demand them;
- The street network should be interconnected; and
- Transit access, passenger safety, and transit facilities should be included in the street network design.

**Policy C-1.2:** Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.

**Policy C-1.3:** Require that new development and any proposal for an amendment to the Land Use Element of the General Plan demonstrate that traffic service levels meeting established General Plan standards will be maintained on arterial and collector streets.

**Policy C-1.4:** 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.

**Policy C-1.5:** Ensure that new development makes provisions for street maintenance through appropriate use of gas tax and formation of maintenance assessment districts.

**Policy C-1.6:** Discourage diversion of traffic to local streets by providing maximum capacity on arterial streets and locating high traffic-generating uses on or near arterial frontages.

**Policy C-1.7:** Design roadway capacities to adequately serve planned land uses.

**Policy C-1.8:** Whenever possible, in reuse/revitalization projects, reduce the number of existing driveways on arterial streets to improve traffic flow.

**Policy C-1.9:** Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system.

**Policy C-1.10:** Encourage car-pooling, at government offices, business, schools, and other facilities, to reduce the number of vehicles using the roadway system.

**Policy C-1.11:** 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.

### *Regional Transportation*

Traffic congestion in Salinas is directly influenced by an overall transportation network for the region, as traffic generated outside the City passes through the community on Highway 101 and other major roads and highways. In addition, a healthy economy depends on the ability of businesses to move their goods from one location to another. To support the continued success of local businesses, the circulation system must provide adequate local and regional access. Planning for the needs of the community includes recognition of related transportation needs and planning efforts of the neighboring cities, the county, region, and state. With this recognition is the need for the City to actively work with other public agencies responsible for transportation and development in surrounding areas. The following goal and policies address this need to coordinate with other agencies to create a regional circulation system.

**Goal C-2:** Work with other local and regional agencies to develop regional transit and transportation systems.

**Policy C-2.1:** Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers.

- Policy C-2.2:** Cooperate with Caltrans in making improvements to Highway 101 and support construction of Prunedale freeway improvements by Caltrans to serve through trips, and trips to and from Salinas.
- Policy C-2.3:** Continue efforts to reduce adverse impacts of truck traffic and parking in non-industrial areas of Salinas while recognizing and accepting the community's economic dependence on trucking.
- Policy C-2.4:** Continue development of the Salinas Municipal Airport in accordance with the Salinas Municipal Airport Master Plan.
- Policy C-2.5:** Work with Caltrain and Amtrak to provide commuter rail service to the Silicon Valley and other major destinations to provide alternatives to automobile use.
- Policy C-2.6:** Promote a regional jobs-housing balance to reduce vehicle miles traveled and congestion on the regional circulation system.
- Policy C-2.7:** Support continued maintenance and expanded use of the City's Intermodal Transportation Center.
- Policy C-2.8:** Pursue a variety of funding sources to implement circulation system improvements.

### *Public Transportation Needs*



Public transit (trains, buses, shuttles, etc.) is an important component of a comprehensive transportation system. It offers an alternative to the use of automobiles and helps reduce air pollution and road congestion. To promote increased usage of these modes of transportation, adequate services must be provided, as well as adequate demand for public transit, as provided by residential and employment centers. The following goal and policies work to promote the improvement and utilization of the public transportation system.

**Goal C-3: Promote an efficient public transportation network.**

**Policy C-3.1:** Support Monterey-Salinas Transit initiatives to provide adequate and improved (i.e. more frequent availability and use of Intelligent Transportation System measures where appropriate) public transportation service.

**Policy C-3.2:** 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.

**Policy C-3.3:** Support the extension of commuter rail to Salinas to allow for alternatives to automobile use.

**Policy C-3.4:** Support public transportation that is “bike” friendly, such as buses with bicycle racks and reduced fares for bicycle riders and provision of bicycle racks at public transportation stations.

#### Bicycle Access

Non-motorized modes of transportation, including bicycling, offer alternatives to driving, providing recreational and commute alternatives for the community. Encouraging bicycling as a means of transportation also helps those who choose to drive automobiles, as every person who chooses to ride a bicycle rather than drive causes fewer motorized vehicles on the road. To promote bicycling, a safe bicycle system should be developed and maintained that connects to key activity centers within the community, and to the regional bicycle route and path system. The following goal and policies are designed to provide a bicycle system to serve all of Salinas.

**Goal C-4: Provide an extensive, safe public bicycle network that provides on-street as well as off-street facilities.**

**Policy C-4.1:** Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connections between existing bicycle routes.

**Policy C-4.2:** Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling.

**Policy C-4.3:** Encourage existing businesses and require new construction to provide on-premise facilities to aid bicycle commuters, such as on-site safe bicycle parking.

**Policy C-4.4:** Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.

**Policy C-4.5:** Where possible, ensure that roadway improvements (i.e., widening and re-striping), as well as new overpasses and underpasses, allow for safe on-street bike lanes or adequate right-lane space for bicycles.

**Policy C-4.6:** Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.

**Policy C-4.7:** Encourage parking lot designs that provide for safe and secure bicycle parking.

#### **Pedestrian Access**

Pedestrian transport offers a short-distance alternative means of transportation to automobiles, as well as providing a healthy form of exercise. To promote walking, a safe pedestrian transportation system should be developed and maintained, including safe sidewalks and other pedestrian-oriented facilities.

**Goal C-5: Provide safe routes to school, work, shopping, and recreation for pedestrians.**

**Policy C-5.1:** Increase availability of safe and well-maintained sidewalks in all areas of the City.

**Policy C-5.2:** Encourage all new bus stops and changes in existing bus stops to take pedestrian access into consideration.

**Policy C-5.3:** Ensure that all pedestrian route improvements meet with ADA standards for accessibility.

**Policy C-5.4:** Encourage parking lot designs that promote pedestrian access and safety.

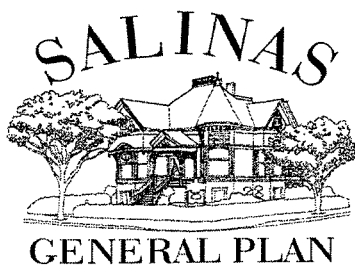
**Policy C-5.5:** Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.

*Related Goals  
and Policies*

The goals and policies described in the Circulation Element area related to and support subjects included within other General Plan elements. In turn, many goals and policies from the other elements directly or indirectly support the goals and policies of the Circulation Element. The primary supporting goals and policies are identified in Table C-1, although this list is not exhaustive of all related goals and policies.

**Table C-1  
Related Goals and Policies by Element**

General Plan Element	Circulation Element Issue Areas				
	Roadway System Circulation	Regional Transportation	Public Transportation Needs	Bicycle Access	Pedestrian Access
Land Use	1.4, 2.2, 2.5	3.4 , 12.1, 12.2, 12.3, 12.4, 12.5, 12.6	1.4, 9.4, 11.5		
Community Design	1.3, 3.6	3.8	3.8	3.8	3.1, 3.6, 3.7
Housing	1.2		1.10	1.10	1.10
Conservation/Open Space		6.1, 6.3, 6.4	6.4	6.4, 7.12	6.4, 7.12
Safety	2.2, 3.7, 5.2	3.1, 3.7, 3.8, 3.9, 3.10			
Noise	2.1	1.3, 2.2, 2.3			



## Circulation Plan

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The City is supported by a diverse circulation system with vehicular, air, transit, pedestrian, and bicycle linkages. The local system connects with the larger regional system and operation of the two systems is interdependent. This section of the element establishes the Circulation Plan. The Plan summarizes the approach to ensure safe and convenient operation of the circulation system and identifies improvements required to accommodate traffic from planned development.

Vehicular transportation (automobiles and trucks) is presently the primary mode of travel and a Circulation Master Plan is established with hierarchical roadway designations, physical design standards for the roadway designations, and service standards. The Circulation Master Plan includes regional roadways and anticipated regional traffic levels. The use of alternative modes of transportation is promoted to reduce the dependency on vehicular transportation.

New Urbanism principles are incorporated into the Circulation Plan. Transit, pedestrian, and bicycle routes will be expanded to provide connections between the activity centers identified in the Land Use Element. In addition, roadway segments are designed to promote pedestrian-friendly neighborhoods.

The Plan is based on issues, goals, and policies identified in the previous section. The Circulation Element Implementation Program, contained in the following section of this Element, is an extension of the Circulation Plan and contains specific programs to coordinate planned development with vehicular and non-vehicular circulation improvements.

### *Roadway System Circulation*

#### **Roadway Classifications**

The roadway system in Salinas is defined using a hierarchical classification system. The roadway categories are differentiated by size, function, and capacity, and vary depending if they are within the Future Growth Areas, or within more traditionally developed areas. There are four basic categories in the hierarchy, ranging from an expressway with the highest capacity, to a local roadway with the lowest capacity. In



addition to the local roadway system, there is also the Highway 101 freeway, which is planned and managed by the California Department of Transportation (Caltrans). The categories are summarized below:

### ***Future Growth Area Roadways***

The following roadway categories were designed to create a pedestrian-friendly environment consistent with New Urbanism principles



contained in this General Plan. Future Growth Area roadway design is preferred, and traditional roadway design will be used only when necessary, as determined by the City.<sup>1</sup>

**Expressway:** Typically constructed within a right-of-way of 130 feet with a curb-to-curb pavement width of 110 feet (Figure C-1). This six lane, divided roadway has a maximum capacity of 74,000 average daily trips (ADT) and a peak hour capacity of 7,400 trips.

**Arterial:** 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 (Figure C-1). 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 (Figure C-1). These smaller major four lane, divided roadways have a maximum capacity of 36,000 ADT and a peak hour capacity of 3,600 trips.

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. This two lane, divided roadway has a maximum capacity of 18,000 ADT and a peak hour capacity of 1,800 trips.

<sup>1</sup> The maximum capacities and peak hour capacities identified for the roadway types are based on Level of Service (LOS) E to F. As a result, if a roadway was to reach its maximum capacity it would not meet the City's roadway performance standard, as discussed later in this Element.

