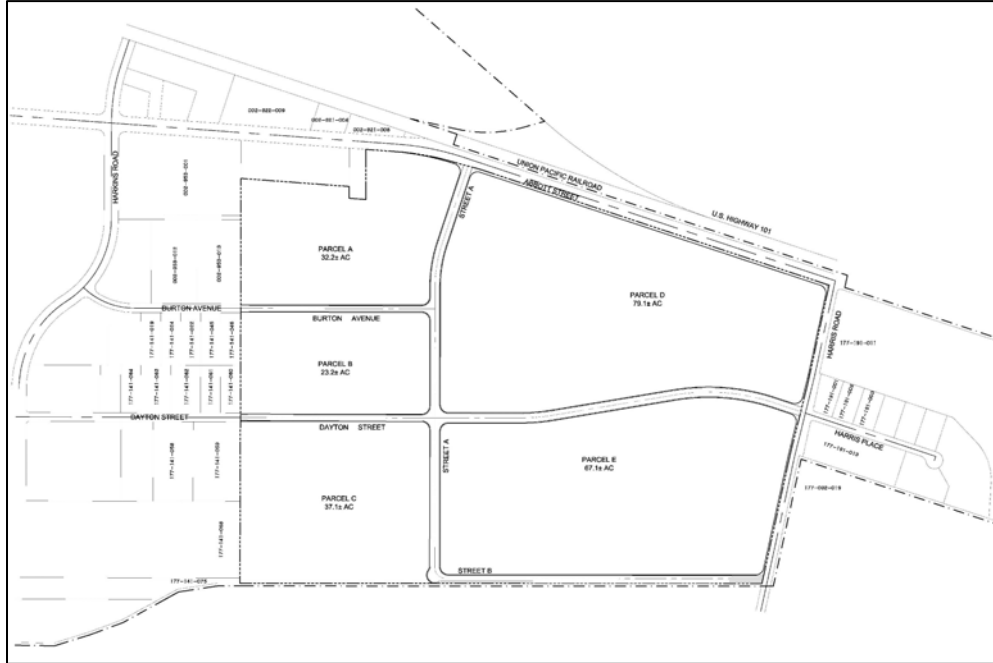


Salinas Ag-Industrial Center



Traffic Impact Analysis

Final Draft Report

Prepared For

Uni-Kool Partners
395 W. Market Street
Salinas, California

July 6, 2009



TABLE OF CONTENTS

	SUMMARY OF PROJECT IMPACTS AND RECOMMENDED IMPROVEMENTS ...	1
	Existing plus Project Phase 1	2
	Background plus Project Phase 1	13
	Background plus Project Buildout	19
	2030 Cumulative Plus Project No Interchange	20
	2030 Cumulative Plus Project With Interchange	38
	Truck Route Impacts	42
	Highway-Rail Crossing Impacts	42
	Pedestrian and Bicycle Impacts	44
	Transit Impacts	44
	Construction Impacts	45
1	INTRODUCTION	47
	1.1 Project Description	47
	1.2 Regional Access	49
	1.3 Local Access	49
	1.4 Scope of Work	50
	1.5 Study Network Jurisdictions and Level of Service Standards	56
	1.6 Traffic Operation Evaluation Methodologies	56
	1.7 Criteria for Significant Project Impacts	57
	1.8 Funding for Transportation Improvements	59
2	EXISTING TRAFFIC CONDITIONS	61
	2.1 Existing Road Network	61
	2.2 Existing Traffic Volumes	63
	2.3 Existing Non-Harvest Season Intersection Operations	63
	2.4 Existing Non-Harvest Season Road Segment Operations	65
	2.5 Existing Harvest Season Intersection Operations	66
	2.6 Existing Harvest Season Road Segment Operations	69
	2.7 Airport Boulevard Interchange	71
	2.8 Existing Truck Routes	72
	2.9 Existing Highway-Rail Crossings	72
	2.10 Existing Transit Services	72
	2.11 Existing Bicycle Facilities	73
3	BACKGROUND NO PROJECT TRAFFIC CONDITIONS	74
	3.1 Approved Projects Trip Generation, Distribution and Assignment	74
	3.2 Background No Project Intersection Operations	74
	3.3 Background No Project Road Segment Operations	78
4	EXISTING PLUS PROJECT PHASE 1 TRAFFIC CONDITIONS	81
	4.1 Project Phase 1 Trip Generation	81
	4.2 Project Truck Trips	82
	4.3 Project Trip Distribution and Assignment	83
	4.4 Existing Plus Project Phase 1 Intersection Operations	83

4.5	Existing Plus Project Phase 1 Road Segment Operations.....	91
4.6	Truck Route Recommendations.....	93
5	BACKGROUND PLUS PROJECT PHASE 1 CONDITIONS.....	95
5.1	Background Plus Project Phase 1 Intersection Operations.....	95
5.2	Background Plus Project Phase 1 Road Segment Operations	105
6	BACKGROUND PLUS PROJECT BUILDOUT TRAFFIC CONDITIONS	109
6.1	Project Buildout Trip Generation.....	109
6.2	Project Buildout Trip Distribution and Assignment	109
6.3	Background Plus Project Buildout Intersection Operations	110
6.4	Background Plus Project Buildout Road Segment Operations.....	120
7	2030 CUMULATIVE NO PROJECT NO INTERCHANGE TRAFFIC CONDITIONS	124
7.1	2030 Cumulative Traffic Volume Forecasts.....	124
7.2	AMBAG Revised Population and Employment Projections	125
7.3	2030 Cumulative No Project No Interchange Intersection Operations	125
7.4	2030 Cumulative No Project No Interchange Road Segment Operations.....	134
8	2030 CUMULATIVE NO PROJECT WITH INTERCHANGE TRAFFIC CONDITIONS	142
8.1	Future Harris Road Interchange.....	142
8.2	2030 Cumulative No Project With Interchange Intersection Operations	145
8.3	2030 Cumulative No Project With Interchange Road Segment Operations.....	153
9	2030 CUMULATIVE PLUS PROJECT NO INTERCHANGE TRAFFIC CONDITIONS	160
9.1	2030 Cumulative Plus Project No Interchange Intersection Operations	160
9.2	2030 Cumulative Plus Project No Interchange Road Segment Operations.....	175
10	2030 CUMULATIVE PLUS PROJECT WITH INTERCHANGE TRAFFIC CONDITIONS	185
10.1	2030 Cumulative Plus Project With Interchange Intersection Operations	185
10.2	2030 Cumulative Plus Project With Interchange Road Segment Operations.....	198
11	FREEWAY SEGMENT WEAVING ANALYSIS	207
11.1	Traffic Operation Evaluation Methodologies	207
11.2	Scope of Work	207
11.3	Existing Non-Harvest Season	207
11.4	Existing Harvest Season	208
11.5	Background No Project.....	209
11.6	Existing Plus Project Phase 1.....	210
11.7	Background Plus Project Phase 1	211
11.8	Background Plus Project Buildout.....	213
11.9	2030 Cumulative No Project No Interchange.....	215
11.10	2030 Cumulative No Project With Interchange.....	216
11.11	2030 Cumulative Plus Project No Interchange.....	217

11.12	2030 Cumulative Plus Project With Interchange.....	219
12	HIGHWAY-RAIL CROSSING EVALUATION.....	222
12.1	Introduction.....	222
12.2	Evaluation Methodologies	222
12.3	Queuing Analysis for At-Grade Highway Rail Crossings.....	223
13	TRAFFIC INDEX.....	226
13.1	Traffic Index Calculations	226
13.2	Existing Conditions.....	227
13.3	Existing Plus Project Phase 1.....	227
13.4	Background No Project.....	227
13.5	Background Plus Project Phase 1	227
13.6	Background Plus Project Buildout.....	228
13.7	2030 Cumulative No Project No Interchange.....	229
13.8	2030 Cumulative No Project With Interchange.....	229
13.9	2030 Cumulative Plus Project No Interchange.....	229
13.10	2030 Cumulative Plus Project With Interchange.....	230

LIST OF EXHIBITS

- Exhibit 1 – Project Location Map
- Exhibit 2 – Study Intersections and Project Vicinity Map
- Exhibit 3 – Project Site Plan
- Exhibit 4 – Traffic Count Dates
- Exhibit 5A – Intersection LOS – Existing and Background
- Exhibit 5B – Intersection LOS – 2030 Cumulative
- Exhibit 6A – Intersection Recommended Improvements – Existing and Background
- Exhibit 6B – Intersection Recommended Improvements – 2030 Cumulative
- Exhibit 7A – Segment LOS and Recommended Improvements – Existing and Background
- Exhibit 7B – Segment LOS and Recommended Improvements – 2030 Cumulative
- Exhibit 8 – Ultimate Concept Plan for Airport Boulevard Interchange
- Exhibit 9 – Currently Proposed Modifications to Airport Boulevard Interchange
- Exhibit 10 – City of Salinas Truck Route Map
- Exhibit 11 – Existing Highway-Rail Crossings
- Exhibit 12 – Existing Transit Services
- Exhibit 13A – City of Salinas Bikeways Map
- Exhibit 13B – Monterey County Bikeways Map
- Exhibit 14 – Project Phase 1 Trip Generation
- Exhibit 15A – Employee Trip Distribution
- Exhibit 15B – Line Truck Trip Distribution
- Exhibit 15C – Field Truck Trip Distribution
- Exhibit 16 – Project Buildout Trip Generation
- Exhibit 17 – Conceptual Sketch of Possible Location for Harris Road Interchange
- Exhibit 18 – 2030 Cumulative Peak Hour Diversions to Harris Road Interchange
- Exhibit 19 – Queues at Railroad Crossings – Summary Table
- Exhibit 20 – Traffic Index Summary

LIST OF APPENDICES

- Appendix A1 – Level of Service Description – Signalized Intersections
Appendix A2 – Level of Service Description – Two-Way Stop Controlled Intersections
Appendix A3 – Level of Service Description – All-Way Stop Controlled Intersections
Appendix A4 – Level of Service Threshold Volumes for Various Roadway Types
- Appendix B – Traffic Volume Diagrams
- Appendix C1 – LOS Calculations – Existing Non-Harvest Season
Appendix C2 – LOS Calculations – Existing Non-Harvest Season Mitigated
- Appendix D1 – LOS Calculations – Existing Harvest Season
Appendix D2 – LOS Calculations – Existing Harvest Season Mitigated
- Appendix E – Approved Projects Trip Generation and Location Map
- Appendix F1 – LOS Calculations – Background No Project Conditions
Appendix F2 – LOS Calculations – Background No Project Conditions Mitigated
- Appendix G1 – LOS Calculations – Existing + Project Phase 1
Appendix G2 – LOS Calculations – Existing + Project Phase 1 Mitigated
- Appendix H1 – LOS Calculations – Background + Project Phase 1
Appendix H2 – LOS Calculations – Background + Project Phase 1 Mitigated
- Appendix I1 – LOS Calculations – Background + Project Buildout
Appendix I2 – LOS Calculations – Background + Project Buildout Mitigated
- Appendix J1 – LOS Calculations – 2030 Cumulative No Project No Interchange
Appendix J2 – LOS Calculations – 2030 Cumulative No Project No Interchange Mitigated
- Appendix K – Excerpts from the Salinas Traffic Fee Program and Ordinance
- Appendix L – Excerpts from the TAMC Regional Impact Fee Study
- Appendix M1 – LOS Calculations – 2030 Cumulative No Project With Interchange
Appendix M2 – LOS Calculations – 2030 Cumulative No Project With Interchange Mitigated
- Appendix N1 – LOS Calculations – 2030 Cumulative Plus Project No Interchange
Appendix N2 – LOS Calculations – 2030 Cumulative Plus Project No Interchange Mitigated
- Appendix O1 – LOS Calculations – 2030 Cumulative Plus Project With Interchange
Appendix O2 – LOS Calculations – 2030 Cumulative Plus Project With Interchange Mitigated
- Appendix P – Weaving Analysis Calculations
Appendix Q – Railroad Crossing Analysis Queuing Reports

Appendix R – Traffic Index Calculations

Appendix S – Peak Hour Signal Warrants

Appendix T – Model Documentation – Technical Memo from Higgins Associates to AMBAG

Appendix U – Geometric Adequacy of U.S. 101 / Sanborn Road Interchange

Appendix V – 2030 Unconstrained Cumulative Analysis Scenarios

Appendix W – Supporting Field Survey Data

Appendix X – Project Fair Share Calculations for Harris Road/Spreckels Boulevard Widening

Appendix Y – Caltrans Letter Regarding Fees to Mitigate Cumulative Impact

Appendix Z – Excerpts from *TAMC Planning Level Cost Estimates for Transportation Agency for Monterey County Projects*, Wood Rodgers, Inc., July 2007

SUMMARY OF PROJECT IMPACTS AND RECOMMENDED IMPROVEMENTS

This traffic impact analysis evaluated the anticipated impacts from the increase in traffic that would be generated by the implementation of the Salinas Ag-Industrial Center project. Ten traffic scenarios were assessed in the traffic analysis. They were as follows:

1. Existing Non-Harvest Season
2. Existing Harvest Season
3. Background No Project
4. Existing Plus Project Phase 1
5. Background Plus Project Phase 1
6. Background Plus Project Buildout
7. 2030 Cumulative No Project No Interchange
8. 2030 Cumulative No Project With Interchange¹
9. 2030 Cumulative Plus Project No Interchange
10. 2030 Cumulative Plus Project With Interchange¹

The purpose of this summary is to identify the significant impacts the proposed project would have on the regional and local road network within the study area, and to address how those impacts will be mitigated. The recommended improvements identified in this report would bring operations at the study intersections and road segments into conformance with the level of service standards of the applicable agencies and would reduce significant impacts to less than significant (unless otherwise noted).

Only five of the ten traffic scenarios include traffic that would be generated by the proposed project. They are as follows:

1. Existing Plus Project Phase 1
2. Background Plus Project Phase 1
3. Background Plus Project Buildout
4. 2030 Cumulative Plus Project No Interchange¹
5. 2030 Cumulative Plus Project With Interchange¹

The following traffic scenarios were compared to determine project and cumulative project impacts:

Project Impacts

Existing Harvest Season	⇒	Existing Plus Project Phase 1
Background No Project	⇒	Background Plus Project Phase 1
Background No Project	⇒	Background Plus Project Buildout

¹ The term “Interchange” in the analysis scenarios refers to the future Harris Road interchange, which is discussed in Chapter 8 of this report.

Cumulative Project Impacts (Year 2030 Scenarios)

Cumulative No Project No Interchange	⇒	Cumulative Plus Project No Interchange
Cumulative No Project With Interchange	⇒	Cumulative Plus Project With Interchange

A summary of project impacts and recommended improvements (RI) by traffic scenario is provided below. **Only scenarios that include project traffic are included in this summary. Recommended improvements #1 to #26 pertain to deficiencies under existing non-harvest, existing harvest, and background no project traffic scenarios (non of which include the proposed project).** The name of each intersection and road segment is followed by its study intersection/road segment number, the jurisdiction under which it falls, and the corresponding level of service standard in parenthesis.

Existing plus Project Phase 1

Intersections

RI #1. SR 68 / Blanco Road (Int. #1, Caltrans, LOS Standard C) – Signalized. This intersection operates at an overall LOS D during the AM and PM peak hours under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Add a second northbound SR 68 left-turn lane.*
2. *Convert the northbound SR 68 right-turn to a free right-turn. This will require a receiving lane on eastbound Blanco Road.*
3. *Add a third westbound Blanco Road left-turn lane. This will require a receiving lane on southbound SR 68.*
4. *Convert the westbound Blanco Road shared through/right-turn lane to a through lane.*
5. *Add a dedicated westbound Blanco Road right-turn lane.*
6. *Adjust signal timing and include right-turn overlap phasing on the southbound, eastbound and westbound approaches.*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 would also be required to improve operations to an acceptable level of service. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds improvements 2, 3 and 6 to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for improvements 2, 3 and 6 would not exist, the impact would remain significant and unavoidable.

The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located

on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

RI #2. Cooper Road / Blanco Road (Int. #37, Monterey County, LOS Standard C) – Stop Controlled (SB). The worst approach at this intersection operates at LOS F during the AM and PM peak hours under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Widen and restripe southbound Cooper Road to one left-turn lane and one right-turn lane.*
2. *Add a median acceleration lane on the east leg of the intersection to facilitate southbound left-turns.*

The County is considering a westbound Blanco Road right-turn lane at this intersection. Although it would improve operations at this intersection, the intersection would operate at an acceptable level of service without a dedicated westbound right-turn lane; therefore, it has not been included in the analysis.

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the preceding improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #3 & RI #21. Davis Road / Blanco Road (Int. #38, Monterey County, LOS Standard C) – Signalized. This intersection operates at an overall LOS D during the PM peak hour under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Monterey County significance criteria the project would have a

significant impact at this intersection. The same improvements (RI #3) recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. Convert the northbound Davis Road shared through/right-turn lane to a through lane.
2. Add a dedicated northbound Davis Road right-turn lane.
3. Add a second southbound Davis Road left-turn lane.
4. Add a second southbound Davis Road right-turn lane.
5. Add a third eastbound Blanco Road left-turn lane.
6. Convert the eastbound Blanco Road shared through/right-turn lane to a through lane.
7. Add a dedicated eastbound Blanco Road right-turn lane.
8. Convert southbound and westbound right-turns to overlap phasing.

In addition to the improvements recommended under existing harvest season conditions, the following background no project improvements (RI #21) would also be recommended under existing plus project phase 1 conditions:

1. Add a second southbound Davis Road through lane.
2. Add a second westbound Blanco Road left-turn lane.
3. Convert the southbound Davis Road right-turn to a free right turn.

Improvements at this intersection are included in the City's TFO (#26, #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #4. U.S. 101 / Spence Road (Int. #44, Caltrans, LOS Standard C) – Stop Controlled (WB).
The worst approach at this intersection operates at LOS F during the AM and PM peak hours under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Eliminate intersection and construct frontage road system.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate project impacts at this intersection.

RI #10. Sanborn Road / Fairview Avenue-U.S. 101 NB Offramp (Int. #6, Caltrans, LOS Standard C) – Stop Controlled (EB & WB). Under existing harvest season conditions this intersection operates at an overall LOS F during the PM peak hour, and the worst approach operates at LOS E and LOS F during the AM and PM peak hours, respectively. Under existing plus project phase 1 traffic conditions it would continue to operate the same, with the exception of the worst approach during the AM peak hour, which would degrade to LOS F. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Consider signalizing the intersection, although gaps are created by the signal at the Sanborn Road / U.S. 101 SB Ramps intersection.*
2. *Lengthen the southbound Sanborn Road left turn-lane pocket.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37). The payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #11. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8, Caltrans, LOS Standard C) – Signalized. This intersection operates at LOS C during the AM peak hour and LOS D during the PM peak hour under existing harvest season conditions. Under existing plus project phase 1 conditions it would degrade to LOS D during the AM peak hour and continue to operate at LOS D during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Close Elvee Drive at Sanborn Road and extend the north end to Work Street.*

Improvements along the Sanborn Road corridor and the extension of Elvee Drive to Work Street are included in the City of Salinas TFO (#37 and #66). The payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #12. Sanborn Road / Work Street-Terven Avenue (Int. #9, City of Salinas, LOS Standard D) – Signalized. This intersection operates at LOS E during the PM peak hour under existing harvest season conditions and would continue to do so under existing plus project phase 1 conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season

conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Restripe eastbound Work Street to accommodate two left-turn lanes and one shared through/right.*
2. *Widen and restripe westbound Terven Avenue to accommodate two left-turn lanes and one shared through/right.*
3. *Convert east-west split phasing to protected left-turn phasing.*
4. *Adjust signal timing.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). The payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #13. Airport Boulevard / De la Torre Street (Int. #12, Caltrans, LOS Standard C) – Signalized. This intersection operates at LOS D during the AM and PM peak hours under existing harvest season conditions. Under existing plus project phase 1 conditions it would continue to operate at LOS D during the AM peak hour and would degrade to LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Reconstruct the northbound ramps as planned by the Airport Boulevard interchange project.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38). The payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #14. Airport Boulevard / Terven Avenue (Int. #13, Caltrans, LOS Standard C) – Signalized. This intersection operates at an overall LOS D during the AM peak hour and LOS E during the PM peak hour under existing harvest season conditions. Under existing plus project phase 1 conditions it would continue to operate at LOS D during the AM peak hour and would degrade to LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Reconstruct the southbound ramps as planned by the ultimate configuration of Airport Boulevard interchange project.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38). The payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #15. Harkins Road / Hansen Street (Int. #15, City of Salinas, LOS Standard D) – Signalized. This intersection operates at an overall LOS D during the AM and PM peak hours under existing harvest season conditions. Under existing plus project phase 1 conditions it would continue to operate at LOS D during the AM peak hour and would degrade to LOS F during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Restripe northbound Harkins Road to accommodate one left-turn lane, and one shared left/through/right lane on the northbound approach. These improvements would require reconstruction of the existing intersection and traffic signal.*
2. *Restripe the eastbound Hansen Street approach to one shared left/through lane and two right-turn lanes.*
3. *Modify the signal.*

These improvements are not needed from a level of service standpoint until existing plus project phase 1 conditions. However, they are recommended under existing harvest season traffic conditions due to long queues observed in the field. While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

RI #16. Harkins Road / Dayton Street (Int. #18, City of Salinas, LOS Standard D) – Stop Controlled (WB). This intersection operates at an overall LOS A during the AM and PM peak hours under existing harvest season conditions and would continue to do so under existing plus project phase 1 conditions. The worst approach operates at LOS B during the AM and PM peak hours under existing harvest season conditions and would also continue to do so under existing plus project phase 1 conditions. Per the City of Salinas significance criteria the project **would not** have a significant impact at this intersection.

Although this intersection operates at an acceptable level of service during the AM and PM peak hours under existing harvest season traffic conditions, and would continue to do so under existing plus project phase 1 conditions, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. They are as follows:

1. *Restripe to add a southbound Harkins Road left-turn lane.*

Improvements at this intersection are not included in any fee program and no mitigation is required of the project at this intersection. However, the project is proposing to implement this improvement to enhance safety at this intersection.

RI #22. Merrill Street / Abbott Street (Int. #42, City of Salinas, LOS Standard D) – Stop Controlled (NB). This intersection operates at an overall LOS A during the AM and PM peak hours and the worst approach operates at LOS C and LOS E during the AM and PM peak hours, respectively, under existing harvest season conditions. Under existing plus project phase 1 conditions it would continue to operate at an overall LOS A during the AM and PM peak hours, and the worst approach would degrade to LOS D and LOS F during the AM and PM peak hours, respectively. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The same improvements recommended under background no project conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Signalize the intersection.*
2. *Add eastbound Abbott Street left-turn lane.*
3. *Add westbound Abbott Street left-turn lane.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

RI #23. Skyway Boulevard / E. Alisal Street (Int. #43, City of Salinas, LOS Standard D) – Stop Controlled (NB & SB). This intersection operates at an overall LOS B during the AM and PM peak hours and the worst approach operates at LOS E and LOS D during the AM and PM peak hours, respectively, under existing harvest season conditions. Under existing plus project phase 1 conditions it would operate at an overall LOS C and LOS B during the AM and PM peak hours, respectively, and the worst approach would degrade to LOS F during the AM peak hour and would continue to operate at LOS D during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The same improvements recommended under background no project conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Signalize the intersection.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #27. Airport Boulevard / Hansen Street (Int. #14, City of Salinas, LOS Standard D) – Stop Controlled (NB & WB). This intersection operates at an overall LOS A during the AM and PM peak hours under existing harvest season conditions and would continue to do so under existing plus project phase 1 conditions. The worst approach at this intersection operates at LOS C during the AM peak hour and LOS E during the PM peak hour under existing harvest season conditions and would degrade to LOS F during the AM and PM peak hours under existing plus project phase 1 conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions:

1. *Add a second westbound Hansen Street right-turn lane.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add this improvement to the City of Salinas TFO. If the City adds this improvement to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

RI #28. Harkins Road / Abbott Street (Int. #16, City of Salinas, LOS Standard D) – Signalized. This intersection operates at an overall LOS D during the AM and PM peak hours under existing harvest season conditions. Under existing plus project phase 1 conditions it would degrade to LOS E during the AM peak hour and continue to operate at LOS D during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions:

1. *Add a second southbound Harkins Road left-turn lane.*
2. *Convert the westbound Abbott Street right-turn to right-turn overlap phasing.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

RI #29. Harris Road / Harris Place (Int. #23, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Stop Controlled (EB & WB). A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls:

1. *Signalize intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one shared through/right lane.*
3. *Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane.*
4. *Eastbound Harris Place approach: One left-turn lane, one shared through/right lane.*
5. *Westbound Harris Place approach: One shared left/through/right lane.*

If the intersection is designed with these lane configurations and traffic controls, the project will not have a significant impact at this location.

RI #30. Street A Project Road / Abbott Street (Int. #27, City of Salinas, LOS Standard D) – Future Project Intersection. This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls:

1. *Signalize intersection.*
2. *Northbound Street A Project Road approach: Two left-turn lanes, one right-turn lane.*
3. *Eastbound Abbott Street approach: Two through lanes and one right-turn lane.*
4. *Westbound Abbott Street approach: One left-turn lane and two through lanes.*

If the intersection is designed with these lane configurations and traffic controls, the project will not have a significant impact at this location.

RI #31. Harris Road / Street B Project Road (Int. #34, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Future Project Intersection. This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls:

1. *One-way stop control (EB Street B Project Road approach).*
2. *Northbound Harris Road approach: One left-turn lane and one through lane.*
3. *Southbound Harris Road approach: One through lane and one right-turn lane.*
4. *Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane.*

If the intersection is designed with these lane configurations and traffic controls, the project will not have a significant impact at this location.

Road Segments

RI #5. Blanco Road between Cooper Road and Davis Road (Seg. #3a, Monterey County, LOS Standard C). This road segment operates at LOS E during the AM and PM peak hours under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Monterey County significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Widen and upgrade this segment of Blanco Road from a 2-lane rural road to a 4-lane divided arterial with left-turn lanes.*

Improvements on this road segment are included in the City of Salinas TFO (#26 and #41). No mitigation is required of the project under existing plus project phase 1 conditions.

RI #6. Davis Road between Blanco Road and Ambrose Drive (Seg. #4b, Monterey County, LOS Standard C). This road segment operates at LOS E during the AM and PM peak hours under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Monterey County significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Widen and upgrade this segment of Davis Road from a 2-lane rural road to a 4-lane expressway.*

Improvements on this road segment are included in the TAMC fee (#8). No mitigation is required of the project under existing plus project phase 1 conditions.

RI #7. SR 156 between Castroville Boulevard and U.S. 101 (Seg. #17b, Caltrans, LOS Standard C). This road segment operates at LOS D during the AM peak hour and LOS E during the PM peak hour under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Widen and upgrade this segment of SR 156 from a 2-lane rural road to a 4-lane freeway.*

Improvements on this road segment are included in the TAMC fee (#3). No mitigation is required of the project under existing plus project phase 1 conditions.

RI #8. U.S. 101 Northbound Weaving Segment between Hartnell Rd. and Abbott St.(Seg. #26, Caltrans, LOS Standard C). This road segment operates at LOS D during the AM peak hour and LOS E during the PM peak hour under existing harvest season conditions and would continue to do so under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under existing harvest season conditions are recommended under existing plus project phase 1 conditions. They are as follows:

1. *Prohibit right-turns from westbound Hartnell Road connector to U.S. 101 and relocate them to the existing northbound onramp at Hartnell Road. This improvement would effectively eliminate the study weaving section.*
2. *Convert Hartnell Road to one-way traffic (in the northwest direction) between the Hartnell Road connector and the Hartnell Road onramp.*

3. *Relocate the existing driveway to a residence on Hartnell Road near U.S. 101 to the intersection of Hartnell Road and the northbound on-ramp to U.S. 101.*
4. *Prohibit left-turns from the Hartnell Road connector onto southbound U.S. 101 at the U.S. 101/Hartnell Road connector intersection.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). No mitigation is required of the project under existing plus project phase 1 conditions.

RI #9. U.S. 101 Northbound Weaving Segment between Airport Blvd. and Fairview Ave. (Seg. #28, Caltrans, LOS Standard C). This road segment operates at LOS D during the PM peak hour under existing harvest season conditions and would degrade to LOS E under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Reconstruct the northbound ramps at the Airport Boulevard interchange as planned by the Airport Boulevard Interchange Project.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #17. SR 183 between Espinosa Road and Salinas City Limits (Seg. #18a, Caltrans, LOS Standard C). This road segment operates at LOS D during the AM and PM peak hours under existing harvest season conditions. Under existing plus project phase 1 conditions it will continue to operate at LOS D during the AM peak hour but will degrade to LOS E during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment under existing plus project phase 1 conditions. The same improvements recommended under existing harvest season conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Widen and upgrade this segment of SR 183 from a 2-lane rural road to a 4-lane expressway.*

This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements on this road segment are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate project impacts on this road segment to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and

should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #24. Airport Boulevard between Terven and De La Torre Street (Seg. #2b, Caltrans, LOS Standard C). This road segment operates at LOS A and LOS C during the AM and PM peak hours, respectively, under existing harvest season conditions. Under existing plus project phase 1 conditions it would degrade to LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The same improvements recommended under background no project conditions would be recommended under existing plus project phase 1 conditions. They are as follows:

1. *Widen and upgrade this segment of Airport Boulevard from a 2-lane arterial to a 4-lane divided arterial.*

Improvements along this road segment are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment. Improvements on this road segment are also planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318).

Background plus Project Phase 1

Intersections

RI #18. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6, Caltrans, LOS Standard C) – Stop Controlled (EB & WB). This intersection would operate at an overall LOS F during the AM and PM peak hours under background no project conditions and would continue to do so under background plus project phase 1 conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under background no project conditions are recommended under background plus project phase 1 conditions. They are as follows:

1. *Existing harvest season improvements. In addition:*
2. *Add an eastbound U.S. 101 Offramp right-turn lane.*
3. *Add a third northbound Sanborn Road through lane.*
4. *Add a third southbound Sanborn Road through lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #19. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8, Caltrans, LOS Standard C) – Signalized. This intersection would operate at LOS C and LOS E during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project phase 1 conditions it would degrade to LOS D during the AM peak hour and continue to operate at LOS E during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under

background no project conditions are recommended under background plus project phase 1 conditions. They are as follows:

1. *The same improvements recommended under existing harvest season conditions. In addition:*
2. *Widen the southbound U.S. 101 offramp to accommodate two left-turn lanes, one shared through/right turn lane, and one dedicated right-turn lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #20. U.S. 101 / Hartnell Road Connector (Int. #26, Caltrans, LOS Standard C) – Stop Controlled (WB). This intersection would operate at an overall LOS A during the AM and PM peak hours under background no project conditions and would continue to do so under background plus project phase 1 conditions. The worst approach at this intersection would operate at LOS F and LOS D during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project phase 1 conditions it would continue to operate at LOS F during the AM peak hour and would degrade to LOS E during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under background no project conditions are recommended under background plus project phase 1 conditions. They are as follows:

1. *Eliminate intersection and construct frontage road system.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate project impacts at this intersection.

RI #32. SR 68 WB Ramps / Spreckels Boulevard (Int. #3, Caltrans, LOS Standard C) – Stop Controlled (SB). The worst approach at this intersection would operate at LOS D and LOS E during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project phase 1 conditions the worst approach would degrade to LOS D and LOS F during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions:

1. *Convert intersection to all-way stop control.*

The project is responsible for funding this improvement.

RI #33. Sanborn Road / Work Street-Terven Avenue (Int. #9, City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project phase 1 conditions, it would degrade to LOS E during the AM peak hour and would continue to operate at LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions:

1. *The same improvements recommended under existing harvest season conditions. In addition:*
2. *Convert northbound Sanborn Road shared through/right-turn lane to a through lane.*
3. *Add a northbound Sanborn Road right-turn lane*
4. *Add a third southbound Sanborn Road through lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). The payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

RI #34. Blanco Road-Sanborn Road / Abbott Street (Int. #10, City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS D during the AM and PM peak hours under background no project conditions. Under background plus project phase 1 conditions, it would continue to operate at LOS D during the AM peak hour and would degrade to LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions:

1. *Convert eastbound Abbott Street shared left/through lane to a through lane.*
2. *Add a second eastbound Abbott Street left-turn lane.*
3. *Convert westbound Abbott Street shared left/ through lane to a through lane.*
4. *Add a second westbound Abbott Street left-turn lane.*
5. *Convert east-west split phasing to protected left-turn phasing.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

SR 68 / Hunter Lane (Int. #2, Caltrans, LOS Standard C) – Stop Controlled (WB). This intersection would operate at an overall LOS A during the AM and PM peak hours and the worst approach would operate at LOS F and LOS E during the AM and PM peak hours, respectively, under background no project conditions and would continue to do so under background plus project phase 1 conditions. Per the Caltrans significance criteria, the project would have a significant impact on this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

SR 68 / Hitchcock Road (Int. #39, Caltrans, LOS Standard C) – Stop Controlled (EB). This intersection would operate at an overall LOS A during the AM and PM peak hours and the worst approach would operate at LOS C and LOS F during the AM and PM peak hours, respectively, under background no project conditions and would continue to do so under background plus project phase 1 conditions. Per the Caltrans significance criteria, the project would have a significant impact on this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the

TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

Road Segments

RI #25. Blanco Road between Davis Road and Alisal Street (Seg. #3b, City of Salinas, LOS Standard D). This road segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively, under background no project conditions and would continue to do so under background plus project phase 1 conditions. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The same improvements recommended under background no project conditions are recommended under background plus project phase 1 conditions. They are as follows:

1. *Widen this segment of Blanco Road from a 3-lane arterial to a 4-lane divided arterial.*

Improvements along this road segment are included in the City of Salinas TFO (#41). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

RI #26. Davis Road between Hitchcock Road and Blanco Road (Seg. #4a, Monterey County, LOS Standard C). This road segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively, under background no project conditions and would continue to do so under background plus project phase 1 conditions. Per the Monterey County significance criteria the project **would not** have a significant impact on this road segment. The same

improvements recommended under background no project conditions are recommended under background plus project phase 1 conditions. They are as follows:

1. *Widen and upgrade this segment of Davis Road from a 2-lane rural road to a 4-lane expressway.*

Improvements along this road segment are included in the TAMC fee (#4). No mitigation is required of the project under background plus project phase 1 conditions.

