Hexagon Transportation Consultants, Inc.

Memorandum

Date: September 11, 2020

To: Mr. Mike Bellinger, BFS Landscape Architects

From: Gary Black, Marc Powell, Rueben Rodriguez

Subject: Road Alignment and Driveway Study for Carr Lake Restoration and Park Development Project in Salinas, CA

Hexagon Transportation Consultants, Inc. has completed a road alignment and driveway study for the proposed Carr Lake Restoration and Park Development project in Salinas, California. The goals of this traffic analysis were to (1) develop an alternate road alignment for the Salinas General Plan's proposed Bernal Drive and Constitution Boulevard extensions and (2) to evaluate the site access and circulation of the proposed Carr Lake Restoration and Park Development project. Hexagon's recommendations regarding the alternate road alignment and the project site access and circulation are described below.

Road Alignment

The Salinas General Plan (2002) identified future improvements to the roadway network, which included the extensions of Bernal Drive and Constitution Boulevard. The General Plan's proposed extension of these roadways would cut-through the project site of the proposed Carr Lake Restoration and Park Development. In order to minimize the effect on the proposed project while achieving the General Plan's goals, Hexagon has developed an alternate road alignment. The proposed project site, the General Plan roadway extensions, and the alternate road alignment are shown on Figure 1.

The alternate road alignment was designed utilizing the criteria listed below, which are derived from specifications in the Salinas General Plan.

- 45 miles per hour (mph) design speed
- Four-lane arterial
- Daily traffic of 32,500
- 10% of daily traffic occurring during the peak hour
- 60/40 directional split

The alternate road alignment denotes the extension from Bernal Street as Street A and denotes the extension from Constitution Road as Street B. Street A and Street B would be arterials with 2 lanes in each direction, a median wide enough for left-turn pockets and/or a two-way left-turn lane, and Class II bicycle lanes in each direction. The alternate road alignment proposed intersections and intersection controls are listed below.

1. Street A and Bernal Street – signal control
2. Street A and Sherwood Drive – signal control
3. Street A and Street B – signal control
4. Laurel Drive and Constitution Boulevard/Street B – signal control

Exhibit 49

The alternate road alignment proposed intersection configurations and controls are shown on Figure 2. A conceptual plan of the alternate road alignment is provided as Attachment 1 and Attachment 2.

Site Access and Circulation

The proposed Carr Lake Restoration and Park Development project would be located directly south of Sherwood Drive between La Posada Drive and Sherwood Place. The project site would include driveways along Sherwood Drive and La Posada Drive. The conceptual plan for the Carr Lake Restoration and Park Development project is shown on Figure 3.

As currently proposed, the project site would include a Sherwood Drive parking lot and a La Posada Drive parking lot. The Sherwood Drive parking lot is shown to include two driveways. It is recommended that the Sherwood Drive parking lot operate with a one-way, counterclockwise traffic flow. To accomplish this, the western driveway should be inbound only and the eastern driveway should be outbound only. The site plan shows angled parking spaces in the Sherwood Drive parking lot which would help facilitate the counterclockwise traffic flow. Due to the traffic volumes on Sherwood Drive, it is likely that left-turn vehicles at the Sherwood Drive driveways would experience significant delays. Therefore, it is recommended that left-turn in and out movements at the Sherwood Drive driveways be restricted by a raised median. A conceptual plan for a raised median on Sherwood Drive is provided as Attachment 3. It is anticipated that during the AM and PM peak-hours there would be sufficient gaps in traffic to allow inbound and outbound right-turns to complete their movements. Because of the low volume of traffic using the small parking lot, a deceleration lane on Sherwood Drive into the driveway would not be warranted.

The project site would also include a parking lot that is accessible from La Posada Drive. Due to the low traffic volumes on La Posada Drive, this driveway could be full access.

The Sherwood Drive parking lot would have approximately 13 parking spaces, and the La Posada Drive parking lot would have approximately 48 parking spaces.

