This section of the Draft EIR evaluates the potential traffic impacts associated with the implementation of the proposed project. The analysis is largely based on a project-specific traffic impact analysis prepared by Higgins Associates (now Hatch Mott MacDonald) in October 2008 under contract to PMC, as updated in October 2010. The traffic impact analysis analyzes Existing Conditions, Background Conditions, Background Plus Project Conditions, and Cumulative Conditions, as well as a series of access alternatives. The results of this traffic impact analysis are summarized herein. For detailed supporting analysis, the reader is referred to the traffic impact analysis included in **Appendix G**.

3.12.1 ENVIRONMENTAL SETTING

EXISTING ROADWAY SYSTEM

Monterey County's roadway system is a network of 2,274 miles of county roads, state highways, and city streets. The 1,278 miles of county roads are the largest component of the roadway network. The major state highways include highways 1, 68, 101, and 156 providing travel between cities, while minor highways 25, 146, 183, 198, and 218 serve minor arterial functions similar to county roads. The daily vehicle miles of travel (VMT) and average daily traffic (ADT) have increased steadily since the 1970s, with the highest levels of increase in the State Route 68 corridor between Salinas and Monterey, Carmel Valley Road and Highway 1.

The roadway system in the project vicinity stretches from the State Route 68/Josselyn Canyon Road intersection in the west to the State Route 68/Blanco Road intersection in the east. The study area also includes portions of State Route 218, Reservation Road/River Road, and Davis Road. The following is a brief description of each of the roadways in the project vicinity:

State Route 68 (Monterey-Salinas Highway) – State Route 68 is a two-lane rural highway connecting State Route 1 in Monterey and U.S. Highway 101 in Salinas. The speed limit on State Route 68 is 55 miles per hour. It serves as a commuter route between the City of Salinas and the Monterey Peninsula, provides access to the low-density developments along its corridor, and functions as a scenic tourist route to the Monterey Peninsula.

State Route 218 (Canyon Del Rey Road) – State Route 218 is a two-lane highway that connects State Route 68 and State Route 1. It provides access to the cities of Del Rey Oaks, Sand City, and Seaside. The intersection of State Route 218 and State Route 68 is signal controlled.

Josselyn Canyon Road – Josselyn Canyon Road is a two-lane road that provides access to low-density residential housing units as well as to a church and a convalescent hospital. The Josselyn Canyon Road/State Route 68 intersection is signal controlled.

Olmstead Road – Olmstead Road is a two-lane road that provides access to the Monterey Peninsula Airport and Garden Road Office Park north of State Route 68 and residential

development located south of State Route 68. The Olmstead Road/State Route 68 intersection is signal controlled.

Ragsdale Drive – Ragsdale Drive is four lanes and provides access to the Ryan Ranch Business Park. The speed limit on Ragsdale Drive is 35 miles per hour. The Ragsdale Drive/State Route 68 intersection is signal controlled.

York Road – York Road provides access to some single-unit housing developments, a private school, and Laguna Seca Golf Course, as well as to the Laguna Seca Office Park and Ryan Ranch Business Park located to the north of State Route 68. The speed limit on York Road is 25 miles per hour. The intersection of State Route 68 and York Road is signal controlled.

Pasadera Drive – Pasadera Drive is a private road to the north of State Route 68 and provides access to the Pasadera Country Club and its associated single-unit housing development. The speed limit on Pasadera Drive is 25 miles per hour. The intersection of State Route 68 and Pasadera Drive is signal controlled.

Boots Road – Boots Road provides access to a small number of residential developments to the south of State Route 68 at the same intersection where Pasadera Drive serves development to the north. The speed limit on Boots Road is 25 miles per hour. The intersection of State Route 68 and Boots Road is signal controlled.

Laureles Grade Road – Laureles Grade Road is a two-lane north–south county road that connects State Route 68 with Carmel Valley and provides access to several residential developments. The speed limit on Laureles Grade Road is 45 miles per hour. The intersection of State Route 68 and Laureles Grade Road is signal controlled.

Corral de Tierra Road – Corral de Tierra Road is located to the west of San Benancio Road. It is a two-lane collector street with a speed limit of 35 miles per hour. The intersection of State Route 68 and Corral Del Tierra Road is signal controlled.

San Benancio Road – San Benancio Road is a two-lane collector street with a speed limit of 35 miles per hour. This roadway provides access to several residential developments. The intersection of State Route 68 and San Benancio Road is signal controlled.

Paseo de Vaqueros – Paseo de Vaqueros is a two-lane residential road. The Paseo de Vaqueros/San Benancio Road intersection is a T-intersection with a stop sign on Paseo de Vaqueros.

Torero Drive – Torero Drive is a two-lane road that provides access to the Toro Estates residential neighborhood north of State Route 68. The Torero Drive/State Route 68 intersection is a T-intersection with a stop sign on Torero Drive.

Portola Drive – Portola Drive is a two-lane road that provides access to the Toro Estates residential neighborhood and Toro County Park from the Portola Drive/State Route 68 interchange. The State Route 68 ramp intersections with Portola Drive are stop controlled.

Reservation Road and River Road – Reservation Road is a two-lane rural road in the vicinity of the project site that connects State Route 68 to the City of Marina. Southeast of State Route 68, Reservation Road becomes River Road, which is a four-lane road from the State Route 68/Reservation Road interchange to Las Palmas Road. It narrows to two lanes southeast of Las Palmas Road. River Road provides access to residential neighborhoods. The State Route 68 intersections with Reservation Road and River Road are signalized.

Spreckels Boulevard – Spreckels Boulevard is a two-lane rural road that provides access to the community of Speckels south of Salinas. The State Route 68 ramp intersections with Spreckels Boulevard are controlled by stop signs.

Davis Road – Davis Road, for the most part, forms the western limit line for the City of Salinas. In the vicinity of the study area, Davis Road is a two-lane rural road with turn channelization at key intersections.

Blanco Road – Blanco Road is a major arterial with turn channelization at key intersections. It varies between two and four lanes and is located on the south side of the City of Salinas. Blanco Road becomes South Sanborn Road northeast of Abbott Street.

PROPOSED ROADWAY SYSTEM

Approximately 43 acres of the project site would be dedicated for four road parcels that would provide on-site circulation and points of access. The four road parcels would consist of:

- Road D, off of San Benancio Road;
- River Terrace Drive, off of River Road;
- Access road (no name) on Parcel E; and
- Ferrini Ranch Road combined with lettered roadways, except for Road D.

Access to the project site is proposed through three primary access points and two emergency access points, described below:

1) San Benancio Road would provide access to Lots #1 through #12 (12 single-family homes) via proposed Road D near the existing Paso de Vaqueros/San Benancio Road intersection. This is a stand-alone access with no connection to any other part of the subdivision.
2) River Road would provide access to Lots #138 through #145 (seven single-family homes) and the agricultural/industrial/winery-related uses via a new road (River Terrance Drive) and access point at River Road. The project will create a new unsignalized T-intersection on River Road at the new River Terrace Drive.

3) The State Route 68/Portola Drive interchange would provide the primary access to/from the project site. From the interchange, access to Lots #13 through #137 would be gained via a new on-site roadway (Ferrini Ranch Road). The 66 clustered units on Parcel E would be accessed via the existing Road 117 and from a proposed roadway that is not yet named. A portion of Ferrini Ranch Road, including the access point, would be located on public land (Toro County Park) that is owned and operated by the Monterey County Parks and Recreation Department (MCPRD). The project applicant has been negotiating with Monterey County to acquire an easement through the park property to secure this primary access point.

4) An "Alternate B" access point to/from State Route 68 between Torero Drive and Portola Drive is also shown on the Vesting Tentative Map The viability of this optional access point (Alternate B) has been the subject of ongoing discussion between the County, Caltrans and the project applicant. For purposes of the project description, Alternate B access is considered as only an emergency access.

5) The second emergency access easement from State Route 68 is located near Lot #13 along the alignment of the existing ranch road.

LEVEL OF SERVICE

Performance of the County's roads and highways is evaluated based on level of service (LOS) calculations. There are six levels of service representing varying roadway conditions ranging from ideal, LOS A, to forced flow, LOS F. Level of service A represents free-flow uncongested traffic conditions. Level of service F represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. The level of service definitions are presented in **Table 3.12-1**.

TABLE 3.12-1
LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Signalized Intersection	Roadway Segments
		Average Control Delay Per Vehicle (Seconds)	Average Travel Speed (mph)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤10.0	>55
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1	50.1–55
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1	45.1–50
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1	40.1–45

Level of Service	Description	Signalized Intersection	Roadway Segments
		Average Control Delay Per Vehicle (Seconds)	Average Travel Speed (mph)
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1	25.1–40
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	>80.0	≤25mph

Source: HMM 2010

Most of the intersections and road segments that were analyzed are located along State Route 68. State Route 68 falls under the jurisdiction of the California Department of Transportation (Caltrans). The Caltrans' level of service standard, which is the transition between LOS C and LOS D, was used for these intersections and roadway segments. The County's 2010 General Plan establishes a standard for LOS D for county roadways; however, the 1982 Monterey County General Plan, which is the basis for this project review, states that the objective for optimum driving conditions is LOS C or better. As such, the traffic analysis applied the LOS C standard to the study intersections and road segments under the jurisdiction of Monterey County.