**Collector:** Typically constructed within a right-of-way of 66 feet and a curb-to-curb pavement width of 40 feet, including parking (Figure C-2). This two lane, undivided roadway has a maximum capacity of 12,000 ADT and a peak hour capacity of 1,200 trips.

**Local:** Typically constructed within a right-of-way of 60 feet and a curb-to-curb pavement width of 34 feet, including parking (Figure C-2). This two lane, undivided roadway can comfortably handle 2,000 ADT and a peak hour capacity of 200 trips.

### ***Traditional Roadways***

The traditional roadway design will be used when appropriate within areas that already have an existing roadway system.<sup>2</sup>

**Expressway:** The Expressway Type I/Major Arterial Type I is typically constructed within a right-of-way of 130 feet with a curb-to-curb pavement width of 110 feet, including a bike lane (Figure C-3). The Expressway Type II/Major Arterial Type II is typically constructed within a right-of-way of 110 feet with a curb-to-curb pavement width of 90 feet, without a bike lane (Figure C-3). These six lane, divided roadways have a maximum capacity of 74,000 average daily trips (ADT) and a peak hour capacity of 7,400 trips.

**Arterial:** There is a range of arterial type and size, with the Major Arterial Type I and II corresponding to the expressway described above. The Major Arterial Type III is typically constructed within a right-of-way of 106 feet and a curb-to-curb pavement width of 86 feet, including a median and parking (Figure C-3). The Minor Arterial is typically constructed within a right-of-way of 84 feet and a curb-to-curb pavement width of 64 feet, including parking (Figure C-3). These smaller four lane, divided or undivided roadways have a maximum capacity of 27,000 to 36,000 ADT and a peak hour capacity of 2,700 to 3,600 trips.

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<sup>2</sup> The maximum capacities and peak hour capacities identified for the roadway types are based on Level of Service (LOS) E to F. As a result, if a roadway was to reach its maximum capacity it would not meet the City's roadway performance standard, as discussed later in this Element.

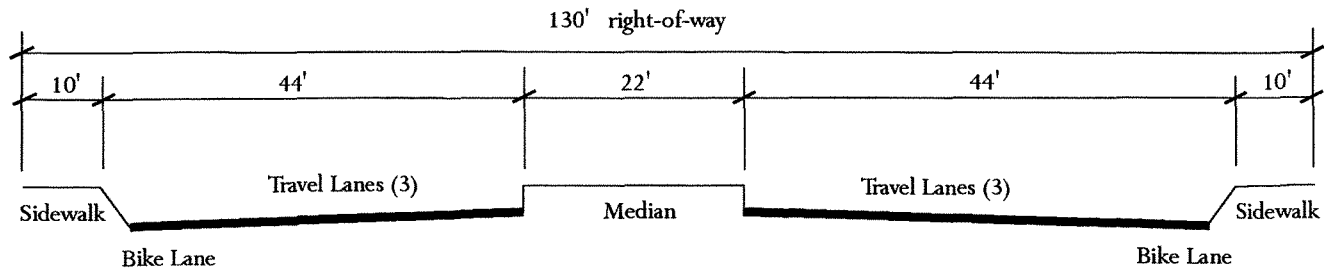
**Collector:** A Collector - Residential Type I, Commercial (C+L), and Industrial (C+L) is typically constructed within a right-of-way of 64 feet and a curb-to-curb pavement width of 44 feet, with parking (Figure C-4). A Collector - Residential Type II or Local is typically constructed within a right-of-way of 60 feet and a curb-to-curb pavement width of 40 feet, with parking (Figure C-4). These two lane, undivided roadways have a maximum capacity of 12,000 ADT and a peak hour capacity of 1,200 trips.

**Local:** A Local Standard Residential roadway is typically constructed within a right-of-way of 60 feet and a curb-to-curb pavement width of 36 feet (Figure C-4). A Local Cul-de-Sac roadway is typically constructed within a right-of-way of 56 feet and a curb-to-curb pavement width of 36 feet (Figure C-4). These two lane, undivided roadways have a maximum capacity of 2,000 ADT and a peak hour capacity of 200 trips.

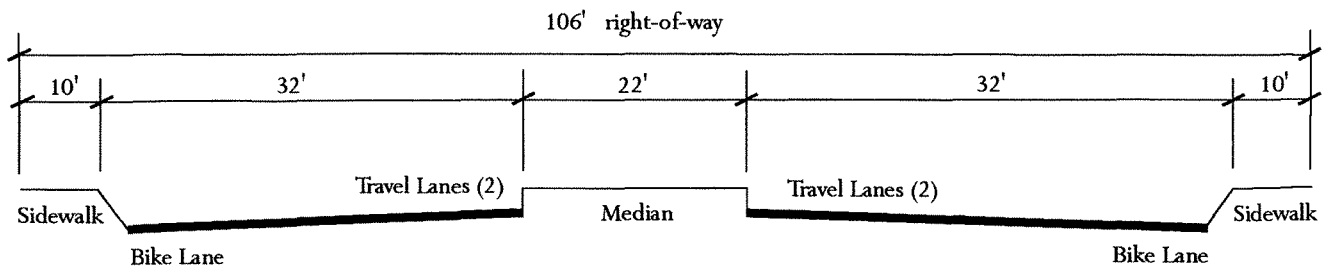
Figures C-1, C-2, C-3, and C-4 show schematic cross sections of each category of roadway, for both the Future Growth Area and traditional roadway design. These sections represent desirable standards, but variation in right-of-way width and specific road improvements will occur in certain cases due to physical constraints and/or right-of-way limitations.

Existing roadways within the City were constructed using prior roadway standards. As a result, when future roadways are constructed, adjustments may need to be made to the cross-sections to ensure that new roadways transition smoothly into the existing system. For example, Boronda Road was originally constructed as a large thoroughfare with landscaped medians. The extension of this roadway will need to be designed to provide a safe and efficient transition between the two roadway styles.

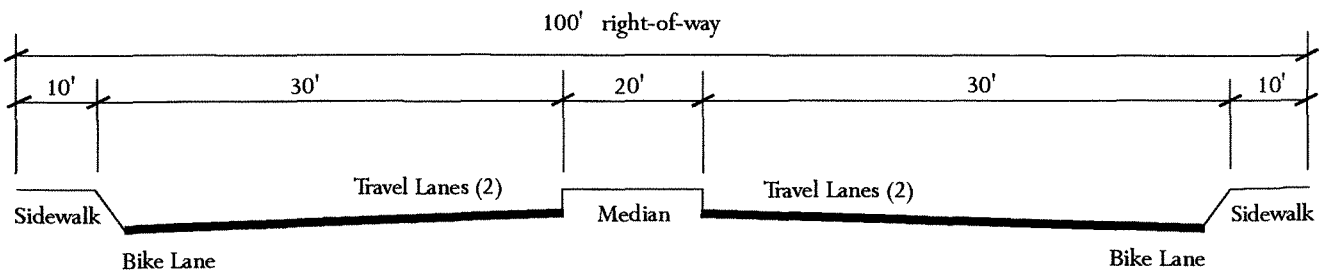
**Expressway Type I**  
**Major Arterial Type I**