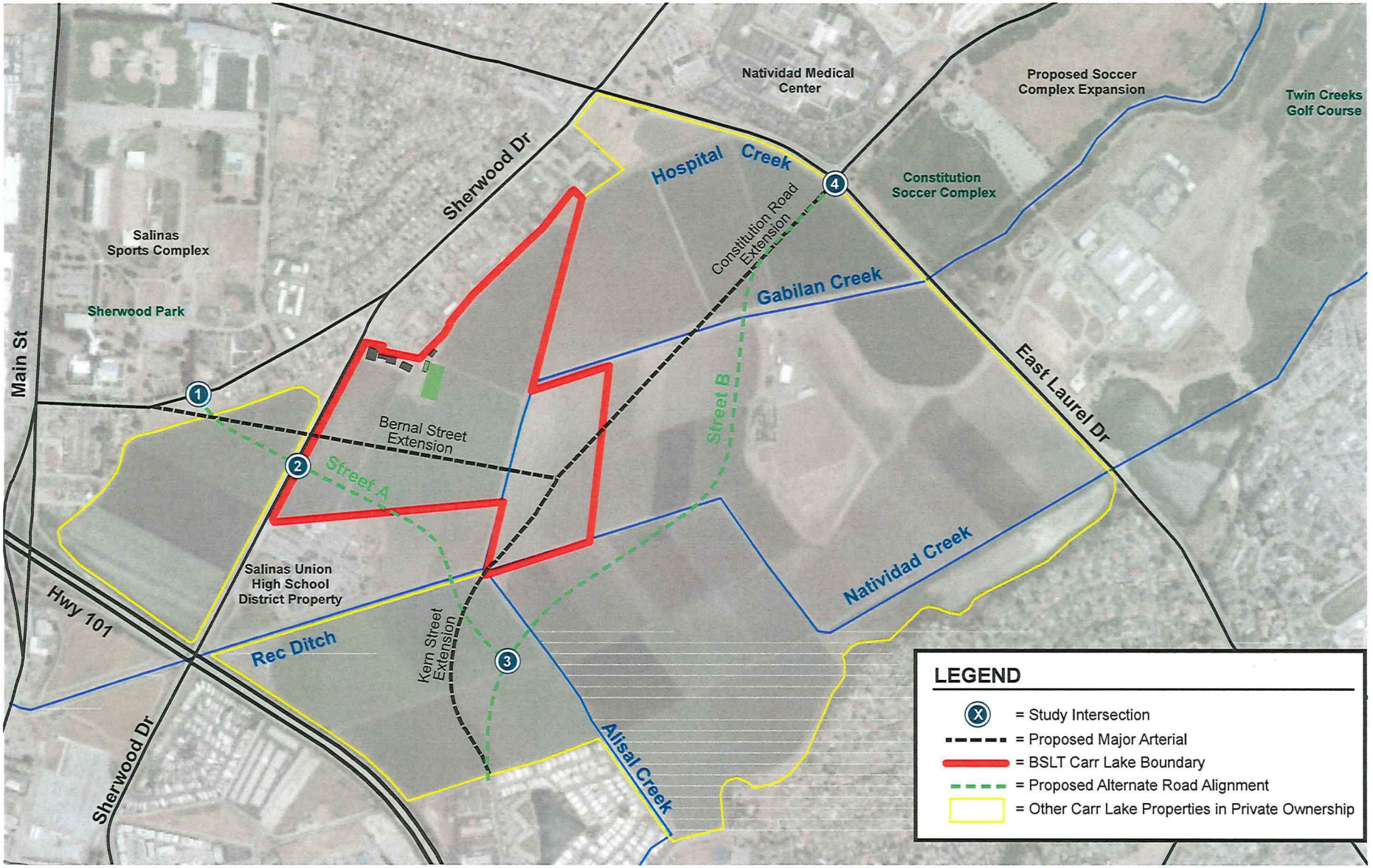


Figure 1
General Plan and Alternate Road Alignment