For purposes of the traffic impact analysis, the 22 intersections and 17 roadway segments listed in **Table 3.12-2** were evaluated in the traffic impact analysis. These intersections and roadway segments are shown in **Figure 3.12-1**, with the intersection locations on the figure keyed to the numbering assigned below. Intersections were analyzed for the weekday A.M. (i.e., 7:00 to 9:00 A.M.) and P.M. (i.e., 4:00 to 6:00 P.M.) peak periods. All of the signalized intersections allow right turns on red. These right turns can have an effect on the intersection LOS calculations. However, due to the already congested conditions on State Route 68, it was assumed that no vehicles would be able to turn right on red at the study intersections on State Route 68 between Josselyn Canyon Road and San Benancio Road.

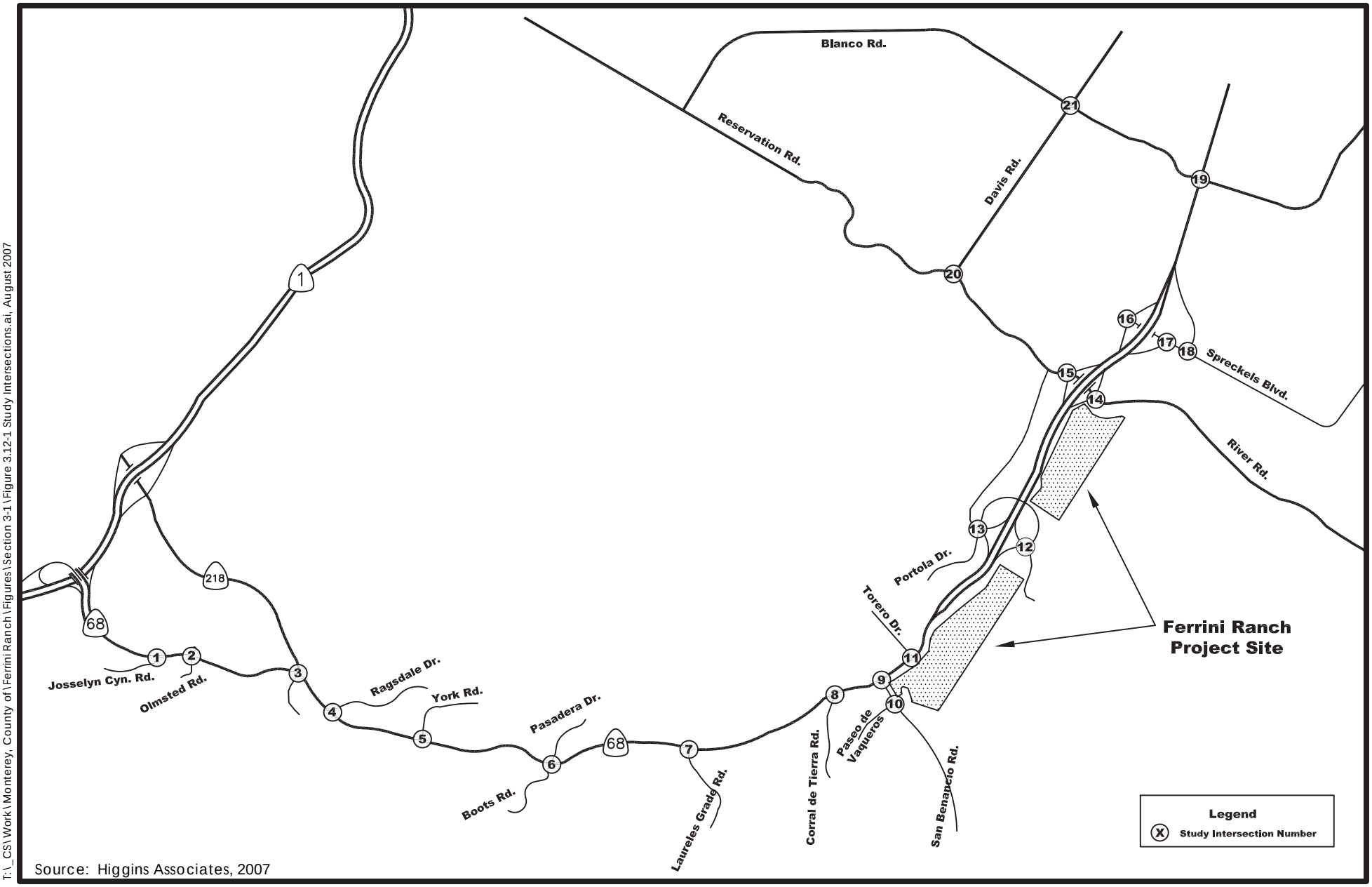
TABLE 3.12-2
INTERSECTION AND ROADWAY SEGMENTS STUDIED

INTERSECTIONS	ROADWAY SEGMENTS
1. Josselyn Canyon Road/State Route 68	1. State Route 68 between Josselyn Canyon Road and Olmsted Road
2. Olmstead Road/State Route 68	2. State Route 68 between Olmsted Road and State Route 218
3. State Route 218/State Route 68	3. State Route 68 between State Route 218 and Ragsdale Drive
4. Ragsdale Drive/State Route 68	4. State Route 68 between Ragsdale Drive and York Road
5. York Road/State Route 68	5. State Route 68 between York Road and Pasadera Drive

INTERSECTIONS	ROADWAY SEGMENTS
6. Pasadera Drive-Boots Road/State Route 68	6. State Route 68 between Pasadera Drive and Laureles Grade Road
7. Laureles Grade/State Route 68	7. State Route 68 between Laureles Grade Road and Corral de Tierra Road
8. Corral de Tierra Road/State Route 68	8. State Route 68 between Corral de Tierra Road and San Benancio Road
9. San Benancio Road/State Route 68	9. State Route 68 between San Benancio Road and Torero Drive
10. San Benancio Road/Paseo de Vacqueros	10. State Route 68 between Torero Drive and Begin/End Freeway
11. Torero Drive/State Route 68	11. State Route 68 between Begin/End Freeway and Portola Drive
12. Portola Drive/State Route 68 Eastbound Ramps	12. State Route 68 between Portola Drive and Reservation Road
13. Portola Drive/State Route 68 Westbound Ramps	13. State Route 68 between Reservation Road and Spreckels Boulevard
14. State Route 68 Eastbound Ramps/River Road	14. State Route 68 between Spreckels Boulevard and Blanco Road
15. State Route 68 Westbound Ramps/Reservation Road	15. State Route 218 between State Route 68 and General Jim Moore Boulevard
16. State Route 68 Westbound Ramps/Spreckels Boulevard	16. Reservation Road between State Route 68 and Davis Road
17. State Route 68 Eastbound Offramp/Spreckels Boulevard	17. Davis Road between Reservation Road and Blanco Road
18. State Route 68 Eastbound Onramp/Spreckels Boulevard	
19. State Route 68/Blanco Road	
20. Davis Road/Reservation Road	
21. Davis Road/Blanco Road	
22. River Terrace Drive/River Road (future Intersection)	

The study analyzed traffic conditions under the following development scenarios:

- **Existing Conditions** – Existing volumes obtained from traffic counts.
- **Background Conditions** – Existing peak-hour traffic volumes plus traffic generated from approved, but not yet constructed developments in the area.
- **Background Plus Project Conditions** – Background peak-hour traffic volumes plus traffic generated by the proposed project.
- **Background Plus Alternative Project Site Plan Conditions** – Background peak-hour traffic volumes plus traffic generated by the alternative project site plan. This scenario is discussed in **Section 4.0, Alternatives to the Project**, of this Draft EIR.
- **Cumulative Conditions** – Existing traffic volumes plus the estimated traffic generated by all approved and cumulative projects in the vicinity of the project site, as well as the proposed project. Cumulative projects include developments that are in the review process but have not yet been approved.



Source: Higgins Associates, 2007

T:_CS\Work\Monterey, County of\Ferrini Ranch\Figures\Section 3-1\Figure 3.12-1 Study Intersections.ai, August 2007

NOT TO SCALE

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FIGURE 3.12-1
INTERSECTIONS

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EXISTING CONDITIONS

Traffic Diversions and Trends

Based on traffic counts conducted at the Portola Drive/State Route 68 Westbound Ramps and Torero Drive/State Route 68 intersections, it appears that a significant number of drivers on westbound State Route 68 exit at Portola Drive, travel through the Toro Park Estates neighborhoods, and re-enter the westbound State Route 68 traffic stream at Torero Drive in order to get ahead in the long queue that is experienced daily on westbound State Route 68 east of San Benancio Road. This results in a higher southbound right-turn volume of traffic during the A.M. peak hour at Torero Drive than would be expected to occur. Although the precise number of drivers that perform this diversion is not known, it is estimated to be between 200 and 300, based on the land uses in the area and on the reverse traffic flow during the P.M. peak hour.

There are also traffic-related issues at the entrance to Toro County Park (which is in close proximity to one of the project access locations for the Ferrini Ranch Subdivision) during holidays and special events. According to Monterey County Parks Department staff, Easter Sunday is by far the busiest day for the park. According to the Monterey County Parks Department, the volume and length of vehicle queues using the westbound Portola Drive off-ramps can back up onto State Route 68 for a length of approximately 1,400 feet within three hours. During the same Easter weekend period, however, the eastbound Portola Drive off-ramp operated at acceptable levels of service.