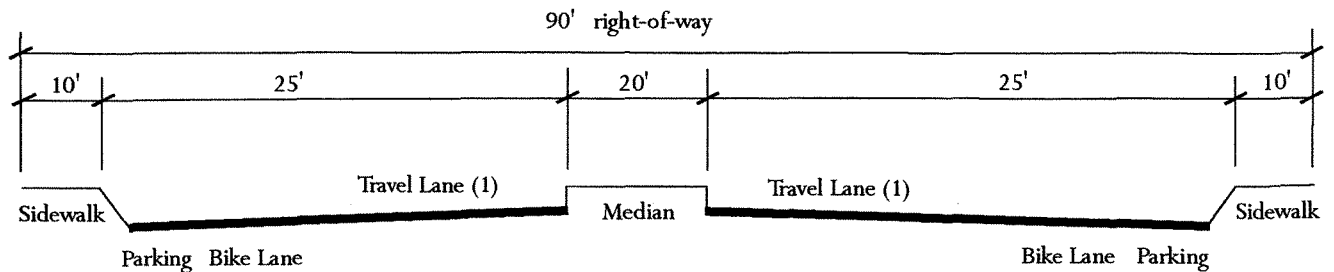
**Major Arterial Type II**



**Major Arterial Type III**



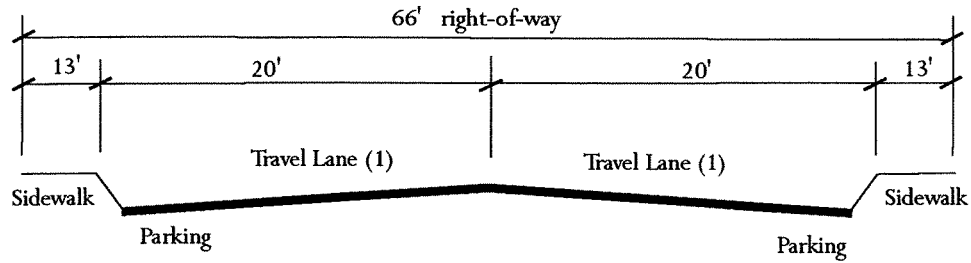
**Minor Arterial**



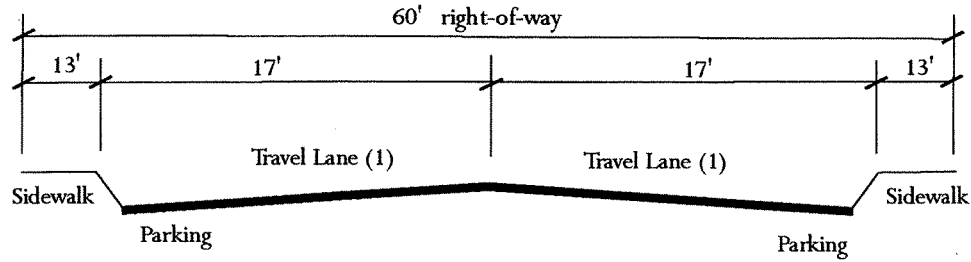
*Note: Drawings are not to scale.*

**Figure C-1**  
**Future Growth Area**  
**Expressway and Arterial Roadway**  
**Cross Sections**

**Collector**  
**Without Bike Lanes**



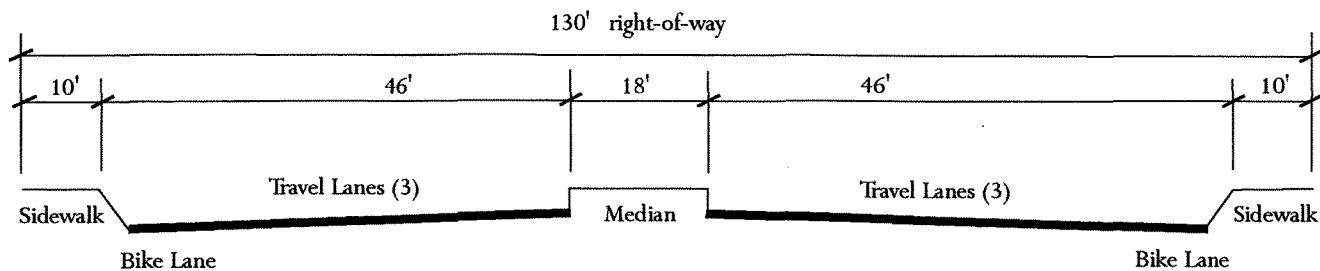
**Local**  
**Standard Residential**



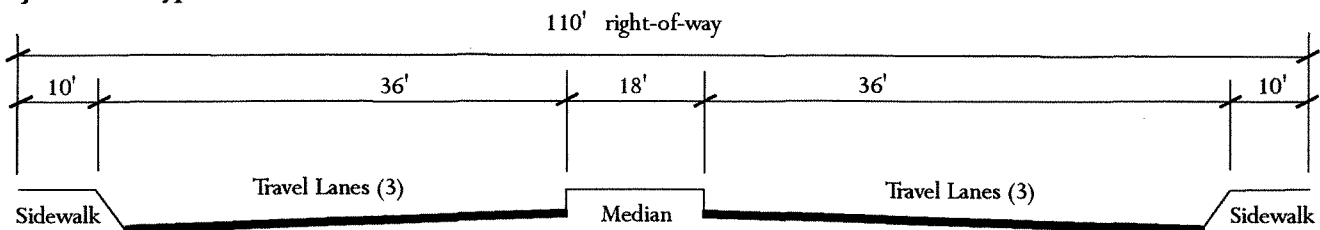
*Note: (1) Bike lanes to be considered as part of individual precise plan. Bike lane widths to be determined.  
 (2) Drawings are not to scale.*

Figure C-2  
**Future Growth Area**  
**Collector and Local Roadway**  
**Cross Sections**

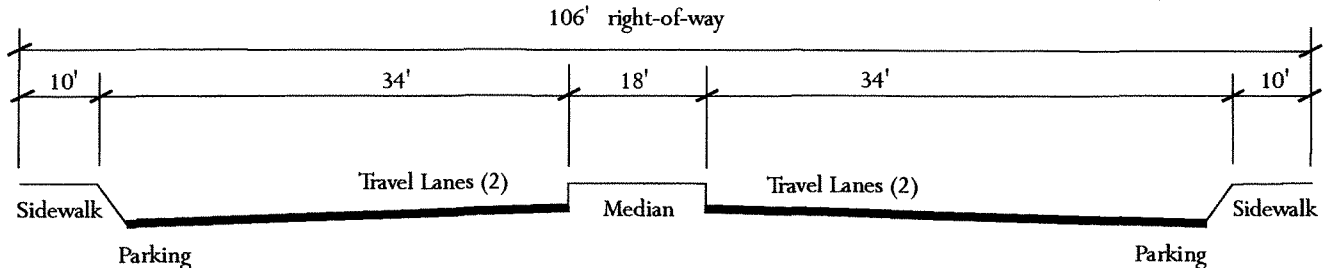
**Expressway Type I**  
**Major Arterial Type I**



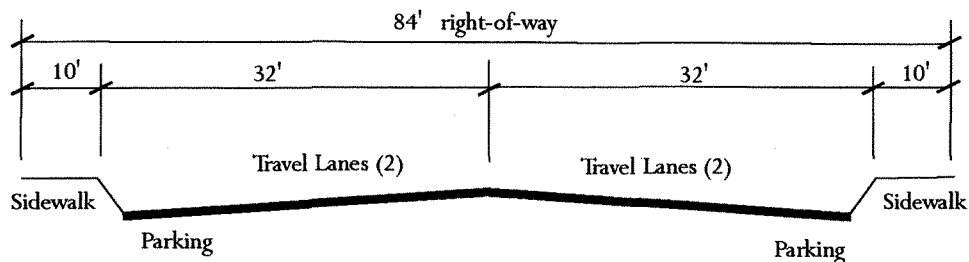
**Expressway Type II**  
**Major Arterial Type II**



**Major Arterial Type III**



**Minor Arterial**

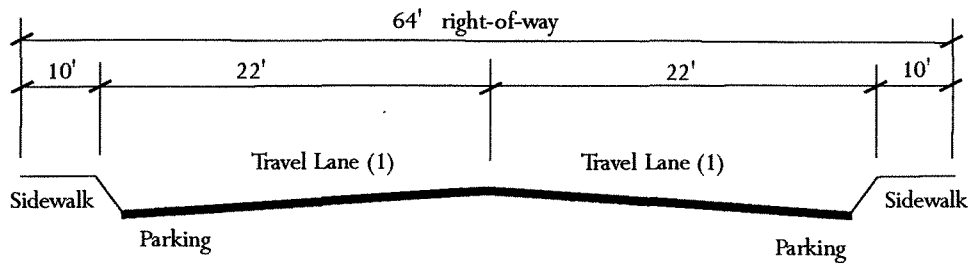


*Note: Drawings are not to scale.*

**Figure C-3**  
**Traditional Expressway and**  
**Arterial Roadway Cross Sections**

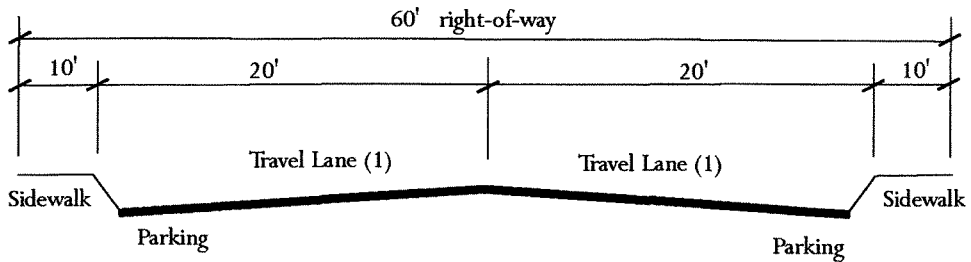
### Collector

Residential Type I, Commercial (C+L), Industrial (C+I), Bus Route



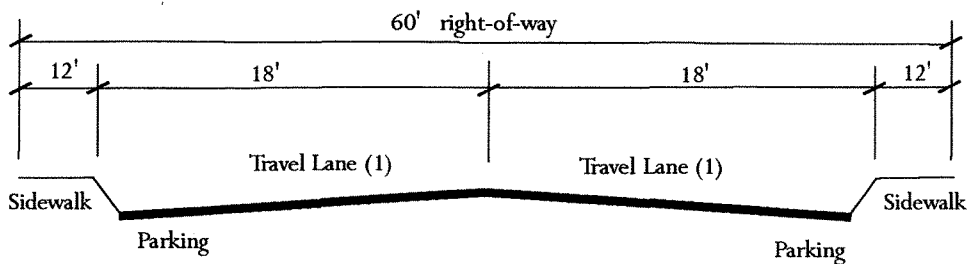
### Collector

Residential Type II or Local - Bus Route



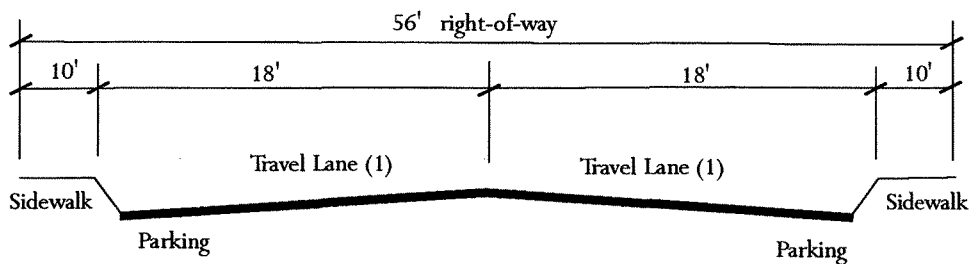
### Local

Standard Residential



### Local

Cul-de-Sac



Note: Drawings are not to scale.

Figure C-4  
Traditional Collector and  
Local Roadway Cross Sections

### Performance Criteria

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable performance criteria. These are the means by which 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 level of service (LOS) and a technical component that specifies how traffic forecast data can be used to measure the achievement of the criteria. The performance criteria used for evaluating volumes and capacities on the City street system are based on daily threshold volumes for long-range planning purposes summarized in Table C-2 and peak hour intersection thresholds summarized in Table C-3.