RI #35. U.S. 101 between Sanborn Road and John Street (Seg. #20h, Caltrans, LOS Standard C). This road segment would operate at LOS C during the AM and PM peak hours under background no project conditions. Under background plus project phase 1 conditions, it would continue to operate at LOS C during the AM peak hour and would degrade to LOS D during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions:

1. *Widen this segment of U.S. 101 to a 6-lane freeway.*

The widening of U.S. 101 to a 6-lane freeway through the City of Salinas is included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

RI #36. U.S. 101 Southbound Weaving Segment between Hartnell Road and Abbott Street (Seg. #27, Caltrans, LOS Standard C). This road segment would operate at LOS A and LOS C during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project phase 1 conditions, it would continue to operate at LOS C during the AM peak hour and would degrade to LOS D during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions:

1. *Prohibit southbound U.S. 101 left-turns onto eastbound Hartnell Road by closing the median at the U.S. 101/Hartnell Road intersection.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate project impacts on this road segment.

RI #37. U.S. 101 Southbound Weaving Segment between Airport Boulevard and Sanborn Road (Seg. #29, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS B during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project phase 1 conditions, it would degrade to LOS D during the AM peak hour and would continue to operate at LOS B during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions:

1. *It is recommended that a third through lane be added along southbound U.S. 101 between the Sanborn Road and Airport Boulevard interchanges. When combined with*

the existing two through lanes and one auxiliary lane, this would result in a total of four travel lanes within the weaving section. Implementation of this improvement would result in acceptable weaving operations.

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

RI #38. U.S. 101 Northbound Weaving Segment between Fairview Avenue and Sanborn Road (Seg. #30, Caltrans, LOS Standard C). This road segment would operate at LOS B and LOS C during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project phase 1 conditions, it would continue to operate at LOS B during the AM peak hour and would degrade to LOS D during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions:

1. *Construct a collector-distributor roadway between the northbound U.S. 101 ramps to and from Fairview Road and Sanborn Road.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#32 and #37). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

Background plus Project Buildout

Intersections

RI #39. Harris Road / Abbott Street (Int. #22, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS C during the AM and PM peak hours under background no project conditions. Under background plus project buildout conditions, it would continue to operate at LOS C during the AM peak hour and would degrade to LOS D during the PM peak hour. Per the Monterey County significance criteria the project would have a significant impact at this intersection. However, this intersection will come under the jurisdiction of the City of Salinas as part of the annexation that will occur with the implementation of the proposed project and will be subject to a level of service standard D (per City of Salinas standards). Per the City of Salinas significance criteria, the project **would not** have a significant impact at this intersection.

Although the project would not have a significant impact at this intersection, due to the high volume of truck traffic associated with the project, the following improvements are recommended under background plus project buildout conditions:

1. *Add a second northbound Harris Road right-turn lane.*
2. *Add a second westbound Abbott Street left-turn lane.*

The project is proposing to implement these improvements.

Road Segments

RI #40. Abbott Street between Harris Road and Firestone Driveway (Seg. #1f, Monterey County, LOS Standard C). This road segment would operate at LOS B and LOS A during the AM and PM peak hours, respectively, under background no project conditions. Under background plus project buildout conditions, it would degrade to LOS E during the AM and PM peak hours. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions:

1. *Widen and upgrade this segment of Abbott Street from a 3-lane arterial to a 4-lane expressway.*

Improvements on this road segment are included in the TAMC fee (#7 and #10). Payment of the TAMC fee will mitigate project impacts on this segment.

RI #41. Harris Road between Harris Place and Abbott Street (Seg. #9b, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D). This road segment would operate at LOS B during the AM and PM peak hours under background no project conditions. Under background plus project buildout conditions, it would degrade to LOS D during the AM and PM peak hours. Per the Monterey County significance criteria, the project would have a significant impact on this road segment. However, this road segment will come under the jurisdiction of the City of Salinas as part of the annexation that will occur with the implementation of the proposed project and will be subject to a level of service standard D (per City of Salinas standards). Per the City of Salinas significance criteria, the project **would not** have a significant impact on this road segment.

Although the project would not have a significant impact on this road segment, due to the high volume of truck traffic associated with the project, the project applicant is proposing to implement the following improvements:

1. *Widen and upgrade this segment of Harris Road from a 2-lane rural road to a 4-lane divided arterial.*

The project is proposing to implement these improvements.

2030 Cumulative Plus Project No Interchange

Intersections

RI #42. SR 68 WB Ramps / Spreckels Boulevard (Int. #3, Caltrans, LOS Standard C) – Stop Controlled (SB). This intersection would operate at an overall LOS F during the AM and PM peak hours, and the worst approach would also operate at LOS F during the AM and PM peak hours, under 2030 cumulative no project no interchange conditions, and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be

recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Signalize intersection.*
2. *Add a second westbound Spreckels Boulevard left-turn lane.*
3. *Continue westbound lane along Spreckels Boulevard.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #43. SR 68 EB Offramp / Spreckels Boulevard (Int. #4, Caltrans, LOS Standard C) – Stop Controlled (NB). This intersection would operate at an overall LOS C and LOS A during the AM and PM peak hours, respectively, and the worst approach would operate at LOS E and LOS C during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions the overall LOS would degrade to E and the worst approach would degrade to LOS F during the AM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Add a second westbound Spreckels Boulevard through lane.*
2. *Restripe northbound (Highway 68 offramp) left-turn lane to a shared left/right-turn lane.*
3. *Add a second eastbound Spreckels Boulevard receiving lane.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #44. SR 68 EB Onramp / Spreckels Boulevard (Int. #5, Caltrans, LOS Standard C) – Stop Controlled (SB). This intersection would operate at an overall LOS A during the AM and PM peak hours, and the worst approach would operate at LOS E during the AM and PM peak hours under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions the overall LOS would continue to operate at LOS A and the worst approach would degrade to LOS F during the AM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. Add a second westbound Spreckels Boulevard through lane.
2. Add a second eastbound Spreckels Boulevard through lane.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #45. U.S. 101 NB Ramps / Fairview Avenue (Int. #7, Caltrans, LOS Standard C) – Stop Controlled (NB). This intersection would operate at an overall LOS A and LOS D during the AM and PM peak hours, respectively, and the worst approach would operate at LOS C and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions the overall LOS would degrade to LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. Add an eastbound Fairview Avenue right-turn lane.

This intersection improvement is equivalent to the road segment improvement (RI #85) recommended for road segment 5a (Fairview Road between Sanborn Road and the U.S. 101 northbound ramps). This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata

fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

RI #46 and RI #79. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8, Caltrans, LOS Standard C) – Signalized. This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions the overall LOS would degrade to LOS F during the AM peak hour and would continue to operate at LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions (RI #46) would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Same as background no project improvements. In addition:*
2. *Add a third northbound Sanborn Road through lane.*
3. *Add a third southbound Sanborn Road through lane.*

In addition to RI #46, the following improvements (RI #79) are recommended under 2030 cumulative plus project no interchange conditions:

1. *Same as 2030 cumulative no project no interchange improvements. In addition:*
2. *Add a second southbound Sanborn Road left-turn lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #47. Sanborn Road / Work Street-Terven Avenue (Int. #9, City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. Same as background plus project phase 1 improvements. In addition:
2. Adjust signal timing.

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

RI #48. Blanco Road-Sanborn Road / Abbott Street (Int. #10, City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. Same as background plus project phase 1 improvements. In addition:
2. Convert the existing northbound Blanco Road-Sanborn Road right-turn into a free right-turn.
3. Add a third northbound Blanco Road through lane.
4. Convert the existing westbound Abbott Street right-turn into a free right-turn.

These improvements would result in LOS E during the AM and PM peak hours under 2030 cumulative no project no interchange conditions, and LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative plus project no interchange conditions. These improvements are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the TFO. If the City adds these improvements to the TFO, the payment of traffic impact fees per the City of Salinas TFO will partially mitigate project impacts at this intersection (i.e., these improvements would reduce delay at the intersection but would not bring it within the City's level of service standard). If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In either event, because an established improvement program would not exist, or an established program would exist but the improvements would not bring the intersection's operations up to the City's standards, the impact would remain significant and unavoidable.

The City will need to consider the challenges at this intersection. For example, it may be financially or politically impractical to acquire the necessary right-of-way to implement the recommended improvements. For these reasons, the City must determine whether or not the recommended improvements are feasible.

RI #49. Harkins Road / Hansen Street (Int. #15, City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would degrade to LOS F during the AM and

PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact at this intersection.

The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Same as existing plus project phase 1 improvements. In addition:*
2. *Convert the existing eastbound Hansen Street right-turn to include right-turn overlap phasing.*

These improvements would result in LOS D during the AM and PM peak hours under 2030 cumulative no project no interchange conditions, and LOS D and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative plus project no interchange conditions. These improvements are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the TFO. If the City adds these improvements to the TFO, the payment of traffic impact fees per the City of Salinas TFO will partially mitigate project impacts at this intersection (i.e., these improvements would reduce delay at the intersection but would not bring it within the City's level of service standard under 2030 cumulative plus project no interchange conditions). If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In either event, because an established improvement program would not exist, or an established program would exist but the improvements would not bring the intersection's operations up to the City's standards, the impact would remain significant and unavoidable. While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

RI #50. Harkins Road / Hunter Lane (Int. #19, Monterey County, LOS Standard C) – Stop Controlled (EB). This intersection would operate at an overall LOS E and LOS A, and the worst approach would operate at LOS F and LOS C during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions, it would operate the same except for the overall level of service during the AM peak hour, which would degrade to LOS F. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Convert to all-way stop control or signalize the intersection.*

The peak hour signal warrant and the all-way stop control warrant were assessed at this intersection under all traffic scenarios. The all-way stop control warrant is currently met under existing harvest season conditions, and the peak hour signal warrant would be met beginning under 2030 cumulative no project no interchange

conditions. Although the peak hour signal warrant would be met under 2030 conditions, the intersection would operate acceptably with all-way stop control. It is recommended that either all-way stop control or a signal be installed at this intersection.

Improvements at this intersection are not currently included in any fee program. This intersection would operate deficiently under 2030 cumulative no project no interchange conditions and is within the County's responsibility and jurisdiction. The County should include the preferred improvement at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes the preferred improvement prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including the preferred improvement prior to project implementation, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program for this improvement would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that this improvement is within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #51. Hatton Avenue / Spreckels Boulevard (Int. #21, Monterey County, LOS Standard C) – Stop Controlled (SB). This intersection would operate at an overall LOS A and the worst approach would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions, it would operate at an overall LOS B and the worst approach would continue to operate at LOS F during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

- 1. Add a second eastbound Spreckels Boulevard through lane.*
- 2. Add a second westbound Spreckels Boulevard through lane.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

RI #52 and RI #81. Harris Road / Abbott Street (Int. #22, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would degrade to an overall LOS F during

the AM and PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions (RI #52) would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Same as background plus project buildout improvements. In addition:*
2. *Convert the existing northbound Harris Road right-turn to include right-turn overlap phasing.*

In addition to RI #52, the following improvements (RI #81) are recommended under 2030 cumulative plus project no interchange conditions:

1. *Same as 2030 cumulative no project no interchange improvements. In addition:*
2. *Add second northbound Harris Road left-turn lane.*
3. *Convert the eastbound Abbott Street shared through/right-turn lane to a through lane.*
4. *Add an eastbound Abbott Street right-turn lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

RI #80. Harkins Road / Abbott Street (Int. #16, City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS E during the AM and PM peak hours under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions, it would degrade to LOS F during the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions:

1. *Same as existing plus project phase 1 improvements. In addition:*
2. *Convert eastbound Abbott Street shared through/right to a through lane.*
3. *Add an eastbound Abbott Street right-turn lane with right turn overlap phasing.*
4. *Add a second westbound Abbott Street right-turn lane.*
5. *Convert southbound Harkins Road shared through/right to a through lane.*
6. *Add a southbound Harkins Road right-turn lane with right turn overlap phasing.*

These improvements are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the TFO. If the City adds these improvements to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

RI #82. Harris Road / Harris Place (Int. #23, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Stop Controlled (EB & WB). A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. This intersection would operate at an overall LOS A during the AM and PM

peak hours, and the worst approach would operate at LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions the overall LOS would degrade to LOS F during the AM and PM peak hours and the worst approach would degrade to LOS F during the AM peak hour. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls under existing plus project phase 1 conditions (RI #29):

1. *Signalize intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one shared through/right lane*
3. *Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane.*
4. *Eastbound Harris Place approach: One left-turn lane, one shared through/right lane*
5. *Westbound Harris Place approach: One shared left/through/right lane*

The same improvements recommended under existing plus project phase 1 conditions (RI #29) would also be recommended under 2030 cumulative plus project no interchange conditions. In addition to RI #29, the following improvements (RI #82) are recommended under 2030 cumulative plus project no interchange conditions:

1. *Add a second northbound Harris Road through lane.*
2. *Add a second southbound Harris Road through lane.*

The project will widen Harris Road to 4 lanes along the project frontage.

RI #54 and RI #83. Firestone Driveway / Abbott Street (Int. #24, Monterey County, LOS Standard C) – Stop Controlled (NB). This intersection would operate at an overall LOS A during the AM and PM peak hours, and the worst approach would operate at LOS C and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would operate at an overall LOS A and LOS B during the AM and PM peak hours, respectively, and the worst approach would degrade to LOS D in the AM peak hour and would continue to operate at LOS F during the PM peak hour. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvement (RI #54) would be recommended under 2030 cumulative no project no interchange conditions:

1. *Signalize the intersection.*

In addition to RI #54, the following improvements (RI #83) are recommended under 2030 cumulative plus project no interchange conditions:

1. *Add a second eastbound Abbott Street through lane.*
2. *Add a second westbound Abbott Street through lane.*

Improvements along Abbott Street are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

RI #55. U.S. 101 / Gould Road (Int. #25, Caltrans, LOS Standard C) – Stop Controlled (WB). This intersection would operate at an overall LOS A during the AM and PM peak hours, and the worst approach would operate at LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Eliminate the intersection and construct a frontage road system.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

RI #56. Davis Road / Blanco Road (Int. #38, Monterey County, LOS Standard C) – Signalized. This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Same as existing non-harvest season improvements. In addition:*
2. *Add a second northbound Davis Road right-turn lane.*
3. *Add a second southbound Davis Road through lane.*
4. *Add a second westbound Blanco Road left-turn lane.*

Improvements at this intersection are included in the City's TFO (#26, #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find

that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

SR 68 / Foster Road (Int. #40, Caltrans, LOS Standard C) – Stop Controlled (EB). This intersection would operate at an overall LOS A during the AM and PM peak hours and the worst approach would operate at LOS C and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would operate the same except for the worst approach during the PM peak hour, which would degrade to LOS F. Per the Caltrans significance criteria, the project would have a significant impact on this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

RI #84. Harris Road / Street B Project Road (Int. #34, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Future Project Intersection. This intersection will be created with the implementation of the proposed project. The same lane configurations recommended under existing plus project phase 1 conditions (RI #31) are recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Northbound Harris Road approach: One left-turn lane and one through lane.*
2. *Southbound Harris Road approach: One through lane and one right-turn lane.*
3. *Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane.*

In addition, the following improvements (RI #84) are recommended under 2030 cumulative plus project no interchange conditions:

1. *Signalize the intersection.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

Road Segments

RI #57. Blanco Road between Davis Road and Alisal Street (Seg. #3b, City of Salinas, LOS Standard D). This road segment would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Upgrade this segment of Blanco Road from a 3-lane divided arterial to a 4-lane expressway.*

Improvements along this road segment are included in the City of Salinas TFO (#41). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

RI #58. Harris Road between Spreckels Boulevard and Harris Place (Seg. #9a, Monterey County, LOS Standard C). This road segment would operate at LOS D during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would degrade to LOS E during the AM and PM peak hours under 2030 cumulative plus project no interchange conditions. Per the Monterey County significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen this segment of Harris Road from a 2-lane rural road to a 4-lane divided arterial.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

RI #59. Sanborn Road between Abbott Street and Terven Avenue (Seg. #13a, City of Salinas, LOS Standard D). This road segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would degrade to LOS E during the AM peak hour and would continue to operate at LOS F during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen this segment of Sanborn Road from a 4-lane arterial to a 6-lane divided arterial.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

RI #60. Sanborn Road between Terven Avenue and U.S. 101 (Seg. #13b, City of Salinas, LOS Standard D). This road segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 plus project no interchange conditions. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen this segment of Sanborn Road from a 4-lane arterial to a 6-lane divided arterial.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

RI #61. Sanborn Road between U.S. 101 and Fairview Avenue (Seg. #13c, City of Salinas, LOS Standard D). This road segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen this segment of Sanborn Road from a 4-lane arterial to a 6-lane divided arterial.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

RI #62. Spreckels Boulevard between SR 68 and Hatton Avenue (Seg. #15a, Monterey County, LOS Standard C). This road segment would operate at LOS E during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Monterey County significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen this segment of Spreckels Boulevard from a 2-lane rural road to a 4-lane expressway.*

No mitigation is required of the project for this road segment.

RI #63. Spreckels Boulevard between Hatton Avenue and Harris Road (Seg. #15b, Monterey County, LOS Standard C). This road segment would operate at LOS D during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would degrade to LOS E during the AM and PM peak hours under 2030 cumulative plus project no interchange conditions. Per the Monterey County significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen this segment of Spreckels Boulevard from a 2-lane rural road to a 4-lane expressway.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

RI #64. SR 68 between Spreckels Boulevard and Foster Road (Seg 16a, Caltrans, LOS Standard C). This road segment would operate at LOS D during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Consolidate access points and eliminate left-turns into and out of driveways and minor intersections*
2. *Install acceleration and deceleration lanes to Caltrans Standards.*

No mitigation is required of the project for this road segment.

RI #65. SR 68 between Foster Road and Hitchcock Road (Seg 16b, Caltrans, LOS Standard C). This road segment would operate at LOS D during the AM and PM peak hours under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Consolidate access points and eliminate left-turns into and out of driveways and minor intersections*
2. *Install acceleration and deceleration lanes to Caltrans Standards.*

No mitigation is required of the project for this road segment.

RI #66. SR 68 between Hitchcock Road and Hunter Lane (Seg 16c, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS D during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would operate at LOS D during the AM and PM peak hours. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Consolidate access points and eliminate left-turns into and out of driveways and minor intersections*
2. *Install acceleration and deceleration lanes to Caltrans Standards.*

No mitigation is required of the project for this road segment.

RI #67. SR 68 between Hunter Lane and Blanco Road (Seg 16d, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS D during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Consolidate access points and eliminate left-turns into and out of driveways and minor intersections.*
2. *Install acceleration and deceleration lanes to Caltrans Standards.*

No mitigation is required of the project for this road segment.

RI #68. U.S. 101 between Potter Road and Spence Road (Seg. #20a, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS E during the AM and PM peak hours,

respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would degrade to LOS D and LOS F during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen and upgrade this segment of U.S. 101 from a 4-lane freeway to a 6-lane freeway.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #69. U.S. 101 between Spence Road and Abbott Street (Seg. #20b, Caltrans, LOS Standard C). This road segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions and would continue to do so under 2030 cumulative plus project no interchange conditions. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen and upgrade this segment of U.S. 101 from a 4-lane freeway to a 6-lane freeway.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt

findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #70. U.S. 101 between Airport and Sanborn Road (Seg. #20g, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS D during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would continue to operate at LOS C during the AM peak hour and would degrade to LOS E during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen and upgrade this segment of U.S. 101 from a 4-lane freeway to a 6-lane freeway.*

These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

RI #71. U.S. 101 between Sanborn Road and John Street (Seg. #20h, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would degrade to LOS D and LOS F during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen and upgrade this segment of U.S. 101 from a 4-lane freeway to a 6-lane freeway.*

These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

RI #72. U.S. 101 at Abbott Street Interchange – Northbound Offramp (Seg. #23a, Caltrans, LOS Standard C). This road segment would operate at LOS D and LOS A during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions it would continue to operate at LOS D during the AM peak hour and would operate at LOS B during the PM peak hour. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project no interchange conditions would also be recommended under 2030 cumulative plus project no interchange conditions. They are as follows:

1. *Widen the offramp from one lane to two lanes.*

No mitigation is required of the project for this road segment.

RI #85. Fairview Avenue between Sanborn Road and U.S. 101 NB Ramps (Seg. #5a, City of Salinas, LOS Standard D). This road segment would operate at LOS A and LOS D during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions, it would continue to operate at LOS A during the AM peak hour and would degrade to LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions:

1. *Widen this segment of Fairview Avenue from a 2-lane arterial to a 3-lane arterial. This would best be accomplished by extending the eastbound Fairview Avenue right-turn lane that was recommended under 2030 cumulative no project no interchange conditions (RI #45) at the U.S. 101 NB Ramps / Fairview Avenue intersection (Int. #7) west towards Sanborn Road as a trap lane onto the U.S. 101 northbound onramp.*

This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

RI #86. Airport Boulevard Interchange: Southbound Offramp (Seg. #21d, Caltrans, LOS Standard C). This road segment would operate at LOS B and LOS A during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions, it would degrade to LOS D during the AM peak hour and would continue to operate at LOS A during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions:

1. *Widen this offramp from one lane to two lanes.*

Improvements at this interchange are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this interchange are also included in the City of Salinas TFO (#32 and #38). Payment of the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

RI #87. Abbott Street Interchange: Southbound Onramp (Seg. #23b, Caltrans, LOS Standard C). This road segment would operate at LOS A and LOS B during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange conditions. Under 2030 cumulative plus project no interchange conditions, it would degrade to LOS D and LOS F during

the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions:

1. *Widen this offramp from one lane to two lanes.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar and removing the segment of Abbott Street from U.S. 101 to Harris Road. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. The necessary improvements at this location should be included in the TAMC fee. If they are, payment of the TAMC fee would mitigate cumulative project impacts on this road segment to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

2030 Cumulative Plus Project With Interchange

Intersections

RI #73 and RI #88. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8, Caltrans, LOS Standard C) – Signalized. This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange conditions. Under 2030 cumulative plus project with interchange conditions it would degrade to LOS F during the AM peak hour and would continue to operate at LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The same improvements recommended under 2030 cumulative no project with interchange conditions would also be recommended under 2030 cumulative plus project with interchange conditions. They are as follows:

1. *Same as background improvements. In addition:*
2. *Add a third northbound Sanborn Road through lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established

improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

RI #89. Hatton Avenue / Spreckels Boulevard (Int. #21, Monterey County, LOS Standard C) – Stop Controlled (SB). This intersection would operate at an overall LOS D and LOS C during the AM and PM peak hours, respectively, and the worst approach would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange conditions. Under 2030 cumulative plus project with interchange conditions it would operate at an overall LOS E and LOS D during the AM and PM peak hours, respectively, and the worst approach would continue to operate at LOS F during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact at this intersection. Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, under 2030 cumulative plus project with interchange conditions, the following improvements are recommended:

1. *Same as 2030 cumulative no project no interchange improvements. In addition:*
2. *Signalize intersection.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

RI #90. Harris Road / Abbott Street (Int. #22, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Signalized. This intersection would operate at an overall LOS C and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange conditions. Under 2030 cumulative plus project with interchange conditions it would degrade to an overall LOS E and LOS F during the AM and PM peak hours, respectively. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, under 2030 cumulative plus project with interchange conditions, the following improvements are recommended:

1. *Add second northbound Harris Road left-turn lane.*
2. *Convert the eastbound Abbott Street shared through/right-turn lane to a through lane.*
3. *Add an eastbound Abbott Street right-turn lane.*
4. *Add a second westbound Abbott Street left-turn lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

RI #91. Harris Road / Harris Place (Int. #23, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Stop Controlled (EB & WB)

A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. The same improvements recommended under 2030 cumulative plus project no interchange conditions (RI #82) are recommended under 2030 cumulative plus project with interchange conditions. They are as follows:

1. *Signalize the intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one through lane, one shared through/right lane.*
3. *Southbound Harris Road approach: One left-turn lane, two through lanes, one right-turn lane.*
4. *Eastbound Project Road approach: One left-turn lane, one shared through/right lane.*
5. *Westbound Harris Place approach: One shared left/through/right lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

RI #92. Street A Project Road / Abbott Street (Int. #27, City of Salinas, LOS Standard D) – Future Project Intersection. This intersection will be created with the implementation of the proposed project. Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, this intersection would require the following lane configurations and traffic controls:

1. *Signalize intersection.*
2. *Northbound Project Road approach: One left-turn lane and one right-turn lane.*
3. *Eastbound Abbott Street approach: One through lane, one shared through/right lane.*
4. *Westbound Abbott Street approach: One left-turn lane and two through lanes.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

RI #93. Harris Road / Street B Project Road (Int. #34, before annexation: Monterey County, LOS Standard C, after annexation: City of Salinas, LOS Standard D) – Future Project Intersection. This intersection will be created with the implementation of the proposed project. The analysis at this intersection assumes the Harris Road interchange (and the connector road between the interchange and Harris Road) would be located as shown in **Exhibit 17**, which shows a conceptual sketch of a possible location for the interchange. With the assumed roadway layout, as shown in **Exhibit 17**, this intersection would operate at an acceptable level of service during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions with the following traffic control and lane configurations. Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, the following lane configurations and traffic controls would result in an acceptable level of service:

1. *Signalize the intersection.*
2. *Northbound Harris Road approach: One left-turn lane, two through lanes and two right-turn lanes.*

3. *Southbound Harris Road approach: Two left-turn lanes, two through lanes, and one right-turn lane.*
4. *Eastbound Project Road approach: One left-turn lane, one through lane and one shared through/right-turn lane.*
5. *Westbound approach: Three left-turn lanes, one through lane, and one right-turn lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

Road Segments

RI #77. U.S. 101 between Abbott Street and Gould Road (Seg. #20c, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS D during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange conditions and would continue to do so under 2030 cumulative plus project with interchange conditions. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project with interchange conditions are recommended under 2030 cumulative plus project with interchange conditions. They are as follows:

1. *Widen and upgrade this segment of U.S. 101 from a 4-lane freeway to a 6-lane freeway.*

No mitigation is required of the project for this road segment.

RI #78. U.S. 101 between Gould Road and Harris Road (Seg. #20e, Caltrans, LOS Standard C). This road segment would operate at LOS C and LOS D during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange conditions and would continue to do so under 2030 cumulative plus project with interchange conditions. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The same improvements recommended under 2030 cumulative no project with interchange conditions are recommended under 2030 cumulative plus project with interchange conditions. They are as follows:

1. *Widen and upgrade this segment of U.S. 101 from a 4-lane freeway to a 6-lane freeway.*

No mitigation is required of the project for this road segment.

RI #94. U.S. 101 between Harris Road and Airport Boulevard (Seg. #20f, Caltrans, LOS Standard C). This road segment would operate at LOS B and LOS C during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange conditions. Under 2030 cumulative plus project with interchange conditions, it would degrade to LOS C and LOS D during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions:

1. *Widen and upgrade this segment of U.S. 101 from a 4-lane freeway to a 6-lane freeway.*

Improvements on this road segment are included in the City of Salinas TFO (#32). Payment of the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

Truck Route Impacts

Designated truck route facilities between U.S. 101 and the proposed project site were assessed and the recommendations are as follows:

1. The section of roadway along Abbott Street from Harkins Road to the project site should be added to the official City of Salinas truck route to direct trucks to the project site. The need for this signage would be due to the project and it would thus be the project's responsibility to pay for this improvement. It is proposed that the City add this improvement to the City of Salinas TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO would satisfy the project's responsibility.
2. It is recommended that additional truck route signage be installed along Airport Boulevard, Hansen Street, Harkins Road, Work Street, Sanborn Road, and Abbott Street in order to better identify the official City truck routes and to discourage cut-through truck traffic on Terven Avenue. The need for this signage is not due to the project, but is recommended based on existing conditions in the field and is the City's responsibility.
3. Additional truck route signage should be installed along northbound U.S. 101 to direct truck traffic to use the Sanborn Road exit instead of the Fairview Avenue exit, as Fairview Avenue is not part of the City's designated truck route. The need for this signage is not due to the project, but is recommended based on existing conditions in the field and is the responsibility of Caltrans.

Highway-Rail Crossing Impacts

The California Public Utilities Commission (CPUC) is the state agency responsible for rail safety within the state of California. Since the proposed project is in the vicinity of an existing rail corridor, the CPUC requested that this traffic study evaluate any potential project-related rail safety impacts, and measures to reduce possible adverse impacts created by the project. Of primary concern is the potential for traffic queues to extend across railroad tracks, thus increasing the possibility that a motorist could stop on the tracks and be unable to clear the tracks as a train approaches.

Recommendations for highway-rail crossings within the study area are as follows:

Harkins Road Crossing North of Abbott Street

1. It is recommended that the traffic signal at the Harkins Road / Hansen Street intersection be connected to the railroad crossing signal in order to allow vehicles to clear the railroad tracks in advance of an approaching train.

Item #1. No mitigation is required of the project. Connecting the traffic signal at this intersection to the railroad crossing signal is recommended based on existing traffic conditions and shall be the City's responsibility. This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. Since item #1 is based on existing deficiencies, it cannot be funded directly by the TFO. Therefore, it is recommended it be funded through the City's Capital Improvement Program (CIP), or other sources as determined by the City of Salinas.

2. It is recommended that the traffic signal at the Harkins Road / Abbott Street intersection be connected to the railroad crossing signal in order to allow vehicles to clear the railroad tracks in advance of an approaching train.

Item #2. Connecting the traffic signal at this intersection to the railroad crossing signal is recommended based on existing plus project phase 1 traffic conditions and represents a project impact. This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate the project's impacts. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

Westbound Left-Turns at Abbott Street Crossing East of Growers Street

3. It is recommended that a "Keep Clear" pavement legend be installed in the eastbound direction in the intersection to allow westbound left turning vehicles to clear the tracks if necessary. As an additional precautionary measure, the City may consider installing a railroad crossing gate for the eastbound traffic, just west of the Growers Street / Abbott Street intersection. This would help ensure that eastbound vehicles would stay clear of the area between the new railroad crossing gate and the railroad tracks, which would allow the westbound vehicles to turn left without conflict. The new railroad crossing gate would need to work in conjunction with the existing gates. Coordination with the CPUC and Union Pacific Railroad would be necessary to establish responsibility for installation and maintenance of the new equipment.

Item #3. No mitigation is required of the project. This is recommended based on existing traffic conditions and shall be the City's responsibility. This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. Since item #3 is based on existing deficiencies, it cannot be funded directly by the TFO. Therefore, it is recommended it be funded through the

City's Capital Improvement Program (CIP), or other sources as determined by the City of Salinas.

Pedestrian and Bicycle Impacts

The project is not expected to generate a large amount of pedestrian or bicycle traffic. However, pedestrian and bicycle circulation will be provided on all on-site project streets to ensure connectivity to existing and planned pedestrian and bicycle routes in the City of Salinas.

Pedestrian and bicycle improvements along Abbott Street that will be implemented with the project include 5 foot wide Class II bike lanes along both sides of the street and a 5 foot wide sidewalk along the project frontage. Future improvements by others will include a 5 foot wide sidewalk along the east side of Abbott Street. The project will also include a 5 foot wide Class II bike lane and a 5 foot wide sidewalk along the Harris Road project frontage. Future improvements by others will include a Class II bike lane and sidewalk along the south side of Harris Road.

The project will also provide Class II bike lanes along the following interior streets: Project Street "A", Project Street "B", and the extension of Dayton Street. Additionally, sidewalks will be provided along both sides of all interior streets, with the exception of Project Street "B", for which sidewalk is proposed only along the east side.

Transit Impacts

Monterey-Salinas Transit (MST) currently operates one public bus route that serves the Abbott Street corridor, Line 23, which includes the Line 23 Express. There are seven daily round trips on Line 23, including the two round trips on the express line. However, the Line 23 Express will be eliminated in January 2009, due to the expiration of grant funding.

According to MST, Line 23 is currently operating over-capacity on most of the trips. The southern Salinas Valley cities (King City, Greenfield, Soledad, and Gonzales) and the County of Monterey contract with the Transportation Agency for Monterey County (TAMC) to provide funding to MST to operate Line 23. As required by the California Transportation Development Act, Unmet Transit Needs hearings are held annually by TAMC to collect information about the Monterey County region that would help improve transit services. Per discussions with MST staff, MST will request additional funding from TAMC at the 2008-09 hearing (which will be held in December 2008) that will allow additional transit trips on Line 23 in order to meet the existing and future needs of the community. TAMC's funding decisions regarding Line 23 are scheduled to be released in April 2009.

In assessing transit impacts, neither the City of Salinas, Monterey County, nor Monterey-Salinas Transit has formal significance criteria that can be applied to determine whether a project's impacts on transit are significant.

To accommodate the project transit demand, additional bus stops would be required near the project site. The project is proposing to construct two new bus stops near the project site in

coordination with Monterey Salinas Transit (MST). These bus stops will be located along Abbott Street, near the intersection of Abbott Street and Project Street “A”. One will be located on the project frontage side of Abbott Street and the other will be located on the side of Abbott Street opposite the project frontage.

Construction Impacts

Construction of the study project will occur in increments. Prior to development of any of the individual parcels, grading will occur across the entire site. This will include both the relocation and addition of new soil. Once the earthwork has been completed, the roadway and sidewalk infrastructure will be constructed throughout the project site. Each of the individual parcels will be developed independently of each other, and will be built to meet the needs of each individual end user. Therefore, the period of construction with the highest intensity of traffic is expected to occur during grading and infrastructure implementation.

The truck trips associated with the onsite grading and construction of the infrastructure were estimated based on the amount of import material that is expected to be required for the entire project site. Construction is tentatively planned to begin in March of 2010.

The truck trips associated with the project’s earthwork were estimated based upon the approximate amount of soil to be imported to the project site. Based upon information provided by Ruggeri-Jensen-Azar & Associates (RJA), the project civil engineering consultant, the amount of soil import could range from 25,000 to 75,000 cubic yards. This volume range is based on a conceptual grading plan for which the exact location and number of future lots is unknown. In order to provide a conservative estimate, daily truck trips were calculated assuming 75,000 cubic yards of soil import with a grading schedule of eight months. Assuming a capacity of 18 cubic yards of soil per truck, the truck trip generation associated with earthwork is estimated to be 52 daily truck trips.