Intersection Levels of Service – Existing Conditions

Twelve of the 22 study intersections operate below the level of service standard under existing traffic conditions as shown in **Table 3.12-3**.

TABLE 3.12-3
INTERSECTION LEVEL OF SERVICE FOR EXISTING CONDITIONS

INTERSECTION	CONTROL	LOS STANDARD	A.M. PEAK HOUR		P.M. PEAK HOUR	
			DELAY (SECONDS)	LOS	DELAY (SECONDS)	LOS
1. Josselyn Canyon Road/State Route 68	Signal	C/D	34.9	C	35.9	D
2. Olmstead Road/State Route 68	Signal	C/D	65.1	E	109.1	F
3. State Route 218/State Route 68	Signal	C/D	21.6	C	24.3	C
4. Ragsdale Drive/State Route 68	Half Signal	C/D	14.1	B	12.7	B
5. York Road/State Route 68	Signal	C/D	63.6	E	76.3	E
6. Pasadera Drive-Boots Road/State Route 68	Signal	C/D	36.8	D	29.5	C
7. Laureles Grade/State Route 68	Signal	C/D	38.8	D	82.6	F
8. Corral de Tierra Road/State Route 68	Signal	C/D	35.6	D	68.1	E
9. San Benancio Road/State Route 68	Signal	C/D	71.5	E	113.2	F
10. San Benancio Road/Paseo de Vacqueros	Stop Sign (EB) WA (EB)	C	1.2 (11.5)	A (B)	0.7 (11.4)	A (B)
11. Torero Drive/State Route 68	Stop Sign (SB) WA (SB)	C/D	68.9 (*)	F (F)	1.0 (37.0)	A (E)

INTERSECTION	CONTROL	LOS STANDARD	A.M. PEAK HOUR		P.M. PEAK HOUR	
			DELAY (SECONDS)	LOS	DELAY (SECONDS)	LOS
12. Portola Drive/State Route 68 Eastbound Ramps	All-Way Stop	C/D	7.6	A	7.3	A
13. Portola Drive/State Route 68 Westbound Ramps	All-Way Stop	C/D	17.1	C	9.4	A
14. State Route 68 Eastbound Ramps/River Road	Signal	C/D	17.7	B	11.6	B
15. State Route 68 Westbound Ramps/Reservation Road	Signal	C/D	21.9	C	22.4	C
16. State Route 68 Westbound Ramps/Spreckels Boulevard	Stop Sign (SB) WA (SB)	C/D	11.5 (20.7)	B (C)	11.5 (22.1)	B (C)
17. State Route 68 Eastbound Offramp/Spreckels Boulevard	Stop Sign (NB) WA (NB)	C/D	4.7 (10.9)	A (B)	2.8 (9.8)	A (A)
18. State Route 68 Eastbound Onramp/Spreckels Boulevard	Stop Sign (SB) WA (EB)	C/D	0.1 (0.1)	A (A)	0.7 (26.5)	A (D)
19. State Route 68/Blanco Road	Signal	C/D	38.6	D	45.5	D
20. Davis Road/Reservation Road	Stop Sign (NB/SB) WA (SB)	C	16.7 (52.8)	C (F)	44.1 (195.0)	E (F)
21. Davis Road/Blanco Road	Signal	C	31.9	C	38.3	D
22. River Terrace Drive/River Road	Stop Sign (NB) WA (NB)	C	N/A – FUTURE INTERSECTION			

*Note: * = exceeds 300 seconds; WA = worst approach*

Source: HMM 2010

Twelve of the 22 study intersections would operate at deficient levels during the A.M. and/or P.M. peak hours under Existing Conditions. Operations at these intersections would be improved to acceptable levels of service upon implementation of recommended improvements below.

Roadway Segment Level of Service – Existing Conditions

The LOS standard for most of the roadway segments is LOS C/D, except for Reservation Road between State Route 68 and Davis Road and Davis Road between Reservation Road and Blanco Road where the LOS standard is LOS C. Thirteen of the 17 roadway segments operate at unacceptable levels of service during the A.M. and/or P.M. peak periods under Existing Conditions as shown in **Table 3.12-4**.

TABLE 3.12-4
ROADWAY SEGMENT LEVEL OF SERVICE FOR EXISTING CONDITIONS

ROADWAY SEGMENTS	DIRECTION	LOS STANDARD	A.M. PEAK HOUR				P.M. PEAK HOUR			
			VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS	VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS
STATE ROUTE 68 BETWEEN										
1. Josselyn Canyon Rd and Olmsted Rd	EB	C/D	1,094	17.0	N/A	F	670	26.0	N/A	E
	WB		931	25.0		F	1,321	26.0		E
2. Olmsted Rd and SR 218	EB	C/D	1,095	38.0	N/A	E	951	41.0	N/A	D
	WB		1,138	40.0		E	1,286	21.0		F

ROADWAY SEGMENTS	DIRECTION	LOS STANDARD	A.M. PEAK HOUR				P.M. PEAK HOUR			
			VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS	VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS
3. SR 218 and Ragsdale Dr	EB	C/D	1,432	37.0	N/A	E	1,067	39.0	N/A	E
	WB		1,345	34.0		E	1,726	42.0		D
4. Ragsdale Dr and York Rd	EB	C/D	922	44.0	N/A	D	919	43.0	N/A	D
	WB		1,203	47.0		C	1,271	45.0		D
5. York Rd and Pasadera Dr	EB	C/D	788	40.0	N/A	E	1,133	23.0	N/A	F
	WB		1,415	39.0		E	1,205	51.0		C
6. Pasadera Dr and Laureles Grade Rd	EB	C/D	772	40.0	N/A	E	1,090	11.0	N/A	F
	WB		1,351	40.0		E	1,102	40.0		E
7. Laureles Grade Rd and Corral de Tierra Rd	EB	C/D	876	44.0	N/A	D	1,309	21.0	N/A	F
	WB		1,373	35.0		E	1,074	52.0		B
8. Corral de Tierra Rd and San Benancio Rd	EB	C/D	1,020	26.0	N/A	E	1,365	21.0	N/A	F
	WB		1,305	31.0		E	1,149	28.0		E
9. San Benancio Rd and Torero Dr	Two Way	C/D	2,351	N/A	N/A	E	2,549	N/A	N/A	E
10. Torero Dr and Begin/End Fwy	Two Way	C/D	1,982	N/A	N/A	E	2,489	N/A	N/A	E
11. Begin/End Fwy and Portola Dr	EB	C/D	1,075	N/A	10	A	1,286	N/A	11	B
	WB		907		8	A	1,203		10	A
12. Portola Dr and Reservation Rd	EB	C/D	1,285	N/A	11	B	1,383	N/A	12	B
	WB		1,259		11	A	1,407		12	B
13. Reservation Rd and Spreckels Blvd	EB	C/D	1,755	N/A	16	B	1,547	N/A	13	B
	WB		1,337		12	B	1,776		15	B
14. Spreckels Blvd and Blanco Rd	EB	C/D	1,638	N/A	15.2	B	1,568	N/A	15.8	B
	WB		1,210		12.0	B	1,586		15.8	B
STATE ROUTE 218 BETWEEN										
15. SR 68 and General Jim Moore Blvd	Two Way	C/D	1,174	N/A	N/A	D	1,177	N/A	N/A	D
RESERVATION ROAD BETWEEN										
16. SR 68 and Davis Rd	Two Way	C	854	N/A	N/A	D	841	N/A	N/A	D
DAVIS ROAD BETWEEN										
17. Reservation Rd and Blanco Rd	Two Way	C	567	N/A	N/A	D	745	N/A	N/A	C

Notes: Operations for roadway segments #1 through #8 are based on average speed obtained in the field using GPS technology and Synchro software. Operations for roadway segments #9 and #10, and #15 through #17 are based on HCS software. Operations for roadway segments #11 through #14 are based on vehicle density methodologies for freeway segments.

EB = eastbound; WB = westbound; veh/hr = vehicles per hour; veh/lane = vehicles per lane; mph = miles per hour; SR = State Route; Dr=Drive; Rd = Road; Blvd = Boulevard; Avg. = Average; Fwy=Freeway; Vol. = Volume

Source: HMM 2010

Thirteen of the 17 roadway segments operate at unacceptable levels of service under Existing Conditions. As shown in **Table 3.12-4,** during the A.M. and/or P.M. peak periods, the following roadways operate at unacceptable levels of service: State Route 68 between Josselyn Canyon Road and Begin/End Freeway; State Route 218 between State Route 68 and General Jim Moore Boulevard; Reservation Road between State Route 68 and Davis Road; and Davis Road between Reservation Road and Blanco Road.

To determine the existing road segment operating conditions along the State Route 68 corridor, the average travel speed was determined on a 15-mile portion of the State Route 68 corridor between Josselyn Canyon Road to the west and Blanco Road to the east. The roadway speeds varied and were in excess of 55 mph during both the peak and off-peak periods.

Travel Times

To determine the existing road segment operating conditions along the State Route 68 corridor, State Route 218, Reservation Road, and Davis Road, the average travel speed was determined on a 15-mile portion of the State Route 68 corridor between Josselyn Canyon Road to the west and Blanco Road to the east. The roadway speeds varied and were in excess of 55 mph during both the peak and off-peak periods.