**Table C-2**  
**Level of Service Threshold Volumes for Various Roadway Types**  
**Total Daily Volumes in Both Directions (ADT)<sup>1</sup>**

Roadway Type	LOS A	LOS B	LOS C	LOS D	LOS E
8-Lane Freeway	51,000	79,000	112,000	136,000	146,000
6-Lane Freeway	39,000	59,000	85,000	102,000	110,000
8-Lane Expressway	35,000	54,000	75,000	90,000	98,000
6-Lane Expressway	28,000	42,000	56,000	67,000	74,000
4-Lane Freeway	26,000	40,000	57,000	69,000	74,000
8-Lane Divided Arterial (w/left-turn lane)	40,000	47,000	54,000	61,000	68,000
6-Lane Divided Arterial (w/left-turn lane)	32,000	38,000	43,000	49,000	54,000
4-Lane Expressway	18,000	27,000	36,000	45,000	50,000
4-Lane Divided Arterial (w/left-turn lane)	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left-turn lane)	16,000	19,000	22,000	24,000	27,000
2-Lane Arterial (w/left-turn lane)	11,000	12,500	14,500	16,000	18,000
2-Lane Collector	6,000	7,500	9,000	10,500	12,000
2-Lane Local <sup>2</sup>	1,200	1,400	1,600	1,800	2,000
1-Lane Freeway Ramp <sup>3</sup>	5,000	7,500	10,500	13,000	15,000
2-Lane Freeway Ramp <sup>3</sup>	10,000	15,000	21,000	26,000	28,000

1 Non-directional peak hour traffic volumes are assumed to be 10% of the daily traffic volume. Directional split is assumed 60/40.  
All volumes are approximate and assume ideal roadway characteristics. Actual threshold volumes for each level of service listed above may vary depending on a number of factors including curvature and grade, intersection or interchange spacing, percentage of trucks and other heavy vehicles, lane widths, signal timing, on-street parking, amount of cross traffic and pedestrians, driveway spacing, etc.

2 The capacity limitation is related to neighborhood quality-of-life rather than the physical capacity of the road. This assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.

3 Capacities given for each service level assume the same level of service for the adjoining merging roadway as well as level of service being determined by volume-to-capacity ratio, not attainable vehicle speed. Level of service will be controlled by freeway level of service if worse than ramp.

Source: *Highway Capacity Manual, Special Report 209*, Transportation Research Board, 2000.



The City will strive to maintain a traffic Level of Service (LOS) D or better for all intersections and roadways. Intersection 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.

### **Relationship to Land Use**

Future traffic volumes and highway capacity needs are directly related to future land use. As the population and number of businesses increase with the implementation of this General Plan and growth in the region, additional traffic will be generated. It is estimated that the existing (2000) number of vehicle miles traveled in Salinas is approximately 1,663,300 miles. By buildout, planned land uses will generate approximately 2,403,500 vehicle miles traveled, an increase of 45 percent. The proposed Circulation Master Plan presented in the next section is designed to accommodate the traffic from planned development.

### **General Plan Circulation System**

The circulation goals and policies emphasize the need for a circulation system capable of serving both existing and future traffic. The location, design, and constituent modes of the circulation system have major impacts on air quality, noise, community appearance, and other environmental resources. The Salinas Circulation Master Plan depicted in Figure C-5 delineates the planned circulation system including roadway segments with the Freeway, Expressway, Arterial, and Collector designations. Local streets are not shown since their location and design are determined on a project-by-project basis. The Plan accommodates anticipated traffic levels and the hierarchical roadway classification system is implemented to support projected travel demand. In addition, Table C-4 depicts the long-range roadway improvements that are needed to reduce roadway and intersection impacts in the planning area. These roadway improvements will be funded and implemented through the developer paid improvements, traffic fee program, and traffic capital improvement program.

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

<b>Signalized Intersections</b>		
<b>Level of Service *</b>	<b>Control Delay per Vehicle (seconds/vehicle)</b>	<b>Description</b>
A	$\leq 10$	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	$>10$ and $\leq 20$	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers design to feel somewhat restricted within platoons of vehicles.
C	$>20$ and $\leq 35$	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	$>35$ and $\leq 55$	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	$>55$ and $\leq 80$	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues from upstream from intersection.
F	$>80$	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.
<b>Unsignalized Intersections</b>		
<b>Level of Service *</b>	<b>Vehicle Delay (seconds/vehicle)</b>	<b>Description</b>
A	$\leq 10$	Little or no delay.
B	$>10$ and $\leq 15$	Short traffic delay.
C	$>15$ and $\leq 25$	Average traffic delays.
D	$>25$ and $\leq 35$	Long traffic delays.
E	$>35$ and $\leq 50$	Very long traffic delays.
F	$>50$	Extreme delays potentially affecting other traffic movements in the intersection.

\* Intersection LOS will be determined by the Vehicle Delay.

Source: Highway Capacity Manual-2000.

Additional regional roadway modifications that may affect the Salinas circulation system during the next 20 years are identified in Table C-5. The City will continue to monitor the planning process for these regional circulation improvements to analyze how they would impact the Salinas circulation system. If necessary, the General Plan circulation system will be revised to address the impact from these modifications.

Development of the Westside Bypass is inhibited by several factors including: the existence of prime agricultural land; impact to the Markley Swamp wetland; the need to cross railroad and reclamation facilities; and the uncertainty of funding for this regional roadway. For these reasons, the City will actively pursue alternatives to the Western Bypass. If development of this roadway proves to be infeasible, the impact of deleting this facility from the Circulation Element roadway network will be identified and the network will be modified to address such impacts.

Development of the future roadways crossing Carr Lake is also inhibited by several factors including the cost of acquiring right-of-way, the existence of the floodplain and flood control/water reclamation facilities, and possible future development of the area as a wildlife habitat and/or community recreation site. If development of these roadways from the Circulation Element roadway network will be identified and the network will be modified to address such impacts.

To help reduce the need for additional roadway improvements due to increased traffic, the City will also encourage major employers to provide incentives to employees to utilize car-pooling and other alternative means of transportation. There are existing programs in place. AMBAG has a team that works on commuting issues and ride-sharing. The City has a vanpool program for South County and expects to initiate a North County/Santa Cruz vanpool program by summer 2002. Monterey County also has a vanpool from the Monterey Peninsula. Thus, vanpool programs exist as do ridesharing opportunities. Guaranteed ride home programs are in place.

### ***Circulation Alternatives***

In addition to the circulation system depicted in Figure C-5, there are two other circulation alternatives that were analyzed as part of the General Plan adoption in the General Plan Program EIR. These

include the proposed Prunedale Bypass to the north of the City and an Eastern Bypass expressway in place of the identified arterial Eastern Bypass adjacent to the Salinas Municipal Airport. Both of these alternatives were analyzed since they have been proposed by regional transportation agencies and may be implemented if appropriate. If regional agencies decide to proceed with either or both of these alternatives and are able to secure adequate funding, the Circulation system will be revised accordingly to reflect an alternative circulation system, as analyzed in the Program EIR.

**Table C-4**  
**Roadway Network Improvements**

<b>Ref. #</b>	<b>Roadway Network Improvement</b>
<b>1</b>	<b>New Interchange at U.S. 101/Crazy Horse Canyon Road:</b> Construct a new diamond interchange on the existing U.S. 101 alignment at Crazy Horse Canyon Road-Echo Valley Road.
<b>2</b>	<b>Crazy Horse Canyon Road:</b> Implement operational improvements on Crazy Horse Canyon Road including shoulder widening and left and right turn channelization.
<b>3</b>	<b>U.S. 101:</b> Construct a median barrier and remove all at grade crossings of U.S. 101 between Crazy Horse Canyon Road and the Highway 156/U.S. 101 interchange.
<b>4</b>	<b>Highway 156/U.S. 101 Interchange:</b> Implement improvements to the Highway 156/U.S. 101 interchange per the Caltrans "210" concept.
<b>5</b>	<b>North Main Street:</b> Convert the existing U.S. 101 alignment to North Main Street from Russell Road to Berta Canyon Road. North Main Street is extended as a two-lane arterial that intersects with the area's local roadways and driveways.
<b>6</b>	<b>New U.S. 101 Alignment:</b> Construct a new four-lane freeway slightly to the west of the existing U.S. 101 alignment. Remove all at-grade intersections presently provided at Pesante Canyon Road, Orchard Lane, Blackie Road, Ralph Lane, Martines Road and White Road.
<b>7</b>	<b>New Interchange:</b> Construct a new diamond interchange on U.S. 101 north of Espinosa Road-Russell Road with a fly-over bridge in the vicinity of White Road. This new interchange is connected via an east-west roadway to North Main Street and Espinosa Road.
<b>8</b>	<b>Russell Road:</b> Extend Russell Road as a four-lane arterial from San Juan Grade Road to Old Stage Road.
<b>9</b>	<b>Natividad Road:</b> Widen Natividad Road from two to four lanes between Boronda Road and Rogge Road.
<b>10</b>	<b>El Dorado Drive:</b> Extend El Dorado Drive as a two lane collector from Boronda Road to Rogge Road.
<b>11</b>	<b>McKinnon Street:</b> Extend McKinnon Street as a two lane collector from Boronda Road to Rogge Road.
<b>12</b>	<b>Russell Road:</b> Widen Russell Road from a two to a four-lane arterial between U.S. 101 and San Juan Grade Road.
<b>13</b>	<b>San Juan Grade Road:</b> Widen San Juan Grade Road from a two to a four-lane arterial between Boronda Road and Rogge Road.
<b>14</b>	<b>San Juan – Natividad Collector:</b> Construct an east-west two lane collector roadway connecting San Juan Grade Road and Natividad Road to the north of Boronda Road.
<b>15</b>	<b>Independence Boulevard:</b> Extend Independence Boulevard as a two lane collector from Boronda Road to Russell Road.
<b>16</b>	<b>Hemingway Drive:</b> Extend Hemingway Drive as a two lane collector from Boronda Road to Russell Road.
<b>17</b>	<b>Constitution Boulevard (East):</b> Extend Constitution Boulevard as a four-lane arterial from Boronda Road to Old Stage Road.
<b>18</b>	<b>Old Stage:</b> Upgrade Old Stage Road from a two-lane rural highway to a four-lane expressway between Williams Road and Natividad Road.
<b>19</b>	<b>Williams – Russell Collector:</b> Construct a new north-south collector roadway connecting between Williams Road and Russell Road. Extend this street south to connect to the Alisal Street Extension (Improvement 23).