Truck trips will also be generated by the delivery of paving materials to the project site. The number of daily truck trips was estimated based upon the estimated amount of materials required and the estimated number of days materials will be delivered. Based upon information provided by RJA, at project buildout the project will have an overall impervious surface area ratio of 0.4 (for approximately 103 acres of impervious surface area across the entire project site). For truck trip estimation, it is assumed that 80 percent of the impervious surface area will be pavement, and construction will be completed within six months. Truck trip generation associated with the delivery of paving materials is estimated to be 68 daily truck trips.

To account for the additional truck traffic generated by the project due to the delivery of building materials, an additional twenty percent or 24 daily truck trips were estimated.

Construction activities will therefore generate an estimated 144 daily truck trips. This is approximately 4 percent of the daily truck trips estimated for Phase 1 of the project. Any impacts associated with project construction truck trips would therefore be considerably smaller than those caused by the daily operations of the project itself, and those impacts would be mitigated by the implementation of the proposed project’s mitigation measures.

Development of each individual parcel within the project site would also involve construction activity, but on a much smaller scale than the soil or infrastructure construction. Trip activity on a per-parcel basis during construction would be at most similar to trip activity on the site once the parcel is fully developed. Therefore, impacts of individual parcel construction would also be mitigated through the implementation of the proposed project's mitigation measures.

1 Introduction

1.1 Project Description

The proposed Salinas Ag-Industrial Center project includes the development of approximately 257 acres of agricultural-related industrial land uses to be built on a primarily vacant site directly adjacent to the current City of Salinas City Limits in Monterey County, California. Development of the project site will require an amendment to the City's current General Plan and Sphere of Influence, and annexation into the City of Salinas. The project will be the subject of a Specific Plan that will define the allowable agricultural-related uses within the project site. The location of the project site is illustrated in **Exhibit 1**.

The proposed project is located on the northwest corner of the Harris Road / Abbott Street intersection. The project site plan includes one new intersection on Abbott Street, one new intersection on Harris Road, the addition of a fourth leg to the existing Harris Road / Harris Place intersection, and two internal project site intersections. A project vicinity map is shown in **Exhibit 2**, and the project site plan is included in **Exhibit 3**.

The project description for the Salinas Ag-Industrial Center includes a broad range of agricultural-related land uses dealing with the preservation, processing, and distribution of agricultural products.

The Specific Plan, which is currently under way, will include the following land uses:

1. Major Agricultural Processing
2. Minor Agricultural Processing
3. Abbott Street Frontage Zone

The following is a brief description of the land uses:

The Major Agricultural Processing land uses are generally defined as uses that alter raw produce (such as fruits or vegetables) into consumable food products. Agricultural produce processing facilities, food products processing facilities, and wineries are Major Agricultural Processors.

A Major Agricultural Processing use will typically include a combination of several of the following procedures: refinement, treatment, conversion, cooling, dehydration, fermenting, sorting, cleaning, packaging, canning, freezing, bottling, storing, and distributing agricultural commodities. Typical facilities will also include ancillary uses such as office space for employees and visitors, shop buildings, supply buildings and/or supply yards, warehousing, and fabrication or cooling facilities.

The Minor Agricultural Manufacturing land uses include agricultural related industries not classified as Major Agricultural Processing. These uses are complementary to the Major Agricultural Processing uses, and generally support those uses by producing related products, equipment, services or storage. Typical facilities will have office space for employees and visitors, shop buildings, supply buildings and/or supply yards, warehousing, and fabrication or cooling facilities.

The Abbott Street Frontage Zone could include any of the above-named agricultural-related land uses, but could also accommodate uses typically allowed in the City's General Industrial Zoning District.

Table 1 shows the minimum, probable, and maximum acreages for each land use category as defined in the Specific Plan.

**Table 1.
Plan Area Land Use Distribution**

Land Use (from Table 3-1)	Land Use Distribution		
	Minimum (net acres)	Probable (net acres)	Maximum (net acres)
Major Agricultural Processing:			
Agricultural-Industrial (IA) & Abbott Street Frontage Zone	0	90	101 ^(a)
Minor Agricultural Processing and all other uses:			
Agricultural-Industrial (IA)	0	130	220
Abbott Street Frontage Zone	0	15	15
Other:			
Public street right-of-way	0	22	--
Total	--	257	--

(a) Tracking is only required for the total maximum allowable land area for all “Major Agricultural Processing” Land Uses.

1.2 Regional Access

The eastern boundary of the project site is located approximately 300 feet west of U.S. 101 between the Airport Boulevard and Abbott Street interchanges. The Airport Boulevard interchange is north of the project site, and the Abbott Street interchange is south of the project site. The Airport Boulevard and Abbott Street interchanges provide the primary regional access to the project site. The Airport Boulevard interchange provides both northbound and southbound onramps and offramps, and provides primary regional access to the project site from the north.

The Abbott Street interchange is a non-standard partial interchange with a northbound offramp and a southbound onramp, both of which are located in the median of U.S. 101. These ramps provide access to the project site from the south.

A new interchange is proposed for construction on U.S. 101 in the vicinity of Harris Road. This study analyzes project conditions with and without this interchange. Other relevant state highways in the area include State Route 68, which is located approximately 2 miles west of the project site and provides a link between Salinas and the Monterey Peninsula, and State Route 183, which is located approximately 3 miles northwest of the project site and provides a link between Salinas and Castroville.

1.3 Local Access

Local access to the project site is provided via Abbott Street which is east of the project site, Harris Road which is south of the project site, and Harkins Road, Burton Avenue and Dayton Street which are north of the project site.

1.4 Scope of Work

The scope of work for this traffic study was developed to identify the potential traffic impacts that may be associated with the development of the Salinas Ag-Industrial Center for a range of project buildout levels. Intersections and segments were selected based on the potential for the project to impact them. The City (which is the lead agency for this project) collaborated directly with the County of Monterey and the California Department of Transportation to compile a list of intersections and road segments for analysis. The geographic area that encompasses the intersections and road segments examined in this report are hereafter referred to as the traffic “Study Area”.

Within the study area, the intersections and segments that would potentially be impacted by the project were identified and included in the analysis. The scope of work analyzed within this traffic study, as well as the analysis scenarios, were then finalized after additional consultation with staff from the City of Salinas, Caltrans, the Association of Monterey Bay Area Governments (AMBAG), the Transportation Agency for Monterey County (TAMC) and the County of Monterey.

The project team held a series of early consultation meetings to provide opportunities for input from the City of Salinas, the County of Monterey, Caltrans, and TAMC regarding the scope of the traffic study. Representatives from the City of Salinas attended regular meetings throughout the course of the traffic study. In addition, County of Monterey, Caltrans, and TAMC representatives have each attended (some by phone) a minimum of three meetings to discuss possible traffic impacts from the proposed project.

Beyond the limits of the study area, the project trips disperse onto numerous local streets or onto regional facilities. The impact of trips that disperse on the local road network lessens as they move away from the project site. The local streets and intersections included in the analysis were identified as potentially having the greatest impact from the project. A series of four traffic mitigation meetings were also held with representatives from the City of Salinas and the project team to discuss and categorize project impacts and appropriate mitigation measures.

This traffic study includes the analysis of traffic operations during typical weekday AM and PM peak hours at 34 existing intersections and 4 future intersections on the study road network. An additional 8 future intersections, which would be located internally within the project site plan, have been numbered and serve as placeholders for future analyses. The traffic study also includes the analysis of 6 existing freeway segments, 2 future freeway segments, 15 existing freeway ramps, 4 future freeway ramps, 5 freeway weaving segments and 43 road segments. Where required, mitigation measures were recommended to mitigate the impacts due to the development of the project. Traffic control and channelization warrant assessments were performed at relevant study intersections for all traffic scenarios evaluated. The following intersections, freeway segments, freeway ramps, freeway weaving segments and road segments were analyzed in this study:

Intersections

This traffic study analyzed traffic operations at the following study intersections during typical weekday AM and PM peak hours.

1. SR 68 (S. Main Street) / Blanco Road
2. SR 68 / Hunter Lane
3. SR 68 WB Ramps / Spreckels Boulevard
4. SR 68 EB Off Ramp / Spreckels Boulevard
5. SR 68 EB On Ramp / Spreckels Boulevard
6. Sanborn Road / Fairview Avenue- U.S. 101 NB Off Ramp
7. U.S. 101 NB Ramps / Fairview Avenue
8. Sanborn Road / Elvee Drive- U.S. 101 SB Ramp
9. Sanborn Road / Work Street- Terven Avenue
10. Blanco Road- Sanborn Road / Abbott Street
11. Blanco Road / Blanco Circle
12. Airport Boulevard / De la Torre Street
13. Airport Boulevard / Terven Avenue
14. Airport Boulevard / Hansen Street
15. Harkins Road / Hansen Street
16. Harkins Road / Abbott Street
17. Harkins Road / Burton Avenue
18. Harkins Road / Dayton Street
19. Harkins Road / Hunter Lane
20. Hatton Avenue / 4th Street
21. Hatton Avenue / Spreckels Boulevard
22. Harris Road / Abbott Street
23. Harris Road / Harris Place (future Dayton Street Extension)
24. Firestone Driveway / Abbott Street
25. U.S. 101 / Gould Road
26. U.S. 101 / Hartnell Road Connector
27. Street A / Abbott Street (future)
28. **Internal Project Intersection**
29. **Internal Project Intersection**
30. **Internal Project Intersection**
31. **Internal Project Intersection**
32. **Internal Project Intersection**
33. **Internal Project Intersection**
34. Harris Road / Street B (future)
35. **Internal Project Intersection**
36. **Internal Project Intersection**
37. Cooper Road / Blanco Road
38. Davis Road / Blanco Road
39. SR 68 / Hitchcock Road

40. SR 68 / Foster Road
41. Abbott Street / East Romie Lane
42. Merrill Street / Abbott Street
43. Skyway Blvd / East Alisal Street
44. U.S. 101 / Spence Road
45. U.S. 101-Harris Road Interchange / SB Ramps (future)
46. U.S. 101-Harris Road Interchange / NB Ramps (future)

Road Segments

1. Abbott Street between Sanborn Road and Harkins Road
 - a. Los Palos Drive – E. Romie Lane
 - b. E. Romie Lane – Sanborn Road
 - c. Sanborn Road – Merrill Street
 - d. Merrill Street – Harkins Road
 - e. Harkins Road – Harris Road
 - f. Harris Road – Firestone Driveway
2. Airport Boulevard
 - a. Hansen Street – Terven Avenue
 - b. Terven Avenue – De la Torre Street
 - c. De la Torre Street – Moffett Street
3. Blanco Road
 - a. Cooper Road – Davis Road
 - b. Davis Road – Alisal Street
 - c. Alisal Street – Main Street
 - d. Main Street – Blanco Circle
 - e. Blanco Circle – Abbott Street
4. Davis Road
 - a. Hitchcock Road – Blanco Road
 - b. Blanco Road – Ambrose Drive
5. Fairview Avenue
 - a. Sanborn Road – U.S. 101 NB Ramps
6. Foster Road
 - a. Davis Road – SR 68
7. Hansen Street
 - a. Airport Boulevard – Harkins Road
8. Harkins Road
 - a. 5th Street – Hunter Lane
 - b. Hunter Lane – Dayton Street
 - c. Dayton Street – Burton Avenue

- d. Burton Avenue – Abbott Street
 - e. Abbott Street – Hansen Street
9. Harris Road
- a. Spreckels Boulevard – Harris Place
 - b. Harris Place - Abbott Street
10. Hatton Avenue
- a. Spreckels Boulevard – 4th Street
11. Hitchcock Road
- a. Davis Road – SR 68
12. Hunter Lane
- a. SR 68 – Harkins Road
13. Sanborn Road
- a. Abbott Street – Terven Avenue
 - b. Terven Avenue – U.S. 101
 - c. U.S. 101 – Fairview Avenue
14. Skyway Boulevard
- a. Airport Boulevard – Alisal Street
15. Spreckels Boulevard
- a. SR 68 – Hatton Avenue
 - b. Hatton Avenue – Harris Road
16. SR 68
- a. Spreckels Boulevard – Foster Road
 - b. Foster Road – Hitchcock Road
 - c. Hitchcock Road – Hunter Lane
 - d. Hunter Lane – Blanco Road
17. SR 156
- a. SR 183 – Castroville Boulevard
 - b. Castroville Boulevard – U.S. 101
18. SR 183
- a. Espinoza Road – Salinas City Limits
19. Terven Avenue
- a. Sanborn Road – Airport Boulevard

Freeway Segments

20. U.S. 101

- a. Potter Road – Spence Road
- b. Spence Road – Abbott Street
- c. Abbott Street – Gould Road
- d. Gould Road – Airport Boulevard
- e. Gould Road – Harris Road (future)
- f. Harris Road – Airport Boulevard (future)
- g. Airport Boulevard – Sanborn Road
- h. Sanborn Road – John Street

Freeway Ramps

21. U.S. 101 at Airport Boulevard Interchange
 - a. Northbound Onramp
 - b. Northbound Offramp
 - c. Southbound Onramp
 - d. Southbound Offramp

22. U.S. 101 at Sanborn Road Interchange
 - a. Northbound Onramp (at Fairview Ave.)
 - b. Northbound Offramp (at Fairview Ave.)
 - c. Northbound Offramp (at Sanborn Road)
 - d. Southbound Onramp (at Sanborn Road)
 - e. Southbound Offramp (at Sanborn Road)

23. U.S. 101 at Abbott Street Interchange
 - a. Northbound Offramp
 - b. Southbound Onramp

24. SR 68 at Spreckels Boulevard Interchange
 - a. Eastbound Onramp
 - b. Eastbound Offramp
 - c. Westbound Onramp
 - d. Westbound Offramp

25. U.S. 101 at Harris Road Interchange (future)
 - a. Northbound Onramp
 - b. Northbound Offramp
 - c. Southbound Onramp
 - d. Southbound Offramp

Weaving Segments

26. U.S. 101 Northbound between Hartnell Road and Abbott Street
27. U.S. 101 Southbound between Hartnell Road and Abbott Street
28. U.S. 101 Northbound between Airport Boulevard and Fairview Avenue
29. U.S. 101 Southbound between Airport Boulevard and Sanborn Road
30. U.S. 101 Northbound between Fairview Avenue and Sanborn Road

Analysis Scenarios

The traffic scenarios evaluated in this traffic study were selected to comprehensively test the traffic impacts from the project itself, as well as cumulative impacts resulting from traffic generated by the proposed project plus traffic from other approved, pending and future development projects proposed in the local and regional area. Traffic forecasts were obtained from the AMBAG 2030 Regional Travel Demand Model to assess impacts from the project for the year 2030 traffic conditions.

The analysis is based on the evaluation of worst-case conditions, and actual impacts may be less significant than stated, especially on a seasonal basis. Since the proposed project is primarily related to the agriculture industry, the traffic it generates will experience seasonal fluctuations, with its highest traffic generation occurring from mid-April to mid-October (which is referred to as the harvest season). This timeframe also coincides with the peak season of supporting agricultural industries in the region. New traffic counts were conducted at all study intersections during the non-harvest and the harvest seasons, and both of these “existing” scenarios were analyzed to provide a comparison between the two. In order to provide a “worst-case” analysis, the traffic volumes that will be generated by future developments were combined with the existing harvest Season traffic counts. The analysis assumes no relocation of existing uses within the City to the project site, which also contributes to a conservative analysis.

This traffic study analyzed the traffic impacts associated with the buildout of the proposed project, as well as impacts from approved, pending and future development projects in the City of Salinas, the Monterey Peninsula, and northern and southern Monterey County. The following development scenarios were assessed as part of this traffic impact analysis:

1. Existing Non-Harvest Season
2. Existing Harvest Season
3. Background No Project
4. Existing Plus Project Phase 1
5. Background Plus Project Phase 1
6. Background Plus Project Buildout
7. 2030 Cumulative No Project No Interchange
8. 2030 Cumulative No Project With Interchange
9. 2030 Cumulative Plus Project No Interchange
10. 2030 Cumulative Plus Project With Interchange

The Phase 1 analysis was conducted to provide a “project level” analysis that could be used to assess traffic impact findings for a project-specific application which the project applicant may submit in the near future. The “background” scenarios include existing harvest Season traffic volumes combined with traffic that will be generated by projects that have already been approved but not yet constructed. The “2030 cumulative” scenarios include existing harvest Season traffic volumes, as well as traffic that will be generated by approved, pending and future development projects (which have been assumed to be built by the year 2030).

The interchange referred to in scenarios 7 through 10 is a possible future interchange that will be located on U.S. 101 south of the City of Salinas (and is referred to as the Harris Road interchange). A detailed discussion of this interchange is provided in Chapter 8 of this report.

As previously stated, the AMBAG 2030 Regional Travel Demand Model was used to obtain the traffic forecasts for the year 2030 cumulative analyses. The AMBAG 2030 land use forecasts are constrained in the Fort Ord area based upon water availability. If water availability was not limited in the Fort Ord area, the cumulative land use forecasts would be unconstrained and the 2030 traffic volume forecasts would be greater than current estimates in some areas. It is unlikely that this situation would occur. However, for informational purposes, two additional development scenarios were analyzed to reflect such unconstrained conditions. These scenarios, which are referred to as “2030 Unconstrained Cumulative” and “2030 Unconstrained Cumulative plus project”, are included in **Appendix V**. Both of these scenarios were analyzed without the future Harris Road interchange.

In order to isolate the project’s specific impacts on the State highway and County road network, a Select Zone analysis for the proposed project was performed using the AMBAG 2030 Regional Travel Demand Model, as required by Monterey County and Caltrans. The Select Zone analysis represents a project only traffic model run, where the project’s trips are distributed and assigned along the road network. Each development timeframe (i.e., existing, background, and 2030 cumulative) includes an analysis of traffic operations with and without the proposed project.

1.5 Study Network Jurisdictions and Level of Service Standards

Due to the size and location of the proposed Salinas Ag-Industrial Center, the selected study area includes the jurisdictions of multiple public agencies; they are the City of Salinas, Monterey County, and Caltrans. The local agencies and the state agency, Caltrans District 5, have adopted different level of service standards. The City of Salinas has established LOS D as the general threshold for acceptable overall traffic operations for both signalized and un-signalized intersections. The County of Monterey has established LOS C as its level of service standard. The Caltrans level of service standard is the transition between LOS C and LOS D.

1.6 Traffic Operation Evaluation Methodologies

Intersection and road segment traffic operations were evaluated based on the Level of Service (LOS) concept, and the LOS standard adopted by the jurisdiction within which the intersection or road segment is located. LOS is a quantitative description of an intersection and roadway’s operation, ranging from LOS A to LOS F. Level of service “A” represents free flow un-congested traffic conditions. Level of service “F” represents highly congested traffic conditions with what is commonly considered unacceptable delay to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. LOS descriptions for un-signalized intersections with two-way stop control, un-signalized intersections with all-way stop control, and signalized intersections are shown in **Appendices A1, A2 and A3**.

The traffic operations of the intersections were evaluated using the Synchro analysis software (Version 7), based on the *Highway Capacity Manual 2000* methodologies for signalized and un-signalized intersections. Intersection operations are based upon the average vehicular delay at the intersection. The average delay is then correlated to a level of service. For two-way stop controlled intersections, the vehicle delay for side street traffic is analyzed. LOS for each side street movement is based on the distribution of gaps in the major street traffic stream and driver judgment in selecting gaps. Improvements are warranted when a side street approach reaches LOS F for two-way stop controlled intersections. When using the HCM 2000 method for the analysis of signalized and all-way stop controlled intersections, the overall intersection delay is used to determine LOS.

The volume threshold planning methodology based on HCM 2000 was used in the evaluation of operating conditions on roadway segments, freeway segments, and freeway ramps. A description of level of service thresholds for the roadway segments and ramps is included as **Appendix A4**.

The weaving analysis that was performed for the freeway segments between the Airport Boulevard and Sanborn Road interchanges and between Hartnell Road and Abbott Street were based on the methodologies identified within the Caltrans Highway Design Manual (5th Edition). The procedure for evaluating weaving segment levels of service was developed by Jack E. Leisch & Associates in 1985, and uses weaving volumes and nomographs in the evaluation. The analysis presented within this report utilizes spreadsheets developed and provided by Caltrans District 5 staff.

Peak hour signal warrants were analyzed for the unsignalized intersections, as taken from the *California Manual on Uniform Traffic Control Devices For Streets and Highways (MUTCD)*, (Section 4C.04, Warrant 3, Peak Hour), California Department of Transportation, September 26, 2006. The decision to install a traffic signal should not be based purely on the warrants alone. Engineering judgment should be exercised on a case-by-case basis to evaluate the effect a traffic signal would have on certain types of accidents and traffic conditions at the subject intersection, as well as at adjacent intersections. Peak hour signal warrants are included in **Appendix S**.

1.7 Criteria for Significant Project Impacts

According to the California Environmental Quality Act (CEQA) guidelines, a project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. In accordance with CEQA, specific impact criteria have been applied to the study intersections and road segments to determine if the project specific increase in traffic is substantial in relation to the existing traffic load and capacity of the street system.

The study area falls within multiple jurisdictions as described in Section 1.5. The significance criteria for the relevant jurisdictions are listed below and have been applied to the analysis results.

As previously described, the following traffic scenarios were compared to determine project and cumulative project impacts:

Project Impacts

Existing Harvest Season	⇒	Existing Plus Project Phase 1
Background No Project	⇒	Background Plus Project Phase 1
Background No Project	⇒	Background Plus Project Buildout

Cumulative Project Impacts (Year 2030 Scenarios)

Cumulative No Project No Interchange	⇒	Cumulative Plus Project No Interchange
Cumulative No Project With Interchange	⇒	Cumulative Plus Project With Interchange

City of Salinas Significance Criteria

A significant impact at a **study intersection** is defined to occur under the following conditions:

- The addition of project traffic causes operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F), or
- The addition of project traffic adds one vehicle trip to intersections already operating at LOS E or LOS F.

A significant impact at a **study roadway segment** is defined to occur under the following conditions:

- The addition of project traffic causes operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or LOS F).

County of Monterey and Caltrans Significance Criteria

A significant impact at a **signalized study intersection** is defined to occur under the following conditions:

- A significant impact would occur if an intersection operating at LOS A, B or C degrades to D, E or F. For intersections already operating at unacceptable levels D and E, a significant impact would occur if a project adds 0.01 or more during peak hours to the critical movement’s volume-to-capacity ratio. If the intersection is already operating at LOS F, any increase (one vehicle) in the critical movement’s volume-to-capacity ratio is considered significant.

A significant impact at an **unsignalized study intersection** is defined to occur under the following conditions:

- A significant impact would occur if any traffic movement has LOS F or any traffic signal warrant is met.

A significant impact on a **study roadway segment** is defined to occur under the following conditions:

- A significant impact would occur if a roadway segment operating at A through E degrades to a lower level of service of D, E or F. If a segment is already operating at LOS F any increase during the peak hour (one vehicle) is considered significant.

1.8 Funding for Transportation Improvements

1.8.1 City of Salinas Traffic Impact Fee

The City of Salinas adopted the Salinas Traffic Fee Ordinance (TFO) program in August 1987. The fee program links increases in traffic generated by new development to the cost of transportation improvements that would be required to mitigate the traffic impacts caused by the new development.

The program included rules and regulations for the collection of fees and a list of transportation improvement projects to fund. The TFO was updated in 2005 to adjust the fee based on completed projects, revised development projections, and revised project descriptions and cost estimates.

The Salinas Ag-Industrial Center project was not a known project when the Salinas TFO was developed. Therefore the impacts associated with the project and the collections of fees from the project were not accounted for in the TFO.

Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts within the City if the required improvements are identified in the TFO. If required improvements are not identified in the TFO, then it is recommended that the improvements and corresponding costs be added to the TFO so that project impacts can be mitigated by payment of an adjusted fee.

The fee program does not cover the cost to correct existing deficiencies, or deficiencies that would be caused or exacerbated by traffic generated by projects that have already been approved but not yet constructed at the time the updated TFO was adopted (referred to as background traffic). As a result, the improvement projects listed in the TFO may not be sufficient to improve levels of service (LOS) to the LOS standard prescribed by the City's General Plan (LOS D).

1.8.2 TAMC Fee

The Transportation Agency for Monterey County (TAMC) and its member jurisdictions recently adopted a county-wide, regional impact fee that will cover the costs for studies and construction of many improvements throughout Monterey County. This impact fee, which went into effect on August 27, 2008, will be applied to all new development within Monterey County. The governing document for the fee is the *Regional Impact Fee Nexus Study Update* (March 26, 2008) prepared by Kimley-Horn Associates, Inc.

1.8.3 Greater Salinas Area MOU and Monterey County Traffic Impact Fee

In August, 2006 the City of Salinas and the County of Monterey entered into an agreement known as the Greater Salinas Area Memorandum of Understanding (MOU). As stated in a report dated August 29, 2006 to the Salinas City Council and the Monterey County Board of Supervisors, “The MOU establishes a broad policy framework to govern and facilitate land use decisions in the Greater Salinas Area. The MOU must be viewed in its entirety as it is intended to aid the community, the City, and the County in the mutual goal of achieving orderly, consistent, and reasoned land use determinations in the Greater Salinas Area recognizing the responsibilities of both the County and City to assure orderly development in their respective jurisdictions.”

Item #3 in the MOU specifically refers to the proposed Uni-Kool project (i.e., the Salinas Ag-Industrial Center project) and acknowledges the County’s support of a future City Sphere of Influence / Annexation proposal to the south of the City’s existing City Limit “for the exclusive purpose of agricultural processing and processing capacity...”

Item #9 in the MOU states “City and County agree to support fees and taxes needed to mitigate the collective impact of new and existing development on the regional transportation system to the extent that the fees and taxes reflect the overall financing program adopted by TAMC”.

Item #10 in the MOU states that “City and County agree that the County will develop a County-wide Traffic Impact fee program for the improvement of major County roads in accordance with the County adopted General Plan.” The County will consult with TAMC and Monterey County cities in the development of the County fee program. In order to prevent the need for an ad hoc traffic impact fee on developments within the City of Salinas, the County’s traffic impact fee program will make the Greater Salinas Area a priority, and the County will attempt to complete a nexus study and hearing process within 18 months of adoption of the 2006 County General Plan, which is currently in the review process.

1.8.4 Other Fair-Share Fees

Separate fair-share contributions may be required for recommended improvements that are not included within the local fee or identified within the TAMC fee program.

2 Existing Traffic Conditions

This chapter presents a description of the existing road network, existing traffic volumes, intersection levels of service, and an overview of traffic flow conditions within the study area under existing traffic conditions.

2.1 Existing Road Network

The Salinas Ag-Industrial Center project site is bounded by Abbott Street to the east, agricultural lands to the west, Harris Road to the south, and commercial/industrial land uses to the north. Primary regional access to the project site is provided by U.S. 101; other important regional highways include State Routes 68, 156, and 183. Important arterial and collector streets relevant to the Salinas Ag-Industrial Center traffic impact analysis include Abbott Street, Airport Boulevard, Hansen Street, Harkins Road, Harris Road, Sanborn Road and Spreckels Boulevard.

A brief description of the street network follows.

Abbott Street is a 4-lane arterial between John Street (SR 68) in central Salinas and Harris Road in southern Salinas. Approximately one half mile south of Harris Road, Abbott Street narrows to three lanes, with one lane in the southbound direction and two lanes in the northbound direction. Abbott Street runs generally parallel to U.S. 101 between Harkins Road and U.S. 101. South of the Salinas City Limits, Abbott Street becomes a rural County road and links with U.S. 101 at the Abbott Street interchange. Only a northbound offramp and a southbound onramp are provided at this interchange. Abbott Street is part of the assigned City of Salinas truck route between Sanborn Road and Harkins Road.

Airport Boulevard is a 2-lane, north-south arterial (with a two-way left-turn lane along portions of it) that widens to four lanes at some locations. Airport Boulevard is part of the assigned City of Salinas truck route between Abbott Street and Skyway Boulevard.

Blanco Road is a major arterial with turn channelization at key intersections. It varies between 2 and 4 lanes and is located on the south side of the City of Salinas. Blanco Road turns into South Sanborn Road north of Abbott Street. Blanco Road is part of the assigned City of Salinas truck route between Davis Road and Abbott Street.

Davis Road for the most part forms the western limit line for the City of Salinas. Davis Road is a two-lane road from Reservation Road to Market Street, and a four-lane road from Market Street to its terminus at Boronda Road. Davis Road is part of the assigned City of Salinas truck route between Blanco Road and Boronda Road.

Hansen Street is a two lane arterial. It serves as a link between the Airport Boulevard interchange and Harkins Road, where it is part of the assigned City of Salinas truck route.

Harkins Road is a 2-lane rural County road between the town of Spreckels and the Salinas City Limits. Approximately one-third mile north of the City Limits, it becomes a 4-lane arterial with

a two-way left-turn lane and left-turn lanes at key intersections. Harkins Road is part of the assigned City of Salinas truck route between Abbott Street and Hansen Street.

Harris Road is a 2-lane rural County road that begins just east of Hatton Avenue in Spreckels and terminates at Abbott Street. Harris Road provides direct access to the project site.

Hunter Lane is a two lane rural County road that runs east/west between SR 68 and Harkins Road.

Spreckels Boulevard is a 2-lane rural County road with left-turn lanes provided at key intersections. It provides access to the town of Spreckels. It extends in an east/west direction, indirectly connecting State Route 68 to U.S. 101 via Abbott Street. Spreckels Boulevard turns into Harris Road just east of Hatton Avenue in the town of Spreckels.

Sanborn Road is a four-lane, north-south arterial with turn channelization at key intersections. Sanborn Road begins at the terminus of East Blanco Road, where it intersects with Abbott Street, and continues north through the east side of Salinas, where it terminates at East Boronda Road. Sanborn Road is part of the assigned City of Salinas truck route between Abbott Street and Laurel Drive.

State Route 68 (Monterey-Salinas Highway) connects State Route 1 in Monterey and U.S. 101 in Salinas. SR 68 is a 4-lane highway between the Spreckels Boulevard interchange and Blanco Road in the City of Salinas. North of Blanco Road in Salinas, SR 68 becomes a 4-lane arterial along South Main and John Streets. It serves as a commuter route between Salinas and the Monterey Peninsula, and functions as a scenic tourist route to the Monterey Peninsula.

State Route 156 (west) is a four-lane, east-west freeway from SR 1 to Castroville Boulevard. In the immediate Castroville vicinity, it provides full access to Castroville at the Merritt Street diamond interchange. It narrows to a two-lane rural highway east of Castroville Boulevard and extends to U.S. 101 in Prunedale.

State Route 183 is a two-lane, north-south highway that provides a link between Castroville and the City of Salinas. State Route 183 continues from W. Market Street to N. Main Street within the City of Salinas.

Terven Avenue is a two-lane, east-west collector extending from Sanborn Road to Airport Boulevard with a posted speed limit of 25 mph. Its intersection with Sanborn Road and the U.S. 101 southbound ramps is signalized.

U.S. 101 is a north-south freeway with two mainline lanes in each direction in the project study area. Auxiliary lanes are provided in the northbound and southbound directions between the Sanborn Road and Airport Boulevard interchanges. U.S. 101 has a posted speed limit of 65 mph in the project vicinity.

2.2 Existing Traffic Volumes

To establish existing traffic flow conditions during the non-harvest season, new traffic counts were conducted at the study intersections during the weekday AM (7:00 – 9:00 a.m.) and PM (4:00 – 6:00 p.m.) peak hours in February and March, 2008. The dates of the traffic counts at each study intersection are shown in **Exhibit 4**. Existing AM and PM non-harvest season traffic volumes are presented in **Diagrams 1** and **2** and are included in **Appendix B**.

To establish existing traffic flow conditions during the harvest season, new traffic counts were conducted at the study intersections during the weekday AM (7:00 – 9:00 a.m.) and PM (4:00 – 6:00 p.m.) peak hours in June 2008. The dates of the traffic counts at each study intersection are shown in **Exhibit 4**. Existing AM and PM harvest season traffic volumes are presented in **Diagrams 3** and **4** and are included in **Appendix B**.

Since the existing non-harvest season counts were not collected on the same day, and in some instances were collected in different months, the counts did not necessarily balance between intersections. The existing non-harvest season traffic volumes were therefore balanced where appropriate to account for variations in the counts. The existing harvest season counts were also balanced where appropriate to account for variations in the counts.

2.3 Existing Non-Harvest Season Intersection Operations

Existing non-harvest season AM and PM peak hour intersection levels of service are summarized in **Exhibit 5A**. LOS calculation sheets for existing off-peak season traffic conditions are included as **Appendix C1**. LOS calculation sheets for existing off-peak season conditions with recommended improvements are included in **Appendix C2**. A summary of all recommended intersection improvements is included in **Exhibit 6A**.

A description of each intersection that operates deficiently under existing non-harvest season traffic conditions follows below. Recommended improvements required to correct existing deficiencies are discussed in italics below the description of each intersection's operations.

The following operational deficiencies are caused by existing traffic on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection operates at an overall LOS D during both the AM and PM peak hours under existing non-harvest season traffic conditions. The following improvements are recommended under existing non-harvest season conditions (RI #1):

1. *Add a second northbound SR 68 left-turn lane.*
2. *Convert the northbound SR 68 right-turn to a free right-turn. This will require a receiving lane on eastbound Blanco Road.*
3. *Add a third westbound Blanco Road left-turn lane. This will require a receiving lane on southbound SR 68.*

4. Convert the westbound Blanco Road shared through/right-turn lane to a through lane.
5. Add a dedicated westbound Blanco Road right-turn lane.
6. Adjust signal timing and include right-turn overlap phasing on the southbound, eastbound and westbound approaches.

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 would also be required to improve operations to an acceptable level of service. The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

The minor street approach of this intersection operates at LOS F during both peak hours under existing non-harvest season traffic conditions. The following improvements are recommended under existing non-harvest season conditions (RI #2):

1. Widen and restripe southbound Cooper Road to one left-turn lane and one right-turn lane.
2. Add a median acceleration lane on the east leg of the intersection to facilitate southbound left-turns.