A.M. Peak Period

Eastbound: During the A.M. peak period, the travel time for the 15-mile section of the State Route 68 corridor varied between 1,250 seconds (20 minutes, 50 seconds) to 1,263 seconds (21 minutes, 3 seconds). The average travel speeds ranged from 17 (LOS F) to over 60 mph (LOS A). The most congested sections of the corridor identified were between Laureles Grade Road and the Portola Drive interchange.

Westbound: During the A.M. peak period, the travel time for the 15-mile section of the State Route 68 corridor varied between 2,239 (37 minutes, 19 seconds) and 2,294 seconds (38 minutes, 14 seconds). The average travel speeds ranged from 3 mph (LOS F) and to over 60 mph (LOS A). The most congested sections of the corridor identified were between York Road and San Benancio Road.

P.M. Peak Period

Eastbound: During the P.M. peak period, the travel time for the 15-mile section of the State Route 68 corridor varied between 1,671 seconds (27 minutes, 51 seconds) and 1,801 seconds (30 minutes, 1 second). The average travel speeds ranged from 11 mph (LOS E) and to over 60 mph (LOS A). The most congested sections of the corridor identified were between York Road and San Benancio Road.

Westbound: During the P.M. peak period, the travel time for the 15-mile section of the State Route 68 corridor varied between 1,141 seconds (19 minutes, 1 second) and 1,279 seconds (21 minutes, 19 seconds). The average travel speeds ranged from of 21 mph (LOS F) and to over 60 mph (LOS A). The most congested sections of the corridor identified were at between Josselyn Canyon Road and State Route 218.

Off-Peak Period

Eastbound: During the off-peak period, the travel time for the 15-mile section of the State Route 68 corridor varied between 1,035 seconds (17 minutes, 15 seconds) and 1,149 seconds 19 minutes, 9 seconds). The average travel speeds ranged from 25 mph (LOS F) to over 60 mph (LOS A).

Westbound: During the off-peak period, the travel time for the 15-mile section of the State Route 68 corridor varied between 1,055 seconds (17 minutes, 35 seconds) and 1,159 seconds 19 minutes, 19 seconds). The average travel speeds ranged from 20 mph (LOS F) to over 60 mph (LOS A).

Congestion is experienced on State Route 68 during both the A.M. and P.M. peak hours, with the worst congestion occurring on westbound State Route 68 between San Benancio Road and Portola Drive interchange during the A.M. peak period and eastbound State Route 68 between York Road and San Benancio Road (eastbound) during the P.M. peak period.

Recommended Improvements – Existing Conditions

Existing operational and level of service deficiencies in the roadway network have been described to establish the existing environmental setting. In studying these conditions, the traffic consultant identified a series of roadway and intersection improvements that could improve the operational deficiencies described above to acceptable levels of service, regardless of the proposed project. It should be noted that this list of potential improvements is provided for informational purposes only to describe how the roadway network, and the State Route 68 corridor in particular, could operate more efficiently. The project's relationship to feasible and necessary traffic improvements is identified later in this section.

Intersection 1 – Josselyn Canyon Road/State Route 68): Modification of the signal timing to provide additional green time to the eastbound through movement would improve operations at this intersection to acceptable levels of service of LOS C during the A.M. and P.M. peak hours.

Intersection 11 – Torero Drive/State Route 68: Operations at this unsignalized intersection would improve to LOS B during the A.M. peak hour and LOS C during the P.M. peak hour with the implementation of the following improvements: signalization of the intersection

and the addition of a second westbound through lane to State Route 68. These improvements would be tied to the implementation of improvements recommended for Segments 1 through 10 below.

Intersection 19 – State Route 68/Blanco Road: Operations at this signalized intersection would improve to LOS C during both the A.M. and P.M. peak hours under Existing Conditions with the implementation of the following improvements: widen and restripe the intersection to include a second northbound left-turn lane and a free right-turn lane to northbound State Route 68; add a third left-turn lane, a through lane, and a right-turn lane to westbound Blanco Road; and provide right-turn overlap phasing for southbound, eastbound, and westbound right turns. These improvements are partially included in Project #59 of the City of Salinas Traffic Fee Ordinance (TFO) (Salinas 2010). Provision for the third westbound Blanco Road left-turn lane and east leg and south leg receiving lanes would not be included in any fee program.

Intersection 20 – Davis Road/Reservation Road: Signalization of this intersection would improve operations to an acceptable level of service of LOS C during the A.M. and P.M. peak hours. These improvements would be tied to implementation of improvements recommended for Segment 17 below.

Intersection 21 – Davis Road/Blanco Road: Operations at this intersection would improve to LOS C during both the A.M. and P.M. peak hours under Existing Conditions with the implementation of the following improvements: widen and restripe the intersection to include one through lane and one right-turn lane to northbound Davis Road; add a second left-turn lane and a second right-turn lane to southbound Davis Road; add a third left-turn lane, one through lane, and one right-turn lane to eastbound Blanco Road; and provide right-turn overlap phasing for southbound and westbound right turns. These improvements would be tied to the implementation of improvements recommended for Segment 17 below.

Segments 1 through 10: State Route 68 between Josselyn Canyon Road and Begin/End Freeway – As shown in **Table 3.12-4,** certain segments along State Route 68 currently operate below the LOS C/D standard established by Caltrans. In order to achieve acceptable levels of service for all of the State Route 68 study intersections and road segments under Existing Conditions (and maintain this level of service through the cumulative scenario), the roadway would require widening to four lanes between Toro County Park and State Route 1. The widening of State Route 68 has been discussed and debated for several years.

Alternatively, a four-lane freeway parallel to the State Route 68 corridor was considered as part of the Fort Ord Reuse Plan. The County of Monterey and Caltrans have considered this South Fort Ord Bypass along an alignment approximately one-half mile north of the existing State Route 68 roadway. However, there are no short- or long-term funding sources available for either of these alternatives.

Furthermore, there are no feasible interim improvements that could be implemented along the corridor that would achieve and maintain the acceptable level of service standards, and widening the entire corridor to a four-lane facility is not feasible at this time.

State Route 68 Improvement Advisory Committee

In 2001, the State Route 68 Improvement Advisory Committee (sponsored by the County of Monterey) identified and prioritized a list of improvements for existing and future traffic conditions that would facilitate a slight reduction in the travel time along the corridor. These improvements included several projects that are either completed or contained in the Transportation Agency of Monterey County's (TAMC) Regional Development Impact Fee (RDIF) program.

Subsequent to committee recommendations, TAMC prepared a *Nexus Study for a Regional Development Impact Fee* dated May 14, 2004, which was updated in 2008 (TAMC 2008). Most of the committee's recommendations for State Route 68 were identified on the project list and used to establish the TAMC RDIF. Further discussion of the TAMC RDIF is provided below.

Segment 15 – State Route 218 between State Route 68 and General Jim Moore Boulevard: Widening State Route 218 to four lanes between State Route 68 and Jim Moore Boulevard would improve operations in both directions to LOS A during both the A.M. and P.M. peak hours under Existing Conditions. However, this improvement is not included in any fee program.

Segment 16 – Reservation Road between State Route 68 and Davis Road: Widening Reservation Road to four lanes between State Route 68 and Davis Road would improve operations in both directions to LOS A during both the A.M. and P.M. peak hours under Existing Conditions. However, this improvement is not included in any fee program.

Segment 17 – Davis Road between Reservation Road and Blanco Road: Widening Davis Road to four lanes between Reservation Road and Blanco Road would improve operations in both directions to LOS A during both the A.M. and P.M. peak hours under Existing Conditions. This improvement is included in the TAMC *Regional Impact Fee Nexus Study Update* (TAMC 2008).

Regional Impact Fee Nexus Study Update

In March 2008, TAMC updated the *Nexus Study for a Regional Development Impact Fee*. The project list in the *Regional Impact Fee Nexus Study Update* includes two improvement projects recommended for Existing Conditions. These projects include the Marina-Salinas Corridor and the State Route 68 Commuter Improvements, which are described in further detail below.

Marina-Salinas Corridor – Widening of Davis Road between Reservation Road and Blanco Road is included in the TAMC RDIF as the Marina-Salinas Corridor project. This TAMC RDIF improvement project includes the following: widening Davis Road to four lanes from Blanco Road to Reservation Road; widening Reservation Road to four lanes from Davis Road to the existing four-lane section adjacent to East Garrison; widening Imjin Parkway to four lanes from Reservation Road to Imjin Road; and reconstructing the 12th Street/Highway 1 interchange.

State Route 68 Commuter Improvements – This project includes widening a 2.3-mile section of State Route 68 to four lanes between the existing four-lane section adjacent to Toro County Park and Corral de Tierra Road.

In addition, TAMC anticipates programming the fee revenue as part of its periodic Regional Transportation Plan update process, which is completed every three to five years. The fee program itself will be updated to reflect changes in land use plans or shifts in transportation planning priorities to better mitigate the impacts of future growth. The proposed improvements along State Route 68 will be re-evaluated as part of the update process. This update process will involve the following actions:

- Tracking status of construction, including percentage complete and fee expended;
- Updating cost estimate of each project annually;
- Adding or deleting projects as conditions warrant, based on adopted transportation plans;
- Using an adopted travel forecast model to conduct deficiency plan and select link analyses;
- Recalculating maximum fee by zones;
- Recalculating revenue from regional fee program; and
- Assessing potential for adopting a revised fee structure in light of political feasibility and other funding sources.