**Table C-4**  
**Roadway Network Improvements**

<b>Ref. #</b>	<b>Roadway Network Improvement</b>
<b>20</b>	<b>Boronda Road:</b> Widen Boronda Road to four lanes between San Juan Grade Road and Williams Road.
<b>21</b>	<b>Sanborn Road:</b> Extend Sanborn Road as a four-lane arterial from the Boronda Road to Old Stage Road.
<b>22</b>	<b>Williams Road:</b> Widen Williams Road from two to a four lane arterial between Boronda Road and Old Stage Road.
<b>23</b>	<b>Alisal Street Extension:</b> Extend Alisal Street as a two lane collector between Alisal Street/Bardin Road intersection and the Williams-Russell collector listed under the aforementioned Improvement 19.
<b>24</b>	<p><b>Eastern Bypass:</b> Construct a four-lane Eastern Bypass from Harris Road/U.S. 101 interchange to Boronda Road/Williams Road intersection. Traffic access to the Eastern Bypass are via intersections with the following roadways:</p> <ul style="list-style-type: none"> <li><b>24A.</b> Williams Road</li> <li><b>24B.</b> New east-west roadway (described under Improvement 23)</li> <li><b>24C.</b> Alisal Road</li> <li><b>24D.</b> Moffet Street extension</li> </ul> <p>It should be noted that an access driveway is also established on the Eastern Bypass at the industrial area.</p>
<b>25</b>	<b>Moffet Street:</b> Extend Moffet Street as a two lane collector industrial street to connect with the Eastern Bypass.
<b>26</b>	<p><b>Western Bypass:</b> Construct a four-lane Western Bypass between Boronda Road/U.S. 101 interchange and Blanco Road with roadway connection at the following locations:</p> <ul style="list-style-type: none"> <li><b>26A.</b> Auto Center Parkway</li> <li><b>26B.</b> North Davis Road</li> <li><b>26C.</b> West Alvin Drive extension</li> <li><b>26D.</b> Boronda Road</li> <li><b>26E.</b> West Rossi Street extension</li> <li><b>26F.</b> West Market Street (new interchange)</li> <li><b>26G.</b> Acacia Street extension (with an intersection at North Davis Road)</li> <li><b>26H.</b> West Blanco Road</li> </ul> <p>It should be noted that this improvement assumes the following: North Davis Road is disconnected between Acacia Street and West Blanco Road; Davis Road south of Market Street is maintained as a two-lane frontage road with 35 mph speed limit; Ambrose Drive is terminated at University Boulevard; a two-lane roadway connection is constructed between southbound U.S.101 off ramp and West Alvin Drive extension; an auxiliary lane is constructed on northbound U.S. 101 at the Boronda Road interchange from the northbound on loop ramp to north of the interchange; and, a four-lane arterial (fly-under) connects between West Ridge Parkway and Alvin Drive extension (behind COSCO).</p>
<b>27</b>	<b>Alvin Drive:</b> Extend Alvin Drive as a four-lane arterial to the Western Bypass with no connection at Davis Road, and establish a connection to Westside Boulevard.
<b>28</b>	<b>Laurel Drive:</b> Add left turn lanes on Laurel Drive between Adams Street and Main Street. Also implement ramp widening and channelization improvements at the Highway 101/Laurel Drive intersection.
<b>29</b>	<b>Rossi Street:</b> Widen Rossi Street to four lanes between Davis Road and Coit Way.

**Table C-4**  
**Roadway Network Improvements**

<b>Ref. #</b>	<b>Roadway Network Improvement</b>
<b>30</b>	<b>Rossi Street:</b> Widen Rossi Street to four lanes between Main Street and Sherwood Drive.
<b>31</b>	<b>Main Street:</b> Widen Main Street from a four to a six-lane arterial between Casentini Street and Market Street.
<b>32</b>	<b>U.S. 101:</b> Widen U.S. 101 to a six-lane freeway through the City of Salinas (between the new interchange north of Espinosa Road and Harris Road), except where there are auxiliary lanes.
<b>33</b>	<b>Bernal Drive:</b> Extend Bernal Drive as a four-lane arterial (with a 45 mph speed limit) from Sherwood Drive/Natividad Road intersection to Kern Street. Widen Bernal Drive, as well as construct a sidewalk and a retaining wall on the north side of the road between Main Street and Rosarita Drive.
<b>34</b>	<b>Constitution Boulevard (West):</b> Extend Constitution Boulevard from Laurel Drive to connect with the Bernal Drive extension.
<b>35</b>	<b>Williams Road:</b> Widen Williams Road from three to four lanes between Del Monte Avenue and Boronda Road.
<b>36</b>	<b>Alisal Street:</b> Widen Alisal Street from a two to a four-lane arterial between Williams Road and Alisal Road.
<b>37</b>	<b>Sanborn Road:</b> Widen Sanborn Road to six lanes and reconstruct road from John Street to Abbott Street.
<b>38</b>	<b>Airport Boulevard/U.S. 101 Interchange:</b> Upgrade Airport Boulevard/U.S. 101 interchange per Caltrans PSR.
<b>39</b>	<b>Harris Road/U.S. 101 Interchange:</b> Construct a diamond shaped interchange at Harris Road/U.S. 101 with high speed ramps and partial clover.
<b>40</b>	<b>Alisal Road:</b> Upgrade Alisal Road to a four-lane arterial between Bardin Road and one mile south of the Eastern Bypass. Provide traffic operational improvements near Bardin School.
<b>41</b>	<b>Blanco Road:</b> Widen Blanco Road from a two to a four-lane arterial between Alisal Street and Marina City limit.

**Table C-5**  
**Planned Roadway Modifications That May Impact**  
**Operational Conditions Of The Salinas Circulation System**

**Caltrans Roadway Modifications**

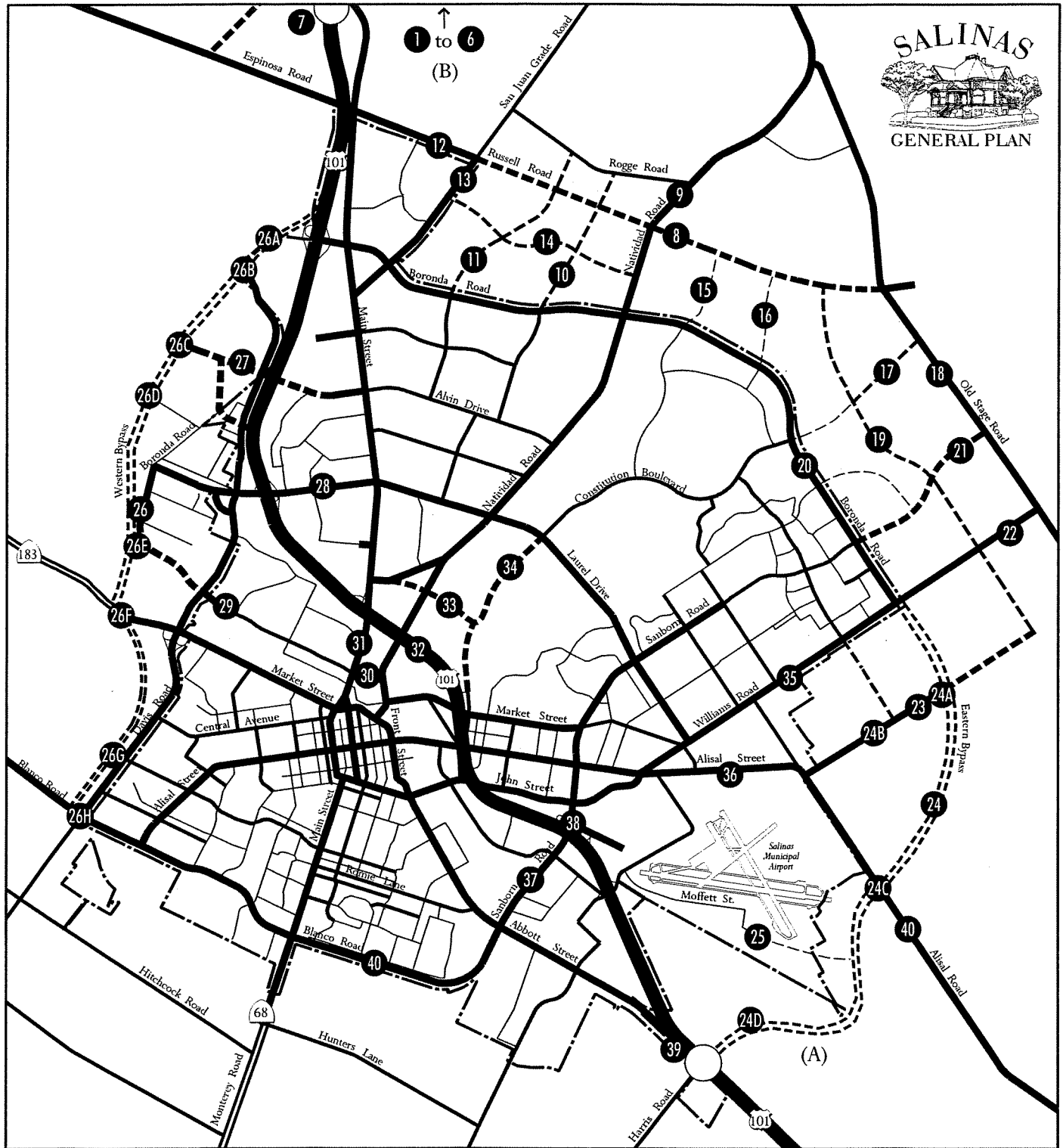
- Construct an interchange at the existing State Route 1/Salinas Road intersection
- Widen State Route 68 to four lanes between Ragsdale Drive and State Route 218, and add signal at Ragsdale Drive
- Demolish interchange at Airport Boulevard/Highway 101 and replace with a four-lane over-crossing
- Implement Phase I of the Prunedale Bypass by constructing a four-lane bypass between Russell Road - Espinosa Road and Crazy Horse Canyon Road - Echo Valley Road, or upgrade the existing Highway 101 to a four lane freeway. Construct a new interchange at Highway 101/San Juan Road
- Implement Phase I of the planned improvements at the Highway 101/State Route 156 interchange
- Widen the west corridor of State Route 156 to four lanes from Castroville Boulevard to Prunedale Road

**Fort Ord Reuse Authority Roadway Modifications**

- Realign 12<sup>th</sup> Street from Highway 1 to California Avenue as a four-lane arterial, as well as widen 12<sup>th</sup> Street and Imjin Road from two to four-lane arterials from California Avenue to Reservation Road
- Widen Davis Road from a two to a four-lane arterial between Blanco Road and Reservation Road
- Construct a new four-lane arterial from Imjin Road at Abrams Road northeasterly to Reservation Road at Blanco Road
- Upgrade Inter Garrison Road to a two-lane arterial from 8<sup>th</sup> Street to Reservation Road
- Widen Reservation Road from four to six lanes between Del Monte Boulevard and Crescent Avenue, and between Salinas Avenue and Blanco Road. Extend Reservation Road as a four-lane connector from the easterly boundary of UC MBESTE Campus to Walkins Gate
- Extend Salinas Road as a two-lane arterial from Reservation Road southerly to Abrams Drive
- Extend South Boundary Road to York Road in the Ryan Ranch area

Note: Improvements funded over a 20 year period.