The County is considering a westbound Blanco Road right-turn lane at this intersection. Although it would improve operations at this intersection, the intersection would operate at an acceptable level of service without a dedicated westbound right-turn lane; therefore, it has not been included in the analysis.

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the preceding improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

3. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection operates at an overall LOS D during the PM peak hour under existing non-harvest season traffic conditions. The following improvements are recommended under existing non-harvest season conditions (RI #3):

1. Convert the northbound Davis Road shared through/right-turn lane to a through lane.
2. Add a dedicated northbound Davis Road right-turn lane.
3. Add a second southbound Davis Road left-turn lane.
4. Add a second southbound Davis Road right-turn lane.
5. Add a third eastbound Blanco Road left-turn lane.
6. Convert the eastbound Blanco Road shared through/right-turn lane to a through lane.

7. *Add a dedicated eastbound Blanco Road right-turn lane.*
8. *Convert southbound and westbound right-turns to overlap phasing.*

Improvements at this intersection are included in the City's TFO (#26, #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

4. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

The minor street approach of this intersection operates at LOS F during the PM peak hour under existing non-harvest season traffic conditions. The following improvements are recommended under existing non-harvest season conditions (RI #4):

1. *Eliminate intersection and construct frontage road system.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

2.4 Existing Non-Harvest Season Road Segment Operations

Existing non-harvest season AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7A**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 1** and **2** in **Appendix B**. Under all scenarios the mainline freeway segment volumes were derived from the U.S. 101 / Gould Road and U.S. 101 / Spence Road intersection volumes, as well as the ramp intersections.

Threshold volumes to determine the levels of service on specific types of roads as provided in **Appendix A4** were used under all scenarios in the evaluation of the non-freeway road segments and ramps; these serve primarily as a general guide as to whether major roadway widening is required. However, other factors may affect traffic flow conditions on roadway segments, including intersection channelization design, type of traffic control devices, bicycle and pedestrian volumes, driveway activities, average travel speeds, and on-street parking activities. Nearly all of the study road segments, freeway segments and ramps evaluated operate at acceptable levels of service under existing non-harvest traffic conditions. A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under existing non-harvest season traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A and 7B**.

The following operational deficiencies are caused by existing traffic on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

Road Segments

1. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment operates at LOS E during the AM and PM peak hours. The following improvements are recommended under existing non-harvest season conditions (RI #5):

- i. *Widen to a 4-lane expressway.*

Improvements on this road segment are included in the City of Salinas TFO (#26 and #41).

2. Davis Road

- a. Blanco Road – Ambrose Drive (Seg. #4b). This segment operates at LOS E during the AM and PM peak hours. The following improvements are recommended under existing non-harvest season conditions (RI #6):

- i. *Widen to a 4-lane expressway.*

Improvements on this road segment are included in the TAMC fee (#8).

3. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment operates at LOS E during the AM and PM peak hours. The following improvements are recommended under existing non-harvest season conditions (RI #7):

- i. *Widen and upgrade to a 4-lane freeway.*

Improvements on this road segment are included in the TAMC fee (#3).

Freeway Segments

All of the study freeway segments operate at acceptable levels of service under existing non-harvest season traffic conditions.

Freeway Ramps

All of the study freeway ramps operate at acceptable levels of service under existing non-harvest season traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

2.5 Existing Harvest Season Intersection Operations

Existing harvest season AM and PM peak hour intersection levels of service are summarized in **Exhibit 5A**. LOS calculation sheets for existing harvest season traffic conditions are included as **Appendix D1**. LOS calculation sheets for existing harvest season conditions with recommended improvements are included as **Appendix D2**. A summary of all recommended intersection improvements is included in **Exhibit 6A**.

A description of each intersection that operates deficiently under existing harvest season traffic conditions follows below. Recommended improvements required to correct existing deficiencies are discussed in italics below the description of each intersection's operations.

The following operational deficiencies are caused by existing traffic on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection operates at an overall LOS D during both the AM and PM peak hours under existing harvest season traffic conditions. The following improvements are recommended under existing harvest season conditions (RI #1):

1. *Same as existing non-harvest season.*

2. Sanborn Road / Fairview Avenue-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection operates at an overall LOS F during the PM peak hour under existing harvest season traffic conditions. The minor street approach operates at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under existing harvest season conditions (RI #10):

1. *Consider signalizing the intersection, although gaps are created by the signal at the Sanborn Road / U.S. 101 SB Ramps intersection.*
2. *Lengthen the southbound Sanborn Road left turn-lane pocket.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37).

3. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection operates at an overall LOS D during the PM peak hour under existing harvest season traffic conditions. The following improvements are recommended under existing harvest season conditions (RI #11):

1. *Close Elvee Drive at Sanborn Road and extend the north end to Work Street.*

Improvements along the Sanborn Road corridor and the extension of Elvee Drive to Work Street are included in the City of Salinas TFO (#37 and #66).

4. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection operates at an overall LOS E during the PM peak hour under existing harvest season traffic conditions. The following improvements are recommended under existing harvest season conditions (RI #12):

1. *Restripe eastbound Work Street to accommodate two left-turn lanes and one shared through/right.*
2. *Widen and restripe westbound Terven Avenue to accommodate two left-turn lanes and one shared through/right.*
3. *Convert east-west phasing to protected left-turn phasing.*
4. *Adjust signal timing.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

5. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection operates at an overall LOS D during both the AM and PM peak hours under existing harvest season traffic conditions. The following improvements are recommended under existing harvest season conditions (RI #13):

1. *Reconstruct the northbound ramps as planned by the Airport Boulevard interchange project.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38).

6. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection operates at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under existing harvest season traffic conditions. The following improvements are recommended under existing harvest season conditions (RI #14):

1. *Reconstruct the southbound ramps as planned by the ultimate configuration of Airport Boulevard interchange project.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38).

7. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection operates at an overall LOS D during the AM and PM peak hours under existing harvest season traffic conditions. Although LOS D is acceptable under City of Salinas level of service standards, it is recommended that improvements be implemented at this intersection due to field observations of extensive queuing. The following improvements are recommended under existing harvest season conditions (RI #15):

1. *Restripe northbound Harkins Road to accommodate one left-turn lane, and one shared left/through/right lane on the northbound approach. These improvements would require reconstruction of the existing intersection and traffic signal.*
2. *Restripe the eastbound Hansen Street approach to one shared left/through lane and two right-turn lanes.*
3. *Modify the signal.*

These improvements are not included but are proposed to be added to the City of Salinas TFO. While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

8. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection operates at an acceptable level of service during the AM and PM peak hours under existing harvest season traffic conditions, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. The following improvements are recommended under existing harvest season conditions (RI #16):

1. *Restripe to add a southbound Harkins Road left-turn lane.*

Improvements at this intersection are not included in any fee program.

9. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

The minor street approach of this intersection operates at LOS F during both peak hours under existing harvest season traffic conditions. The following improvements are recommended under existing harvest season conditions (RI #2):

1. *Same as existing non-harvest season.*

10. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection operates at an overall LOS D during the PM peak hour under existing harvest season traffic conditions. The following improvements are recommended under existing harvest season conditions (RI #3):

1. *Same as existing non-harvest season.*

11. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

The minor street approach for this intersection operates at LOS F during both the AM and PM peak hours. The following improvements are recommended under existing harvest season conditions (RI #4):

1. *Same as existing non-harvest season.*

2.6 Existing Harvest Season Road Segment Operations

Existing harvest season AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 9A**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 3 and 4** in **Appendix B**.

Nearly all of the study road segments, freeway segments and ramps evaluated operate at acceptable levels of service under existing harvest season traffic conditions. A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies

follows. Road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 9A and 9B**

The following operational deficiencies are caused by existing traffic on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

Road Segments

1. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment operates at LOS E during the AM and PM peak hours. The following improvements are recommended under existing harvest season conditions (RI #5):

- i. Same as existing non-harvest season.*

2. Davis Road

- a. Blanco Road – Ambrose Drive (Seg. #4b). This segment operates at LOS E during the AM and PM peak hours. The following improvements are recommended under existing harvest season conditions (RI #6):

- i. Same as existing non-harvest season.*

3. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment operates at LOS D and LOS E during the AM and PM peak hours, respectively. The following improvements are recommended under existing harvest season conditions (RI #7):

- i. Same as existing non-harvest season.*

4. SR 183

- a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment operates at LOS D during the AM and PM peak hours. The following improvements are recommended under existing harvest season conditions (RI #17):

- i. Widen to a 4-lane expressway.*

Improvements on this road segment are not included but should be added to the TAMC fee.

Freeway Segments

All of the study freeway segments operate at acceptable levels of service under existing harvest season traffic conditions.

Freeway Ramps

All of the study freeway ramps operate at acceptable levels of service under existing harvest season traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

2.7 Airport Boulevard Interchange

The U.S. 101 / Airport Boulevard interchange is proposed to be completely reconstructed. The existing interchange includes a number of substandard features. These include on and off ramp links in both northbound and southbound directions, left-turn storage adequacy, shoulder widths and ramp intersection capacity. The current interchange configuration includes southbound off and on hook ramps that are the extension of Airport Boulevard. The ramps terminate at Terven Avenue, which is a signalized intersection. The ramps and intersections are north of the existing bridge over U.S. 101 that connects the east and west sides of the interchange. The northbound ramps are essentially hook ramps that intersect Airport Boulevard as the west leg of the Airport Boulevard / De la Torre Street intersection.

The ultimate reconstructed interchange will include the complete removal of the existing ramps and bridge. The northbound and southbound ramps, which are currently located north of the Airport Boulevard bridge, will be relocated to the south. In addition, additional capacity will be provided at the ramp junctions with Airport Boulevard. Terven Avenue is also proposed to be relocated to the west of its current location to provide better spacing between the Terven Avenue / southbound ramps intersection and the De la Torre Street / northbound ramps intersection on the east side of the freeway. In addition to improving the operations of the existing ramps and ramp junctions with the city street system, the relocation of the ramps to the south of their current location will provide a longer weaving section between the Airport Boulevard interchange and the Sanborn Road interchange to the north. Currently there is only about one-half mile spacing. The relocation of the ramps to the south will create the equivalent of a one mile spacing from the center of the hook ramps on both the northbound and southbound sides of the freeway.

The interchange reconstruction has been planned for many years. The reconstruction project involves the acquisition of a substantial amount of existing developed real estate at a very high cost. The funding that is currently available will only facilitate the reconstruction of the northbound ramps, which are less expensive to construct due to their relocation on to undeveloped agricultural lands. This phase of construction is expected to be implemented by the year 2012. Final design is already under way and will be completed within the next year. The southbound ramps and bridge reconstruction, on the other hand, is not expected to occur until about the year 2020 due to funding short falls. The previously planned bridge reconstruction is now expected to include only a bridge widening to three lanes which will occur as a part of the first phase of construction that will be completed in the next several years.

The reconstructed interchange is the mitigation for the deficiencies at the Airport Boulevard intersections with Terven Avenue and the southbound ramps as well as De la Torre Street with the northbound ramps. This study also evaluates the lane configurations that will be necessary to achieve and maintain LOS C through the buildout of the General Plan, including the Salinas Ag-Industrial Center. A concept plan of the ultimate interchange is included as **Exhibit 8**. The currently proposed modifications to the northbound ramps and widening of the existing bridge that will be constructed by 2012 is included as **Exhibit 9**.

2.8 Existing Truck Routes

The City of Salinas has adopted truck routes within the City Limits. Truck routes in the vicinity of the project site include portions of Abbott Street, Harkins Road, and Airport Boulevard. **Exhibit 10** illustrates the existing truck routes within the City of Salinas.

2.9 Existing Highway-Rail Crossings

There are a total of five highway-rail crossings within the study street network. Two are grade-separated and three are at-grade highway-rail crossings. The locations of the highway-rail crossings are shown in **Exhibit 11**. The following is a description of each of the highway-rail crossings in the vicinity of the project site.

Location #1 – Harkins Road Crossing North of Abbott Street (at-grade) – The northerly Harkins Road highway-rail crossing is an at-grade crossing and is located approximately 600 feet north of the Harkins Road / Abbott Street intersection and 530 feet south of the Harkins Road / Hansen Street intersection. This crossing is controlled by flashing light signals and gates.

Location #2 – Abbott Street Crossing (at-grade) – The highway-rail crossing at Abbott Street is an at-grade crossing and is located immediately east of the Growers Street / Abbott Street intersection and approximately 1000 feet west of the Harkins Road / Abbott Street intersection. This crossing is controlled by flashing light signals and gates.

Location #3 – Harkins Road Crossing South of Abbott Street (at-grade) – The southerly Harkins Road highway-rail crossing is an at-grade crossing and is located approximately 230 feet north of the Harkins Road / Nutting Street intersection and 930 feet south of the Harkins Road / Dayton Street intersection. This crossing is controlled by flashing light signals and gates.

Location #4 – Sanborn Road Crossing (grade-separated) – The highway-rail crossing at Sanborn Road is a grade-separated crossing and is located approximately 1,400 feet north of Sanborn Road / Abbott Street intersection.

Location #5 – Abbott Street / U.S. 101 Crossing (grade-separated) – The highway-rail crossing at the Abbott Street / U.S. 101 interchange is a grade-separated crossing and is located approximately 2 miles southeast of the Harris Road / Abbott Street intersection.

2.10 Existing Transit Services

The primary public transit service in the City of Salinas is the bus service provided by Monterey-Salinas Transit (MST). MST focuses on improving operational conditions through established bus routes and schedules that efficiently meet travel demands, reduce travel times, improve service reliability, and encourage bike-and-ride initiatives. All MST buses are wheelchair accessible and equipped with bike racks. In the vicinity of the project, bus routes are provided along Abbott Street (Route 23, which offers service between Salinas and King City) and Harkins Road (Route 56, which offers service between Salinas and Monterey). **Exhibit 12** illustrates the existing transit service in the vicinity of the project site.

2.11 Existing Bicycle Facilities

The City of Salinas has adopted a Master Bikeway Plan that designates routes along roadways that can be used by bicycling commuters and recreational riders for safe access to major employers, shopping centers and schools. Consistent with State and Federal designations, there are three basic types of bicycle facilities in Salinas. Each type is described below:

- Bike path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.
- Bike lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.
- Bike route (Class III) - Provides shared use of the roadway with motorists, designated by signs or permanent markings.

Most bicycle routes in Salinas are part of the existing and proposed street and highway system, being either lanes on roadway shoulders or designated routes that mix with the traffic. In the vicinity of the project site, Class II bicycle lanes are currently provided on Abbott Street north of Harkins Road, and on Harkins Road between Hansen Street and the Salinas City Limits. Monterey County is proposing to designate Harkins Road (which becomes Hatton Avenue in the town of Spreckels) as a Class III bicycle route between the Salinas City Limits and Spreckels Boulevard, and Spreckels Boulevard as a Class II bicycle lane between SR 68 and Hatton Avenue in the town of Spreckels. **Exhibits 13A and 13B** illustrate the City of Salinas and Monterey County Bikeways Maps, respectively.

3 Background No Project Traffic Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under background (existing plus approved projects) traffic conditions without the proposed project.

3.1 Approved Projects Trip Generation, Distribution and Assignment

A number of projects have already been approved by the City of Salinas, and other agencies within close proximity to the study area; these approved projects have not yet been fully constructed and occupied. In addition, approved projects in other parts of Monterey County will generate additional local and through traffic that will impact the study area. **Appendix E** includes trip generation tables for approved projects and a regional map showing their locations in a regional context. Information on approved projects was obtained from recent traffic studies performed for other projects and from lists provided by City of Salinas and County of Monterey staff.

The approved projects' trips were distributed onto the study road network and assigned to the study intersections. The background (approved projects) AM and PM peak hour trip assignments are shown on **Diagrams 5 and 6 in Appendix B**.

The trips that would be generated by the approved projects were assigned to the study area road network and subsequently added to the existing harvest season traffic volumes to obtain the background traffic conditions volumes, which are shown on **Diagrams 7 and 8 in Appendix B**.

3.2 Background No Project Intersection Operations

Background no project AM and PM peak hour intersection levels of service are summarized in **Exhibit 5A**. LOS calculation sheets are included as **Appendix F1**. LOS calculation sheets with recommended improvements are included as **Appendix F2**. A summary of all recommended intersection improvements is included in **Exhibit 6A**.

A description of each intersection that will operate deficiently under background no project traffic conditions follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

The following operational deficiencies would be caused by existing traffic in addition to background traffic growth (i.e., traffic generated by approved projects) on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection will operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under background traffic conditions. The following improvements are recommended under background no project conditions (RI #1):

1. *The same improvements recommended under existing non-harvest season conditions are recommended under background no project conditions. However, these would only improve operations to level of service D during the PM peak hour.*

2. SR 68 / Hunter Lane (Int. #2) – Stop Controlled (WB)

The minor street approach of this intersection will operate at LOS F during the AM peak hour under background no project traffic conditions.

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

3. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection will operate at an overall LOS F during both the AM and PM peak hours under background traffic conditions. The minor street approach will also operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under background no project conditions (RI #18):

1. *Same as existing harvest season. In addition:*
2. *Add an eastbound U.S. 101 Offramp right-turn lane.*
3. *Add a third northbound Sanborn Road through lane.*
4. *Add a third southbound Sanborn Road through lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37).

4. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection will operate at an overall LOS E during the PM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions (RI #19):

1. *Same as existing harvest season. In addition:*
2. *Widen the southbound U.S. 101 offramp to accommodate two left-turn lanes, one shared through/right turn lane, and one dedicated right-turn lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37).

5. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection will continue to operate at an overall LOS E during the PM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions (RI #12):

1. *Same as existing harvest season.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

6. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection will continue to operate at an overall LOS D during both the AM and PM peak hours under background traffic conditions. The following improvements are recommended under background no project conditions (RI #13):

1. *Same as existing harvest season.*

7. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection will operate at an overall LOS E during the PM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions (RI #14):

1. *Same as existing harvest season.*

8. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection operates at an overall LOS D during the AM and PM peak hours under background traffic conditions. The following improvements are recommended under background no project conditions (RI #15):

1. *Same as existing harvest season.*

9. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection would operate at an acceptable level of service during the AM and PM peak hours, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. The following improvements are recommended under background no project conditions (RI #16):

1. *Same as existing harvest season.*

10. U.S. 101 / Hartnell Road Connector (Int. #26) – Stop Controlled (WB)

The minor street approach of this intersection will operate at LOS F during the AM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions (RI #20):

1. *Eliminate intersection and construct frontage road system.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

11. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

The minor street approach of this intersection will continue to operate at LOS F during both peak hours under background traffic conditions. The following improvements are recommended under background no project conditions (RI #2):

1. *Same as existing non-harvest season.*

12. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection will operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background traffic conditions. The following improvements are recommended under background no project conditions (RI #21):

1. *Same as existing non-harvest season. In addition:*
2. *Add a second southbound Davis Road through lane.*
3. *Add a second westbound Blanco Road left-turn lane.*
4. *Convert the southbound Davis Road right-turn to a free right turn.*

Improvements at this intersection are included in the City's TFO (#26 and #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include the segment of Blanco Road in the vicinity of this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

13. SR 68 / Hitchcock Road (Int. #39) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under background traffic conditions.

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

14. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

The minor street approach of this intersection will operate at LOS F during the PM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions (RI #22):

1. *Signalize the intersection.*
2. *Add eastbound Abbott Street left-turn lane.*
3. *Add westbound Abbott Street left-turn lane.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO.

15. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

The minor street approach of this intersection will operate at LOS F during the AM peak hour under background traffic conditions. The following improvements are recommended under background no project conditions (RI #23):

1. *Signalize the intersection.*

Improvements along E. Alisal Street are included in the City of Salinas TFO.

16. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection will operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background traffic conditions. The minor street approach will continue to operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under background no project conditions (RI #4):

1. *Same as existing non-harvest season.*

3.3 Background No Project Road Segment Operations

Background no project AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7A**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 7** and **8** in **Appendix B**.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under background no project traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A** and **7B**.

The following operational deficiencies would be caused by existing traffic in addition to background traffic growth (i.e., traffic generated by approved projects) on the study road

network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

Road Segments

1. Airport Boulevard
 - a. Terven Avenue – De La Torre Street (Seg. #2b). This segment will operate at LOS D during the PM peak hour. The following improvements are recommended under background no project conditions (RI #24):

- i. *Widen to a 4-lane divided arterial.*

Improvements along this road segment are included in the City of Salinas TFO (#38).

2. Blanco Road
 - a. Cooper Road – Davis Road (Seg. #3a). This segment will operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under background no project conditions (RI #5):

- i. *Same as existing non-harvest season.*

- b. Davis Road – Alisal Street (Seg. #3b). This segment will operate at LOS F during the PM peak hour. The following improvements are recommended under background no project conditions (RI #25):

- i. *Widen to a 4-lane divided arterial.*

Improvements along this road segment are included in the City of Salinas TFO (#41).

3. Davis Road
 - a. Hitchcock Road – Blanco Road (Seg. #4a). This segment will operate at LOS D and LOS E during the AM and PM peak hours, respectively. The following improvements are recommended under background no project conditions (RI #26):

- i. *Widen to a 4-lane expressway.*

Improvements along this road segment are included in the TAMC fee (#4).

- b. Blanco Road – Ambrose Drive (Seg. #4b). This segment will operate at LOS F during the AM and PM peak hours. The following improvements are recommended under background no project conditions (RI #6):

- i. *Same as existing non-harvest season.*

4. SR 156
 - a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment will operate at LOS E during the AM and PM peak hours. The following improvements are recommended under background no project conditions (RI #7):
 - i. *Same as existing non-harvest season.*

5. SR 183
 - a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment will operate at LOS D and LOS E during the AM and PM peak hours, respectively. The following improvements are recommended under background no project conditions (RI #17):
 - i. *Same as existing harvest season.*

Freeway Segments

All of the study freeway segments will operate at acceptable levels of service under background without project traffic conditions.

Freeway Ramps

All of the study freeway ramps will operate at acceptable levels of service under background without project traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

4 Existing Plus Project Phase 1 Traffic Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under existing plus project phase 1 traffic conditions.

It is important to note that no credit was given for the relocation of existing uses within the City to the project site. All of the project-generated traffic was assumed to be new traffic on the local and regional road network. Although it is reasonable to assume that some of the traffic generated by the project will be existing traffic diverted from other parts of the City, the amount would be difficult to quantify. It is also possible that new businesses could eventually occupy existing facilities that are vacated due to the proposed project. As a result, the following analysis is conservative.

4.1 Project Phase 1 Trip Generation

The proposed Salinas Ag-Industrial Center project will include a broad range of agricultural-related land uses dealing with the preservation, processing, and distribution of agricultural products. Two of the dominant industries will be agricultural processing and cooler facilities, both of which will generate significant amounts of truck traffic in addition to employee-related traffic. It was estimated that Phase 1 of the project will occupy approximately 160 acres of the 257-acre project site.

Based on discussions with the City of Salinas and Caltrans, Institute of Transportation Engineers (ITE) trip generation rates for the land use Industrial Park (ITE land use code 130) were used to estimate the project's trip generation. As requested by Caltrans, this is consistent with the *Gonzales Industrial Park Traffic Analysis Report* prepared by Higgins Associates in February 2005.

The ITE describes this category as containing a number of industrial or related facilities, which are “characterized by a mix of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities – some with a large number of small businesses and others with one or two dominant industries.”

The ITE provides trip generation rates for Industrial Parks based on number of employees, square footage, and by acreage. Since the number of employees and the ratio of building coverage to land are not known, the rates by acreage were used to estimate the project's trip generation.

Phase 1 of the proposed project will generate an estimated 10,098 daily trips, with 1,369 trips occurring during the AM peak hour (1,037 in, 332 out) and 1,414 trips occurring during the PM peak hour (387 in, 1,027 out). The trip generation estimate for Phase 1 of the project is shown in **Exhibit 14**.

Operational information regarding daily, AM peak hour and PM peak hour traffic volumes was also provided by the project applicant. These estimates were compared to the volumes derived

from the ITE rates, and were found to be reasonably consistent with the information provided by the project applicant.

4.2 Project Truck Trips

The ITE Trip Generation book (7th Edition, 2003) states that truck trips accounted for 1 to 22 percent of the weekday traffic at the Industrial Park sites they surveyed, with an average of approximately 8 percent for all sites surveyed. To be conservative, it was assumed that trucks would represent 22% of the project's total AM and PM peak hour trip generation (i.e., the high end of the ITE range). To corroborate this assumption Higgins Associates conducted a survey of a neighboring industrial area (approximately 250 acres in size) near the project site and found that truck trips accounted for approximately 25% of the traffic entering and exiting this industrial area. Data collected during the neighboring industrial area survey are included in **Appendix W**.

Agricultural processing and cooler facilities primarily generate truck traffic from two types of trucks; line trucks and field trucks. As the name implies, field trucks are used to transfer raw product from the fields to the processing or cooler facilities. Line trucks are used to ship finished product across the state or country. The ratio of line trucks to field trucks varies depending on the type of product being handled. For instance, partially loaded line trucks may be shipped out if the product being shipped is highly perishable (i.e., waiting to obtain a full load may result in a loss of product).

Based on the allowable land uses within the project and information provided by the project applicant, it was assumed that the proportion of line trucks and field trucks for the Salinas Ag-Industrial Center would be 60% line trucks and 40% field trucks. In order to confirm that this assumption was realistic, several sources were considered.

These sources and their results are summarized in Table 2. Supporting data are included in **Appendix W**. Item #1 in Table 2 is derived from historical data provided by Uni-Kool. The data represents 4 days of truck activity per month for 5 months (for a total of 20 days of data) during the months of May, June, July, August and September 2007 (the peak harvest season months).

Item #2 is from the *D'Arrigo Brothers Traffic Impact and Pavement Analysis* report prepared by Higgins Associates (August 2002). The D'Arrigo Brothers facility consists of coolers and associated office space and is located on Harris Road, approximately 1.5 miles from the proposed project site.

Item #3 is information obtained from a truck survey performed by Higgins Associates in June 2008 at the driveways around the industrial area bordered by Blanco Road, Abbott Street, and Harkins Road, which is adjacent to the project site. This area is approximately 250 acres in size and has a variety of industrial land uses contained within it.

Item #4 is information obtained from a truck survey performed by Higgins Associates at the Abbott Street, Airport Boulevard, and Sanborn Road interchanges on June 25, 2008. The survey, which was conducted during the AM and PM peak hours, was used to determine the percentages

of line trucks and field trucks at these interchanges, as well as to provide information about their distribution characteristics (i.e., whether they were traveling to and from the north or the south).

Table 2.
Proportions of Line Trucks to Field Trucks

	Source	% Line Trucks	% Field Trucks
1	Uni-Kool Data	48%	52%
2	D'Arrigo Brothers TIA	72%	28%
3	Neighboring Area Survey	61%	39%
4	Interchange Survey	59%	41%

From the data presented in Table 2 it was determined that the assumption of 60% line trucks and 40% field trucks was reasonable.

4.3 Project Trip Distribution and Assignment

Employee-based trip distribution percentages were obtained from the Association for Monterey Bay Area Government's (AMBAG) regional travel demand model. Project employment and land use data were coded into the model, which then provided estimates for the employee trip distribution. These percentages were reviewed, and adjustments were made based on knowledge of the local area and engineering judgment. **Exhibit 15A** presents the employee trip distribution percentages as obtained from the AMBAG model, as well as the adjusted percentages, where they differed from the model.

Line truck and field truck trip distributions were derived from the interchange survey referenced in Table 2 and from information provided by the project applicant. The line and field truck distributions were reviewed and approved by City of Salinas staff. **Exhibits 15B and 15C** present the trip distribution percentages for the line trucks and field trucks, respectively.

The AM and PM peak hour trips generated by project phase 1 employees, line trucks and field trucks were assigned to the study intersections and are shown on **Diagrams 9, 10, 11, 13, 14,** and **15** and are included in **Appendix B**. These trips were then combined to obtain the total AM and PM peak hour trips for project phase 1, which are shown on **Diagrams 12 and 16** in **Appendix B**.

Project phase 1 trips were added to the existing harvest season traffic volumes to obtain existing plus project phase 1 traffic volumes, which are shown on **Diagrams 25 and 26** in **Appendix B**.

4.4 Existing Plus Project Phase 1 Intersection Operations

Existing plus project phase 1 AM and PM intersection levels of service are summarized in **Exhibit 5A**. LOS calculation sheets for existing plus project phase 1 traffic conditions are included as **Appendix G1**. LOS calculation sheets for existing plus project phase 1 conditions with recommended improvements are included as **Appendix G2**. A summary of all recommended intersection improvements is included in **Exhibit 6A**.

A description of each intersection that would operate deficiently under existing plus project phase 1 traffic conditions follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection would operate at an overall LOS D during the AM and PM peak hours under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #1):

1. *Same as existing non-harvest season (see Section 2.3)*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 would also be required to improve operations to an acceptable level of service. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds improvements 2, 3 and 6 to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for improvements 2, 3 and 6 would not exist, the impact would remain significant and unavoidable.

The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection would operate at an overall LOS F during the PM peak hours under existing plus project phase 1 traffic conditions. The minor street approach would operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #10):

1. *Same as existing harvest season.*

Payment of traffic impact fees per the City of Salinas TFO (#32 and #37) will mitigate project impacts at this intersection.

3. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection would operate at an overall LOS D during the AM and PM peak hours under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #11):

1. *Same as existing harvest season.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

4. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection would operate at an overall LOS E during the PM peak hour under existing plus project phase 1 traffic conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #12):

1. *Same as existing harvest season.*

Payment of traffic impact fees per the City of Salinas TFO (#37) will mitigate project impacts at this intersection.

5. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #13):

1. *Same as existing harvest season.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

6. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under existing plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #14):

1. *Same as existing harvest season.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

7. Airport Boulevard / Hansen Street (Int. #14) – Stop Controlled (NB & WB)

The minor street approach to this intersection would operate at an LOS F during both the AM and PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #27):

1. *Add a second westbound Hansen Street right-turn lane.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add this improvement to the City of Salinas TFO. If the City adds this improvement to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

8. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection would operate at an overall LOS F during PM peak hour under existing plus project phase 1 traffic conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #15):

1. *Same as existing harvest season.*

While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

9. Harkins Road / Abbott Street (Int. #16) – Signalized

This intersection would operate at an overall LOS E during the AM peak hour under existing plus project phase 1 traffic conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #28):

1. *Add a second southbound Harkins Road left-turn lane.*
2. *Convert the westbound Abbott Street right-turn to include right turn overlap phasing.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

10. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection would operate at an acceptable level of service during the AM and PM peak hours, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. Per the City of Salinas significance criteria the project **would not** have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #16):

1. *Same as existing harvest season.*

Improvements at this intersection are not included in any fee program and no mitigation is required of the project at this intersection. However, the project is proposing to implement this improvement to enhance safety at this intersection.

11. Harris Road / Harris Place (Int. #23) – Stop Controlled (EB & WB)

A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. Without additional improvements, the minor street approach of this intersection would operate at LOS F during the PM peak hour under existing plus project phase 1 traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #29):

1. *Signalize intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one shared through/right lane*
3. *Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane*
4. *Eastbound Harris Place approach: One left-turn lane, one shared through/right lane*

5. *Westbound Harris Place approach: One shared left/through/right lane*

If the intersection is designed with these lane configurations and traffic controls, the project will not have a significant impact at this location.

12. Street A Project Road / Abbott Street (Int. #27) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #30):

1. *Signalize intersection.*
2. *Northbound Street A Project Road approach: Two left-turn lanes, one right-turn lane.*
3. *Eastbound Abbott Street approach: Two through lanes and one right-turn lane*
4. *Westbound Abbott Street approach: One left-turn lane and two through lanes*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

13. Harris Road / Street B Project Road (Int. #34) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #31):

1. *One-way stop control (EB Street B Project Road approach).*
2. *Northbound Harris Road approach: One left-turn lane and one through lane.*
3. *Southbound Harris Road approach: One through lane and one right-turn lane.*
4. *Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane.*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

14. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

The minor street approach of this intersection would operate at LOS F during both peak hours under existing plus project phase 1 traffic conditions. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #2):

1. *Same as existing non-harvest season.*

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the recommended improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

15. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection would operate at an overall LOS D during the PM peak hour under existing plus project phase 1 traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #21):

1. *Same as background.*

Improvements at this intersection are included in the City’s TFO (#26, #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

16. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under existing plus project phase 1 traffic conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #22):

1. *Same as background.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

17. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

The minor street approach of this intersection would operate at LOS F during the AM peak hour under existing plus project phase 1 traffic conditions. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #23):

1. *Same as background.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

18. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection would operate at an overall LOS F during the PM peak hour under existing plus project phase 1 traffic conditions. The minor street approach would continue to operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under existing plus project phase 1 conditions (RI #4):

1. *Same as existing non-harvest season.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee (#7) will mitigate the project impacts at this intersection.²

² Per CEQA guidelines, a cumulative impact is defined as: "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects". In addition, the September Ranch case (Save our Peninsula Committee v. Monterey County Board of Supervisors 87 Cal.App.4th 99, 104 Cal.Rptr.2d 326 Cal.App. 6 Dist., 2001 February 15, 2001) defines a cumulative impact as an impact that is not unique to a single project. In regions where regional impact fee programs are in place, Caltrans considers the collection and application of fees for impacts of new development as sufficient to mitigate cumulative impacts to the State Highway System under CEQA. See Appendix Y for Caltrans letter dated February 21, 2008.

4.5 Existing Plus Project Phase 1 Road Segment Operations

Existing plus project phase 1 AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7A**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 25** and **26** in **Appendix B**.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under existing plus project phase 1 traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A** and **7B**.

Road Segments

1. Airport Boulevard

- a. Terven Avenue – De la Torre Street (Seg. #2b). This segment would operate at LOS F during the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under existing plus project phase 1 conditions (RI #24):

- i. *Same as background.*

Improvements along this road segment are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment. Improvements on this road segment are also planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318).

2. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under existing plus project phase 1 conditions (RI #5):

- i. *Same as existing non-harvest season.*

No mitigation is required of the project.

3. Davis Road

- a. Blanco Road – Ambrose Drive (Seg. #4b). This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under existing plus project phase 1 conditions (RI #6):

- i. *Same as existing non-harvest season.*

No mitigation is required of the project.

4. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per the Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under existing plus project phase 1 conditions (RI #7):

- i. *Same as existing non-harvest season.*

No mitigation is required of the project.

5. SR 183

- a. Espinosa Road – Salinas City Limit (Seg. #18a). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per the Caltrans significance criteria, the project would have a significant impact on this road segment under existing plus project phase 1 conditions. The following improvements are recommended under existing plus project phase 1 conditions (RI #17):

- i. *Same as existing harvest season.*

This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements on this road segment are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate project impacts on this road segment to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Freeway Segments

All of the study freeway segments would operate at acceptable levels of service under existing plus project phase 1 traffic conditions.

Freeway Ramps

All of the study freeway ramps would operate at acceptable levels of service under existing plus project phase 1 traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

4.6 Truck Route Recommendations

Research was done to determine if designated truck route facilities exist between U.S. 101 and the proposed project site. The most direct route from U.S. 101 to the project site is via the Airport Boulevard exit. Trucks taking this route would head south on Airport Boulevard to eastbound Hansen Street, southbound Harkins Road, and eastbound Abbott Street to reach the project site. Airport Boulevard, Hansen Street, and Harkins Road are all included in the official City truck route by the City of Salinas. The truck route extends to the intersection of Harkins Road and Abbott Street. The truck route continues on Abbott Street west of Harkins Road, but does not continue east of Harkins Road. The section of roadway along Abbott Street from Harkins Road to the project site should be added to the official City truck route as part of the proposed project.

Due to their proximity to the project site, it is likely that some of the trucks heading to and from the project site will use the existing trucks stops located along Sanborn Road and Terven Avenue. Access to the truck stops can be obtained from U.S. 101 via the S. Sanborn Road and Fairview Avenue exits, and from the Airport Boulevard interchange via Terven Avenue. Sanborn Road is designated as an official City truck route by the City of Salinas. However, Fairview Avenue is not a City truck route. Therefore adequate truck route signage should be installed along northbound U.S. 101 to direct truck traffic to use the Sanborn Road exit instead of the Fairview Avenue exit.

For truck drivers leaving the truck stops, there are several ways to get to the project site. The three most likely routes are described below.

1. One route is to travel northbound on Sanborn Road and take the U.S. 101 southbound on-ramp. Drivers can then take the next exit at Airport Boulevard and follow the same route as described in the first paragraph of this section.
2. A second route is to travel southbound on Sanborn Road, turn left on Abbott Street and continue along Abbott Street to the project site. As previously described, Sanborn Road is designated as an official City truck route. Abbott Street is also designated as an official City truck route between Sanborn Road and Harkins Road. The section of roadway along Abbott Street from Harkins Road to the project site will need to be added to the official City truck route as part of this project.
3. A third route is to travel east on Terven Avenue, turn right on Airport Boulevard, and follow the previously described Airport Boulevard truck route. This is not the recommended truck route to use since Terven Avenue is not designated as an official City truck route.

A field review of existing truck route signage was also performed for this study. The field review found that there are truck route signs on the U.S. 101 off-ramps at Sanborn Road. There

are also truck route signs on three of the approaches of the Abbott Street / Harkins Road intersection (one on the eastbound Abbott Street approach, one on the southbound Harkins Road approach, and one on the northbound Harkins Road approach). It is recommended that additional truck route signage be installed along Airport Boulevard, Hansen Street, Harkins Road, Work Street, Sanborn Road, and Abbott Street in order to better identify the official City truck routes and to discourage cut-through truck traffic on Terven Avenue.

5 Background Plus Project Phase 1 Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under background plus project phase 1 traffic conditions.

It is important to note that no credit was given for the relocation of existing uses within the City to the project site. All of the project-generated traffic was assumed to be new traffic on the local and regional road network. Although it is reasonable to assume that some of the traffic generated by the project will be existing traffic diverted from other parts of the City, the amount would be difficult to quantify. It is also possible that new businesses could eventually occupy existing facilities that are vacated due to the proposed project. As a result, the following analysis is conservative.

5.1 Background Plus Project Phase 1 Intersection Operations

Background conditions AM and PM peak hour traffic volumes and the project phase 1 AM and PM peak hour trip assignments were combined to obtain background plus project phase 1 traffic volumes, which are shown on **Diagrams 27 and 28 in Appendix B**. Background plus project phase 1 AM and PM intersection levels of service are summarized in **Exhibit 5A**. LOS calculation sheets for background plus project phase 1 traffic conditions are included as **Appendix H1**. LOS calculation sheets for background plus project phase 1 conditions with recommended improvements are included as **Appendix H2**. A summary of all recommended intersection improvements is included in **Exhibit 6A**.

A description of each intersection that would operate deficiently under background plus project phase 1 traffic conditions follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #1):

1. *Same as existing non-harvest season (see Section 2.3)*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 are also recommended, but would only improve operations to level of service D during the PM peak hour. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds improvements 2, 3 and 6 to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for

improvements 2, 3 and 6 would not exist, the impact would remain significant and unavoidable.

The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. SR 68 / Hunter Lane (Int. #2) – Stop Controlled (WB)

The minor street approach of this intersection would operate at LOS F during the AM peak hour under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

3. SR 68 WB Ramps / Spreckels Boulevard (Int. #3) – Stop Controlled (SB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #32):

1. *Convert intersection to all-way stop control.*

The project is responsible for funding this improvement.

4. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under background plus project phase 1 traffic conditions. The minor street approach would operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #18):

1. *Same as background.*

Payment of traffic impact fees per the City of Salinas TFO (#32 and #37) will mitigate project impacts at this intersection.

5. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #19):

1. *Same as background.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

6. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection would operate at an overall LOS E during both the AM and PM peak hours under background plus project phase 1 traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #33):

1. *Same as harvest season. In addition:*
2. *Convert northbound Sanborn Road shared through/right-turn lane to a through lane.*
3. *Add a northbound Sanborn Road right-turn lane*
4. *Add a third southbound Sanborn Road through lane.*

Payment of traffic impact fees per the City of Salinas TFO (#37) will mitigate project impacts at this intersection.

7. Blanco Road-Sanborn Road / Abbott Street (Int. #10) – Signalized

This intersection would operate at an overall LOS E during the PM peak hour under background plus project phase 1 traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #34):

1. *Convert eastbound Abbott Street shared left/through lane to a through lane.*
2. *Add a second eastbound Abbott Street left-turn lane.*
3. *Convert westbound Abbott Street shared left/ through lane to a through lane.*
4. *Add a second westbound Abbott Street left-turn lane.*
5. *Convert east-west split phasing to protected left-turn phasing.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

8. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #13):

1. *Same as existing harvest season.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

9. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #14):

1. *Same as existing harvest season.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

10. Airport Boulevard / Hansen Street (Int. #14) – Stop Controlled (NB & WB)

The minor street approach to this intersection would operate at an LOS F during both the AM and PM peak hours. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #27):

1. *Same as existing plus project phase 1.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add this improvement to the City of Salinas TFO. If the City adds this improvement to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

11. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection would operate at an overall LOS F during PM peak hour under background plus project phase 1 traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #15):

1. *Same as existing plus project phase 1.*

While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

12. Harkins Road / Abbott Street (Int. #16) – Signalized

This intersection would operate at an overall LOS E during the AM peak hour under background plus project phase 1 traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #28):

1. *Same as existing plus project phase 1.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

13. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection would operate at an acceptable level of service during the AM and PM peak hours, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. Per the City of Salinas significance criteria the project **would not** have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #16):

1. *Same as existing harvest season.*

Improvements at this intersection are not included in any fee program and no mitigation is required of the project at this intersection. However, the project is proposing to implement this improvement to enhance safety at this intersection.

14. Harris Road / Harris Place (Int. #23) – Stop Controlled (EB & WB)

A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. Without additional improvements, this intersection would operate at an overall LOS E during the PM peak hour under background plus project phase 1 traffic conditions. The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #29):

1. *Signalize intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one shared through/right lane*
3. *Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane.*
4. *Eastbound Harris Place approach: One left-turn lane, one shared through/right lane*
5. *Westbound Harris Place approach: One shared left/through/right lane*

If the intersection is designed with these lane configurations and traffic controls, the project will not have a significant impact at this location.

15. U.S. 101 / Hartnell Road Connector (Int. #26) – Stop Controlled (WB)

The minor street approach of this intersection would continue to operate at LOS F during the AM peak hour under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #20):

1. *Same as background.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate project impacts at this intersection.³

16. Street A Project Road / Abbott Street (Int. #27) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #30):

1. *Signalize intersection.*
2. *Northbound Street A Project Road approach: Two left-turn lanes, one right-turn lane.*
3. *Eastbound Abbott Street approach: Two through lanes and one right-turn lane*
4. *Westbound Abbott Street approach: One left-turn lane and two through lanes*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

³ Per CEQA guidelines, a cumulative impact is defined as: "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects". In addition, the September Ranch case (Save our Peninsula Committee v. Monterey County Board of Supervisors 87 Cal.App.4th 99, 104 Cal.Rptr.2d 326 Cal.App. 6 Dist., 2001 February 15, 2001) defines a cumulative impact as an impact that is not unique to a single project. In regions where regional impact fee programs are in place, Caltrans considers the collection and application of fees for impacts of new development as sufficient to mitigate cumulative impacts to the State Highway System under CEQA. See Appendix Y for Caltrans letter dated February 21, 2008.

17. Harris Road / Street B Project Road (Int. #34) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #31):

1. *One-way stop control (EB Street B Project Road approach)*
2. *Northbound Harris Road approach: One left-turn lane and one through lane.*
3. *Southbound Harris Road approach: One through lane and one right-turn lane.*
4. *Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane.*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

18. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

The minor street approach of this intersection would operate at LOS F during both the AM and PM peak hours under background plus project phase 1 traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #2):

1. *Same as existing non-harvest season.*

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the recommended improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

19. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The

following improvements are recommended under background plus project phase 1 conditions (RI #21):

1. *Same as background.*

Improvements at this intersection are included in the City's TFO (#26, #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

20. SR 68 / Hitchcock Road (Int. #39) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under background plus project phase 1 traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along

the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

21. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under background plus project phase 1 traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #22):

1. *Same as background.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

22. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

The minor street approach of this intersection would operate at LOS F during the AM peak hour under background plus project phase 1 traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #23):

1. *Same as background.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

23. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection would continue to operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background plus project phase 1 traffic conditions. The minor street approach would continue to operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project phase 1 conditions (RI #4):

1. *Same as existing non-harvest season.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee (#7) will mitigate the project impacts at this intersection.⁴

5.2 Background Plus Project Phase 1 Road Segment Operations

Background plus project phase 1 AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7A**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 27** and **28** in **Appendix B**. Mainline freeway segment volumes were derived from the U.S. 101 / Gould Road and U.S. 101 / Spence Road intersection volumes, as well as the volumes at the ramp intersections.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under background plus project phase 1 traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A and 7B**.

Road Segments

1. Airport Boulevard
 - a. Terven Avenue – De la Torre Street (Seg. #2b). This segment would operate at LOS F during the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #24):
 - i. *Same as background.*

Improvements along this road segment are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment. Improvements on this road segment are also planned but not fully

⁴ Per CEQA guidelines, a cumulative impact is defined as: "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects". In addition, the September Ranch case (Save our Peninsula Committee v. Monterey County Board of Supervisors 87 Cal.App.4th 99, 104 Cal.Rptr.2d 326 Cal.App. 6 Dist., 2001 February 15, 2001) defines a cumulative impact as an impact that is not unique to a single project. In regions where regional impact fee programs are in place, Caltrans considers the collection and application of fees for impacts of new development as sufficient to mitigate cumulative impacts to the State Highway System under CEQA. See Appendix Y for Caltrans letter dated February 21, 2008.

funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318).⁵

2. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Monterey County significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #5):

i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the City of Salinas TFO (#26 and #41). Payment of traffic impact fees per the City of Salinas TFO would mitigate project impacts on this road segment.

- b. Davis Road – Alisal Street (Seg. #3b). This segment will operate at LOS F during the PM peak hour. The following improvements are recommended under background plus project phase 1 conditions (RI #25):

i. *Same as background.*

Improvements along this road segment are included in the City of Salinas TFO (#41). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

3. Davis Road

- a. Hitchcock Road – Blanco Road (Seg. #4a). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per Monterey County significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #26):

i. *Same as background.*

No mitigation is required of the project.

- b. Blanco Road – Ambrose Drive (Seg. #4b). This segment would operate at LOS F during the AM and PM peak hours. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #6):

⁵ The analysis indicates that construction of the eastside connector and Harris Road interchange, which are discussed in Section 8.1 of this report, would divert traffic from this road segment under 2030 Cumulative traffic conditions, resulting in an acceptable level of service on this road segment.

- i. *Same as existing non-harvest.*

Improvements on this road segment are included in the TAMC fee (#8). Payment of the TAMC fee will mitigate project impacts on this road segment.

4. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment would operate at LOS E during both the AM and PM peak hours. Per Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #7):

- i. *Same as existing non-harvest season.*

No mitigation is required of the project.

5. SR 183

- a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #17):

- i. *Same as existing harvest season.*

No mitigation is required of the project.

Freeway Segments

1. U.S. 101

- a. Sanborn Road – John Street (Seg. #20h). This segment would operate at LOS D during the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #35):

- i. *Widen to a 6-lane freeway.*

The widening of U.S. 101 to a 6-lane freeway through the City of Salinas is included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts to this freeway segment.

Freeway Ramps

All of the study freeway ramps would operate at acceptable levels of service under background plus project phase 1 traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

6 Background Plus Project Buildout Traffic Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under background plus project buildout traffic conditions.

It is important to note that no credit was given for the relocation of existing uses within the City to the project site. All of the project-generated traffic was assumed to be new traffic on the local and regional road network. Although it is reasonable to assume that some of the traffic generated by the project will be existing traffic diverted from other parts of the City, the amount would be difficult to quantify. It is also possible that new businesses could eventually occupy existing facilities that are vacated due to the proposed project. As a result, the following analysis is conservative.

6.1 Project Buildout Trip Generation

At buildout the proposed project will occupy approximately 257 acres. As with the project phase 1 trip generation estimate, ITE trip generation rates were used to estimate the project buildout trip generation.

Buildout of the proposed project will generate an estimated 16,219 daily trips, with 2,198 trips occurring during the AM peak hour (1,665 in, 533 out) and 2,272 trips occurring during the PM peak hour (622 in, 1,650 out). The trip generation estimate for buildout of the proposed project is shown in **Exhibit 16**.

6.2 Project Buildout Trip Distribution and Assignment

As was done with the project phase 1 employee-based trip distribution percentages, project buildout employee-based trip distribution percentages were also obtained from the AMBAG regional travel demand model. Once again, these percentages were reviewed, and adjustments were made based on knowledge of the local area and engineering judgment. **Exhibit 15A** presents the project buildout employee trip distribution percentages as obtained from the AMBAG model, as well as the adjusted percentages, where they differed from the model. From **Exhibit 15A** it can be seen that employee trip distribution percentages are different under project phase 1 and project buildout conditions. This is because the project phase 1 percentages were obtained from the AMBAG base year 2000 land use network, and project buildout percentages were obtained from the AMBAG year 2030 land use network.

The same line truck and field truck trip distributions that were used for project phase 1 (discussed in Section 4.3) were also used for project buildout conditions. **Exhibits 15B and 15C** present the trip distribution percentages for the line trucks and field trucks, respectively.

The AM and PM peak hour trips generated by project buildout employees, line trucks and field trucks were assigned to the study intersections and are shown on **Diagrams 17, 18, 19, 21, 22, and 23** and are included in **Appendix B**. These trips were then combined to obtain the total AM and PM peak hour trips for project buildout, which are shown on **Diagrams 20 and 24** in **Appendix B**.

6.3 Background Plus Project Buildout Intersection Operations

Background conditions AM and PM peak hour traffic volumes and the project buildout AM and PM peak hour trip assignments were combined to obtain background plus project buildout traffic volumes, which are shown on **Diagrams 29** and **30** in **Appendix B**. Background plus project buildout AM and PM intersection levels of service are summarized in **Exhibit 5A**. LOS calculation sheets for background plus project buildout traffic conditions are included as **Appendix I1**. LOS calculation sheets for background plus project buildout conditions with recommended improvements are included as **Appendix I2**. A summary of all recommended intersection improvements is included in **Exhibit 6A**.

A description of each intersection that would operate deficiently under background plus project buildout traffic conditions follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #1):

1. *Same as existing non-harvest season (see Section 2.3).*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 are also recommended, but would only improve operations to level of service D during the PM peak hour. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds improvements 2, 3 and 6 to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for improvements 2, 3 and 6 would not exist, the impact would remain significant and unavoidable.

The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. SR 68 / Hunter Lane (Int. #2) – Stop Controlled (WB)

The minor street approach of this intersection would operate at LOS F during the AM peak hour under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

3. SR 68 WB Ramps / Spreckels Boulevard (Int. #3) – Stop Controlled (SB)

The minor street approach of this intersection would operate at LOS F during the PM peaks hour under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #32):

1. *Same as background plus project phase 1.*

The project is responsible for funding this improvement.

4. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under background plus project buildout traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #18):

1. *Same as background.*

Payment of traffic impact fees per the City of Salinas TFO (#32 and #37) will mitigate project impacts at this intersection.

5. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #19):

1. *Same as background.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

6. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection would operate at an overall LOS E during both the AM and PM peak hours under background plus project buildout traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #33):

1. *Same as background plus project phase 1.*

Payment of traffic impact fees per the City of Salinas TFO (#37) will mitigate project impacts at this intersection.

7. Blanco Road-Sanborn Road / Abbott Street (Int. #10) – Signalized

This intersection would operate at an overall LOS E during the PM peak hour under background plus project buildout traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #34):

1. *Same as background plus project phase 1.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

8. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #13):

1. *Same as existing harvest season.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

9. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #14):

1. *Same as existing harvest season.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

10. Airport Boulevard / Hansen Street (Int. #14) – Stop Controlled (NB & WBT)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under background plus project buildout traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #27):

1. *Same as existing plus project phase 1.*
2. *Results in level of service F on the minor street approach during the AM peak hour.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add this improvement to the City of Salinas TFO. If the City adds this improvement to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

11. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection would operate at an overall LOS F during AM and PM peak hours under background plus project buildout traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #15):

1. *Same as existing plus project phase 1.*

While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

12. Harkins Road / Abbott Street (Int. #16) – Signalized

This intersection would operate at an overall LOS E during both the AM and PM peak hours under background plus project buildout traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #28):

1. *Same as existing plus project phase 1.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established

improvement program would not exist, the impact would remain significant and unavoidable.

13. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection would operate at an acceptable level of service during the AM and PM peak hours, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. Per the City of Salinas significance criteria the project **would not** have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #16):

1. *Same as existing harvest season.*

Improvements at this intersection are not included in any fee program and no mitigation is required of the project at this intersection. However, the project is proposing to implement this improvement to enhance safety at this intersection.

14. Harris Road / Abbott Street (Int. #22) – Signalized

This intersection would operate at an overall LOS D during the PM peak hour under background plus project buildout traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. However, this intersection will come under the jurisdiction of the City of Salinas as part of the annexation that will occur with the implementation of the proposed project and will be subject to a level of service standard D (per City of Salinas standards). Per the City of Salinas significance criteria, the project **would not** have a significant impact at this intersection.

Even though the project would not have a significant impact at this intersection, due to the high volume of truck traffic associated with the project, the following improvements are recommended under background plus project buildout conditions (RI #39):

1. *Add a second northbound Harris Road right-turn lane.*
2. *Add a second westbound Abbott Street left-turn lane.*

The project is proposing to implement these improvements.

15. Harris Road / Harris Place (Int. #23) – Stop Controlled (EB & WB)

A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. Without additional improvements, this intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under background plus project buildout traffic conditions. The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #29):

1. *Signalize intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one shared through/right lane*
3. *Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane.*

4. *Eastbound Harris Place approach: One left-turn lane, one shared through/right lane*
5. *Westbound Harris Place approach: One shared left/through/right lane*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

16. U.S. 101 / Hartnell Road Connector (Int. #26) – Stop Controlled (WB)

The minor street approach of this intersection would continue to operate at LOS F during the AM peak hour and would degrade to LOS F during the PM peak hour under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #20):

1. *Same as background.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate project impacts at this intersection.⁶

17. Street A Project Road / Abbott Street (Int. #27) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #30):

1. *Signalize intersection.*
2. *Northbound Street A Project Road approach: Two left-turn lanes, one right-turn lane.*
3. *Eastbound Abbott Street approach: Two through lanes and one right-turn lane*
4. *Westbound Abbott Street approach: One left-turn lane and two through lanes*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

18. Harris Road / Street B Project Road (Int. #34) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls (RI #31):

⁶ Per CEQA guidelines, a cumulative impact is defined as: "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects". In addition, the September Ranch case (Save our Peninsula Committee v. Monterey County Board of Supervisors 87 Cal.App.4th 99, 104 Cal.Rptr.2d 326 Cal.App. 6 Dist., 2001 February 15, 2001) defines a cumulative impact as an impact that is not unique to a single project. In regions where regional impact fee programs are in place, Caltrans considers the collection and application of fees for impacts of new development as sufficient to mitigate cumulative impacts to the State Highway System under CEQA. See Appendix Y for Caltrans letter dated February 21, 2008.

1. *One-way stop control (EB Street B Project Road approach)*
2. *Northbound Harris Road approach: One left-turn lane and one through lane.*
3. *Southbound Harris Road approach: One through lane and one right-turn lane.*
4. *Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane.*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

19. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

The minor street approach of this intersection would operate at LOS F during both the AM and PM peak hours under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #2):

1. *Same as existing non-harvest season.*

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the recommended improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

20. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively, under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #21):

1. *Same as background.*

Improvements at this intersection are included in the City's TFO (#26, #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

21. SR 68 / Hitchcock Road (Int. #39) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under background plus project buildout traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is

beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

22. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under background plus project buildout traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #22):

1. *Same as background.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

23. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under background plus project buildout traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #23):

1. *Same as background.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection.

24. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection would degrade to an overall LOS F during the AM peak and would continue to operate at an overall LOS F during PM peak hour under background plus project buildout traffic conditions. The minor street approach would continue to operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under background plus project buildout conditions (RI #4):

1. *Same as existing non-harvest season.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee (#7) will mitigate the project impacts at this intersection.⁷

6.4 Background Plus Project Buildout Road Segment Operations

Background plus project buildout AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7A**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 29** and **30** in **Appendix B**.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under background plus project buildout traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A and 7B**.

Road Segments

1. Abbott Street
 - a. Harris Road – Firestone Driveway (Seg. #1f). This segment would operate at LOS E during the AM and PM peak hours. Per Monterey County significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #40):

- i. *Widen to a 4-lane expressway.*

Improvements on this road segment are included in the TAMC fee (#7 and #10). Payment of the TAMC fee will mitigate project impacts on this segment.

2. Airport Boulevard
 - a. Terven Avenue – De la Torre Street (Seg. #2b). This segment would operate at LOS F during the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #24):

⁷ Per CEQA guidelines, a cumulative impact is defined as: "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probable future projects". In addition, the September Ranch case (Save our Peninsula Committee v. Monterey County Board of Supervisors 87 Cal.App.4th 99, 104 Cal.Rptr.2d 326 Cal.App. 6 Dist., 2001 February 15, 2001) defines a cumulative impact as an impact that is not unique to a single project. In regions where regional impact fee programs are in place, Caltrans considers the collection and application of fees for impacts of new development as sufficient to mitigate cumulative impacts to the State Highway System under CEQA. See Appendix Y for Caltrans letter dated February 21, 2008.

- i. *Same as background.*

Improvements along this road segment are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment. Improvements on this road segment are also planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318).⁸

3. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Monterey County significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #5):

- i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the City of Salinas TFO (#26 and #41). Payment of traffic impact fees per the City of Salinas TFO would mitigate project impacts on this road segment.

- b. Davis Road – Alisal Street (Seg. #3b). This segment will operate at LOS F during the PM peak hour. The following improvements are recommended under background plus project buildout conditions (RI #25):

- i. *Same as background.*

Improvements along this road segment are included in the City of Salinas TFO (#41). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

4. Davis Road

- a. Hitchcock Road – Blanco Road (Seg. #4a). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per Monterey County significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #26):

- i. *Same as background.*

No mitigation is required of the project.

⁸ The analysis indicates that construction of the eastside connector and Harris Road interchange, which are discussed in Section 8.1 of this report, would divert traffic from this road segment under 2030 Cumulative traffic conditions, resulting in an acceptable level of service on this road segment.

- b. Blanco Road – Ambrose Drive (Seg. #4b). This segment would operate at LOS F during the AM and PM peak hours. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #6):

- i. *Same as existing non-harvest.*

Improvements on this road segment are included in the TAMC fee (#8). Payment of the TAMC fee will mitigate project impacts on this road segment.

5. Harris Road

- a. Harris Place – Abbott Street (Seg. #9b). This segment would operate at LOS D during the AM and PM peak hours. Per Monterey County significance criteria, the project would have a significant impact on this road segment. However, this road segment will come under the jurisdiction of the City of Salinas as part of the annexation that will occur with the implementation of the proposed project and will be subject to a level of service standard D (per City of Salinas standards). Per the City of Salinas significance criteria, the project **would not** have a significant impact on this road segment.

Although the project would not have a significant impact on this road segment, due to the high volume of truck traffic associated with the project, the project applicant is proposing to implement the following improvements (RI #41):

- i. *Widen to a 4-lane divided arterial.*

No mitigation is required of the project. However, the project is proposing to implement these improvements.

6. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment would operate at LOS E during both the AM and PM peak hours. Per Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #7):

- i. *Same as existing non-harvest season.*

No mitigation is required of the project.

7. SR 183

- a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per Caltrans significance criteria, the project **would not** have a significant impact on this road

segment. The following improvements are recommended under background plus project buildout conditions (RI #17):

- i. *Same as existing harvest season.*

No mitigation is required of the project.

Freeway Segments

1. U.S. 101

- a. Sanborn Road – John Street (Seg. #20h). This segment would operate at LOS D during the PM peak hours. Per Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #35):

- i. *Same as background plus project phase 1.*

The widening of U.S. 101 to a 6-lane freeway through the City of Salinas is included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this freeway segment.

Freeway Ramps

All of the study freeway ramps would operate at acceptable levels of service under background plus project buildout traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

7 2030 Cumulative No project No Interchange Traffic Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under 2030 cumulative traffic conditions without the proposed project and without the future Harris Road interchange. A discussion regarding the future Harris Road interchange is included in Section 8.1 of this report.

7.1 2030 Cumulative Traffic Volume Forecasts

The 2030 cumulative volumes are primarily based upon the 2030 travel forecasts estimated by the Association of Monterey Bay Area Governments (AMBAG) Regional Travel Forecasting Model. This model was developed over the past several years with its first public release in late 2004. The model uses TransCAD software. The 2030 forecasts are based upon the land use, population and employment forecasts formally adopted by AMBAG in 2004. These forecasts are based upon the input of all the local agencies in Monterey County.

The methods used to forecast the 2030 cumulative volumes involved an iterative process. To start, a comparison was made between several sets of average daily traffic (ADT) volume data on major roadways within the study area; namely, the AMBAG model base 2000 ADT's, existing ADT's (year 2008 or the most current that was available), 2030 forecasts from other relevant traffic studies, and the AMBAG model year 2030 ADT forecasts.

Comparing the AMBAG 2000 ADT's to the AMBAG 2030 ADT's provided an estimated rate of growth over a 30-year period. Where appropriate, the estimated growth rate was applied to the 2008 peak hour volumes to forecast peak hour volumes for the 2030 cumulative scenario. In some cases, the 2030 AMBAG model volumes were lower than the existing (2008) volumes. In these cases adjustments were made accordingly. Cumulative volume forecasts from several recent traffic studies in certified EIR's were used to assist in this process. They include the *Salinas Sphere of Influence Amendment and Annexation Supplemental TIA* (Fehr & Peers Transportation Consultants, July 2007) and the *Marina Station Traffic Impact Analysis* (Higgins Associates, October 2007).

The AMBAG 2030 land use forecasts are constrained in the Fort Ord area based upon water availability. If water availability was not limited in the Fort Ord area, the cumulative land use forecasts would be unconstrained and the 2030 traffic volume forecasts would be greater than current estimates in some areas. It is unlikely that this situation would occur. However, for informational purposes, two additional development scenarios were analyzed to reflect such unconstrained conditions. These scenarios, which are referred to as "2030 Unconstrained Cumulative" and "2030 Unconstrained Cumulative plus project", are included in **Appendix V**. Both of these scenarios were analyzed without the future Harris Road interchange.

The model appears to produce expected results along the regional highway corridors including U.S. 101, SR 68, Reservation Road, Davis Road, Blanco Road west of Davis Road, and Sanborn Road. The model appears to produce somewhat suspect forecasts on more local streets within individual communities. This appears to be due to the lack of detail in the street network and

some coding errors in land uses within each individual city. The overall totals in terms of land use, employment and population for each city appeared to be accurate for the model validation as well as for the year 2030. The model appears to be generally adequate for overall forecasting, especially on the regional highway system.

7.2 AMBAG Revised Population and Employment Projections

AMBAG recently revised their 2004 population and employment projections. The revised projections, which were adopted on June 11, 2008, are significantly below their previously adopted projections. For example, the revised industrial employment forecasts for the City of Salinas are 40% below the 2004 projections. The previous projections were used to support AMBAG's 2004 regional travel demand model. Since AMBAG updates their regional travel demand model every five years, the newly adopted projections have not yet been incorporated into the AMBAG regional travel demand model. As a result, the 2030 cumulative forecast volumes and analyses can be considered very conservative.

7.3 2030 Cumulative No Project No Interchange Intersection Operations

2030 cumulative no project no interchange volumes are shown on **Diagrams 37** and **38** in **Appendix B**. 2030 cumulative no project no interchange AM and PM intersection levels of service are summarized in **Exhibit 5B**. LOS calculation sheets are included as **Appendix J1**. LOS calculation sheets with recommended improvements are included as **Appendix J2**. A summary of all recommended intersection improvements is included in **Exhibit 6B**.

A description of each intersection that would operate deficiently under 2030 cumulative no project no interchange follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

The following operational deficiencies would be caused by existing traffic in addition to cumulative traffic growth (i.e., traffic generated by approved and future projects) on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #1):

1. *Same as existing non-harvest season (see Section 2.3).*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 are also recommended, but would only improve operations to level of service D during the AM and PM peak hours. The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the

intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. SR 68 / Hunter Lane (Int. #2) – Stop Controlled (WB)

This intersection would operate at an overall LOS D in the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours.

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

3. SR 68 WB Ramps / Spreckels Boulevard (Int. #3) – Stop Controlled (SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The minor street approach would also operate at LOS F during both peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #42):

1. *Signalize intersection.*
2. *Add a second westbound Spreckels Boulevard left-turn lane.*
3. *Continue westbound lane along Spreckels Boulevard.*

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of Caltrans and not the City of Salinas, and the improvements at this intersection can and should be adopted by Caltrans and the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

4. SR 68 EB Offramp / Spreckels Boulevard (Int. #4) – Stop Controlled (NB)

This intersection would operate at an overall LOS C and LOS A during the AM and PM peak hours, respectively under 2030 cumulative no project no interchange traffic conditions. The minor street approach would operate at LOS E during the AM peak hour. The following

improvements are recommended under cumulative no project no interchange conditions (RI #43):

1. Add a second westbound Spreckels Boulevard through lane.
2. Restripe northbound (Highway 68 offramp) left-turn lane to a shared left/right-turn lane.
3. Add a second eastbound Spreckels Boulevard receiving lane.

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of Caltrans and not the City of Salinas, and the improvements at this intersection can and should be adopted by Caltrans and the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

5. SR 68 EB Onramp / Spreckels Boulevard (Int. #5) – Stop Controlled (SB)

This intersection would operate at an overall LOS A during the AM and PM peak hours. The minor street approach would operate at LOS E during the AM and PM peak hours. However, traffic diversions from the recommended improvements at the SR 68 / Foster Road and SR 68 / Hitchcock Road intersections would impact this intersection. With these improvements, the minor street approach would operate at LOS D during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #44):

1. Add a second westbound Spreckels Boulevard through lane.
2. Add a second eastbound Spreckels Boulevard through lane.

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of Caltrans and not the City of Salinas, and the improvements at this intersection can and should be adopted by Caltrans and the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

6. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #18):

1. Same as background.

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37).

7. U.S. 101 NB Ramps / Fairview Avenue (Int. #7) – Stop Controlled (NB)

This intersection would operate at an overall LOS D during the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The minor street approach would operate at LOS F during the PM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #45):

1. *Add an eastbound Fairview Avenue right-turn lane.*

These improvements are not included but are proposed to be added to the City of Salinas TFO.

8. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #46):

1. *Same as background. In addition:*
2. *Add a third northbound Sanborn Road through lane.*
3. *Add a third southbound Sanborn Road through lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66).

9. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection would operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #47):

1. *Same as background plus project phase 1. In addition:*
2. *Adjust signal timing.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

10. Blanco Road-Sanborn Road / Abbott Street (Int. #10) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #48):

1. *Same as background plus project phase 1. In addition:*
2. *Convert the existing northbound Blanco Road-Sanborn Road right-turn into a free right-turn.*
3. *Add a third northbound Blanco Road through lane.*
4. *Convert the existing westbound Abbott Street right-turn into a free right-turn.*
5. *This results in LOS E during the AM and PM peak hours.*

These improvements are not included but are proposed to be added to the City of Salinas TFO.

11. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #13):

1. *Same as existing harvest season.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38).

12. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection would operate at an overall LOS E during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #14):

1. *Same as existing harvest season.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38).

13. Airport Boulevard / Hansen Street (Int. #14) – Stop Controlled (NB & WBT)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #27):

1. *Same as existing plus project phase 1.*

These improvements are not included but are proposed to be added to the City of Salinas TFO.

14. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection would operate at an overall LOS E during the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #49):

1. *Same as existing plus project phase 1. In addition:*
2. *Convert the existing eastbound Hansen Street right-turn to include right-turn overlap phasing.*

These improvements are not included but are proposed to be added to the City of Salinas TFO. While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic

congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

15. Harkins Road / Abbott Street (Int. #16) – Signalized

This intersection would operate at an overall LOS E during both the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #28):

1. *Same as existing plus project phase 1.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO.

16. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection would operate at an acceptable level of service during the AM and PM peak hours, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #16):

1. *Same as existing harvest season.*

Improvements at this intersection are not included in any fee program.

17. Harkins Road / Hunter Lane (Int. #19) – Stop Controlled (EB)

This intersection would operate at an overall LOS E during the AM peak hour under 2030 cumulative no project no interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #50):

1. *Convert to all-way stop control or signalize the intersection.*

The peak hour signal warrant and the all-way stop control warrant were assessed at this intersection under all traffic scenarios. The all-way stop control warrant is currently met under existing harvest season conditions, and the peak hour signal warrant would be met beginning under 2030 cumulative no project no interchange conditions. Although the peak hour signal warrant would be met under 2030 conditions, the intersection would operate acceptably with all-way stop control. It is recommended that either all-way stop control or a signal be installed at this intersection.

Improvements at this intersection are not currently included in any fee program. This intersection would operate deficiently under 2030 cumulative no project no interchange conditions and is within the County's responsibility and jurisdiction. The County should include the preferred improvement at this intersection in their proposed

future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

18. Hatton Avenue / Spreckels Boulevard (Int. #21) – Stop Controlled (SB)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #51):

1. *Add a second eastbound Spreckels Boulevard through lane.*
2. *Add a second westbound Spreckels Boulevard through lane.*

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of the County and not the City of Salinas, and the improvements at this intersection can and should be adopted by the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

19. Harris Road / Abbott Street (Int. #22) – Signalized

This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #52):

1. *Same as background plus project buildout. In addition:*
2. *Convert the existing northbound Harris Road right-turn to include right-turn overlap phasing.*

Improvements at this intersection are not included in any fee program.

20. Harris Road / Harris Place (Int. #23) – Stop Controlled (EB & WB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #53):

1. *Convert to all-way stop control.*
2. *Add a second northbound Harris Road through lane.*
3. *Add a second southbound Harris Road through lane.*

Improvements at this intersection are not currently included in any fee program.

21. Firestone Driveway / Abbott Street (Int. #24) – Stop Controlled (NB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #54):

1. *Signalize the intersection.*

Improvements along Abbott Street are included in the TAMC fee (#7).

22. U.S. 101 / Gould Road (Int. #25) – Stop Controlled (WB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #55):

1. *Eliminate the intersection and construct a frontage road system.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

23. U.S. 101 / Hartnell Road Connector (Int. #26) – Stop Controlled (WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #20):

1. *Same as background.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

24. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during both peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #2):

1. *Same as existing non-harvest season.*

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the segment of Blanco Road in the vicinity of this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

25. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The following improvements are recommended under cumulative no project no interchange conditions (RI #56):

1. *Same as existing non-harvest season. In addition:*
2. *Add a second northbound Davis Road right-turn lane.*
3. *Add a second southbound Davis Road through lane.*
4. *Add a second westbound Blanco Road left-turn lane.*

Improvements at this intersection are included in the City's TFO (#26 and #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

26. SR 68 / Hitchcock Road (Int. #39) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions.

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

27. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

This intersection would operate at an overall LOS F during the PM peak hour under 2030 cumulative no project no interchange traffic conditions. The minor street approach would operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #22):

1. *Same as background.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO.

28. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #23):

1. *Same as background.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36).

29. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection would operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative no project no interchange traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #4):

1. *Same as existing non-harvest season.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

7.4 2030 Cumulative No Project No Interchange Road Segment Operations

2030 cumulative no project no interchange AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7B**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 37** and **38** in **Appendix B**.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under 2030 cumulative no project no interchange traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A and 7B**.

The following operational deficiencies would be caused by existing traffic in addition to cumulative traffic growth (i.e., traffic generated by approved and future projects) on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

Road Segments

1. Abbott Street

- a. Harris Road – Firestone Driveway (Seg. #1f). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under cumulative no project no interchange conditions (RI #40):

- i. *Same as background plus project buildout.*

Improvements on this road segment are included in the TAMC fee (#7 and #10).

2. Airport Boulevard

- a. Terven Avenue – De la Torre Street (Seg. #2b). This segment would operate at LOS E during the PM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #24):

i. *Same as background.*

Improvements along this road segment are included in the City of Salinas TFO (#38).

3. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment would operate at LOS E during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #5):

i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the City of Salinas TFO (# 26 and #41).

- b. Davis Road – Alisal Street (Seg. #3b). This segment will operate at LOS F during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #57):

i. *Upgrade this segment to a 4-lane expressway.*

Improvements along this road segment are included in the City of Salinas TFO (#41).

4. Davis Road

- a. Hitchcock Road – Blanco Road (Seg. #4a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under cumulative no project no interchange conditions (RI #26):

i. *Same as background.*

Improvements along this road segment are included in the TAMC fee (#4).

- b. Blanco Road – Ambrose Drive (Seg. #4b). This segment would operate at LOS F during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #6):

- i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the TAMC fee (#8).

5. Harris Road

- a. Spreckels Boulevard – Harris Place (Seg. #9a). This segment would operate at LOS D during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #58):

- i. *Widen to a 4-lane divided arterial.*

This road segment would operate deficiently under 2030 cumulative without project conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

- b. Harris Place – Abbott Street (Seg. #9b). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. The following improvements are recommended under cumulative no project no interchange conditions (RI #41):

- i. *Same as background plus project buildout.*

This road segment would operate deficiently under 2030 cumulative without project conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

6. Sanborn Road

- a. Abbott Street – Terven Avenue (Seg. #13a). This segment would operate at LOS F during the PM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #59):

- i. *Widen to a 6-lane divided arterial.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

- b. Terven Avenue – U.S. 101 (Seg. #13b). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under cumulative no project no interchange conditions (RI #60):

- i. *Widen to a 6-lane divided arterial.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

- c. U.S. 101 – Fairview Avenue (Seg. #13c). This segment would operate at LOS F during the PM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #61):
 - i. *Widen to a 6-lane divided arterial.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

7. Spreckels Boulevard

- a. SR 68 – Hatton Avenue (Seg. #15a). This segment would operate at LOS E during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #62):
 - i. *Widen to a 4-lane expressway.*

This road segment would operate deficiently under 2030 cumulative without project conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

- b. Hatton Avenue – Harris Road (Seg. #15b). This segment would operate at LOS D during the AM and PM peak hours. The following improvements are recommended under cumulative no project no interchange conditions (RI #63):
 - i. *Widen to a 4-lane expressway.*

This road segment would operate deficiently under 2030 cumulative without project conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

8. SR 68

- a. Spreckels Boulevard – Foster Road (Seg. #16a). This segment would operate at LOS D during the AM and PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under cumulative no project no interchange conditions (RI #64):

- i. *Consolidate access points and eliminate left-turns into and out of driveways and minor intersections*
- ii. *Install acceleration and deceleration lanes to Caltrans Standards.*

These improvements are not included but should be added to the list of projects in the TAMC fee.

- b. Foster Road – Hitchcock Road (Seg. #16b). This segment would operate at LOS D during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under cumulative no project no interchange conditions (RI #65):

- i. *Consolidate access points and eliminate left-turns into and out of driveways and minor intersections*
- ii. *Install acceleration and deceleration lanes to Caltrans Standards.*

These improvements are not included but should be added to the list of projects in the TAMC fee.

- c. Hitchcock Road – Hunter Lane (Seg. 16c). This segment would operate at LOS D during the PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under cumulative no project no interchange conditions (RI #66):

- i. *Consolidate access points and eliminate left-turns into and out of driveways and minor intersections*
- ii. *Install acceleration and deceleration lanes to Caltrans Standards.*

These improvements are not included but should be added to the list of projects in the TAMC fee.

- d. Hunter Lane – Blanco Road (Seg. #16d). This segment would operate at LOS D during the PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under cumulative no project no interchange conditions (RI #67):

- i. Consolidate access points and eliminate left-turns into and out of driveways and minor intersections
- ii. Install acceleration and deceleration lanes to Caltrans Standards.

These improvements are not included but should be added to the list of projects in the TAMC fee.

9. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under cumulative no project no interchange conditions (RI #7):

- i. Widen and upgrade to a 4-lane freeway.

These improvements are included in the TAMC fee (#3).

10. SR 183

- a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment would operate at LOS E during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under cumulative no project no interchange conditions (RI #17):

- i. Same as existing harvest season.

These improvements are not included but should be added to the list of projects in the TAMC fee.

Freeway Segments

1. U.S. 101

- a. Potter Road – Spence Road (Seg. #20a). This segment would operate at LOS E during the PM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #68):

- i. Widen to a 6-lane freeway.

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not

the City of Salinas. Improvements along this corridor should be added to the TAMC fee.

- b. Spence Road – Abbott Street (Seg. #20b). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under cumulative no project no interchange conditions (RI #69):

- i. *Widen to a 6-lane freeway.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee.

- c. Airport Boulevard – Sanborn Road (Seg. #20g). This segment would operate at LOS D during the PM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #70):

- i. *Widen to a 6-lane freeway.*

These improvements are included in the City of Salinas TFO (#32).

- d. Sanborn Road – John Street (Seg. #20h). This segment would operate at LOS E during the PM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #71):

- i. *Same as background plus project phase 1.*

These improvements are included in the City of Salinas TFO (#32).

Freeway Ramps

1. Abbott Street Interchange

- a. Northbound offramp (Seg. #23a). This ramp would operate at LOS D during the AM peak hour. The following improvements are recommended under cumulative no project no interchange conditions (RI #72):

- i. *Widen offramp from one lane to two lanes.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the west side of U.S. 101 from the future Harris Road interchange to Chualar and removing the existing segment of Abbott Street from U.S. 101 to Harris Road.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

8 2030 Cumulative No Project With Interchange Traffic Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under 2030 cumulative traffic conditions without the proposed project and with the future Harris Road interchange.

8.1 Future Harris Road Interchange

The U.S. 101 / Harris Road interchange is identified as a major improvement required for the buildout of the Salinas General Plan in the Salinas General Plan Circulation Element. (Salinas General Plan Circulation Element improvement #39 on Table C-4 – Roadway network improvements, Page C-25, September 2002). The Harris Road interchange would also be part of an eastern bypass which would extend from the Harris Road / U.S. 101 interchange to the Boronda Road / Williams Road intersection, around the south and east sides of the Salinas Airport. This improvement is identified as number 24 on page C-24 of Table C-4, “Roadway Network Improvements.” Other components of this improvement include upgrades to Alisal Road from the City of Salinas City Limits to the eastern bypass, and the extension of Moffett Street from its current terminus in the industrial area west of the Salinas Airport to the eastern bypass. Partial funding for this improvement is included in the Salinas Traffic Fee Program and Ordinance, Final Draft Report, 2005 update. Relevant excerpts of this document are included in **Appendix K**.

The current draft of the “Regional Impact Fee Nexus Study Update,” prepared for the Transportation Agency for Monterey County (TAMC), Kimley–Horn and Associates, Inc., March 26, 2008 identifies the Harris Road interchange and the eastside connector (which is identified as the eastern bypass in the Salinas General Plan) as improvements that will partially be funded by the Regional Traffic Impact Fee which went into affect August 27, 2008. Relevant excerpts of the current draft of the Regional Impact Fee Study are included as **Appendix L**.

Caltrans prepared the “Project Study Report – On Route 101 and Monterey County between Main Street Over-Crossing in Chualar and Airport Boulevard Over-Crossing in Salinas,” which was approved on September 22, 2003. This document included four alternative strategies to upgrade U.S. 101 south of Salinas to a freeway and included various locations for the Harris Road interchange. This is the first document to develop alternatives for a more precise location for the Harris Road interchange. The most northerly interchange location is slightly more than one mile south of the existing Harris Road and about one mile north of the existing U.S. 101 / Abbott Street interchange. This is identified as Alternative 4 in the project study report.

One of the main challenges of constructing an interchange along U.S. 101 near Harris Road is the close proximity of the Union Pacific Railroad tracks to the west edge of pavement (southbound shoulder) on U.S. 101. The distance from the center line of the tracks to the edge of pavement is approximately 74 feet according to field measurements conducted as a part of this study. Further complicating this interchange is the close proximity of Abbott Street to the railroad tracks on the west side of the railroad tracks. The distance from the center line of the railroad tracks to the east curb line (northbound shoulder) of Abbott Street is about 70 feet

according to aerial photographs. The bridge that would be constructed over U.S. 101 as a part of a typical interchange will also have to span the Union Pacific Railroad tracks and Abbott Street.

In addition to this, Caltrans is indicating that the main line of U.S. 101 will need to be relocated to provide a greater separation between the railroad tracks and the main lines where the interchange ramps will be located. According to the project study report, a total of about 1.3 miles of freeway will need to be reconstructed. This would be a substantial expense because it would require right-of-way acquisition that would not be required if the interchange were simply located over the existing highway. There would also be substantial costs for the relocation of the freeway main line. The complications of handling high speed, high volume traffic during construction will dramatically increase the unit cost that would normally be applied for 1.3 miles of freeway. An option that would require vertical retaining walls in order to sandwich the southbound ramps between the existing southbound U.S. 101 main line and the railroad tracks should be explored as an alternative. This would result in a tight diamond configuration for the southbound U.S. 101 ramps. The northbound ramps could be located much further to the west, perhaps with a loop ramp for the northbound to westbound off-ramp in order to provide appropriate intersection spacing between the northbound and southbound ramp intersections with the Harris Road Extension over U.S. 101.

The AMBAG Travel Forecast Model includes a base year 2030 network that includes the equivalent of the Harris Road interchange by constructing a multi level interchange at the existing Abbott Street interchange location. The interchange depicted in the model includes extending Abbott Street over U.S. 101 and connecting it with Hartnell Road on the east side of U.S. 101. The existing southbound on-ramp and northbound off-ramp appear to be left in their current location. Ramps to and from the north would be constructed off of the additional structures that would connect the east and west sides of the freeway. The traffic volumes diverted to an interchange at this location are almost non-existent. The Abbott Street location would be located far too southerly to serve as a reasonable travel alternative for traffic between the east and west sides of U.S. 101 in the City of Salinas. In addition, virtually no traffic would use an interchange located this far south of Salinas to go to and from the north on U.S. 101.

Model runs were conducted to test an interchange location immediately south of the Cal Doors industrial facility which is located at the southeast corner of the Abbott Street / Harris Road intersection. A conceptual sketch of a possible interchange at this location is included as **Exhibit 17**. Model runs using year 2030 land use forecasts and the base AMBAG network at this location indicate that about 12,000 vehicles per day would use the Harris Road Extension (Eastern Bypass in the Salinas General Plan), also called the Eastside Connector in the TAMC Regional Impact Fee Study. Traffic is forecasted to utilize the southbound offramp and northbound onramp, and traffic would also be diverted off of the Abbott Street interchange ramps that currently provide access to and from the south on U.S. 101.

An interchange at this location appears to be the most appropriate in terms of providing traffic relief for the Airport Boulevard and Sanborn Road interchanges, as well as the Blanco Road – Sanborn Road corridor. **Exhibit 18** illustrates the approximate reductions in traffic along the Blanco Road – Sanborn Road corridor, as well as at the U.S. 101 / Sanborn Road and U.S. 101 / Airport Boulevard interchanges. Traffic will also divert from the SR 183 – Market Street corridor, SR 68 north of Spreckels Boulevard, and the SR 68-Main Street corridor through the

southerly portion of downtown Salinas, thus relieving traffic at the U.S. 101 / Market Street and U.S. 101 / John Street interchanges.

The construction of this interchange would result in traffic increases not only on Harris Road and Spreckels Boulevard, but also on SR 68 between Spreckels Boulevard and Reservation Road, and on Reservation Road between SR 68 and Blanco Road. The Spreckels Boulevard-Harris Road corridor has been identified in the Monterey County General Plan as requiring widening to four lanes under 2030 cumulative, which will be more than adequate to accommodate the additional traffic associated with this interchange.

The provision of traffic relief not only at the U.S. 101 interchanges with Airport Boulevard and Sanborn Road, but also along the Blanco Road – Sanborn Road corridors and at U.S. 101 / John Street is a substantial benefit for the City of Salinas. This will help mitigate otherwise “unmitigatable” impacts at the Blanco Road intersections with Main Street (SR 68) and Abbott Street. It will result in some reduction in traffic and thus congestion along Main Street south of John Street, and will result in a slight reduction in traffic along the otherwise impacted Market Street (SR 183) corridor north of downtown Salinas. Furthermore, it reduces traffic volumes on the substandard weaving sections between the Airport Boulevard, Sanborn Road, John Street and Market Street interchanges. Finally, it could result in a substantial reduction in traffic on the existing non-standard southbound onramp and northbound offramp at Airport Boulevard. This will reduce the weaving deficiencies between the Abbott Street interchange and Hartnell Road. It will, in fact, allow the elimination of the Hartnell intersection by allowing access between U.S. 101 and Alisal Road via the Eastern Bypass (Eastside Connector or Harris Road Extension, whatever the appropriate street name is).

The construction of the U.S. 101 / Harris Road interchange will be required to fully mitigate the impacts of regional growth throughout the southerly portion of the City of Salinas. The caveat for the effectiveness of this mitigation is that the interchange must be located as far as possible to the north (i.e., immediately south of Harris Road). The schematic plan included as **Exhibit 17** depicts the most effective connector road between Harris Road and the interchange to result in the maximum traffic diversions. The actual interchange location and roadway configuration may differ slightly from what is depicted on this exhibit.

In July, 2007 TAMC commissioned planning level cost estimates⁹ for several projects as part of the TAMC Regional Impact Fee Nexus Study Update. One of these projects was the “Eastern Connector and Harris Road Interchange” project. This document provides a schematic of the future Harris Road interchange and shows it in nearly the same location as described in the preceding paragraph and as shown on **Exhibit 17**. An excerpt of this document is provided in **Appendix Z**.

⁹ TAMC Planning Level Cost Estimates for Transportation Agency for Monterey County Projects, Wood Rodgers, Inc.

8.2 2030 Cumulative No Project With Interchange Intersection Operations

The 2030 cumulative no project with interchange intersection turning movement volumes were derived from the AMBAG regional travel demand model Average Daily Traffic (ADT) forecasts for the year 2030 road network. The amount of traffic that would be diverted from existing interchanges to the Harris Road interchange was estimated by comparing 2030 daily volume forecasts from the AMBAG model with and without the Harris Road interchange coded into the model. Traffic diversions from the Airport Boulevard and Sanborn Road interchanges, as well as the Blanco Road – Sanborn Road corridor were observed. In addition, the model also indicated traffic diversions would occur from other portions of the local road network, including the SR 183 – Market Street corridor, SR 68 north of Spreckels Boulevard, the SR 68-Main Street corridor through the southerly portion of downtown Salinas, and the U.S. 101 / Market Street and U.S. 101 / John Street interchanges. Manual adjustments for these traffic diversions were made, and are shown on **Diagrams 39A** and **40A** in **Appendix B**.

The 2030 cumulative no project no interchange volumes from **Diagrams 37** and **38** were combined with the traffic diversions shown in **Diagrams 39A** and **40A** to obtain 2030 cumulative no project with interchange volumes, which are shown on **Diagrams 39B** and **40B** in **Appendix B**. 2030 cumulative no project with interchange AM and PM intersection levels of service are summarized in **Exhibit 5B**. LOS calculation sheets are included as **Appendix M1**. LOS calculation sheets with recommended improvements are included as **Appendix M2**. A summary of all recommended intersection improvements is included in **Exhibit 6B**.

A description of each intersection that would operate deficiently under 2030 cumulative no project with interchange conditions follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

The following operational deficiencies would be caused by existing traffic in addition to cumulative traffic growth (i.e., traffic generated by approved and future projects) on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #1):

1. *Same as existing non-harvest season (see Section 2.3).*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 are also recommended, but would only improve operations to level of service D during the AM and PM peak hours. The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the

intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. SR 68 / Hunter Lane (Int. #2) – Stop Controlled (WB)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions.

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

3. SR 68 WB Ramps / Spreckels Boulevard (Int. #3) – Stop Controlled (SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The minor street approach would also operate at LOS F during both peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #42):

1. *Same as 2030 cumulative no project no interchange.*

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of Caltrans and not the City of Salinas, and the improvements at this intersection can and should be adopted by Caltrans and the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

4. SR 68 EB Off-Ramp / Spreckels Boulevard (Int. #4) – Stop Controlled (NB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The minor street approach would also operate at LOS F during both peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #43):

1. *Same as 2030 cumulative no project no interchange.*

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of Caltrans and not the City of Salinas, and the improvements at this intersection can and should be adopted by Caltrans and the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

5. SR 68 EB On-Ramp / Spreckels Boulevard (Int. #5) – Stop Controlled (SB)

The minor street approach at this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #44):

1. *Same as 2030 cumulative no project no interchange*
2. *Results in LOS F on the minor street approach during the AM and PM peak hours*

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of Caltrans and not the City of Salinas, and the improvements at this intersection can and should be adopted by Caltrans and the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

6. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #18):

1. *Same as background.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32 and #37).

7. U.S. 101 NB Ramps / Fairview Avenue (Int. #7) – Stop Controlled (NB)

The minor street approach at this intersection would operate at LOS F during the PM peak hour under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #45):

1. *Same as 2030 cumulative no project no interchange.*

These improvements are not included but are proposed to be added to the City of Salinas TFO.

8. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #46):

1. *Same as background. In addition:*
2. *Add a third northbound Sanborn Road through lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66).

9. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection would operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #47):

1. *Same as 2030 cumulative no project no interchange.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

10. Blanco Road-Sanborn Road / Abbott Street (Int. #10) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #48):

1. *Same as 2030 cumulative no project no interchange.*

These improvements are not included but are proposed to be added to the City of Salinas TFO.

11. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #13):

1. *Same as existing harvest season.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38).

12. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection would operate at an overall LOS D during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #14):

1. *Same as existing harvest season.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38).

13. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection would operate at an overall LOS D during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #49):

1. *Same as 2030 cumulative no project no interchange.*

These improvements are not included but are proposed to be added to the City of Salinas TFO. While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

14. Harkins Road / Abbott Street (Int. #16) – Signalized

This intersection would operate at an overall LOS E and LOS D during the AM and PM peak hours, respectively, under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #28):

1. *Same as existing plus project phase 1.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO.

15. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

This intersection would operate at an overall LOS A and the worst approach would operate at LOS B during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #16):

1. *Same as existing harvest season.*

Improvements at this intersection are not included in any fee program.

16. Harkins Road / Hunter Lane (Int. #19) – Stop Controlled (EB)

This intersection would operate at an overall LOS E during the AM peak hour under 2030 cumulative no project with interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #50):

1. *Same as 2030 cumulative no project no interchange.*

The peak hour signal warrant and the all-way stop control warrant were assessed at this intersection under all traffic scenarios. The all-way stop control warrant is currently met under existing harvest season conditions, and the peak hour signal warrant would be met beginning under 2030 cumulative no project no interchange conditions. Although the peak hour signal warrant would be met under 2030 conditions, the intersection would operate acceptably with all-way stop control. It is recommended that either all-way stop control or a signal be installed at this intersection.

Improvements at this intersection are not currently included in any fee program. This intersection would operate deficiently under 2030 cumulative no project no interchange conditions and is within the County's responsibility and jurisdiction. The County should include the preferred improvement at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

17. Hatton Avenue / Spreckels Boulevard (Int. #21) – Stop Controlled (SB)

This intersection would operate at an overall LOS D during the AM peak hour under 2030 cumulative no project with interchange traffic conditions. The minor street approach would operate at LOS F during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #74):

1. *Same as 2030 cumulative no project no interchange. In addition:*
2. *Add a southbound Hatton Avenue right-turn lane.*

Per CEQA guidelines [Section 15091(a)(2)] this intersection is within the responsibility and jurisdiction of the County and not the City of Salinas, and the improvements at this intersection can and should be adopted by the County as a part of their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

18. Harris Road / Abbott Street (Int. #22) – Signalized

This intersection would operate at an overall LOS E during the PM peak hour under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #75):

1. *Add a second northbound Harris Road left-turn lane.*

Improvements at this intersection are not included in any fee program.

19. U.S. 101 / Gould Road (Int. #25) – Stop Controlled (WB)

The minor street approach would operate at LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #55):

1. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

20. U.S. 101 / Hartnell Road Connector (Int. #26) – Stop Controlled (WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #20):

1. *Same as background.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

21. Harris Road / Harris Road Interchange Connector (Int. #34) – Future Intersection

The analysis at this intersection assumes the Harris Road interchange (and the connector road between the interchange and Harris Road) would be located as shown in **Exhibit 17**, which shows a conceptual sketch of a possible location for the interchange.

With the assumed roadway layout, as shown in **Exhibit 17**, this intersection would operate at an acceptable level of service during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions with the following traffic control and lane configurations (RI #76).

Signalize intersection with the following proposed lane configurations:

1. *Northbound Harris Road approach: One through lane and two right-turn lanes.*
2. *Southbound Harris Road approach: One left-turn lane and one through lane.*
3. *Westbound Interchange Connector approach: Two left-turn lanes and one right-turn lane.*

22. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

This intersection would operate at an overall LOS E during the AM peak hour and LOS F during the PM peak hour under 2030 cumulative no project with interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during both peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #2):

1. *Same as existing non-harvest season.*

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the segment of Blanco Road in the vicinity of this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

23. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #56):

1. *Same as 2030 cumulative no project no interchange.*

Improvements at this intersection are included in the City's TFO (#26 and #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include these improvements in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

24. SR 68 / Hitchcock Road (Int. #39) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative no project with interchange traffic conditions.

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

25. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

This intersection would operate at an overall LOS F during the PM peak hour under 2030 cumulative no project with interchange traffic conditions. The minor street approach would operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #22):

1. *Same as background.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO.

26. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

This intersection would operate at an overall LOS F during the AM peak hour under 2030 cumulative no project with interchange traffic conditions. The minor street approach of this intersection would operate at an overall LOS F during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #23):

1. *Same as background.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36).

27. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection would operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative no project with interchange traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #4):

1. *Same as existing non-harvest season.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.

8.3 2030 Cumulative No Project With Interchange Road Segment Operations

2030 cumulative no project with interchange AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7B**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 39** and **40** in **Appendix B**.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under 2030 cumulative no project with interchange traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A** and **7B**.

The following operational deficiencies would be caused by existing traffic in addition to cumulative traffic growth (i.e., traffic generated by approved and future projects) on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

Road Segments

1. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment would operate at LOS E during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #5):

- i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the City of Salinas TFO (# 26 and #41).

- b. Davis Road – Alisal Street (Seg. #3b). This segment will operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #57):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along this road segment are included in the City of Salinas TFO (#41).

2. Davis Road

- a. Hitchcock Road – Blanco Road (Seg. #4a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #26):

- i. *Same as background.*

Improvements along this road segment are included in the TAMC fee (#4).

- b. Blanco Road – Ambrose Drive (Seg. #4b). This segment would operate at LOS F during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #6):

- i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the TAMC fee (#8).

3. Harris Road

- a. Spreckels Boulevard – Harris Place (Seg. #9a). This segment would operate at LOS E during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #58):

- i. *Widen to a 4-lane divided arterial.*

This road segment would operate deficiently under 2030 cumulative without project conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

- b. Harris Place – Abbott Street (Seg. #9b). This segment would operate at LOS D during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #41):

- i. *Same as background plus project buildout.*

This road segment would operate deficiently under 2030 cumulative no project with interchange conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

4. Sanborn Road

- a. Terven Avenue – U.S. 101 (Seg. #13b). This segment would operate at LOS E during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #60):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

- b. U.S. 101 – Fairview Avenue (Seg. #13c). This segment would operate at LOS E during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #61):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37).

5. Spreckels Boulevard

- a. SR 68 – Hatton Avenue (Seg. #15a). This segment would operate at LOS F during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #62):

- i. *Same as 2030 cumulative no project no interchange.*

This road segment would operate deficiently under 2030 cumulative without project conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

- b. Hatton Avenue – Harris Road (Seg. #15b). This segment would operate at LOS E during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #63):

- i. *Same as 2030 cumulative no project no interchange.*

This road segment would operate deficiently under 2030 cumulative without project conditions and is within the County's responsibility and jurisdiction. The County should include this road segment in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

6. SR 68

- a. Spreckels Boulevard – Foster Road (Seg. #16a). This segment would operate at LOS D during the PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #64):

- i. *Same as 2030 cumulative no project no interchange.*

These improvements are not included but should be added to the list of projects in the TAMC fee.

- b. Foster Road – Hitchcock Road (Seg. #16b). This segment would operate at LOS D during the PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #65):

- i. *Same as 2030 cumulative no project no interchange.*

These improvements are not included but should be added to the list of projects in the TAMC fee.

7. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #7):

- i. *Same as 2030 cumulative no project no interchange.*

These improvements are included in the TAMC fee (#3).

8. SR 183

- a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment would operate at LOS E during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #17):

- i. *Same as existing harvest season.*

These improvements are not included but should be added to the list of projects in the TAMC fee.

Freeway Segments

1. U.S. 101

- a. Potter Road – Spence Road (Seg. #20a). This segment would operate at LOS E during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #68):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee.

- b. Spence Road – Abbott Street (Seg. #20b). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #69):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee.

- c. Abbott Street – Gould Road (Seg. #20c). This segment would operate at LOS D during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #77):

- i. *Widen to a 6-lane freeway.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar.

- d. Gould Road – Harris Road (Seg. #20e). This segment would operate at LOS D during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #78):

- i. *Widen to a 6-lane freeway.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar.

- e. Airport Boulevard – Sanborn Road (Seg. #20g). This segment would operate at LOS D during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #70):

- i. *Same as 2030 cumulative no project no interchange.*

These improvements are included in the City of Salinas TFO (#32).

- f. Sanborn Road – John Street (Seg. #20h). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #71):

- i. *Same as background plus project phase 1.*

These improvements are included in the City of Salinas TFO (#32).

Freeway Ramps

All of the study freeway ramps would operate at acceptable levels of service under 2030 cumulative no project with interchange traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

9 2030 Cumulative Plus Project No Interchange Traffic Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under 2030 cumulative traffic conditions with the proposed project and without the Harris Road interchange.

It is important to note that no credit was given for the relocation of existing uses within the City to the project site. All of the project-generated traffic was assumed to be new traffic on the local and regional road network. Although it is reasonable to assume that some of the traffic generated by the project will be existing traffic diverted from other parts of the City, the amount would be difficult to quantify. It is also possible that new businesses could eventually occupy existing facilities that are vacated due to the proposed project. As a result, the following analysis is conservative.

9.1 2030 Cumulative Plus Project No Interchange Intersection Operations

The project's trips at project buildout were manually assigned to the local and regional road network as described in Section 6.2. The 2030 cumulative no project no interchange volumes were combined with the total project buildout trip assignment volumes to obtain 2030 cumulative plus project no interchange volumes, which are shown on **Diagrams 41** and **42** in **Appendix B**. 2030 cumulative plus project no interchange AM and PM intersection levels of service are summarized in **Exhibit 5B**. LOS calculation sheets are included as **Appendix N1**. LOS calculation sheets with recommended improvements are included as **Appendix N2**. A summary of all recommended intersection improvements is included in **Exhibit 6B**.

A description of each intersection that would operate deficiently under 2030 cumulative plus project no interchange traffic conditions follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #1):

1. *Same as existing non-harvest season (see Section 2.3).*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 are also recommended, but would only improve operations to level of service D during the AM and PM peak hours. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds improvements 2, 3 and 6 to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-

share of these improvements. In that event, because an established improvement program for improvements 2, 3 and 6 would not exist, the impact would remain significant and unavoidable.

The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. SR 68 / Hunter Lane (Int. #2) – Stop Controlled (WB)

This intersection would operate at an overall LOS D during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

3. SR 68 WB Ramps / Spreckels Boulevard (Int. #3) – Stop Controlled (SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would also operate at LOS F during both peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #42):

1. *Same as 2030 cumulative no project no interchange.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate cumulative project impacts at this intersection to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

4. SR 68 EB Off-Ramp / Spreckels Boulevard (Int. #4) – Stop Controlled (NB)

This intersection would operate at an overall LOS E during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #43):

1. *Same as 2030 cumulative no project no interchange.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate cumulative project impacts at this intersection to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

5. SR 68 EB On-Ramp / Spreckels Boulevard (Int. #5) – Stop Controlled (SB)

The minor street approach at this intersection would operate at LOS F during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #44):

1. *Same as 2030 cumulative no project no interchange.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate cumulative project impacts at this intersection to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

6. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #18):

1. *Same as background.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO. Payment of traffic impact fees per the City of Salinas TFO (#32 and #37) will mitigate cumulative project impacts at this intersection.

7. U.S. 101 NB Ramps / Fairview Avenue (Int. #7) – Stop Controlled (NB)

This intersection would operate at an overall LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #45):

1. *Same as 2030 cumulative no project no interchange.*

This intersection improvement is equivalent to the road segment improvement (RI #85) recommended for road segment 5a (Fairview Road between Sanborn Road and the U.S. 101 northbound ramps). This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

8. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #79):

1. *Same as 2030 cumulative no project no interchange. In addition:*
2. *Add a second southbound Sanborn Road left-turn lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

9. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection would operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #47):

1. *Same as 2030 cumulative no project no interchange.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

10. Blanco Road-Sanborn Road / Abbott Street (Int. #10) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #48):

1. *Same as 2030 cumulative no project no interchange.*
2. *Results in LOS E during the AM peak hour and LOS F during the PM peak hour.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

11. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #13):

1. *Same as existing harvest season.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

12. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #14):

1. *Same as existing harvest season.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

13. Airport Boulevard / Hansen Street (Int. #14) – Stop Controlled (NB & WBT)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #27):

1. *Same as existing plus project phase 1.*
2. *Results in LOS F on the minor street approach during the AM peak hour.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add this improvement to the City of Salinas TFO. If the City adds this improvement to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

14. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #49):

1. *Same as 2030 cumulative no project no interchange*
2. *Results in LOS E during the PM peak hour.*

While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, then the project

will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

15. Harkins Road / Abbott Street (Int. #16) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #80):

1. *Same as existing plus project phase 1. In addition:*
2. *Convert eastbound Abbott Street shared through/right to a through lane.*
3. *Add an eastbound Abbott Street right-turn lane with right turn overlap phasing.*
4. *Add a second westbound Abbott Street right-turn lane.*
5. *Convert southbound Harkins Road shared through/right to a through lane.*
6. *Add a southbound Harkins Road right-turn lane with right turn overlap phasing.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

16. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection would operate at an acceptable level of service during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. Per the City of Salinas significance criteria the project **would not** have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #16):

1. *Same as existing harvest season.*

Improvements at this intersection are not included in any fee program and no mitigation is required of the project at this intersection. However, the project is proposing to implement this improvement to enhance safety at this intersection.