EXISTING PLUS APPROVED PROJECTS (BACKGROUND CONDITIONS)

The assignment of approved project trips combined with existing traffic is used to obtain Existing Plus Approved Projects, or background, traffic volumes. This scenario identifies the impacts (and facility needs) for existing conditions combined with those projects approved but not yet constructed. The time frame for the inclusion of approved projects in the background traffic scenario was determined to be within five years from the date of the preparation of the traffic study.

A list of relevant approved projects was developed in consultation with County of Monterey Planning and Public Works staff. It is anticipated that the trips generated by the approved projects will affect the surrounding roadway network prior to impacts being

experienced as a result of the proposed project. For analysis purposes, it is assumed that the State Route 68 Improvement Advisory Committee's recommended improvements discussed above have been fully funded and in place under background traffic conditions. In addition, it is assumed that the following improvement projects are to be in place under Background Conditions as a result of ongoing capital improvements and as mitigation for background project development:

1. York Road/State Route 68 Intersection
   - The addition of a fourth (south) York Road leg (to be implemented by the Monterra Ranch development)
   - A second York Road southbound left-turn lane and eastbound acceleration lane (to be implemented by the Laguna Villas Condominium development)

2. Laureles Grade Road/State Route 68 Intersection
   - A second State Route 68 westbound left-turn lane (State Route 68 Advisory Committee improvement)
   - Extension of the eastbound right-turn lane (State Route 68 Advisory Committee improvement)

3. Corral de Tierra Road/State Route 68 Intersection
   - The addition of a fourth (north) Corral de Tierra Road leg (to be implemented by the Cypress Church access modification)
   - A second State Route 68 westbound left-turn lane (State Route 68 Advisory Committee improvement)

4. San Benancio Road/State Route 68 Intersection
   - A second State Route 68 westbound left-turn lane (State Route 68 Advisory Committee improvement)

Trip Generation – Background Conditions

The approved projects would generate an estimated total of 173,157 daily trips, with 10,379 trips (5,024 in, 5,355 out) during the A.M. peak hour and 16,264 trips (8,582 in, 7,682 out) during the P.M. peak hour as shown in **Table 3.12-5.**

TABLE 3.12-5
TRIP GENERATION FOR APPROVED PROJECTS

APPROVED PROJECT	DAILY TRIPS	A.M. PEAK-HOUR TRIPS	P.M. PEAK-HOUR TRIPS
CITY OF MARINA			
Marina Heights Subdivision[2]			
Town Homes	598	45	55
Single-Family Detached Housing	9,072	711	958
CSUMB North Campus Housing[3]	2,188	172	211
CSUMB Students (2010)[3]	2,103	186	186

APPROVED PROJECT	DAILY TRIPS	A.M. PEAK-HOUR TRIPS	P.M. PEAK-HOUR TRIPS
Reservation Road Condominiums	82	6	7
Paddon Place Subdivisions	144	11	15
249 Carmel	96	8	10
Crescent/Carmel Subdivision	134	11	14
Hotel – 323 Reservation Road[4]	348	26	27
Dunes at Monterey Bay (University Villages) – Phase I[5]	48,241	1,958	4,282
Marina Landing Redevelopment[6]	11,886	357	1,044
3200 Seaside			
Single-Family Detached Housing	163	13	17
Carriage Units	81	6	7
3110 Seacrest	67	5	7
MPC Satellite Campus	840	84	84
FORA Business Park[7]	326	46	45
MST Transit Station[8]	2,793	56	104
Cypress Knolls[9]	5,088	299	396
Marina Station[10]	25,837	2,276	2,605
CITY OF SEASIDE			
Seaside Resort[11]	5,672	267	362
City Center			
Sit-Down Restaurants	2,678	25	227
Bank	986	49	183
Commercial/Retail[12]	679	20	42
MPC Satellite Campus	480	48	48
The Pointe			
Condominiums	35	3	3
Commercial/Retail[12]	133	4	8
Lexus Service Center[13]	102	15	17
Georis Building (commercial)[12]	176	5	11
Dentistry for Children	175	12	18
First National Bank	773	20	164
Ord Military Housing (RCI)	7,200	536	691
CITY OF SAND CITY			
Costco Expansion	941	14	85
Design Center[14]			
Apartments	202	15	19
Commercial/Retail[12]	886	27	54
Office	220	31	30

APPROVED PROJECT	DAILY TRIPS	A.M. PEAK-HOUR TRIPS	P.M. PEAK-HOUR TRIPS
CITY OF DEL REY OAKS			
Safeway Supermarket	5,521	176	564
CITY OF MONTEREY			
Ryan Ranch Business Park			
CHOMP Medical Offices	5,443	343	426
6 & 8 Lower Ragsdale Drive	704	99	95
Del Monte Beach Tract 2 Re-subdivision	163	13	17
St. John the Baptist Greek Orthodox Church	76	6	5
Calvary Chapel Expansion	236	19	17
CITY OF SALINAS			
Tynan Village Mixed-Use Development[15]	2,758	173	233
Hartnell College Expansion[16]	4,620	420	510
Monte Bella Subdivision	5,264	413	556
UNINCORPORATED MONTEREY COUNTY			
CSUMB East Campus Housing[17]	1,196	94	126
East Garrison[18]	12,391	975	1,315
Monterra Ranch	1,445	113	153
Pasadera	412	32	43
Harper 14 Lots of Record	134	11	14
Oaks Subdivision	105	8	11
Laguna Seca Office Park			
York Road Office Building[19]	220	31	30
Jessen Office Building[20]	345	31	39
Tanimura Family Residential	699	55	74
Total Approved Projects	**173,157**	**10,379**	**16,264**

Notes:
1. Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers, Trip Generation, 6th Edition, 1997, and 7th Edition, 2003, unless otherwise noted.
2. Trip generation from Marina Heights Environmental Impact Report Traffic Study, Higgins Associates, April 2003.
3. Trip generation from California State University at Monterey Bay (CSUMB) 2007 Master Plan Update Traffic Impact Study Report, Higgins Associates, November 5, 2007.
4. Trip generation for hotel land use assumes 100% occupancy.
5. Trip generation from Marina University Villages Mixed Use Development Traffic Impact Study Report, Higgins Associates, December 17, 2004.
6. Daily and P.M. peak-hour trip generation from Environmental Impact Report For The Proposed Marina Landing Shopping Center Project, Earth Metrics Inc., February 1998. A.M. peak-hour trip generation derived based upon same derivation assumptions as utilized in said report.
7. Trip generation takes into account office tenants that would relocate to this new office space from existing office space off of Second Avenue north of Imjin Parkway that would be removed as part of the second phase of the Marina University Villages development.
8. Trip generation for Marina Transit Center from Letter to E. Spencer, Marina Transit Station Traffic Study, Marina, California – Revised Project Definition, Higgins Associates, September 14, 2006. Project includes upgraded transit facility, commercial space, and apartments.
9. Trip generation from Cypress Knolls Traffic Impact Analysis, Higgins Associates, November 2006.
10. Trip generation from Marina Station Transportation Impact Analysis, Higgins Associates, December 6, 2006. Project includes residential, commercial, office, and industrial uses.
11. Trip generation from Transportation Impact Analysis for Seaside Resort, Fehr & Peers, May 2004.

APPROVED PROJECT	DAILY TRIPS	A.M. PEAK-HOUR TRIPS	P.M. PEAK-HOUR TRIPS

12. ITE does not provide A.M. peak-hour trip rates for the specialty retail land use. Rates used here are published by San Diego Association of Governments, Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, July 1998.
13. ITE does not provide weekday daily trip rates for the automobile care center land use. Rates used here are published by San Diego Association of Governments, Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, July 1998.
14. City of Sand City describes project as 80,000 square feet over 4 floors, with commercial/retail and office space on first two floors. Assumed each floor equal in size.
15. Trip generation from Tynan Village Mixed Use Development Traffic Impact Study Report, Higgins Associates, November 2004.
16. Trip generation from Hartnell College Master Plan TIA, Fehr & Peers, September 2005.
17. Trip generation from CSUMB East Campus Housing Traffic Study, Wilbur Smith Associates, January 2004.
18. Full buildout of East Garrison development will not occur until 2030. Fifty percent of the development is assumed to be constructed by the year 2010. Trip generation represents trips external to the development itself.
19. Size of building unknown – square footage used to derive trip generation is assumed, based upon other buildings within business park.
20. Trip generation from Letter to J. Jessen, "Trip Generation Study for Jessen Office Building Project, Laguna Seca Office Park Lot #13," Higgins Associates, June 6, 2006. Project includes both standard and medical office space.
21. Daily, A.M. peak-hour, and P.M. peak-hour trip generation for the Laguna Seca Villas project taken from Laguna Seca Villas Initial Study, Monterey County Planning and Building Inspection Department, March 2006. Inbound and outbound distributions derived from ITE's Trip Generation (Source #1), above.

Source: HMM 2010

Intersection Levels of Service – Background Conditions

The traffic that would be generated by the approved projects was combined with the existing traffic volumes to obtain volumes for Background Conditions. Eleven of the 22 study intersections would continue to operate at unacceptable levels of service under Background Conditions. Intersection levels of service for Background Conditions are summarized in **Table 3.12-6**. These levels of service are the baseline used for the analysis of operations under Background Plus Project Conditions.