Sources: City of Salinas, CBA, Inc.


\*Note: (A) Eastern Bypass alignment is conceptual. Actual alignment to be determined by Airport Master Plan. (B) Improvements 1 to 6 are located to the north off the map.

City Boundary

#### Circulation System

-  Freeway/New Interchange
-  Highway
-  Proposed Highway
-  Major Arterial
-  Major Arterial (Proposed)
-  Minor Arterial
-  Minor Arterial (Proposed)

 Collector  
 Collector (Proposed)

 Listed Improvement Number  
(Refer to Table C-4)



0 2,500 5,000 ft.

City of Salinas  
General Plan

C-31

Figure C-5  
Circulation Master Plan

September 2002

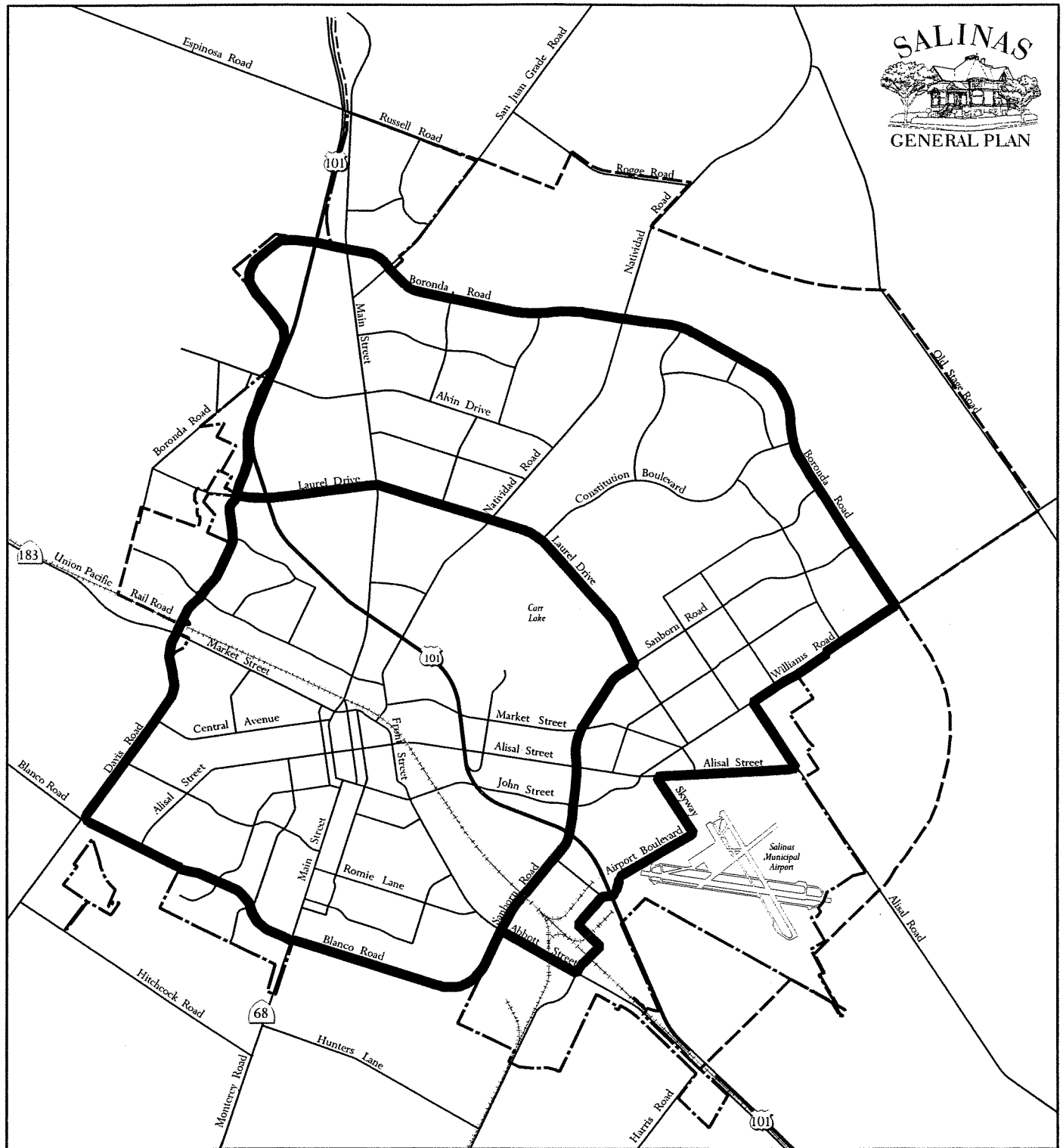
## **Truck Routes**

An efficient and effective goods movement system is essential to the economic livelihood of urban areas. Trucking dominates goods movement within and through regions. Since Salinas is an agriculture processing and shipping center located on Highway 101, truck traffic is an essential factor when evaluating the Salinas transportation system. Due to existing industrial uses, the City experiences above-average truck traffic through the south and central portions of the City. The existing city-designated truck routes are shown in Figure C-6. The designated truck routes currently form a ring around the City, with the exception of 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.

One of the main challenges with trucks serving the agricultural industry in Salinas is the lack of truck facilities in South Salinas to serve industry needs, and minimal coordination to drop off and pick-up product and/or goods. 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. However, the anticipated 200 truck parking stalls are not sufficient to meet the demand generated by the estimated 3,000 trucks per day in Salinas.

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 to develop a freight logistic center in Salinas.



Sources: City of Salinas, CBA.

- City Boundary
- Future Growth Area
- Truck Routes



0 2,500 5,000 ft.

Figure C-6  
**Truck Routes**

### Neighborhood Traffic Safety

One component of the Circulation Element is to encourage the use of non-vehicular modes of transportation, such as walking and bicycling. With an increase in the number of people using non-automobile means of transportation, there has to be a safe transportation network in place. This network should include crosswalks, grade separations (bridges), and walkways that ensure the safety of pedestrians and bicyclists. Currently, consultants are developing a Salinas Traffic Calming Policy to provide potential tools for addressing residential street traffic impacts and neighborhood livability.

The City will continue to ensure that sufficient right-of-way widths are provided along new roadways, incorporating features that buffer pedestrians and bicyclists from vehicular traffic. In developed areas, the City will identify deficiencies, such as lack of sidewalks, which create additional risks to pedestrians and bicyclists and will also create a funding plan to address these deficiencies. Further, all new development will be required to install public sidewalks along all street frontages to accommodate pedestrian use.



*Regional  
Transportation*

Salinas and the Monterey County region have experienced great success during the last century providing agricultural products to the rest of the nation and parts of the world. This would not have been possible without an efficient regional transportation system. The system must link localities with outside commerce centers and regional transportation hubs. In addition, the regional circulation system must meet the needs of local residents.

Highway 101 bisects Salinas and provides the major access route to other regional freeways throughout California. The Union Pacific railroad extends through the City and is served by the newly expanded Intermodal Transportation Center in the downtown. Air transportation is available at the Salinas Municipal Airport, located at the southern end of the City.

Since many of the local roadways, such as Highway 101, are used by regional traffic traveling through the City, the community is interested in reducing the negative impacts to local residents from vehicles traveling on US 101. To address this issue, the City will continue to support the Prunedale freeway improvement proposal to provide an alternative route for through-traffic traveling along Highway 101.

Ensuring adequate circulation for residents and businesses will require coordination with regional and state transportation planning efforts. Construction of the Prunedale freeway improvements and improvements to Highway 101 through Salinas will be monitored to ensure adequate capacity and consistency with planned circulation improvements in the planning area. The City will also continue to work with the Transportation Agency for Monterey County to help implement the County Regional Transportation Plan and Congestion Management Plan. In addition, the City will continue to coordinate with the Monterey County Airport Land Use Commission, Union Pacific, and Caltrain on projects affecting the airport and railroad.

### **Transportation System and Demand Management**

The efficiency of the circulation system will be maximized with transportation control measures (TCM), including transportation system management (TSM) and transportation demand management (TDM) strategies. TSM involves physical improvements to the circulation infrastructure to expand capacity and increase traffic flow while TDM involves reducing the demand for vehicular transportation. AMBAG's Commute Alternatives program and Monterey-Salinas transit are both examples of TDM. In addition to enhancing the operation of the circulation system, TSM and TDM strategies provide relief from increasing demands for more improvements to transportation facilities.

Traffic signal coordination and intersection capacity improvements will be implemented as needed to improve traffic flow.

Traffic fees for traffic impacts of new development will be collected by the City according to a revised fee schedule. The City will support the implementation of the TCM provisions of the Monterey Bay Unified Air Pollution Control District Air Quality Management Plan and participate in regional efforts to implement TCM requirements. Programs to increase transit ridership and use of non-vehicular transportation, such as walking and bicycling, will be actively pursued.