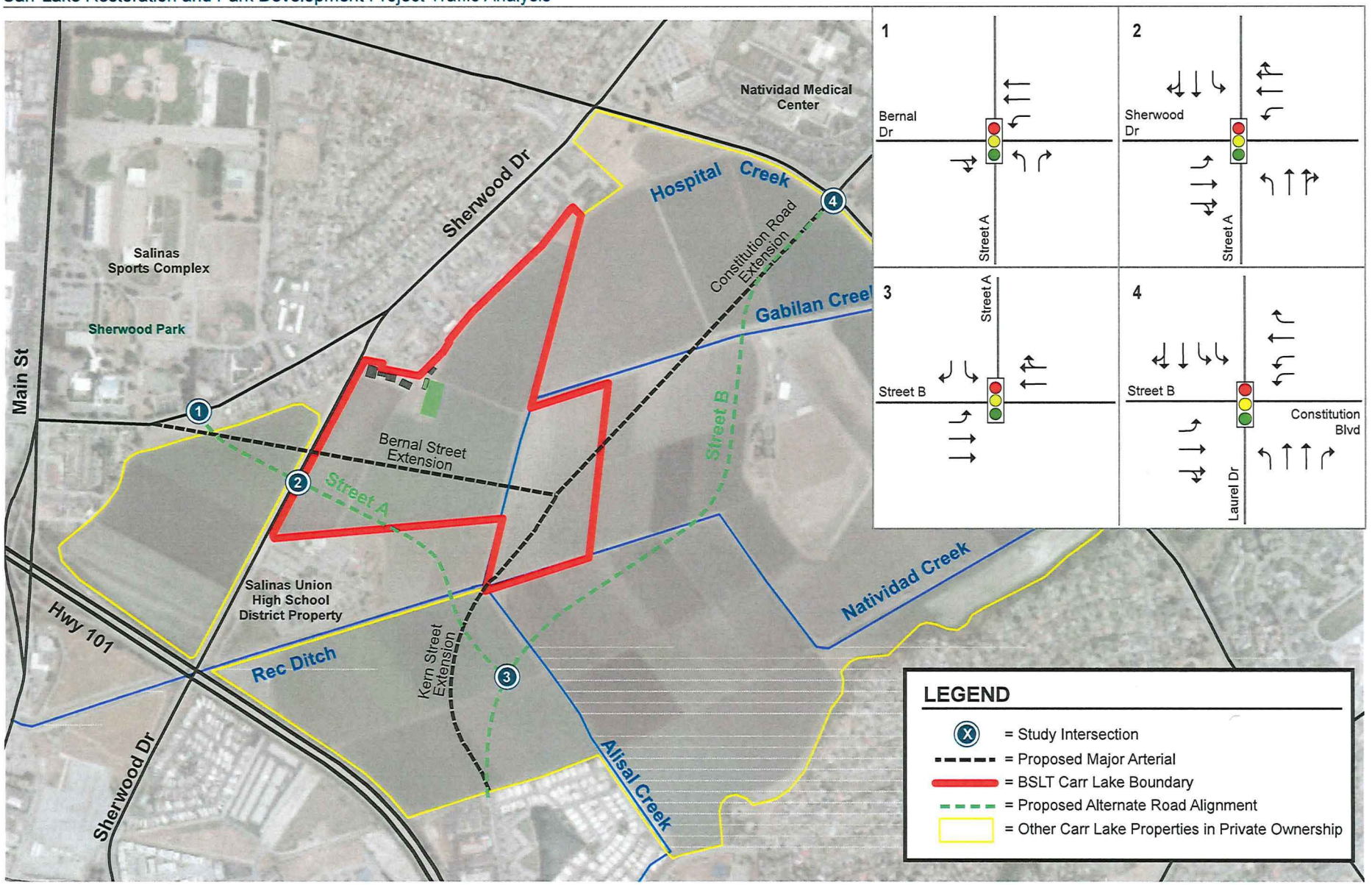


Figure 2
Proposed Alternate Road Alignment Intersection Configurations and Controls