TABLE 3.12-6
INTERSECTION LEVEL OF SERVICE FOR BACKGROUND CONDITIONS

INTERSECTION	CONTROL	LOS STANDARD	A.M. PEAK HOUR		P.M. PEAK HOUR	
			DELAY (SECONDS)	LOS	DELAY (SECONDS)	LOS
1. Josselyn Canyon Road/State Route 68	Signal	C/D	43.9	D	66.6	E
2. Olmstead Road/State Route 68	Signal	C/D	66.0	E	168.2	F
3. State Route 218/State Route 68	Signal	C/D	22.8	C	32.9	C
4. Ragsdale Drive/State Route 68	Half Signal	C/D	19.5	B	12.7	B
5. York Road/State Route 68	Signal	C/D	87.5	F	81.7	F
6. Pasadera Drive-Boots Road/State Route 68	Signal	C/D	73.8	E	44.4	D
7. Laureles Grade/State Route 68	Signal	C/D	60.3	E	91.2	F
8. Corral de Tierra Road/State Route 68	Signal	C/D	127.6	F	143.7	F
9. San Benancio Road/State Route 68	Signal	C/D	82.5	F	135.2	F
10. San Benancio Road/Paseo de Vacqueros	Stop Sign (EB) WA (EB)	C	1.1 (11.9)	A (B)	0.7 (12.0)	A (B)
11. Torero Drive/State Route 68	Stop Sign (SB) WA (SB)	C/D	91.2 (*)	A (F)	1.1 (53.9)	A (F)
12. Portola Drive/State Route 68 Eastbound Ramps	All-Way Stop	C/D	7.6	A	7.3	A
13. Portola Drive/State Route 68 Westbound Ramps	All-Way Stop	C/D	17.1	A	9.4	A
14. State Route 68 Eastbound Ramps/River Road	Signal	C/D	19.7	B	12.6	B

INTERSECTION	CONTROL	LOS STANDARD	A.M. PEAK HOUR		P.M. PEAK HOUR	
			DELAY (SECONDS)	LOS	DELAY (SECONDS)	LOS
15. State Route 68 Westbound Ramps/Reservation Road	Signal	C/D	25.2	C	27.7	C
16. State Route 68 Westbound Ramps/Spreckels Boulevard	Stop Sign (SB) WA (SB)	C/D	12.4 (28.5)	B (D)	14.9 (46.6)	B (E)
17. State Route 68 Eastbound Offramp/Spreckels Boulevard	Stop Sign (NB) WA (NB)	C/D	4.7 (11.1)	A (B)	3.6 (10.6)	A (B)
18. State Route 68 Eastbound Onramp/Spreckels Boulevard	Stop Sign (SB) WA (EB)	C/D	0.1 (0.1)	A (A)	0.3 (30.4)	A (D)
19. State Route 68/Blanco Road	Signal	C/D	44.9	D	59.6	E
20. Davis Road/Reservation Road	Stop Sign (NB/SB) WA (SB)	C	* (*)	F (F)	* (*)	F F
21. Davis Road/Blanco Road	Signal	C	39.6	D	86.2	F
22. River Terrace Drive/River Road	Stop Sign	C	N/A-FUTURE INTERSECTION			

*Note: * = exceeds 300 seconds; WA = worst approach*

Source: HMM 2010

Under Background Conditions, the intersections would operate at similar or slightly worse levels of service than currently experienced under Existing Conditions. In order for these intersections to operate at acceptable levels of service, improvements recommended under Existing Conditions would need to be implemented along with additional improvements recommended below.

Roadway Segment Levels of Services – Background Conditions

Thirteen of the 17 study roadway segments would continue to operate at unacceptable levels of service during the A.M. and/or P.M. peak hours under Background Conditions. Road segment levels of service, as well as A.M. and P.M. peak period volumes under Background Conditions, are summarized in **Table 3.12-7**.

TABLE 3.12-7
ROADWAY SEGMENT LEVEL OF SERVICE FOR BACKGROUND CONDITIONS

ROADWAY SEGMENTS	DIRECTION	LOS STANDARD	A.M. PEAK HOUR				P.M. PEAK HOUR			
			VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS	VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS
STATE ROUTE 68 BETWEEN										
1. Josselyn Canyon Rd and Olmsted Rd	EB WB	C/D	1,244 1,024	14.7 24.5	N/A	F F	796 1,502	24.1 16.5	N/A	F F
2. Olmsted Rd and SR 218	EB WB	C/D	1,251 1,226	37.4 38.1	N/A	E E	1,078 1,476	39.5 14.4	N/A	E F
3. SR 218 and Ragsdale Dr	EB WB	C/D	1,612 1,464	36.6 33.3	N/A	E E	1,224 1,951	38.8 36.9	N/A	E E
4. Ragsdale Dr and York Rd	EB WB	C/D	1,007 1,300	40.5 42.6	N/A	D D	1,040 1,391	41.0 44.2	N/A	D D

Roadway Segments	Direction	LOS Standard	A.M. Peak Hour				P.M. Peak Hour			
			Vol. (veh/hr)	Avg. Speed (mph)	Density (veh/lane)	LOS	Vol. (veh/hr)	Avg. Speed (mph)	Density (veh/lane)	LOS
5. York Rd and Pasadera Dr	EB WB	C/D	869 1,548	40.1 34.1	N/A	D E	1,296 1,323	22.2 46.9	N/A	F C
6. Pasadera Dr and Laureles Grade Rd	EB WB	C/D	858 1,472	41.7 29.0	N/A	D E	1,242 1,223	10.9 34.9	N/A	F E
7. Laureles Grade Rd and Corral de Tierra Rd	EB WB	C/D	967 1,508	38.1 28.8	N/A	E E	1,483 1,218	15.7 51.6	N/A	F B
8. Corral de Tierra Rd and San Benancio Rd	EB WB	C/D	1,125 1,444	35.7 14.6	N/A	E F	1,536 1,296	20.1 15.6	N/A	F F
9. San Benancio Rd and Torero Dr	Two Way	C/D	2,594	N/A	N/A	E	2,898	N/A	N/A	E
10. Torero Dr and Begin/End Freeway	Two Way	C/D	2,224	N/A	N/A	E	2,836	N/A	N/A	E
11. Begin/End Freeway and Portola Dr	EB WB	C/D	1,186 1,038	N/A	10 9	A A	1,473 1,363	N/A	13 12	B B
12. Portola Dr and Reservation Rd	EB WB	C/D	1,396 1,390	N/A	12 12	B B	1,570 1,567	N/A	13 13	B B
13. Reservation Rd and Spreckels Blvd	EB WB	C/D	1,887 1,483	N/A	16 13	B B	1,768 1,978	N/A	15 17	B B
14. Spreckels Blvd and Blanco Rd	EB WB	C/D	1,723 1,273	N/A	15.5 11.1	B B	1,567 1,751	N/A	17.0 17.7	B B
State Route 218 between										
15. SR 68 and General Jim Moore Blvd	Two Way	C/D	1,300	N/A	N/A	D	1,368	N/A	N/A	E
Reservation Road between										
16. SR 68 and Davis Rd	Two Way	C	1,009	N/A	N/A	D	1,257	N/A	N/A	D
Davis Road between										
17. Reservation Rd and Blanco Rd	Two Way	C	1,371	N/A	N/A	E	2045	N/A	N/A	E

Notes: Operations for roadway segments #1 through #8 are based on average speed obtained in the field using GPS technology and Synchro software. Operations for roadway segments #9 and #10, and #15 through #17 are based on HCS software. Operations for roadway segments #11 through #14 are based on vehicle density methodologies for freeway segments.

EB = eastbound; WB = westbound; veh/hr = vehicles per hour; veh/lane = vehicles per lane; mph = miles per hour; SR = State Route; Dr=Drive; Rd = Road; Blvd = Boulevard; Avg. = Average; Fwy=Freeway; vol. = Volume

Source: HMM 2010

As shown in **Table 3.12-7**, State Route 68 between Josselyn Canyon Road and Begin/End Freeway; State Route 218 between State Route 68 and General Jim Moore Boulevard; Reservation Road between State Route 68 and Davis Road; and Davis Road between Reservation Road and Blanco Road would continue to operate at unacceptable levels of service under Background Conditions due to the lack of funding available to implement the improvements recommended under Existing Conditions.

Recommended Improvements – Background Conditions

As under Existing Conditions, widening State Route 68 and making associated intersection improvements would improve operations along the State Route 68 corridor to acceptable levels of service under Background Conditions with one exception. Implementation of the State Route 68/Blanco Road intersection improvements recommended under Existing Conditions, with or without the third westbound left-turn lane, would improve operations at this intersection to LOS D during the weekday A.M. and P.M. peak hours under Background Conditions. As discussed previously, no funds are available for the implementation of the complete widening of State Route 68 to four lanes or the South Fort Ord Bypass, nor have these improvements been included in any Capital Improvement Program (CIP).

Widening State Route 218 between State Route 68 and General Jim Moore Boulevard, Reservation Road between State Route 68 and Davis Road, and Davis Road between Reservation Road and Blanco Road to four lanes would improve operations along these roadway segments to acceptable levels of service under Background Conditions. As mentioned under Existing Conditions, widening Davis Road between Reservation Road and Blanco Road is identified as Project #4 in the *Regional Impact Fee Nexus Study Update* (TAMC 2008) and Project #MYC 129 in the *2010 Monterey County Regional Transportation Plan* (RTP) (TAMC 2010) and is commonly referred to as the Marina-Salinas Corridor project. However, no funds are available for the implementation of the widening of the other two roadway segments, nor have these improvements been included in any CIP.