17. Harkins Road / Hunter Lane (Int. #19) – Stop Controlled (EB)

This intersection would operate at an overall LOS F during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #50):

1. *Same as 2030 cumulative no project no interchange.*

The peak hour signal warrant and the all-way stop control warrant were assessed at this intersection under all traffic scenarios. The all-way stop control warrant is currently met under existing harvest season conditions, and the peak hour signal warrant would be met beginning under 2030 cumulative no project no interchange conditions. Although the peak hour signal warrant would be met under 2030 conditions, the intersection would operate acceptably with all-way stop control. It is recommended that either all-way stop control or a signal be installed at this intersection.

Improvements at this intersection are not currently included in any fee program. This intersection would operate deficiently under 2030 cumulative no project no interchange conditions and is within the County's responsibility and jurisdiction. The County should include the preferred improvement at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes this improvement prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including this improvement prior to project implementation, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program for this improvement would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that this improvement is within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

18. Hatton Avenue / Spreckels Boulevard (Int. #21) – Stop Controlled (SB)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #51):

1. *Same as 2030 cumulative no project no interchange.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

19. Harris Road / Abbott Street (Int. #22) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County

significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #81):

1. *Same as 2030 cumulative no project no interchange. In addition:*
2. *Add second northbound Harris Road left-turn lane.*
3. *Convert the eastbound Abbott Street shared through/right-turn lane to a through lane.*
4. *Add an eastbound Abbott Street right-turn lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

20. Harris Road / Harris Place (Int. #23) – Stop Controlled (EB & WB)

A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. Without additional improvements, this intersection would operate at an overall LOS F during the AM and PM peak hours, respectively under 2030 cumulative plus project no interchange traffic conditions. The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection.

The project applicant is proposing to design this intersection with the following lane configurations and traffic controls under existing plus project phase 1 conditions (RI #29):

1. *Signalize intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one shared through/right lane*
3. *Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane.*
4. *Eastbound Harris Place approach: One left-turn lane, one shared through/right lane*
5. *Westbound Harris Place approach: One shared left/through/right lane*

The same improvements recommended under existing plus project phase 1 conditions (RI #29) would also be recommended under 2030 cumulative plus project no interchange conditions. In addition to RI #29, the following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #82):

1. *Add a second northbound Harris Road through lane.*
2. *Add a second southbound Harris Road through lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

21. Firestone Driveway / Abbott Street (Int. #24) – Stop Controlled (NB)

The minor street approach of this intersection would also operate at LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #83):

1. *Signalize intersection. In addition:*
2. *Add a second eastbound Abbott Street through lane.*
3. *Add a second westbound Abbott through lane.*

Improvements along Abbott Street are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

22. U.S. 101 / Gould Road (Int. #25) – Stop Controlled (WB)

The minor street approach at this intersection would operate at LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #55):

1. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

23. U.S. 101 / Hartnell Road Connector (Int. #26) – Stop Controlled (WB)

This intersection would continue to operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach of this intersection would also continue to operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #20):

1. *Same as background.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

24. Street A Project Road / Abbott Street (Int. #27) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations and traffic controls under existing plus project phase 1 conditions. The same lane configurations and traffic controls are recommended under 2030 cumulative plus project no interchange conditions (RI #30).

1. *Signalize intersection.*
2. *Northbound Street A Project Road approach: Two left-turn lanes, one right-turn lane.*
3. *Eastbound Abbott Street approach: Two through lanes and one right-turn lane*

4. *Westbound Abbott Street approach: One left-turn lane and two through lanes*

If the intersection is designed with these lane configurations and traffic controls, the project would not have a significant impact at this location.

25. Harris Road / Street B Project Road (Int. #34) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The project applicant is proposing to design this intersection with the following lane configurations under existing plus project phase 1 conditions (RI #31):

1. *Northbound Harris Road approach: One left-turn lane and one through lane.*
2. *Southbound Harris Road approach: One through lane and one right-turn lane.*
3. *Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane.*
4. *In addition, a signal will be required at this intersection under 2030 cumulative plus project no interchange traffic conditions (RI #84).*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

26. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during both peak hours. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #2):

1. *Same as existing non-harvest season.*

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the recommended improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public

agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

27. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #56):

1. *Same as 2030 cumulative no project no interchange.*

Improvements at this intersection are included in the City's TFO (#26 and #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

28. SR 68 / Hitchcock Road (Int. #39) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and

should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

29. SR 68 / Foster Road (Int. #40) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

30. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during both peak hours. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #22):

1. *Same as background.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

31. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during both peak hours. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #23):

1. *Same as background.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

32. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection would continue to operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would also continue to operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #4):

1. *Same as existing non-harvest season.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

9.2 2030 Cumulative Plus Project No Interchange Road Segment Operations

2030 cumulative plus project no interchange AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7B**. Freeway ramp, weaving, and non-freeway roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 41** and **42** in **Appendix B**.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under 2030 cumulative plus project no interchange traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A** and **7B**.

Road Segments

1. Abbott Street

- a. Harris Road – Firestone Driveway (Seg. #1f). This segment would operate at LOS F during the AM and PM peak hours. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #40):

- i. *Same as background plus project buildout.*

Improvements on this road segment are included in the TAMC fee (#7 and #10). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

2. Airport Boulevard

- a. Terven Avenue – De la Torre Street (Seg. #2b). This segment would operate at LOS F during the AM and PM peak hours. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #24):

- i. *Same as background.*

Improvements along this road segment are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. Improvements on this road segment are also planned but not

fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318).¹⁰

3. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment would operate at LOS E during the AM and PM peak hours. Per Monterey County significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #5):

i. Same as existing non-harvest season.

No mitigation is required of the project.

- b. Davis Road – Alisal Street (Seg. #3b). This segment will operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #57):

i. Same as 2030 cumulative no project no interchange.

Improvements along this road segment are included in the City of Salinas TFO (#41). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

4. Davis Road

- a. Hitchcock Road – Blanco Road (Seg. #4a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #26):

i. Same as background.

Improvements along this road segment are included in the TAMC fee (#4). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

- b. Blanco Road – Ambrose Drive (Seg. #4b). This segment would operate at LOS F during the AM and PM peak hours. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following

¹⁰ The analysis indicates that construction of the eastside connector and Harris Road interchange, which are discussed in Section 8.1 of this report, would divert traffic from this road segment under 2030 Cumulative traffic conditions, resulting in an acceptable level of service on this road segment.

improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #6):

- i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the TAMC fee (#8). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

5. Fairview Avenue

- a. Sanborn Road – U.S. 101 NB Ramps (Seg. #5a). This segment would operate at LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #85):

- i. *Widen this segment from a 2-lane arterial to a 3-lane arterial. This would best be accomplished by extending the eastbound Fairview Avenue right-turn lane that was recommended under 2030 cumulative no project no interchange conditions at the U.S. 101 NB Ramps / Fairview Avenue intersection (Int. #7) west towards Sanborn Road as a trap lane onto the northbound U.S. 101 onramp.*

This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

6. Harris Road

- a. Spreckels Boulevard – Harris Place (Seg. #9a). This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #58):

- i. *Same as 2030 cumulative no project no interchange.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

- b. Harris Place – Abbott Street (Seg. #9b). This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact on this road segment. This road segment will come under the jurisdiction of the City of Salinas as part of the annexation that will occur with the implementation of the proposed project and will be subject to a level of service standard D (per City of Salinas standards). Per the City of Salinas significance criteria, the project would also have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #41):

- i. *Same as background plus project buildout.*

The project will widen Harris Road to 4 lanes along the project frontage with the implementation of the project.

7. Sanborn Road

- a. Abbott Street – Terven Avenue (Seg. #13a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #59):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

- b. Terven Avenue – U.S. 101 (Seg. #13b). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #60):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

- c. U.S. 101 – Fairview Avenue (Seg. #13c). This segment would operate at LOS F during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #61):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

8. Spreckels Boulevard

- a. SR 68 – Hatton Avenue (Seg. #15a). This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #62):

- i. *Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

- b. Hatton Avenue – Harris Road (Seg. #15b). This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #63):

- i. *Same as 2030 cumulative no project no interchange.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

9. SR 68

- a. Spreckels Boulevard – Foster Road (Seg. #16a). This segment would operate at LOS D during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #64):

- i. *Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

- b. Foster Road – Hitchcock Road (Seg. #16b). This segment would operate at LOS D during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of

Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #65):

- i. Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

- c. Hitchcock Road – Hunter Lane (Seg. #16c). This segment would operate at LOS D during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #66):

- i. Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

- d. Hunter Lane – Blanco Road (Seg. #16d). This segment would operate at LOS D during the PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #67):

- i. Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

10. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #7):

- i. Same as 2030 cumulative no project no interchange.*

Improvements on this road segment are included in the TAMC fee (#3). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

11. SR 183

- a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment would operate at LOS E during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #17):

- i. *Same as existing non-harvest season.*

No mitigation is required of the project.

Freeway Segments

1. U.S. 101

- a. Potter Road – Spence Road (Seg. #20a). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #68):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

- b. Spence Road – Abbott Street (Seg. #20b). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #69):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

- c. Airport Boulevard – Sanborn Road (Seg. #20g). This segment would operate at LOS E during the PM peak hour. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #70):

- i. *Same as 2030 cumulative no project no interchange.*

These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

- d. Sanborn Road – John Street (Seg. #20h). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #71):

- i. *Same as 2030 cumulative no project no interchange.*

These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

Freeway Ramps

1. Airport Boulevard Interchange

- a. Southbound offramp (Seg. #21d). This ramp would operate at LOS D during the AM peak hour. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #86):

- i. *Widen offramp from one lane to two lanes.*

Improvements at this interchange are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this interchange are also included in the City of Salinas TFO (#32 and #38). Payment of the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

2. Abbott Street Interchange

- a. Northbound offramp (Seg. #23a). This ramp would operate at LOS D during the AM peak hour. Per Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #72):

- i. *Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

- b. Southbound onramp (Seg. #23b). This ramp would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #87):

- i. *Widen onramp from one lane to two lanes.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar and removing the segment of Abbott Street from U.S. 101 to Harris Road. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. The necessary improvements at this location should be included in the TAMC fee. If they are, payment of the TAMC fee would mitigate cumulative project

impacts on this road segment to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

10 2030 Cumulative Plus Project With Interchange Traffic Conditions

This chapter presents a description of the traffic network, traffic volumes, and intersection and road segment levels of service within the study area under 2030 cumulative plus project with interchange traffic conditions.

It is important to note that no credit was given for the relocation of existing uses within the City to the project site. All of the project-generated traffic was assumed to be new traffic on the local and regional road network. Although it is reasonable to assume that some of the traffic generated by the project will be existing traffic diverted from other parts of the City, the amount would be difficult to quantify. It is also possible that new businesses could eventually occupy existing facilities that are vacated due to the proposed project. As a result, the following analysis is conservative.

10.1 2030 Cumulative Plus Project With Interchange Intersection Operations

The project's trips at project buildout were manually assigned to the local and regional road network as described in Section 6.2. Manual adjustments were made to account for the travel pattern changes in project traffic that would occur with the Harris Road interchange. Project buildout AM and PM trip assignments with the Harris Road interchange are shown in **Diagrams 43** and **44**, respectively. The 2030 cumulative no project with interchange volumes were combined with the volumes in **Diagrams 43** and **44** to obtain 2030 cumulative plus project with interchange volumes, which are shown on **Diagrams 45** and **46** in **Appendix B**. 2030 cumulative plus project with interchange AM and PM intersection levels of service are summarized in **Exhibit 5B**. LOS calculation sheets are included as **Appendix O1**. LOS calculation sheets with recommended improvements are included as **Appendix O2**. A summary of all recommended intersection improvements is included in **Exhibit 6B**.

A description of each intersection that would operate deficiently under 2030 cumulative plus project with interchange conditions follows below. Recommended improvements are discussed in italics below the description of each intersection's operations.

1. SR 68 / Blanco Road (Int. #1) – Signalized

This intersection would operate at an overall LOS D and LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #1):

1. *Same as existing non-harvest season (see Section 2.3).*

Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). Improvements 2, 3 and 6 are also recommended, but would only improve operations to level of service D during the AM and PM peak hours. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds improvements 2, 3 and 6 to

the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for improvements 2, 3 and 6 would not exist, the impact would remain significant and unavoidable.

The City will need to consider several challenges at this intersection. For example, widening the south leg of the intersection to accommodate a third receiving lane on southbound SR 68 may require the relocation of PG&E electrical equipment located on the southeast corner of the intersection, and the addition of a westbound right-turn lane would require the reconfiguration of the parking lot on the northeast corner of the intersection. For these reasons, the City must determine whether or not the recommended improvements are feasible.

2. SR 68 / Hunter Lane (Int. #2) – Stop Controlled (WB)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse

impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

3. SR 68 WB Ramps / Spreckels Boulevard (Int. #3) – Stop Controlled (SB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach would also operate at LOS F during both peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #42):

1. *Same as 2030 cumulative no project no interchange.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate cumulative project impacts at this intersection to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

4. SR 68 EB Off-Ramp / Spreckels Boulevard (Int. #4) – Stop Controlled (NB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach would also operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #43):

1. *Same as 2030 cumulative no project no interchange.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate cumulative project impacts at this intersection to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and

should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

5. SR 68 EB On-Ramp / Spreckels Boulevard (Int. #5) – Stop Controlled (SB)

The minor street approach at this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #44):

1. *Same as 2030 cumulative no project no interchange.*

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements at this intersection are not included but should be added to the TAMC fee. If these improvements are added to the TAMC fee prior to project implementation, payment of the TAMC fee will mitigate cumulative project impacts at this intersection to a less than significant level. If these improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

6. Sanborn Road / Fairview Ave.-U.S. 101 NB Offramp (Int. #6) – Stop Controlled (EB & WB)

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach would also operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #18):

1. *Same as background.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO. Payment of traffic impact fees per the City of Salinas TFO (#32 and #37) will mitigate cumulative project impacts at this intersection.

7. U.S. 101 NB Ramps / Fairview Avenue (Int. #7) – Stop Controlled (NB)

This intersection would operate at an overall LOS D during the PM peak hour under 2030 cumulative plus project with interchange traffic conditions. The minor street approach would operate at LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #45):

1. *Same as 2030 cumulative no project no interchange.*

This intersection improvement is equivalent to the road segment improvement (RI #85) recommended for road segment 5a (Fairview Road between Sanborn Road and the U.S. 101 northbound ramps). This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

8. Sanborn Road / Elvee Drive-U.S. 101 SB Ramps (Int. #8) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #88):

1. *Same as background. In addition:*
2. *Add a third northbound Sanborn Road through lane.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

9. Sanborn Road / Work Street-Terven Avenue (Int. #9) – Signalized

This intersection would operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #47):

1. *Same as 2030 cumulative no project no interchange.*

Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

10. Blanco Road-Sanborn Road / Abbott Street (Int. #10) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #48):

1. *Same as 2030 cumulative no project no interchange.*
2. *Results in LOS D in the AM peak hour and LOS E in the PM peak hour.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

11. Airport Boulevard / De la Torre Street (Int. #12) – Signalized

This intersection would operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively, under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #13):

1. *Same as existing harvest season.*

Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

12. Airport Boulevard / Terven Avenue (Int. #13) – Signalized

This intersection would operate at an overall LOS D during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #14):

1. *Same as existing harvest season.*

Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this intersection are included in the City of Salinas TFO (#32 and #38). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

13. Harkins Road / Hansen Street (Int. #15) – Signalized

This intersection would operate at an overall LOS E during the PM peak hour under 2030 cumulative plus project with interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #49):

1. *Same as 2030 cumulative no project no interchange*
2. *Results in LOS E during the PM peak hour.*

While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).

It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

14. Harkins Road / Abbott Street (Int. #16) – Signalized

This intersection would operate at an overall LOS E during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #28):

1. *Same as existing plus project phase 1.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event,

because an established improvement program would not exist, the impact would remain significant and unavoidable.

15. Harkins Road / Dayton Street (Int. #18) – Stop Controlled (WB)

Although this intersection would operate at an acceptable level of service during the AM and PM peak hours, improvements are recommended due to the high volume of southbound left-turning vehicles in the AM peak hour. Per the City of Salinas significance criteria the project **would not** have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #16):

1. *Same as existing harvest season.*

Improvements at this intersection are not included in any fee program and no mitigation is required of the project at this intersection. However, the project is proposing to implement this improvement to enhance safety at this intersection.

16. Harkins Road / Hunter Lane (Int. #19) – Stop Controlled (EB)

This intersection would operate at an overall LOS F during the AM peak hour under 2030 cumulative plus project with interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. Per the Monterey County significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #50):

1. *Same as 2030 cumulative no project no interchange.*

The peak hour signal warrant and the all-way stop control warrant were assessed at this intersection under all traffic scenarios. The all-way stop control warrant is currently met under existing harvest season conditions, and the peak hour signal warrant would be met beginning under 2030 cumulative no project no interchange conditions. Although the peak hour signal warrant would be met under 2030 conditions, the intersection would operate acceptably with all-way stop control. It is recommended that either all-way stop control or a signal be installed at this intersection.

Improvements at this intersection are not currently included in any fee program. This intersection would operate deficiently under 2030 cumulative no project no interchange conditions and is within the County's responsibility and jurisdiction. The County should include the preferred improvement at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes the preferred improvement prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including the preferred improvement prior to project implementation, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program for this improvement would not exist, the impact

would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that this improvement is within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

17. Hatton Avenue / Spreckels Boulevard (Int. #21) – Stop Controlled (SB)

This intersection would operate at an overall LOS E and LOS D during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach would operate at LOS F during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact at this intersection. Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, the following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #89):

1. *Same as 2030 cumulative no project no interchange. In addition:*
2. *Signalize intersection.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

18. Harris Road / Abbott Street (Int. #22) – Signalized

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours, respectively, under 2030 cumulative plus project with interchange traffic conditions. Per the Monterey County significance criteria the project would have a significant impact at this intersection. Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, the following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #90):

1. *Add second northbound Harris Road left-turn lane.*
2. *Convert the eastbound Abbott Street shared through/right-turn lane to a through lane.*
3. *Add an eastbound Abbott Street right-turn lane.*
4. *Add a second westbound Abbott Street left-turn lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

19. Harris Road / Harris Place (Int. #23) – Stop Controlled (EB & WB)

A fourth (west) leg would be constructed at this intersection with the implementation of the proposed project. Without additional improvements, intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection.

The project applicant is proposing to design this intersection with the following lane configurations and traffic controls under existing plus project phase 1 conditions (RI #29):

1. *Signalize intersection.*
2. *Northbound Harris Road approach: One left-turn lane, one shared through/right lane*
3. *Southbound Harris Road approach: One left-turn lane, one through lane, one right-turn lane.*
4. *Eastbound Harris Place approach: One left-turn lane, one shared through/right lane*
5. *Westbound Harris Place approach: One shared left/through/right lane*

The same improvements recommended under existing plus project phase 1 conditions (RI #29) would also be recommended under 2030 cumulative plus project with interchange conditions. In addition to RI #29, the following improvements (RI #82) are recommended under 2030 cumulative plus project with interchange conditions:

1. *Add a second northbound Harris Road through lane.*
2. *Add a second southbound Harris Road through lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

20. U.S. 101 / Gould Road (Int. #25) – Stop Controlled (WB)

The minor street approach of this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #55):

1. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

21. U.S. 101 / Hartnell Road Connector (Int. #26) – Stop Controlled (WB)

This intersection would continue to operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach of this intersection would also continue to operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #20):

1. *Same as background.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

22. Street A Project Road / Abbott Street (Int. #27) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, this intersection would require the following lane configurations and traffic controls (RI #92):

1. *Signalize intersection.*
2. *Northbound Project Road approach: One left-turn lane and one right-turn lane.*
3. *Eastbound Abbott Street approach: One through lane, one shared through/right lane.*
4. *Westbound Abbott Street approach: One left-turn lane and two through lanes.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

23. Harris Road / Street B Project Road (Int. #34) – Future Project Intersection

This intersection will be created with the implementation of the proposed project. The analysis at this intersection assumes the Harris Road interchange (and the connector road between the interchange and Harris Road) would be located as shown in **Exhibit 17**, which shows a conceptual sketch of a possible location for the interchange. With the assumed roadway layout, as shown in **Exhibit 17**, this intersection would operate at an acceptable level of service during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions with the following traffic control and lane configurations (RI #93).

Assuming the Harris Road interchange is constructed in the location shown in **Exhibit 17**, the following lane configurations and traffic controls would result in an acceptable level of service:

1. *Signalize the intersection.*
2. *Northbound Harris Road approach: One left-turn lane, two through lanes and two right-turn lanes.*
3. *Southbound Harris Road approach: Two left-turn lanes, two through lanes, and one right-turn lane.*
4. *Eastbound Project Road approach: One left-turn lane, one through lane and one shared through/right-turn lane.*
5. *Westbound approach: Three left-turn lanes, one through lane, and one right-turn lane.*

The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection.

24. Cooper Road / Blanco Road (Int. #37) – Stop Controlled (SB)

This intersection would operate at an overall LOS E during the AM peak hour and LOS F during the PM peak hour under 2030 cumulative plus project with interchange traffic conditions. The

minor street approach of this intersection would operate at LOS F during the AM and PM peak hours. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #2):

1. *Same as existing non-harvest season.*

Improvements at this intersection are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County should include the recommended improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

25. Davis Road / Blanco Road (Int. #38) – Signalized

This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #56):

1. *Same as 2030 cumulative no project no interchange.*

Improvements at this intersection are included in the City's TFO (#26 and #41) and the TAMC Regional Traffic Impact Fee (#8). In addition, the County should include this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.

If the County adopts an impact fee program that includes these improvements prior to project implementation, payment of the fee will mitigate this impact to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to project implementation, then the project will be responsible for its pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas

Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (the County) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

26. SR 68 / Hitchcock Road (Int. #39) – Stop Controlled (EB)

The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative plus project with interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection.

This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans should consider commissioning a systems analysis of the corridor.

It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.

27. Merrill Street / Abbott Street (Int. #42) – Stop Controlled (NB)

This intersection would operate at an overall LOS E and LOS F during the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during both peak hours. Per the City of Salinas significance criteria the project would have a significant impact at this intersection.

The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #22):

1. *Same as background.*

Improvements at this intersection are not included in the City of Salinas TFO. It is proposed that the City add these improvements to the City of Salinas TFO. If the City adds these improvements to the TFO, payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, then the project will be responsible for its pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist, the impact would remain significant and unavoidable.

28. Skyway Boulevard / E. Alisal Street (Int. #43) – Stop Controlled (NB & SB)

This intersection would operate at an overall LOS F during the AM peak hour under 2030 cumulative plus project with interchange traffic conditions. The minor street approach of this intersection would also operate at LOS F during both peak hours. Per the City of Salinas significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #23):

1. *Same as background.*

Improvements along E. Alisal Street are included in the City of Salinas TFO (#36). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection.

29. U.S. 101 / Spence Road (Int. #44) – Stop Controlled (WB)

This intersection would continue to operate at an overall LOS F during both the AM and PM peak hours under 2030 cumulative plus project with interchange traffic conditions. The minor street approach would also continue to operate at LOS F during both the AM and PM peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #4):

1. *Same as existing non-harvest season.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection.

10.2 2030 Cumulative Plus Project With Interchange Road Segment Operations

2030 cumulative plus project with interchange AM and PM peak hour levels of service on the study road segments are tabulated in **Exhibit 7B**. Freeway ramp, weaving, and non-freeway

roadway segment volumes are based upon the intersection turning volumes shown on **Diagrams 45 and 46** in **Appendix B**.

A discussion of the traffic operations for the road and freeway segments and ramps with operational deficiencies under 2030 cumulative plus project with interchange traffic conditions follows. Recommended road segment improvements are discussed in italics below the description of each segment's operations, and are shown on **Exhibits 7A and 7B**.

Road Segments

1. Abbott Street

- a. Harris Road – Firestone Driveway (Seg. #1f). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #40):

- i. *Same as background plus project buildout.*

Improvements on this road segment are included in the TAMC fee (#7 and #10). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

2. Blanco Road

- a. Cooper Road – Davis Road (Seg. #3a). This segment would operate at LOS E during the AM and PM peak hours. Per Monterey County significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #5):

- i. *Same as existing non-harvest season.*

No mitigation is required of the project.

- b. Davis Road – Alisal Street (Seg. #3b). This segment will operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #57):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along this road segment are included in the City of Salinas TFO (#41). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

3. Davis Road

- a. Hitchcock Road – Blanco Road (Seg. #4a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #26):

- i. *Same as background.*

Improvements along this road segment are included in the TAMC fee (#4). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

- b. Blanco Road – Ambrose Drive (Seg. #4b). This segment would operate at LOS F during the AM and PM peak hours. Per Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #6):

- i. *Same as existing non-harvest season.*

Improvements on this road segment are included in the TAMC fee (#8). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

4. Harris Road

- a. Spreckels Boulevard – Harris Place (Seg. #9a). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per the Monterey County significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #58):

- i. *Same as 2030 cumulative no project no interchange.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

- b. Harris Place – Abbott Street (Seg. #9b). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per the Monterey County significance criteria the project would have a significant impact on this road segment. This road segment will come under the jurisdiction of the City of Salinas as part of the annexation that will occur with the implementation of the proposed project and will be subject to a level of service standard D (per City of Salinas standards). Per the City of Salinas significance criteria, the project would also have a significant impact on this road segment. The following improvements

are recommended under 2030 cumulative plus project with interchange conditions (RI #41):

- i. *Same as background plus project buildout.*

The project will widen Harris Road to 4 lanes along the project frontage with the implementation of the project.

5. Sanborn Road

- a. Abbott Street – Terven Avenue (Seg. #13a). This segment would operate at LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #59):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

- b. Terven Avenue – U.S. 101 (Seg. #13b). This segment would operate at LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #60):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

- c. U.S. 101 – Fairview Avenue (Seg. #13c). This segment would operate at LOS F during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #61):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

6. Spreckels Boulevard

- a. SR 68 – Hatton Avenue (Seg. #15a). This segment would operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #62):

- i. *Same as 2030 cumulative no project no interchange.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

- b. Hatton Avenue – Harris Road (Seg. #15b). This segment would operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #63):

- i. *Same as 2030 cumulative no project no interchange.*

The project will widen Harris Road to 4 lanes along the project frontage. This improvement will serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard. Supporting calculations are included in Appendix X.

7. SR 68

- a. Spreckels Boulevard – Foster Road (Seg. #16a). This segment would operate at LOS D during the PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #64):

- i. *Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

- b. Foster Road – Hitchcock Road (Seg. #16b). This segment would operate at LOS D during the PM peak hour. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following

improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #65):

- i. *Same as 2030 cumulative no project no interchange.*

No mitigation is required of the project.

8. SR 156

- a. Castroville Boulevard – U.S. 101 (Seg. #17b). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #7):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements on this road segment are included in the TAMC fee (#3). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

9. SR 183

- a. Espinosa Road – Salinas City Limits (Seg. #18a). This segment would operate at LOS E during the AM and PM peak hours. Per CEQA guidelines [Section 15091(a)(2)] this road segment is within the responsibility and jurisdiction of Caltrans and TAMC and not the City of Salinas. Improvements to this road segment can and should be adopted by Caltrans and TAMC. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #17):

- i. *Same as existing harvest season.*

No mitigation is required of the project.

Freeway Segments

1. U.S. 101

- a. Potter Road – Spence Road (Seg. #20a). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #68):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic

operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

- b. Spence Road – Abbott Street (Seg. #20b). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #69):

- i. *Same as 2030 cumulative no project no interchange.*

Improvements in the TAMC fee (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor should be added to the TAMC fee. If they are, payment of the TAMC fee would mitigate project impacts at this intersection to a less than significant level. If improvements are not added to the TAMC fee prior to project implementation, then the project will be responsible for its pro-rata fair-share of the improvements. In that event, because an established improvement program for such improvements would not exist, the impact would remain significant and unavoidable, and the City would need to either adopt findings of overriding considerations or find that such improvements are within the responsibility and jurisdiction of another public agency (Caltrans and TAMC) and should be adopted by such other agency (CEQA Guidelines Section 15091[a][2] and [3]).

- c. Abbott Street – Gould Road (Seg. #20c). This segment would operate at LOS D during the PM peak hour. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #77):

- i. *Same as 2030 cumulative without project and with interchange.*

No mitigation is required of the project.

- d. Gould Road – Harris Road (Seg. #20e). This segment would operate at LOS D during the PM peak hour. Per the Caltrans significance criteria the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #78):

- i. *Same as 2030 cumulative without project and with interchange.*

No mitigation is required of the project.

- e. Harris Road – Airport Boulevard (Seg. #20f). This segment would operate at LOS D and during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #94):

- i. *Widen to a 6-lane freeway.*

Improvements on this road segment are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

- f. Airport Boulevard – Sanborn Road (Seg. #20g). This segment would operate at LOS D and LOS E during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #70):

- i. *Same as 2030 cumulative no project no interchange.*

These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

- g. Sanborn Road – John Street (Seg. #20h). This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per the Caltrans significance criteria the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #71):

- i. *Same as background plus project phase 1.*

Improvements on this road segment are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

Freeway Ramps

All of the study freeway ramps would operate at acceptable levels of service under 2030 cumulative plus project with interchange traffic conditions.

Weaving Segments

The results of the weaving analysis are discussed in Chapter 11.

11 Freeway Segment Weaving Analysis

11.1 Traffic Operation Evaluation Methodologies

The weaving analysis performed on the U.S. 101 freeway was based on the methodologies identified within the Caltrans Highway Design Manual (6th Edition). The Caltrans level of service standard for weaving segments is LOS C. This procedure for evaluating weaving segment levels of service was developed by Jack E. Leisch & Associates in 1985, and uses weaving volumes and nomographs in the evaluation. The analysis presented within this report primarily utilizes spreadsheets developed and provided by Caltrans District 5 staff. Due to the configuration of the on-and off-ramps for one study weaving segment, Northbound U.S. 101 between Hartnell Road and Abbott Street, a second style of nomograph from Jack E. Leisch & Associates is utilized in this analysis, to analyze just that specific weaving segment. This latter nomograph is contained within the Jack E. Leisch & Associates publication *Procedure for Analysis and Design of Weaving Sections*, October 1985. **Appendix P** contains the weaving level of service calculation sheets.

The volumes utilized within the weaving analysis are expressed in passenger car equivalents (PCEs). A PCE is the equivalent number of standard passenger vehicles that would have the same operating characteristics of a heavy vehicle. A PCE of 3.0 was applied to the heavy vehicle portion of the volumes analyzed within this report. The heavy vehicle portion was derived based upon the percent heavy vehicles on the ramps at either end of the weaving segment, as well as the heavy vehicle percentage along mainline U.S. 101. These heavy vehicle percentages are taken from both the traffic counts at the ramp intersections (or other adjacent intersections) and the Caltrans daily heavy vehicle percentage immediately north of the Airport Boulevard interchange (as published in the report *2006 Annual Average Daily Truck Traffic on the California State Highway System*, California Department of Transportation, December 2007).

11.2 Scope of Work

Weaving Segments

1. Northbound U.S. 101, between Hartnell Road and Abbott Street;
2. Southbound U.S. 101, between Hartnell Road and Abbott Street;
3. Northbound U.S. 101, between Airport Boulevard and Fairview Avenue;
4. Southbound U.S. 101, between Airport Boulevard and Sanborn Road; and
5. Northbound U.S. 101, between Fairview Avenue and Sanborn Road.

11.3 Existing Non-Harvest Season

Existing morning and evening peak hour level of service results on the study street segments are tabulated on the LOS Table in **Exhibit 7A**.

Weaving roadway segment volumes are based upon the intersection turning volumes at the ramp intersections, as well as along the U.S. 101 corridors through the study area.

The weaving analyses of the U.S 101 freeway found that three of the five weaving segments would operate at acceptable levels of service under existing non-harvest season traffic conditions. However, two weaving segments would operate at unacceptable levels of service –

Northbound U.S. 101 between Hartnell and Abbott, and Northbound U.S. 101 between Airport and Fairview. The recommended improvements at each location are discussed in italics below:

The following operational deficiencies would be caused by existing traffic on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area operates at LOS F during the AM and PM peak hours. The following improvements are recommended under existing non-harvest season conditions (RI #8):

- i. It is recommended that the westbound Hartnell Road right turn movement be prohibited at the U.S. 101/Hartnell Road connector intersection, and relocated to the existing on-ramp to northbound U.S. 101 from Hartnell Road just north of Abbott Street. This improvement would effectively eliminate the study weaving section. Implementation of this improvement would be best accomplished through the conversion of Hartnell Road to one-way traffic (in the northwest direction) between the Hartnell Road connector and the Hartnell Road onramp. It is also recommended that an existing driveway to a residence on Hartnell Road near U.S. 101 be relocated to the intersection of Hartnell Road and the northbound on-ramp to U.S. 101. As a consequence of these improvements, the westbound Hartnell Road left turn movement onto southbound U.S. 101 would also be removed from the U.S. 101/Hartnell intersection.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7).

2. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area operates at LOS A during the AM and LOS D during the PM peak hour. The following improvements are recommended under existing non-harvest season conditions (RI #9):

- i. The planned reconstruction and relocation of the northbound off- and on-ramps at the Airport Boulevard interchange would increase the weaving distance between the ramps at the two interchanges by over 400 meters (1,300 feet), thereby resulting in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38).

11.4 Existing Harvest Season

Existing morning and evening peak hour level of service results on the study street segments are tabulated on the LOS Table in **Exhibit 7A**.