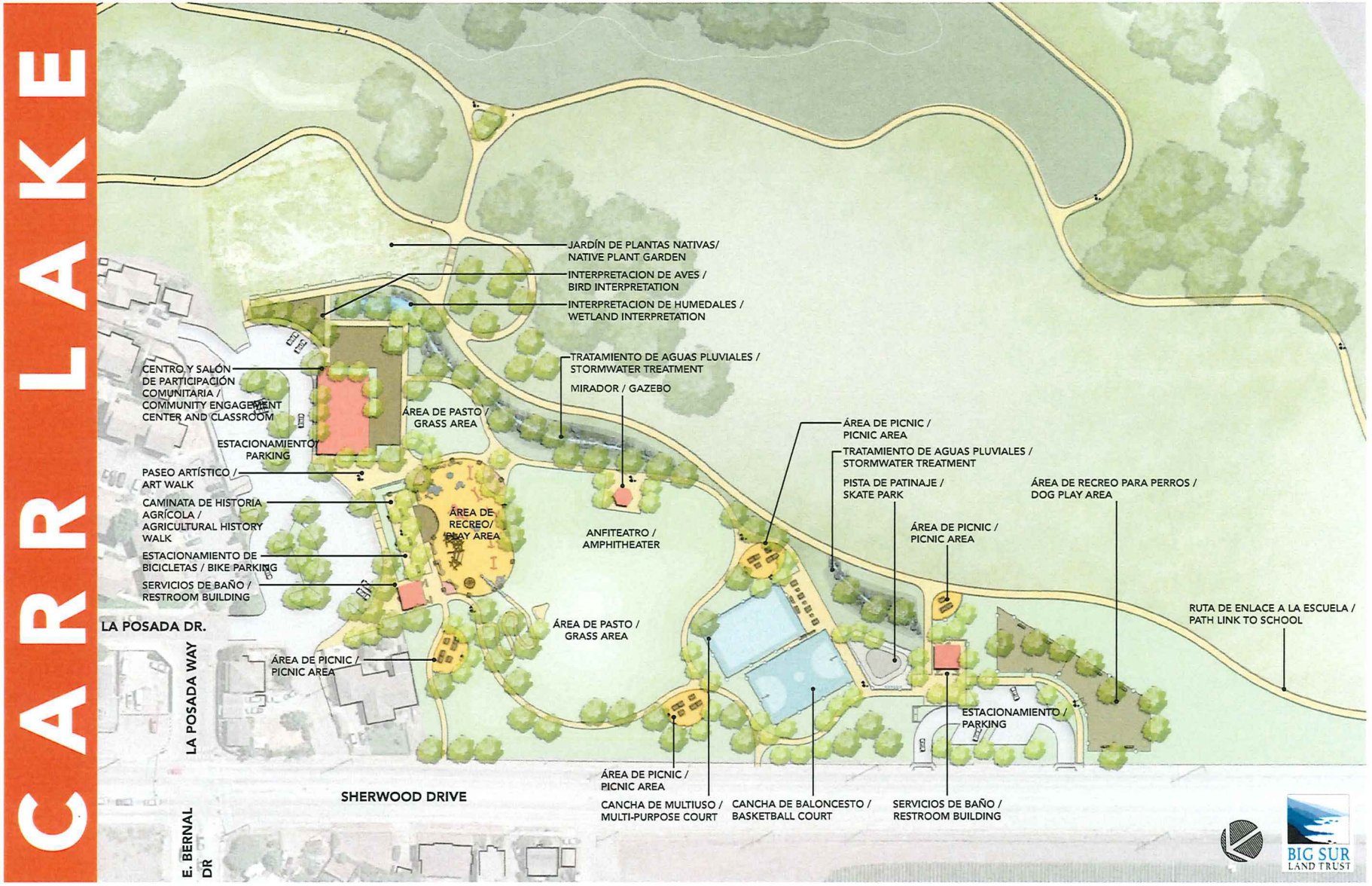