TRANSIT SERVICE

Monterey-Salinas Transit (MST) provides fixed-route bus service in Monterey County and Peninsula cities. MST Line 21 provides service between Monterey and Salinas via State Route 68 with stops at various locations along the highway. In addition, the Presidio-Salinas Express (MST Line 68) also provides service between the Presidio in Monterey and Salinas. Both of these lines have stops at the Portola/Creekside intersection, which is located north of State Route 68 from the project site. MST has reduced Line 21 service in recent years due to a lack of ridership on the route. In August 2003, weekday midday service was eliminated, and on July 30, 2005, service was further reduced to the current schedule, which includes only one weekday morning round trip and a single westbound one-way trip on weekday afternoons. According to MST, most passengers traveling

between Monterey and Salinas use MST's Line 20, which travels through Marina, due to the poor on-time performance of Line 21.

PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. There is not a significant amount of foot traffic in the vicinity of the proposed project and therefore sidewalks are not provided along State Route 68, San Benancio Road, or River Road. Crosswalks and pedestrian signal phasing are provided at the signalized study intersections.

There are three basic types of bicycle facilities recognized in the County of Monterey:

- 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, designated by signs or permanent markings and shared with motorists.

According to the *Monterey County General Bikeway Plan*, there is an existing Class III bicycle facility provided along State Route 68 (MCPW 2008). The County of Monterey has listed a Class II bike lane along State Route 68 between the City of Salinas and Olmstead Road as a high priority and a Class II bike lane along River Road between the State Route 68 and Arroyo Seco Road as a medium priority. There is a trailhead at State Route 68 for recreational mountain biking access on land owned and managed by the Bureau of Land Management (BLM).

3.12.2 REGULATORY SETTING

COUNTY OF MONTEREY

The County of Monterey has two primary planning documents, the *Monterey County General Plan* (Monterey County 1982) and the *Toro Area Plan* (Monterey County 1986), that provide goals, objectives, and policies related to transportation and circulation for the proposed project.

Monterey County General Plan

Goal

Goal 37 To promote a safe, effective, and economical transportation system that will service the existing and future land uses of the county.

Policies

37.2.1 Transportation demands of proposed development shall not exceed an acceptable level of service for existing transportation facilities, unless appropriate increases in capacities are provided for.

37.5.1 The design and location of new development shall consider and incorporate provisions for appropriate transportation modes.

39.2.1 All new road and interior circulation systems shall be designed, developed, and maintained according to adopted County standards.

39.2.5 Driveways, mid-block access points, intersections, and on-street parking shall be limited along major roads and highways, where possible.

Toro Area Plan

Policies

39.1.1.1 The county shall be encouraged to work with the state, local agencies, and citizens groups to alleviate traffic congestion on, and still maintain the scenic beauty of, State Route 68. With the goal of eventually constructing a scenic four-lane divided highway, the County shall support the following interim measures:

1. extension of Portola Drive through Serra Village in order to alleviate the traffic load on State Route 68 and traffic hazards at the Toro Park intersection;

2. construction of a two-lane bypass in the area north of the present Corral de Tierra/San Benancio State Route 68 intersection within the present plan lines;

3. methods of easing congestion at Toro County Park including, but not limited to, relocating entrance facilities, relocating the bus stop, and providing additional parking spaces;

4. construction of a divided four-lane segment between River Road and Torero Drive and a low profile interchange (or other acceptable traffic solutions) at Toro Park; and

5. construction of bus stops, pull-outs, and shelters where needed.

39.1.1.2 Improvement of State Route 68 intersections, replacement of the Toro Creek bridge, construction of alternate passing lanes, public transit roadway improvements, and improved bicycle safety measures should be undertaken at the earliest time that funding becomes available.

39.1.1.3 The County shall require significant financial contributions from each new subdivision in the Toro Planning Area in order to expedite funding and construction of State Route 68.

39.2.2.1 Improvements to Corral de Tierra and San Benancio Roads shall be designed to accommodate bicycles, horses, and people.

39.2.5.1 To minimize traffic safety hazards, creation of new direct access points should be prohibited from single-family residences onto State Route 68 and discouraged onto Laureles Grade, River Road, Corral de Tierra Road, and San Benancio Road.

40.2.3 Land use, architectural, and landscaping controls shall be applied and sensitive site designing encouraged to preserve Toro's scenic entrances--the River Road/Highway 68 intersection and the Laureles Grade scenic vista overlooking the Planning Area.

41.2.3 The County shall encourage a study of the feasibility of increasing the accessibility of Toro residents to mass transit, either through park and ride lots or new bus service, particularly in the Corral de Tierra, San Benancio, and River Road areas.

Monterey County Regional Transportation Plan

The Transportation Agency for Monterey County (TAMC) is responsible for periodically completing a long-range transportation planning document known as the Regional Transportation Plan (RTP). The purpose of the RTP is to provide policy guidelines regarding planning and programming of transportation projects in Monterey County for the next twenty years. The RTP identifies existing and future needs, evaluates modes and alternatives, and determines what can be completed with anticipated funding. As required by the California Transportation Commission Guidelines, each Regional Transportation Agency develops and updates goals, objectives, and policies for inclusion in the policy element of the RTP.

3.12.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring the project's environmental impacts are based on CEQA Guidelines and standards used by the County of Monterey. For the purposes of this Draft EIR, impacts are considered significant if the following could result from implementation of the proposed project:

1) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit systems.

2) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

In accordance with the California Environmental Quality Act (CEQA) and agency and professional standards, specific impact criteria have been applied to the study intersections and road segments to determine if a significant impact would occur due to the implementation of the proposed project. According to the Monterey County Public Works Department's policies and professional standards, a significant impact is defined to occur under the following scenarios:

Signalized Study Intersection

- The addition of project traffic causes operations to deteriorate from an acceptable level of service (in this case LOS C or better) to an unacceptable level (LOS D, LOS E, or LOS F), or

- The addition of project traffic increases the critical movement's volume-to-capacity ratio by 0.01 or more at intersections operating at LOS D or LOS E, or
- The proposed project adds any traffic (one vehicle) to an intersection operating at LOS F.

Unsignalized Study Intersection

- The addition of project traffic causes any traffic movement to operate at LOS F, or any traffic signal warrant to be met.

Study Roadway Segment

- The addition of project traffic causes a roadway segment operating at LOS A through LOS E to degrade to a lower level of service of LOS D, E, or F, or
- The addition of one project trip to a segment already operating at LOS F.

The thresholds of significance listed above are recognized by Monterey County and are consistent with the County's analysis methods. It should be noted, however, that Caltrans uses a Corridor Management System Approach to develop the best solutions(s) to address congestion issues on State Route 68 and regional network facilities in general. Caltrans, TAMC, and Monterey County are currently exploring more meaningful methods by which to analyze regional corridors such as State Route 68 and to evaluate them in the context of corridor-wide effects rather than a series of impacts to individual roadway segments and intersections. Using this methodology, TAMC established a Regional Development Impact Fee (RDIF) for its 2005 Regional Transportation Plan (and 2010 update).

METHODOLOGY

The intersection and roadway segment operations were determined by methods described below. The estimated levels of service were then compared to the levels of service identified under Background Conditions to determine the project's impact to the intersections and roadway segments.

Intersection Methodologies

Intersection traffic operations were evaluated based on the level of service (LOS) concept. Qualitative level of service analyses were performed for the study intersections, based on the *2000 Highway Capacity Manual* methodologies using the Synchro analysis software. At the request of Caltrans District 5 staff, a saturation flow rate of 1,600 vehicles per lane per hour was used for the eastbound through and westbound through movements along State Route 68.

Road Segment Methodologies

In the traffic impact analysis, quantitative level of service analyses were performed for the study road segments and study corridor based on the latest geographic positioning system (GPS) and geographic information systems (GIS) based technology. The GPS approach to

determine travel speed, travel time, and delay along State Route 68 provided a more accurate sense of the existing traffic operations along State Route 68 than the other methodologies previously mentioned. The collected data is then used to determine the travel speed, travel time, and delays along the corridor. The GPS data obtained under Existing Conditions was used to calibrate the Synchro traffic analysis software in order to assess the roadway segment operations under background, project, and Cumulative Conditions.

State Route 68 is a two-lane highway with signalized intersections, and all of the segments analyzed in this study are less than 2.0 miles long. According to Chapter 20 of the *Highway Capacity Manual* (HCM), isolated signalized intersections on two-lane highways can be evaluated with the methodology used for signalized intersections, and two-lane highways in urban and suburban areas with multiple signalized intersections at spacings of 2.0 miles or less can be evaluated with the methodology for urban streets. Due to the unique characteristics of State Route 68, and based on discussions with Monterey County staff regarding analysis assumptions, it was determined that an alternative method for analyzing the road segment operations would be appropriate in this case. The alternative method, which is based on GPS and GIS-based technology, measured actual conditions experienced in the field. The data collected provided actual travel speed, travel time, and delay along State Route 68 between Josselyn Canyon Road and San Benancio Road. This data was used to calibrate the Synchro traffic analysis software. HCS software was used for analysis of three State Route 68 roadway segments between San Benancio Road and Begin/End Freeway. Analysis of three State Route 68 roadway segments between the Portola Drive interchange and the Spreckels Boulevard interchange was based on HCM methodologies that use vehicle density as the criteria for rating level of service. In summary, the analysis of State Route 68 was conducted in consultation with Monterey County staff based upon the actual conditions and operations of this unique facility. Methods were not selectively picked from the HCM to guide the analysis conclusions but to provide accurate evaluation of actual conditions.