### **Transportation Financing**

Implementing circulation improvements to accommodate planned growth will require financing. Funding for transportation improvements is available from local, state, and federal sources. The City will identify available funding sources and establish a financing plan to guide construction and funding of transportation system improvements.

Circulation improvements to accommodate new development projects will be constructed and/or funded in whole or in part by project proponents. Fees will be collected for traffic impacts of new development in accordance of a revised fee program.

#### ***Public Transportation Needs***

One of the key components of the Circulation Plan is to promote the use of alternative modes of transportation such as transit, bicycling, and walking. Increasing the use of alternative transportation modes will produce a number of community benefits including reduced traffic, less

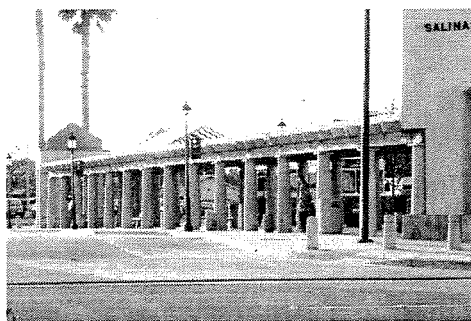
need for costly roadway improvement projects, and improved air quality. Facilities for biking and walking provide recreational opportunities as well, and are discussed in the following section.

### **Bus Service**

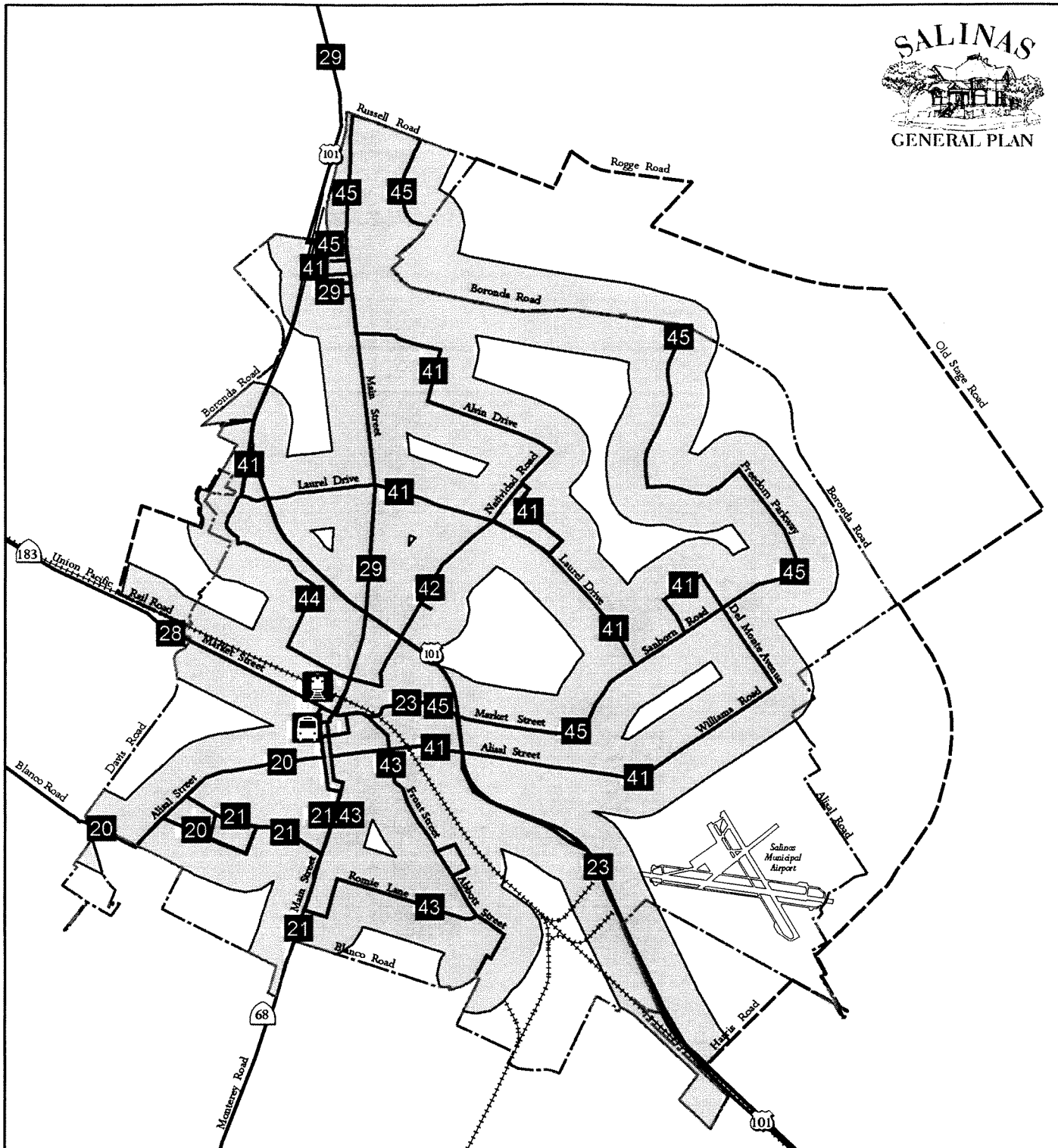
Local and intercity public transit is provided by Monterey-Salinas Transit (MST), which essentially services all of Monterey County. According to the 1997 MST Operational Analysis, MST operates a total of eight lines through Salinas, as depicted in Figure C-7. Much of the community is located within a quarter mile radius of a busline. MST considers frequency increases in Salinas its “highest priority” as resources become available.

The City will continue to work with MST to improve bus service within Salinas. 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 for 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 busline.

### **Rail Service**



While bus service remains the predominate form of public transportation in Salinas, efforts are currently underway to extend Caltrain’s commuter rail service from Gilroy to Salinas and Monterey County. In August 2000, the Governor set aside \$20 million in the State transportation budget for this purpose. This capital set-aside represents a significant portion of the necessary funding. Due to the strong potential for new intercity and commuter rail service to and through Salinas in the future, the City developed an Intermodal Transportation Center (ITC) at the existing Amtrak station. The City will continue to compete for additional funding sources in order to provide more amenities at the ITC.



Sources: City of Salinas, Monterey-Salinas Transit, 2001

----- City Boundary  
 ..... Future Growth Area

**Monterey-Salinas Transit**

—●— Bus Line/Route  
 Salinas Transit Center  
 1/4 Mile Transit Service Area

+++++ Southern Pacific Rail Road  
 Salinas Train Station



0 2,500 5,000 ft.

Figure C-7  
**Public Transit Routes**

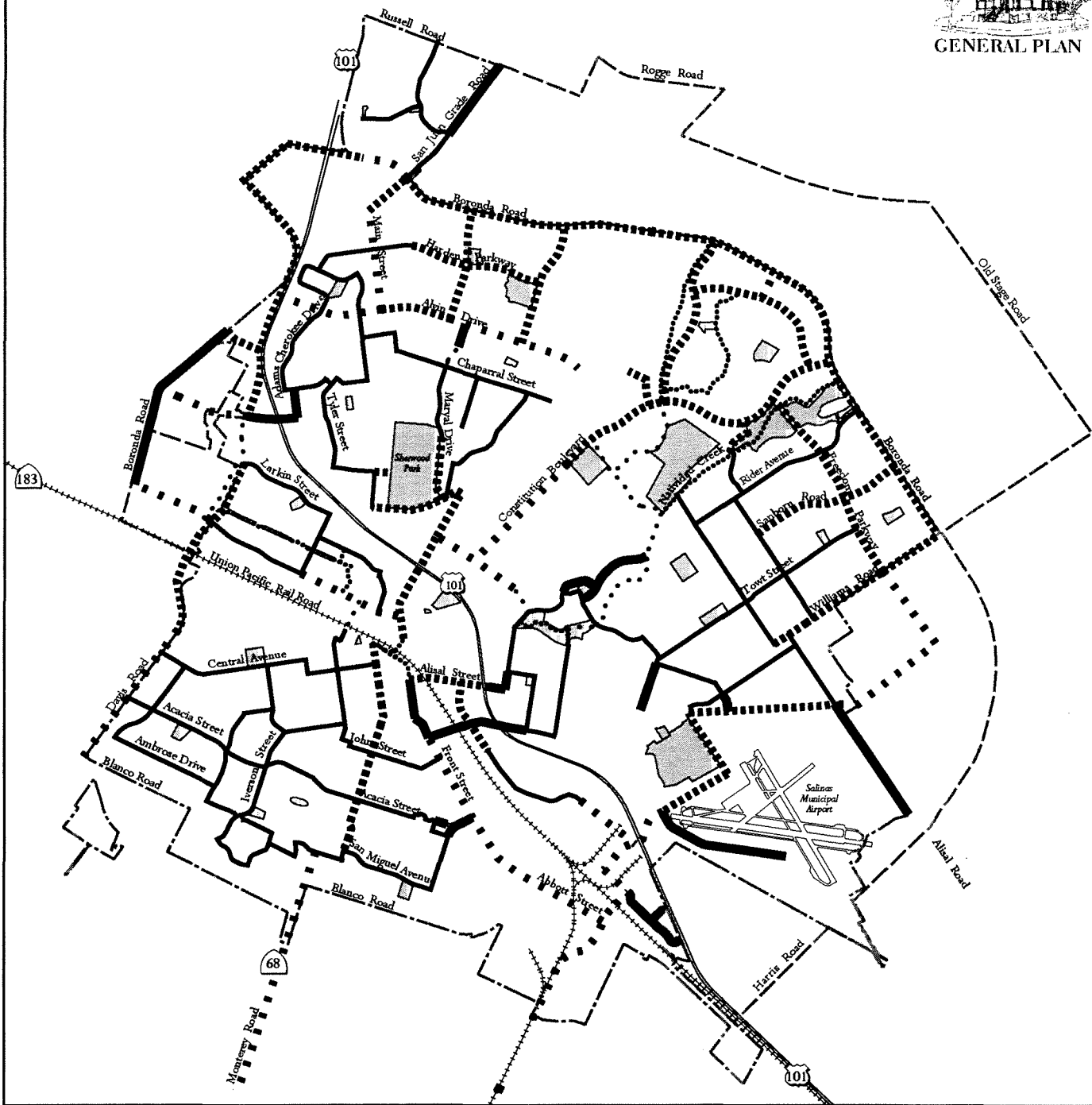


*Bicycle Access*

A comprehensive bicycle system is an important factor in creating a pedestrian friendly community, as discussed in the Community Design Element. The existing bicycle network in Salinas consists of over 55 miles of Class I, II, or III bikeways, which cover significant portions of North, South, and East Salinas. Once future improvements are completed in accordance with the Bikeways Plan, there will be a total of approximately 85 miles of bikeways. Figure C-8 depicts existing and planned bikeways in Salinas. Once completed, the bikeway network will connect every neighborhood to the downtown, as well as to employment, shopping, cultural, educational, and recreational facilities. The City will work to identify additional funding to implement the Bikeway Plan.