Weaving roadway segment volumes are based upon the intersection turning volumes at the ramp intersections, as well as along the US 101 corridors through the study area.

The weaving analyses of the U.S. 101 freeway found that two of the five weaving segments would operate at unacceptable levels of service. The recommended improvements at each location are discussed in italics below:

The following operational deficiencies would be caused by existing traffic on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area operates at LOS F during the AM and PM peak hours. The following improvements are recommended under existing harvest season conditions (RI #8):

- i. The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7).

2. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area operates at LOS A during the AM and LOS D during the PM peak hour. The following improvements are recommended under existing harvest season conditions (RI #9):

- i. Implementation of the planned reconstruction and relocation of the northbound off-and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38).

11.5 Background No Project

Background No Project conditions morning and evening peak hour level of service results on the study street segments are tabulated on **Exhibit 7A**.

Two of the five study weaving segments would operate at unacceptable levels of service under background conditions. The recommended improvements at each deficient weaving area are discussed in italics below:

The following operational deficiencies would be caused by existing traffic in addition to background traffic growth (i.e., traffic generated by approved projects) on the study road network. Since this scenario does not include traffic that would be generated by the

proposed project, the project is not responsible for providing any of these recommended improvements.

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS D during the AM peak hour and LOS E during the PM peak hour. The following improvements are recommended under background no project conditions (RI #8):

- i. The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7).

2. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS D during the PM peak hour. The following improvements are recommended under background no project conditions (RI #9):

- i. Implementation of the planned reconstruction and relocation of the northbound off-and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38).

11.6 Existing Plus Project Phase 1

Existing plus project phase 1 conditions morning and evening peak hour level of service results on the study street segments are tabulated in **Exhibit 7A**.

Two of the five study weaving segments would operate at unacceptable levels of service under existing plus project phase 1 conditions. The recommended improvements at each deficient weaving area are discussed in italics below:

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under existing plus project phase 1 conditions (RI #8):

- i. The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee would mitigate project impacts on this road segment.

2. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS E during the PM peak hour. The following improvements are recommended under existing plus project phase 1 conditions (RI #9):
 - i. *Implementation of the planned reconstruction and relocation of the northbound off- and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

11.7 Background Plus Project Phase 1

Background plus project phase 1 conditions morning and evening peak hour level of service results on the study street segments are tabulated in **Exhibit 7A**.

All five study weaving segments would operate at unacceptable levels of service under background plus project phase 1 conditions. The recommended improvements at each deficient weaving area are discussed in italics below:

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #8):
 - i. *The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate project impacts on this road segment.
2. Southbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #27). This weaving area would operate at LOS D during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #36):
 - i. *It is recommended that the southbound U.S. 101 left turn movement onto eastbound Hartnell Road be prohibited. This can best be accomplished through a complete median closure at the U.S. 101/Hartnell Road intersection. Implementation of this improvement would eliminate the weaving segment entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate project impacts on this road segment.

3. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS E during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #8):

- i. Implementation of the planned reconstruction and relocation of the northbound off- and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

4. Southbound U.S. 101 between Airport Boulevard and Sanborn Road (Seg. #29). This weaving area would operate at an unacceptable LOS D during the AM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project phase 1 conditions (RI #37):

- i. It is recommended that a third through lane be added along southbound U.S. 101 between the Sanborn Road and Airport Boulevard interchanges. When combined with the existing two through lanes and one auxiliary lane, this would result in a total of four travel lanes within the weaving section. Implementation of this improvement would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

5. Northbound U.S. 101 between Fairview Avenue and Sanborn Road (Seg. #30). This weaving area would operate at a deficient LOS D during the PM peak hour. The following improvements are recommended under background plus project phase 1 conditions (RI #38):

- i. It is recommended that a collector-distributor roadway be constructed between the northbound U.S. 101 ramps to and from Fairview Road and Sanborn Road. A collector-distributor road is a distinct roadway separated from the mainline freeway lanes whose sole purpose is to access the on- and off-ramps. By moving the ramps to the collector-distributor roadway, fewer vehicles would be present within the weaving area, thereby providing more weaving opportunities. Both ramps to and from Fairview Avenue and Sanborn Road are recommended to connect to this collector-distributor roadway, and Caltrans should also consider incorporating the*

northbound Airport Boulevard ramps as well. Implementation of this improvement would result in acceptable weaving operations.

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#32 and #37). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

11.8 Background Plus Project Buildout

Background plus project buildout conditions morning and evening peak hour level of service results on the study street segments are tabulated in **Exhibit 7A**.

All five study weaving segments would operate at unacceptable levels of service under background plus project buildout conditions. The recommended improvements at each deficient weaving area are discussed in italics below:

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS D during the AM peak hour and LOS E during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #8).

- i. The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate project impacts on this road segment.

2. Southbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #27). This weaving area would operate at LOS D during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #36):

- i. It is recommended that the southbound U.S. 101 left turn movement onto eastbound Hartnell Road be prohibited. This can best be accomplished through a complete median closure at the U.S. 101/Hartnell Road intersection. Implementation of this improvement would eliminate the weaving segment entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate project impacts on this road segment.

3. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS E during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #9):

- i. *Implementation of the planned reconstruction and relocation of the northbound off- and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

4. Southbound U.S. 101 between Airport Boulevard and Sanborn Road (Seg. #29). This weaving area would operate at an unacceptable LOS D during the AM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under background plus project buildout conditions (RI #37):

- i. *It is recommended that a third through lane be added along southbound U.S. 101 between the Sanborn Road and Airport Boulevard interchanges. When combined with the existing two through lanes and one auxiliary lane, this would result in a total of four travel lanes within the weaving section. Implementation of this improvement would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

5. Northbound U.S. 101 between Fairview Avenue and Sanborn Road (Seg. #30). This weaving area would operate at a deficient LOS D during the PM peak hour. The following improvements are recommended under background plus project buildout conditions (RI #38):

- i. *It is recommended that a collector-distributor roadway be constructed between the northbound U.S. 101 ramps to and from Fairview Road and Sanborn Road. A collector-distributor road is a distinct roadway separated from the mainline freeway lanes whose sole purpose is to access the on- and off-ramps. By moving the ramps to the collector-distributor roadway, fewer vehicles would be present within the weaving area, thereby providing more weaving opportunities. Both ramps to and from Fairview Avenue and Sanborn Road are recommended to connect to this collector-distributor roadway, and Caltrans should also consider incorporating the northbound Airport Boulevard ramps as well. Implementation of this improvement would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#32 and #37). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment.

11.9 2030 Cumulative No Project No Interchange

2030 cumulative no project no interchange conditions morning and evening peak hour level of service results on the study street segments are tabulated in **Exhibit 7B**.

All five study weaving segments would operate at unacceptable levels of service under 2030 cumulative no project no interchange conditions. The recommended improvements at each deficient weaving area are discussed in italics below:

The following operational deficiencies would be caused by existing traffic in addition to cumulative traffic growth (i.e., traffic generated by approved and future projects) on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS F during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project no interchange conditions (RI #8):

- i. The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7).

2. Southbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #27). This weaving area would operate at LOS D during the PM peak hour. The following improvements are recommended under 2030 cumulative no project no interchange conditions (RI #36):

- i. It is recommended that the southbound U.S. 101 left turn movement onto eastbound Hartnell Road be prohibited. This can best be accomplished through a complete median closure at the U.S. 101/Hartnell Road intersection. Implementation of this improvement would eliminate the weaving segment entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7).

3. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS E during the PM peak hour. The following improvements are recommended under 2030 cumulative no project no interchange conditions (RI #9):

- i. Implementation of the previously recommended improvement – the planned reconstruction and relocation of the northbound off- and on-ramps at the Airport Boulevard interchange – would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38).

4. Southbound U.S. 101 between Airport Boulevard and Sanborn Road (Seg. #29). This weaving area would operate at an unacceptable LOS D during the AM peak hour. The following improvements are recommended under 2030 cumulative no project no interchange conditions (RI #37):
 - i. *The conversion of the southbound Sanborn on-ramp and southbound Airport Boulevard off-ramp into braided ramps is recommended. Implementation of this improvement would eliminate this weaving section.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#38).

5. Northbound U.S. 101 between Fairview Avenue and Sanborn Road (Seg. #30). This weaving area would operate at a deficient LOS D during the PM peak hour. The following improvements are recommended under 2030 cumulative no project no interchange conditions (RI #38):
 - i. *Implementation of the previously recommended improvement, a northbound collector-distributor lane, would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#32 and #37).

11.10 2030 Cumulative No Project With Interchange

2030 cumulative no project with interchange conditions morning and evening peak hour level of service results on the study street segments are tabulated in **Exhibit 7B**.

Four of the five study weaving segments would operate at unacceptable levels of service under 2030 cumulative no project with interchange conditions. The recommended improvements at each deficient weaving area are discussed in italics in italics below:

The following operational deficiencies would be caused by existing traffic in addition to cumulative traffic growth (i.e., traffic generated by approved and future projects) on the study road network. Since this scenario does not include traffic that would be generated by the proposed project, the project is not responsible for providing any of these recommended improvements.

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS F during the AM and PM peak hours. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #8).

- i. *The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7).

2. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS E during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #9):

- i. *Implementation of the previously recommended improvement – the planned reconstruction and relocation of the northbound off- and on-ramps at the Airport Boulevard interchange – would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38).

3. Southbound U.S. 101 between Airport Boulevard and Sanborn Road (Seg. #29). This weaving area would operate at an unacceptable LOS D during the AM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #37):

- i. *The conversion of the southbound Sanborn on-ramp and southbound Airport Boulevard off-ramp into braided ramps is recommended. Implementation of this improvement would eliminate this weaving section.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#38).

4. Northbound U.S. 101 between Fairview Avenue and Sanborn Road (Seg. #30). This weaving area would operate at a deficient LOS D during the PM peak hour. The following improvements are recommended under 2030 cumulative no project with interchange conditions (RI #38):

- i. *Implementation of the previously recommended improvement, a northbound collector-distributor lane, would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#32 and #37).

11.11 2030 Cumulative Plus Project No Interchange

2030 cumulative plus project no interchange conditions morning and evening peak hour level of service results on the study street segments are tabulated in **Exhibit 7B**.

All five study weaving segments would operate at unacceptable levels of service under 2030 cumulative plus project no interchange conditions. The recommended improvements at each deficient weaving area are discussed below:

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #8):

- i. The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

2. Southbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #27). This weaving area would operate at LOS D during the AM peak hour and LOS E during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #36):

- i. It is recommended that the southbound U.S. 101 left turn movement onto eastbound Hartnell Road be prohibited. This can best be accomplished through a complete median closure at the U.S. 101/Hartnell Road intersection. Implementation of this improvement would eliminate the weaving segment entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

3. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS E during the PM peak hour. Per the Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #9):

- i. Implementation of the planned reconstruction and relocation of the northbound off-and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38). No mitigation is required of the project under 2030 cumulative plus project no interchange conditions.

4. Southbound U.S. 101 between Airport Boulevard and Sanborn Road (Seg. #29). This weaving area would operate at an unacceptable LOS E during the AM peak hour and LOS D during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #37):

- i. *It is recommended that a third through lane be added along southbound U.S. 101 between the Sanborn Road and Airport Boulevard interchanges. When combined with the existing two through lanes and one auxiliary lane, this would result in a total of four travel lanes within the weaving section. Implementation of this improvement would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#38). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

5. Northbound U.S. 101 between Fairview Avenue and Sanborn Road (Seg. #30). This weaving area would operate at a deficient LOS E during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project no interchange conditions (RI #38):

- i. *It is recommended that a collector-distributor roadway be constructed between the northbound U.S. 101 ramps to and from Fairview Road and Sanborn Road. A collector-distributor road is a distinct roadway separated from the mainline freeway lanes whose sole purpose is to access the on- and off-ramps. By moving the ramps to the collector-distributor roadway, fewer vehicles would be present within the weaving area, thereby providing more weaving opportunities. Both ramps to and from Fairview Avenue and Sanborn Road are recommended to connect to this collector-distributor roadway, and Caltrans should also consider incorporating the northbound Airport Boulevard ramps as well. Implementation of this improvement would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#32 and #37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment.

11.12 2030 Cumulative Plus Project With Interchange

2030 cumulative plus project with interchange conditions morning and evening peak hour level of service results on the study street segments are tabulated in **Exhibit 7B**.

All five study weaving segments would operate at unacceptable levels of service under 2030 cumulative plus project with interchange conditions. The recommended improvements at each deficient weaving area are discussed in italics below:

1. Northbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #26). This weaving area would operate at LOS F during the AM and PM peak hours. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #8):
 - i. *The previously recommended improvement, prohibition of the westbound Hartnell Road right turn movement at the U.S. 101/Hartnell Road intersection, is again recommended. This improvement would eliminate the weaving section entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

2. Southbound U.S. 101 between Hartnell Road and Abbott Street (Seg. #27). This weaving area would operate at LOS D during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #36):
 - i. *It is recommended that the southbound U.S. 101 left turn movement onto eastbound Hartnell Road be prohibited. This can best be accomplished through a complete median closure at the U.S. 101/Hartnell Road intersection. Implementation of this improvement would eliminate the weaving segment entirely.*

Improvements along this segment of U.S. 101 are included in the TAMC fee (#7). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment.

3. Northbound U.S. 101 between Airport Boulevard and Fairview Avenue (Seg. #28). This weaving area would operate at LOS E during the PM peak hour. Per the Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #9):
 - i. *Implementation of the planned reconstruction and relocation of the northbound off-and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C.*

Improvements along this segment of U.S. 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38). No mitigation is required of the project under 2030 cumulative plus project with interchange conditions.

4. Southbound U.S. 101 between Sanborn Road and Airport Boulevard (Seg. #29). This weaving area would operate at an unacceptable LOS D during the AM peak hour. Per the

Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #37):

- i. *It is recommended that a third through lane be added along southbound U.S. 101 between the Sanborn Road and Airport Boulevard interchanges. When combined with the existing two through lanes and one auxiliary lane, this would result in a total of four travel lanes within the weaving section. Implementation of this improvement would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#38). No mitigation is required of the project under 2030 cumulative plus project with interchange conditions.

5. Northbound U.S. 101 between Fairview Avenue and Sanborn Road (Seg. #30). This weaving area would operate at a deficient LOS D during the PM peak hour. Per the Caltrans significance criteria, the project **would not** have a significant impact on this road segment. The following improvements are recommended under 2030 cumulative plus project with interchange conditions (RI #38):

- i. *It is recommended that a collector-distributor roadway be constructed between the northbound U.S. 101 ramps to and from Fairview Road and Sanborn Road. A collector-distributor road is a distinct roadway separated from the mainline freeway lanes whose sole purpose is to access the on- and off-ramps. By moving the ramps to the collector-distributor roadway, fewer vehicles would be present within the weaving area, thereby providing more weaving opportunities. Both ramps to and from Fairview Avenue and Sanborn Road are recommended to connect to this collector-distributor roadway, and Caltrans should also consider incorporating the northbound Airport Boulevard ramps as well. Implementation of this improvement would result in acceptable weaving operations.*

Improvements along this segment of U.S. 101 are included in the City of Salinas TFO (#32 and #37). No mitigation is required of the project under 2030 cumulative plus project with interchange conditions.

12 Highway-Rail Crossing Evaluation

12.1 Introduction

The California Public Utilities Commission (CPUC) is the state agency responsible for rail safety within the state of California. Since the proposed project is in the vicinity of an existing rail corridor, the CPUC has requested that this traffic study evaluate any potential project-related rail safety impacts, and measures to reduce possible adverse impacts created by the project. Of primary concern is the potential for traffic queues to extend across railroad tracks, thus increasing the possibility that a motorist could stop on the tracks and be unable to clear the tracks as a train approaches.

As previously discussed, there are a total of five highway-rail crossings within the study street network. Two are grade-separated and three are at-grade highway-rail crossings. The locations of the highway-rail crossings are shown in **Exhibit 11**.

Unlike grade-separated crossings, at-grade railroad crossings present the possibility of traffic queues extending across the railroad tracks due to circumstances such as traffic congestion or the presence of traffic control devices (e.g., stop signs, traffic signals). The following is a description of each of the at-grade highway-rail crossings in the vicinity of the project site that were evaluated in this study.

Location #1 – Harkins Road Crossing North of Abbott Street (at-grade) – The northerly Harkins Road highway-rail crossing is an at-grade crossing and is located approximately 610 feet north of the Harkins Road / Abbott Street intersection and 530 feet south of the Harkins Road / Hansen Street intersection. This crossing is controlled by flashing light signals and gates.

Location #2 – Abbott Street Crossing (at-grade) – The highway-rail crossing at Abbott Street is an at-grade crossing and is located immediately east of the Growers Street / Abbott Street intersection and approximately 1,010 feet west of the Harkins Road / Abbott Street intersection. This crossing is controlled by flashing light signals and gates.

Location #3 – Harkins Road Crossing South of Abbott Street (at-grade) – The southerly Harkins Road highway-rail crossing is an at-grade crossing and is located approximately 230 feet north of the Harkins Road / Nutting Street intersection and 930 feet south of the Harkins Road / Dayton Street intersection. This crossing is controlled by flashing light signals and gates.

12.2 Evaluation Methodologies

Vehicle queue lengths were estimated using the Synchro analysis software (Version 7), based on the *Highway Capacity Manual 2000* methodologies for signalized and un-signalized intersections. The Synchro queue reports show the 50th percentile and 95th percentile queue. As a worst-case scenario, the 95th percentile queue length was used in determining whether or not vehicles would extend across the railroad tracks for each scenario studied.

12.3 Queuing Analysis for At-Grade Highway Rail Crossings

The findings from the queuing analysis performed for the three at-grade highway-rail crossings are summarized below. **Exhibit 19** presents a summary of the queuing analysis results for each analysis scenario (i.e., existing non-harvest through 2030 cumulative plus project with interchange). Synchro queuing reports are included in **Appendix Q**.

12.3.1 Location #1 – Harkins Road Crossing North of Abbott Street

Northbound and southbound vehicles crossing the railroad tracks on Harkins Road north of Abbott Street (location #1) are uncontrolled (i.e., do not have to stop at stop signs or traffic signals). However, this crossing is located between two signalized intersections; the Harkins Road / Abbott Street intersection, which is approximately 600 feet south of the crossing, and the Harkins Road / Hansen Street intersection, which is approximately 530 feet north of the crossing.

Northbound Approach at Location #1 – Queue lengths for the northbound approach at the Harkins Road / Hansen Street intersection are tabulated in **Exhibit 19**. As shown, vehicle queues for the northbound approach at the Harkins Road / Hansen Street intersection currently extend onto the railroad tracks during existing harvest season conditions.

1. It is recommended that the traffic signal at the Harkins Road / Hansen Street intersection be connected to the railroad crossing signal in order to allow vehicles to clear the railroad tracks in advance of an approaching train.

Connecting the traffic signal at this intersection to the railroad crossing signal is recommended based on existing traffic conditions and shall be the City's responsibility. This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. Since this improvement is based on existing deficiencies, it cannot be funded directly by the TFO. Therefore, it is recommended it be funded through the City's Capital Improvement Program (CIP), or other sources as determined by the City of Salinas.

Southbound Approach at Location #1 – Queue lengths for the southbound approach at the Harkins Road / Abbott Street are tabulated in **Exhibit 19**. Vehicle queues for the southbound approach at the Harkins Road / Abbott Street intersection are anticipated to extend onto the railroad tracks under existing plus project phase I conditions.

1. It is recommended that the traffic signal at the Harkins Road / Abbott Street intersection be connected to the railroad crossing signal in order to allow vehicles to clear the railroad tracks in advance of an approaching train.

Connecting the traffic signal at this intersection to the railroad crossing signal is recommended based on existing plus project phase 1 traffic conditions and represents a project impact. This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas

TFO will mitigate the project's impacts. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement.

12.3.2 Location #2 – Abbott Street Crossing East of Growers Street

Eastbound and westbound vehicles crossing the railroad tracks on Abbott Street east of Growers Street (location #2) are uncontrolled. Currently, the closest signalized intersection is Harkins Road / Abbott Street, which is located approximately 1,000 feet east of the railroad crossing.

Eastbound Approach at Location #2 – Queue lengths for the eastbound approach at the Harkins Road / Abbott Street intersection are tabulated in **Exhibit 19**. As shown, vehicle queues in the eastbound direction are not anticipated to extend onto the railroad tracks under any of the traffic scenarios analyzed.

Westbound Approach at Location #2 – The Merrill Street / Abbott Street intersection is located approximately 425 feet west of the railroad crossing. The existing intersection control at this intersection is side-street stop control on the northbound approach. Signalizing the intersection is recommended under background No Project traffic conditions in Chapter 3 of this report. If this intersection is signalized, the westbound traffic will no longer be free flowing and may have to come to a stop at the signal. Queue lengths for the westbound approach under mitigated conditions at the Merrill Street / Abbott Street intersection are tabulated in **Exhibit 19**. As shown, vehicle queues in the westbound direction are not anticipated to extend onto the railroad tracks under any of the traffic scenarios analyzed.

12.3.3 Westbound Left-Turns at Abbott Street Crossing East of Growers Street

The intersection of Growers Street / Abbott Street is side-street stop controlled. Traffic on Abbott Street is free flowing and vehicular queues in the eastbound and westbound through movements are not anticipated at this intersection. However, it should be noted that trucks on the westbound Abbott Street approach are allowed to make left-turns into Growers Street, and these vehicles may be stopped on the railroad tracks as drivers wait for gaps from the eastbound traffic in order to execute the westbound left turn. Based on conversations with the City, the frequency of rail cars passing this location is one rail car per week. Due to the infrequent rail activity through this location, the likelihood of a vehicle being stopped on the railroad tracks as a train approaches is quite low. Nevertheless, if such an event were to occur, the gates on Abbott Street would stop both eastbound and westbound traffic prior to the railroad tracks, and vehicles waiting on the railroad tracks should be able to clear the tracks.

It is recommended that a “Keep Clear” pavement legend be installed in the eastbound direction in the intersection to allow westbound left turning vehicles to clear the tracks if necessary. As an additional precautionary measure, the City may consider installing a railroad crossing gate for the eastbound traffic, just west of the Growers Street / Abbott Street intersection. This would help ensure that eastbound vehicles would stay clear of the area between the new railroad crossing gate and the railroad tracks, which would allow the

westbound vehicles to turn left without conflict. The new railroad crossing gate would need to work in conjunction with the existing gates. Coordination with the CPUC and Union Pacific Railroad would be necessary to establish responsibility for installation and maintenance of the new equipment.

This is recommended based on existing traffic conditions and shall be the City's responsibility. This improvement is not included in the City of Salinas TFO. It is proposed that the City add this improvement to the TFO. Since this improvement is based on existing deficiencies, it cannot be funded directly by the TFO. Therefore, it is recommended it be funded through the City's Capital Improvement Program (CIP), or other sources as determined by the City of Salinas.

12.3.4 Location #3 – Harkins Road Crossing South of Abbott Street

Northbound and southbound vehicles crossing the railroad tracks on Harkins Road south of Abbott Street (location #3) are uncontrolled. In addition, the closest signalized intersection is over 3,000 feet (0.6 miles) north of the railroad crossing. While there is an intersection approximately 230 feet south of the railroad crossing (at Nutting Street), the southbound left-turn volumes at Nutting Street are extremely low (3 southbound left-turning vehicles during the AM peak hour and 10 southbound left-turning vehicles during the PM peak hour) and would not result in queues extending onto the railroad tracks. Therefore, location #3 was not included in the queuing analysis.

13 Traffic Index

13.1 Traffic Index Calculations

The Salinas Ag-Industrial Park will generate truck traffic that will increase the loading on the pavements in the study street network. This section of the report describes the methodology and results of the estimates of the pavement loading for all of the development scenarios analyzed for traffic operations as described previously in the report.

The methodology involved the computation of the 20 year Traffic Index (TI) for each of the major street segments analyzed for segment levels of service. The TI accounts for the structural load imposed on a pavement proportional to the amount of truck traffic of various numbers of axles that the roadway currently carries, or is expected to carry in the future. The methodology is based on the Highway Design Manual, "Chapter 610 - Pavement Engineering Considerations," Sixth Edition, Caltrans, 2006. The TI follows an exponential formula similar to a Richter scale. The pavement repetitive loading factor, or Equivalent Single Axle Load (ESAL), must nearly double for a 0.5 increase in the TI. It therefore does not require precise truck volumes in order to obtain a reasonable estimate of the TI. This is especially helpful when forecasting future conditions for which detailed vehicle classification data is not possible to estimate with any precision. It is also helpful when analyzing over 50 street segments for 12 development scenarios (600 calculations), 10 of which are in the future with some 20 years into the future. Therefore, simplified calculations have been employed. These have been calibrated with detailed calculations performed throughout the study street system.

A comprehensive pavement analysis would include not only the TI computation, but also an analysis of the structural capability of the underlying soil, which is known as the "R-value." The final step required for the analysis of existing pavements is the evaluation of the adequacy of the existing pavement. This includes a determination of the current pavement structural section (thickness of asphalt concrete and base rock) as well as the current pavement condition (amount of pavement distress, cracking and stability). All of the above data would be used to determine if pavement upgrading of various types are already warranted, as well as the determination of pavement reinforcement required to handle future increases in loading. These additional steps can be conducted on the specific segments of roadway identified to potentially be impacted by the project.

The Traffic Indexes for the study street system are tabulated in **Appendix R**. The table indicates the existing evening peak hour volume, percent trucks, heavy truck factor (.25 if 3, 4 and 5 axle trucks represent less than 30% of the total truck traffic, .5 if between 30% and 60%, and 1.00 if over 60%), the computed ESAL (Equivalent Single Axle Load) and corresponding TI. To be conservative, a minimum of 5% trucks is assumed throughout the street network, even if data would support using a lower percentage. The conservative 5% assumption is also used for the assignment of future background, cumulative and project traffic.

A summary table is provided as **Exhibit 20**. This only includes the segments that are expected to experience an increase of 0.5 or more in the TI above the existing values in a future scenario. The TI's are indicated in bold type for the specific scenarios that will experience this increase. This is the increment that would require additional pavement thickness if designing a new

pavement. Typically, an increase in TI of 0.5 would require about 1.5 inches of aggregate base or about $\frac{3}{4}$ inches of asphalt. Smaller increments are considered insignificant.

13.2 Existing Conditions

The Traffic Indexes on most of the major arterial streets serving the industrial area in the project vicinity currently range between 9.5 and 12.5. One freeway ramp at the Abbott Street interchange has 20 year Traffic Indexes of as much as 13. Caltrans considers a TI of 12 to carry a heavy truck load. A TI of 13 implies about two times as much truck traffic as a TI of 12. It is evident that most of the study street system carries substantial truck traffic.

13.3 Existing Plus Project Phase 1

Portions of the following streets would experience an increase from the existing TI under existing plus project phase 1 conditions. All of these increases would be due to the addition of project traffic.

1. Abbott Street
2. Airport Boulevard
3. Fairview Avenue
4. Hansen Street
5. Harkins Road
6. Harris Road
7. Sanborn Road
8. Highway 101 / Airport Boulevard Northbound On Ramp
9. Highway 101 / Airport Boulevard Southbound Off Ramp
10. Highway 101 / Sanborn Road Northbound On Ramp (Fairview Avenue)
11. Highway 101 / Sanborn Road Northbound Off Ramp (Fairview Avenue)
12. Highway 101 / Sanborn Road Southbound Off Ramp (Sanborn Road)
13. Highway 101 / Abbott Street Northbound Off Ramp
14. Highway 101 / Abbott Street Southbound On Ramp
15. Highway 68 / Spreckels Boulevard Eastbound Off Ramp

13.4 Background No Project

Background traffic growth will result in an increase from the existing TI of 10 to 10.5 on Blanco Road between Davis Road and Abbott Street, and an increase from 9.5 to 10 on Davis Road between Hitchcock Road and Blanco Road. An increase from the existing TI of 7 to 7.5 on Foster Road between Davis Road and Highway 68 and an increase from 10.5 to 11 on the southbound offramp at the Airport Boulevard interchange would also result from background traffic growth.

13.5 Background Plus Project Phase 1

Portions of the following streets would experience an increase from the existing TI under background plus project phase 1 conditions. Street names followed by an asterisk indicate streets that will experience increases in TI due to the addition of project traffic.

1. Abbott Street*
2. Airport Boulevard*
3. Blanco Road
4. Davis Road
5. Fairview Avenue*
6. Foster Road
7. Hansen Street*
8. Harkins Road*
9. Harris Road*
10. Sanborn Road*
11. Spreckels Boulevard*
12. Highway 101 / Airport Boulevard Northbound On Ramp*
13. Highway 101 / Airport Boulevard Southbound Off Ramp*
14. Highway 101 / Sanborn Road Northbound On Ramp (Fairview Avenue)*
15. Highway 101 / Sanborn Road Northbound Off Ramp (Fairview Avenue)*
16. Highway 101 / Sanborn Road Southbound Off Ramp (Sanborn Road)*
17. Highway 101 / Abbott Street Northbound Off Ramp*
18. Highway 101 / Abbott Street Southbound On Ramp*
19. Highway 68 / Spreckels Boulevard Eastbound Off Ramp*

13.6 Background Plus Project Buildout

Portions of the following streets would experience an increase from the existing TI under background plus project buildout conditions. Street names followed by an asterisk indicate streets that will experience increases in TI due to the addition of project traffic.

1. Abbott Street*
2. Airport Boulevard*
3. Blanco Road
4. Davis Road
5. Fairview Avenue*
6. Foster Road
7. Hansen Street*
8. Harkins Road*
9. Harris Road*
10. Sanborn Road*
11. Spreckels Boulevard*
12. Highway 101 / Airport Boulevard Northbound On Ramp*
13. Highway 101 / Airport Boulevard Southbound Off Ramp*
14. Highway 101 / Sanborn Road Northbound On Ramp (Fairview Avenue)*
15. Highway 101 / Sanborn Road Northbound Off Ramp (Fairview Avenue)*
16. Highway 101 / Sanborn Road Southbound Off Ramp (Sanborn Road)*
17. Highway 101 / Abbott Street Northbound Off Ramp*
18. Highway 101 / Abbott Street Southbound On Ramp*
19. Highway 68 / Spreckels Boulevard Eastbound On Ramp*
20. Highway 68 / Spreckels Boulevard Eastbound Off Ramp*

13.7 2030 Cumulative No Project No Interchange

Portions of the following streets would experience an increase from the existing TI under 2030 cumulative no project no interchange traffic conditions.

1. Abbott Road
2. Blanco Road
3. Davis Road
4. Fairview Avenue
5. Foster Road
6. Harris Road
7. Hunter Lane
8. Sanborn Road
9. Spreckels Boulevard
10. Highway 68
11. Highway 101/Airport Boulevard Southbound Off Ramp
12. Highway 101 / Sanborn Road Northbound On Ramp (Fairview Avenue)
13. Highway 68/Spreckels Boulevard Eastbound Off Ramp

13.8 2030 Cumulative No Project With Interchange

Portions of the following streets would experience an increase from the existing TI under 2030 cumulative no project with interchange traffic conditions.

1. Abbott Street
2. Blanco Road
3. Davis Road
4. Foster Road
5. Harris Road
6. Hunter Lane
7. Spreckels Boulevard
8. Highway 68/Spreckels Boulevard Eastbound Off Ramp
9. Highway 68/Spreckels Boulevard Westbound On Ramp

The Harris Road interchange will divert traffic from the Highway 101/Airport Boulevard interchange as well as Highway 101/Sanborn Road and all access roads to these interchanges through Salinas, including Highway 183. This will reduce pavement loading on these streets and highways. However, Spreckels Boulevard and Harris Road as well as Abbott Street north of Harris Road will experience corresponding increases in truck traffic because these will be the access roads to the new interchange. Traffic Indexes are provided for the freeway ramps at the future Highway 101/Harris Road Extension interchange.

13.9 2030 Cumulative Plus Project No Interchange

Portions of the following streets would experience an increase from the existing TI under 2030 cumulative plus project no interchange traffic conditions. Street names followed by an asterisk indicate streets that will experience increases in TI due to the addition of project traffic.

1. Abbott Street*
2. Airport Boulevard*
3. Blanco Road
4. Davis Road
5. Fairview Avenue
6. Foster Road
7. Hansen Street*
8. Harkins Road*
9. Harris Road*
10. Hunter Lane
11. Sanborn Road*
12. Spreckels Boulevard
13. Highway 68
14. Highway 101/Airport Boulevard Northbound On Ramp*
15. Highway 101/Airport Boulevard Southbound Off Ramp*
16. Highway 101/Sanborn Road Northbound On Ramp (Fairview Avenue)*
17. Highway 101/Sanborn Road Northbound Off Ramp (Fairview Avenue)*
18. Highway 101/Sanborn Road Southbound Off Ramp (Sanborn Road)*
19. Highway 101/Abbott Street Northbound Off Ramp*
20. Highway 101/Abbott Street Southbound On Ramp*
21. Highway 68/Spreckels Boulevard Eastbound On Ramp*
22. Highway 68/Spreckels Boulevard Eastbound Off Ramp*
23. Highway 68/Spreckels Boulevard Westbound On Ramp*

13.10 2030 Cumulative Plus Project With Interchange

Portions of the following streets would experience an increase from the existing TI under 2030 cumulative plus project with interchange traffic conditions. Street names followed by an asterisk indicate streets that will experience increases in TI due to the addition of project traffic.

1. Abbott Street*
2. Airport Boulevard*
3. Blanco Road*
4. Davis Road
5. Fairview Avenue*
6. Foster Road
7. Hansen Street*
8. Harris Road*
9. Hunter Lane
10. Sanborn Road*
11. Spreckels Boulevard
12. Highway 101/Airport Boulevard Northbound On Ramp*
13. Highway 101/Airport Boulevard Southbound Off Ramp*
14. Highway 101/Sanborn Road Northbound On Ramp (Fairview Road)*
15. Highway 101/Sanborn Road Southbound Off Ramp (Sanborn Road)*
16. Highway 101/Abbott Street Northbound Off Ramp*
17. Highway 68/Spreckels Boulevard Eastbound On Ramp*

18. Highway 68/Spreckels Boulevard Eastbound Off Ramp*
19. Highway 68/Spreckels Boulevard Westbound On Ramp*

Traffic Indexes are provided for the freeway ramps at the future Highway 101/Harris Road Extension interchange.