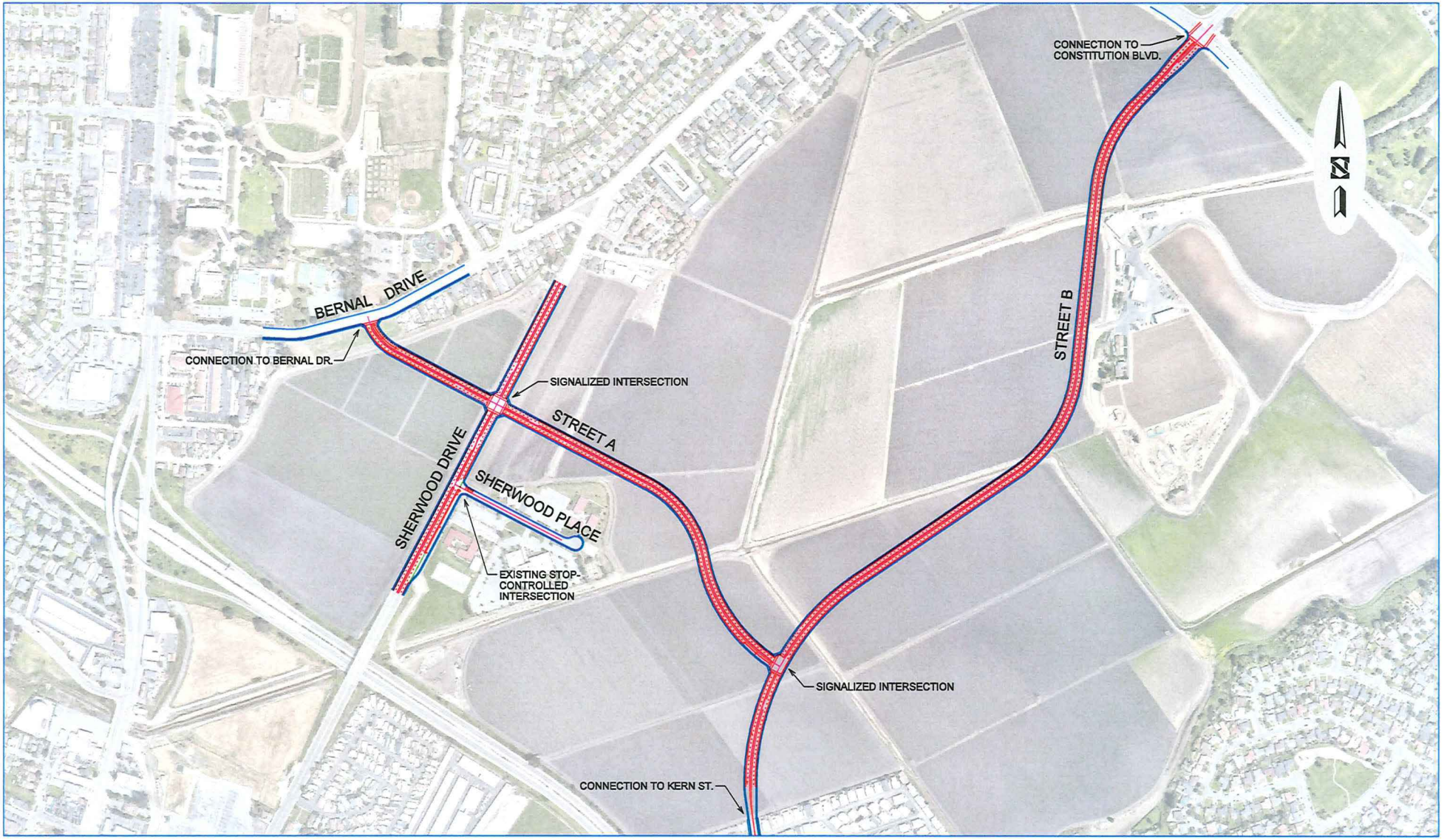