*Pedestrian Access*

Sidewalks will be located throughout the City to provide pedestrian access. The City will continue to require new development and redevelopment/revitalization projects to provide pedestrian facilities within the project, such as sidewalks. Pedestrian walkway connections will be required to provide access to major destinations within the project, as well as to other locations within the community, such as recreational and community facilities. The City will also continue to identify those areas within the existing community that would benefit from improved pedestrian facilities, as well as identifying funding to provide needed facilities.



Note: Bikelanes will also be provided on major roadways as identified in Figures C-1 and C-4

Sources: City of Salinas, CBA, Inc.

----- City Boundary  
----- Future Growth Area

**Class I Bike Paths**

----- Existing  
----- Proposed

**Class II Bike Paths**

----- Existing  
----- Proposed

**Class III Bike Paths**

----- Existing  
----- Proposed

Existing Parks



0 2,500 5,000 ft.

**Figure C-8**  
**Bicycle Path System**

## Implementation Program

This Implementation Program provides actions to implement the adopted policies and plans identified in the Circulation Element. The Circulation Element Implementation Program is a series of actions, procedures and techniques that includes a description of the responsible agency/department, funding source, time frame and related policies in the Circulation Element.

### Roadway Circulation System

**C-1**  
**Proposed**  
**Development**

Review discretionary development proposals for potential impacts to the transportation system. The Level of Service Standards established in the Circulation Element will be used to determine the significance of impacts. Intersection level of service will be determined by the Vehicle Delay and the Highway Capacity Manual calculations. Mitigation in the form of physical improvements and/or impact fees will be required for significant impacts. Adequate right-of-way along new roadways will be required to permit pedestrian and bicycle facilities. Proper roadway drainage must be provided to ensure a safe system.

**Responsible**  
**Agency/Department:**

Community Development, Development and Permit Services, Public Works

**Funding Source:**

General Fund, development fees, project proponent

**Time Frame:**

Ongoing in response to development proposals

**Related Policies:**

1.1, 1.2, 1.3, 1.4, 1.6, 1.7, 1.8, 1.9

**C-2**  
**Traffic Fee**  
**Ordinance**

Update the Traffic Fee Ordinance to reflect projected circulation needs and apply the revised ordinance to applicable developments. Consider including alternative modes of transportation (bicycle and pedestrian) as projects eligible for use of Traffic Impact Fees. The City will also work with other local agencies, as well as the Transportation Agency for Monterey County (TAMC) and Caltrans on development of a regional traffic impact fee, to assist in the funding of regional transportation improvements throughout Monterey County.

*Responsible*  
*Agency/Department:* Community Development, Development and Permit Services, Public Works  
*Funding Source:* General Fund  
*Time Frame:* Review and revise as appropriate by the end of fiscal year 2005  
*Related Policies:* 1.3, 1.4, 2.8

**C-3**  
**Capital**  
**Improvement Plan**  
**(CIP)**

Continue to update on an annual basis the Capital Improvement Plan to plan for and fund future improvements to the circulation system, as well as other public facilities, including improvements to the existing pedestrian and bicycle system, within the community.

*Responsible*  
*Agency/Department:* Public Works  
*Funding Source:* General Fund, state and federal funds  
*Time Frame:* Update on an annual basis  
*Related Policies:* 1.5, 2.8

**C-4**  
**Trucking Industry**

Continue to work with trucking industry representatives to designate appropriate truck routes, locate additional truck facilities, and work with other governmental agencies to develop a freight logistic center in Salinas.

*Responsible*  
*Agency/Department:* Community Development, Public Works, California Department of Transportation (Caltrans), County of Monterey  
*Funding Source:* General Fund, state and federal funds  
*Funding Source:* Ongoing  
*Time Frame:* 1.6, 2.3  
*Related Policies:*

### **Regional Transportation**

**C-5**  
**Coordinate**  
**Transportation**  
**Improvements**

To reduce expenditure, improve design, and minimize traffic disruption, work with the Transportation Agency for Monterey County (TAMC), Caltrans, Monterey Bay Unified Air Pollution Control District, AMBAG, Monterey-Salinas Transit (MST), and other regional transportation agencies to coordinate local street improvements with major transportation system improvement projects such as improvements to Highway 101. The City will also continue to monitor proposed roadway modifications outside the City and revise the General Plan circulation system, if necessary, to reflect changes in these

modifications. In addition, the impacts of discretionary development projects and major transportation projects will be monitored and mitigation may be required.

*Responsible*  
**Agency/Department:** Community Development, Public Works, TAMC, Caltrans, County of Monterey  
**Funding Source:** General Fund, state and federal funds, project proponent  
**Time Frame:** Ongoing  
**Related Policies:** 1.2, 1.3, 1.4, 2.2, 2.8

**C-6**  
**Prunedale Freeway Improvements**  
Continue to support the Prunedale freeway improvements to provide an alternative route for through-traffic traveling along Highway 101.

*Responsible*  
**Agency/Department:** Community Development, Public Works, TAMC, Caltrans, County of Monterey  
**Funding Source:** General Fund, state and federal funds  
**Time Frame:** Ongoing  
**Related Policies:** 2.2

**C-7**  
**Transportation Control Measures**  
Support the implementation of the Transportation Control Measures (developed by AMBAG) contained in the Monterey Bay Unified Air Pollution Control District's (APCD) Air Quality Management Plan to help reduce traffic congestion and encourage the use of alternative modes of transportation.

*Responsible*  
**Agency/Department:** Community Development, Public Works, Caltrans, County of Monterey, APCD, Monterey-Salinas Transit, AMBAG  
**Funding Source:** General Fund, state and federal funds, AB 2766 grant program  
**Time Frame:** Ongoing  
**Related Policies:** 2.1

**C-8**  
**Monterey County Airport Land Use Commission**  
Continue to coordinate with the Monterey County Airport Land Use Commission (ALUC) on projects near the airport. Encourage ALUC to update its County Airport Land Use Plan.

*Responsible Agency/Department:* Community Development, Salinas Airport, Public Works, County of Monterey, Development and Permit Services  
*Funding Source:* General Fund, Airport Enterprise Fund, Monterey County, state and federal funds  
*Time Frame:* Ongoing  
*Related Policies:* 2.4

**C-9  
Transportation  
Financing**

Identify available funding sources and establish a financing plan to guide construction and funding of transportation system improvements. Require new development projects to construct and/or fund in whole or in part necessary traffic improvements associated with the proposed project. Transportation improvements should include both automotive, as well as alternative means of transportation.

*Responsible Agency/Department:* Community Development, Public Works, TAMC, Caltrans, County of Monterey, AMGAG, MST  
*Funding Source:* General Fund, state and federal funds, development fees  
*Time Frame:* Ongoing  
*Related Policies:* 2.8

**Public Transportation Needs**

**C-10  
Improved Transit  
Service**

Work with MST to improve transit service and encourage ridership through the following actions:

- Require transit facilities in major new development and rehabilitation projects;
- Encourage MST to modify the existing transit service (such as decreasing the interval between buses) to encourage increased ridership;
- Coordinate with MST to expand transit routes to Future Growth Areas;
- Work with MST to provide special transit services to meet community needs; and
- Work with MST to identify and receive additional funding sources for additional transit services.

*Responsible*  
*Agency/Department:* Community Development, Public Works, MST  
*Funding Source:* General Fund, state and federal funds, development fees  
*Time Frame:* Ongoing  
*Related Policies:* 3.1, 3.2, 3.3, 3.4

**C-11**  
**Intermodal**  
**Transportation**  
**Center**

Continue to compete for additional federal and state funding to provide more amenities at the Intermodal Transportation Center and encourage use of public transit.

*Responsible*  
*Agency/Department:* Community Development, Public Works, Redevelopment Agency, MST  
*Funding Source:* General Fund, state and federal funds,  
*Time Frame:* Ongoing  
*Related Policies:* 2.7, 2.8

### **Bicycle Access**

**C-12**  
**Salinas Bikeways**  
**Plan**

Continue to implement the Salinas Bikeways Plan by applying for additional funding and requiring developers to assist in the provision of the needed facilities.

*Responsible*  
*Agency/Department:* Public Works  
*Funding Source:* General Fund, state and federal funds, AB 2766 grant program, project proponent  
*Time Frame:* Ongoing  
*Related Policies:* 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7

### **Pedestrian Access**

**C-13**  
**Pedestrian**  
**Facilities**

Require new development and redevelopment to provide pedestrian facilities within the project and pedestrian connections with major destinations. Identify areas within the existing community that would benefit from improved pedestrian facilities. Explore additional funding sources to provide additional pedestrian facilities.

*Responsible*  
*Agency/Department:* Community Development, Public Works  
*Funding Source:* General Fund, state and federal funds, project proponent  
*Time Frame:* Ongoing  
*Related Policies:* 5.1, 5.2, 5.3, 5.4, 5.5, 5.5