Figure 3
Proposed Conceptual Plan of Carr Lake Restoration and Park Development Project

Attachment 1:

Alternate Road Alignment



Hexagon Transportation Consultants, Inc.

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ALIGNMENT OF PROPOSED ROADWAYS
CARR LAKE PROJECT
SALINAS, CALIFORNIA

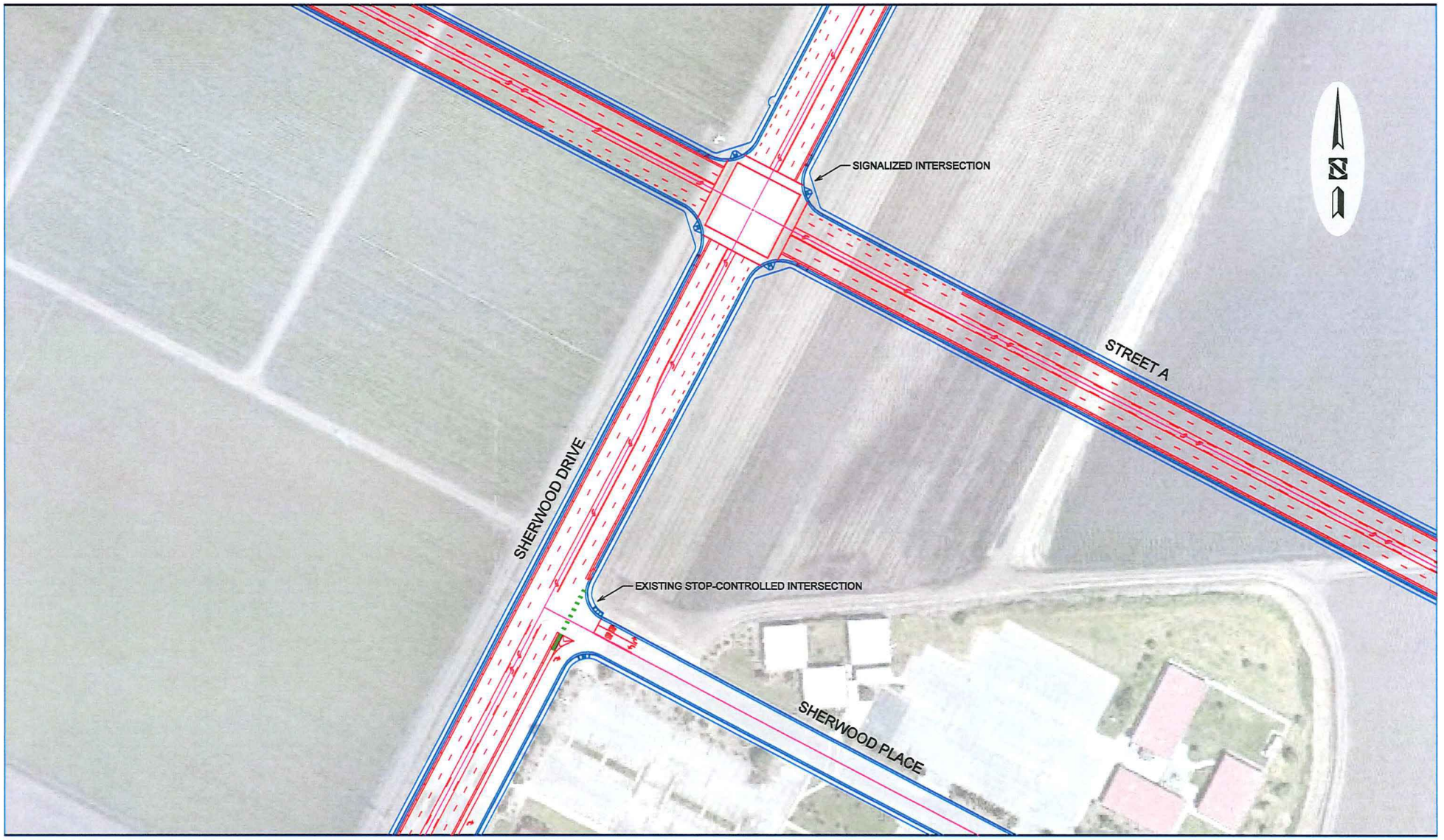
DESIGNED BY: M. POWELL

DATE: 6/10/2020

GRAPHIC SCALE
0 500 750 1000
1 INCH = 500 FEET

Attachment 2:

Alternative Road Alignment Detail



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PROPOSED ROADWAYS DETAIL
CARR LAKE PROJECT
SALINAS, CALIFORNIA

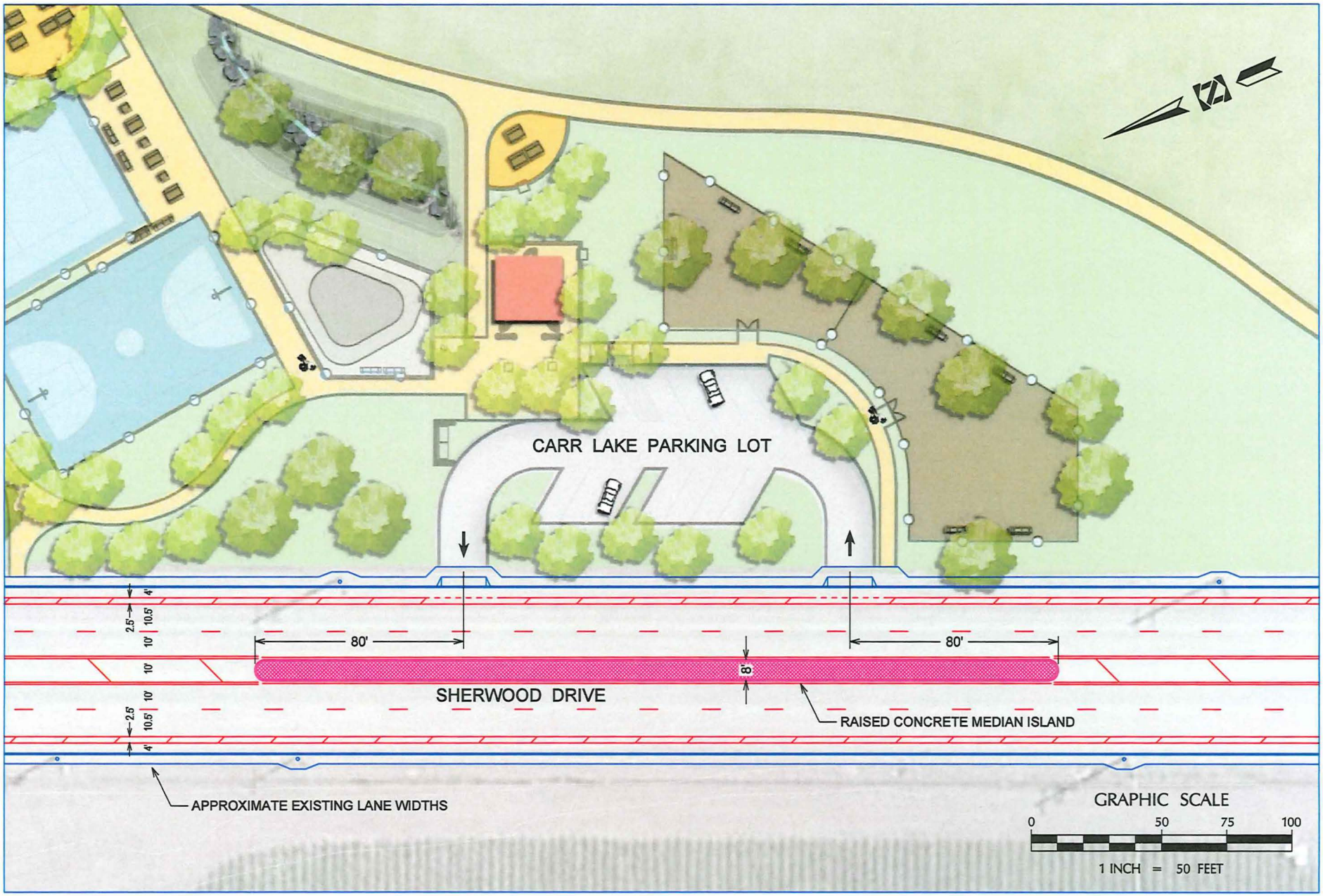
DESIGNED BY: M. POWELL

DATE: 8/10/2020

GRAPHIC SCALE
0 100 150 200
1 INCH = 100 FEET

Attachment 3:

Proposed Sherwood Drive Median



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PROPOSED MEDIAN ISLAND
SHERWOOD DRIVE AT
CARR LAKE PROJECT DRIVEWAYS

DESIGNED BY: M. POWELL

DATE: 9/11/2020