The level of service operations on State Route 218 between State Route 68 and General Jim Moore Road, Reservation Road between State Route 68 and Davis Road, and Davis Road between Reservation Road and Blanco Road were analyzed using HCS traffic analysis software based on a two-lane roadway.

Site Reconnaissance

To establish existing traffic flow conditions, intersection traffic counts were collected during the weekday A.M. (7:00 to 9:00 A.M.) and P.M. (4:00 to 6:00 P.M.) peak hours at the 21 study intersections. The traffic counts were conducted between August 2006 and June 2008.

PROJECT IMPACTS AND MITIGATION MEASURES

Conflict with the Performance of the Circulation System

Impact 3.12-1 Implementation of the proposed project would result in the generation of approximately 2,392 daily trips, which would contribute to unacceptable levels of service at 11 intersections and 7 roadway segments under Background Plus Project Conditions. This may conflict with congestion management programs, policies, and performance standards established by the County of Monterey, City of Salinas, and/or Caltrans. This would be considered a **significant impact**.

Traffic congestion in the project area is primarily under the jurisdiction of three agencies: Caltrans, the Transportation Agency of Monterey County (TAMC), and the Monterey County Public Works Department. Caltrans has jurisdiction over State Route 68, TAMC coordinates regional transportation needs, and the Monterey County Public Works Department has jurisdiction over local roadways. The standards of significance for intersections and roadways are based on the type of facilities (e.g., signalized) and which jurisdiction has precedence (e.g., Caltrans). Applicable level of service standards are noted in **Tables 3.12-8** and **3.12-10**.

Although the County provides specific thresholds of significance, Caltrans uses a Corridor Management System Approach to develop the best solutions(s) that address congestion issues on regional network facilities. Caltrans, TAMC, and Monterey County are currently exploring more meaningful methods by which to analyze regional corridors such as State Route 68. Monterey County recognizes that State Route 68 from Salinas to Monterey operates as a roadway corridor that is part of the larger regional transportation system. In addition, Monterey County recognizes that State Route 68 will not be widened to four lanes in its entirety for various reasons; therefore, is not likely to fully operate at acceptable levels of service at all locations into the future. For this reason, this analysis includes a study of travel time and delay and provides recommendations to reduce travel delay along the corridor. Although conventional thresholds of significance are recognized and used in this report, the County considers the delay study to be an important discussion with respect to understanding corridor operations and the relative net effect of the proposed project on those operations.

The proposed project would generate an estimated 2,392 daily trips on the roadway network, with 215 trips generated during the A.M. peak hour (87 in and 128 out) and 302 trips generated during the P.M. peak hour (165 in and 137 out). The majority of these peak-hour trips would utilize the Portola Drive/Toro County Park access point, as this location provides access to approximately 90 percent of the residential lots. The project trip assignment was combined with the Existing Plus Approved Projects (Background) traffic forecasts to evaluate the proposed project's impact on levels of service to intersections, roadway segments, and the State Route 68 corridor.

Intersections Levels of Service – Background Plus Project Conditions

The A.M. and P.M. peak-hour project trips and intersection levels of service are summarized in **Table 3.12-8**. As shown in **Table 3.12-8**, 14 of the 22 study intersections would operate at unacceptable levels of service (LOS E or worse) during the A.M. and/or P.M. peak hours.

TABLE 3.12-8
INTERSECTION LEVEL OF SERVICE FOR BACKGROUND PLUS PROJECT CONDITIONS

INTERSECTION	CONTROL	LOS STANDARD	A.M. PEAK HOUR		P.M. PEAK HOUR	
			DELAY (SECONDS)	LOS	DELAY (SECONDS)	LOS
1. Josselyn Canyon Road/State Route 68	Signal	C/D	45.4	D	69.3	E
2. Olmstead Road/State Route 68	Signal	C/D	68.8	E	172.6	F
3. State Route 218/State Route 68	Signal	C/D	23.0	C	33.7	C
4. Ragsdale Drive/State Route 68	Half Signal	C/D	20.0	B	12.7	B
5. York Road/State Route 68	Signal	C/D	91.6	F	86.1	F
6. Pasadera Drive-Boots Road/State Route 68	Signal	C/D	78.5	E	49.5	D
7. Laureles Grade/State Route 68	Signal	C/D	64.7	E	98.8	F
8. Corral de Tierra Road/State Route 68	Signal	C/D	135.4	F	154.9	F
9. San Benancio Road/State Route 68	Signal	C/D	90.4	F	147.0	F
10. San Benancio Road/Paseo de Vacqueros	Stop Sign (EB) WA (EB)	C	1.3 12.9	A B	0.9 13.2	A B
11. Torero Drive/State Route 68	Stop Sign (SB) WA (SB)	C/D	96.3 *	F F	1.2 59.1	A F
12. Portola Drive/State Route 68 Eastbound Ramps	All-Way Stop	C/D	8.8	A	8.3	A
13. Portola Drive/State Route 68 Westbound Ramps	All-Way Stop	C/D	20.5	C	10.7	B
14. State Route 68 Eastbound Ramps/River Road	Signal	C/D	21.0	C	13.1	B
15. State Route 68 Westbound Ramps/Reservation Road	Signal	C/D	27.6	C	29.9	C
16. State Route 68 Westbound Ramps/Spreckels Boulevard	Stop Sign (SB) WA (SB)	C/D	12.4 29.0	B D	15.1 48.0	C E
17. State Route 68 Eastbound Offramp/Spreckels Boulevard	Stop Sign (NB) WA (NB)	C/D	4.7 11.1	A B	3.7 10.7	A B
18. State Route 68 Eastbound Onramp/Spreckels Boulevard	Stop Sign (SB) WA (EB)	C/D	0.1 0.1	A A	0.3 30.5	A D
19. State Route 68/Blanco Road	Signal	C/D	45.6	D	62.9	E
20. Davis Road/Reservation Road	Stop Sign (NB/SB) WA (SB)	C	* *	F F	* *	F F
21. Davis Road/Blanco Road	Signal	C	40.1	D	87.6	F
22. River Terrace Drive/River Road	Stop Sign (NB) WA (NB)	C	0.2 18.3	A C	1.4 29.9	A D

*Note: * = exceeds 300 seconds; WA = worst approach*

Source: HMM 2010

Although 14 intersections would operate at deficient LOS, three of those intersections would operate at deficient LOS D or E during either the A.M. and/or P.M. peak hours at the only the worst approach. Of these three intersections, two would continue to operate at the

same deficient level as identified under Background Conditions and one, the River Terrace Drive/River Road intersection, would be a new intersection not addressed in Background Conditions.

The trips generated by the proposed project would cause a small increase in delay at the study intersections (an average of 2.0 seconds in the A.M. peak hour and 2.5 seconds in the P.M. peak hour) and result in different thresholds of significance being exceeded at 11 intersections. As shown in **Table 3.12-9**, the trips generated by the proposed project would result in a significant impact because they would either increase the volume-to-capacity (v/c) ratio by 0.01 or more at an intersection operating at LOS D or LOS E, or add one additional vehicle to an intersection already operating at LOS F.

TABLE 3.12-9
SUMMARY OF INTERSECTION THRESHOLDS OF SIGNIFICANCE EXCEEDED UNDER BACKGROUND PLUS PROJECT CONDITIONS

INTERSECTION	PEAK HOUR SIGNIFICANCE THRESHOLD EXCEEDED	
	INCREASE V:C	ADD 1 TRIP TO LOS F
1. Josselyn Canyon Road/State Route 68	A.M./PM	
2. Olmsted Road/State Route 68	A.M.	P.M.
5. York Road/State Route 68		A.M./PM
6. Pasadera Drive-Boots Road/State Route 68	A.M./PM	
7. Laureles Grade Road/State Route 68	A.M.	PM
8. Corral de Tierra Road/State Route 68		A.M./PM
9. San Benancio Road/State Route 68,		A.M./PM
11. Torero Drive/State Route 68		A.M. A.M./P.M. (worst approach)
19. State Route 68 (South Main Street)/Blanco Road	A.M./PM	
20. Davis Road/Reservation Road		A.M./PM
21. Davis Road/Blanco Road	A.M.	PM

Notes: *LOS = level of service; V = Volume; C = Capacity*

A brief description of the operations at intersections that would be impacted by the proposed project is provided below.

Intersection 1 – Josselyn Canyon Road/State Route 68: This signalized intersection would continue to operate at unacceptable levels of service of LOS D during the weekday A.M. peak hour and LOS E during the weekday P.M. peak hour (average delay of 45.4 and 69.3 seconds, respectively) under Background Plus Project Conditions, which exceed Caltrans' acceptable level of service standard of LOS C/D. The trips generated by the proposed project would increase the volume-to-capacity ratio from 1.04 to 1.05 during the weekday A.M. peak hour and from 1.12 to 1.13 during the P.M. peak hour. Since the trips generated by the proposed project would increase the volume-to-capacity ratio by 0.01 during the weekday A.M. and P.M. peak periods, this would be considered a significant impact.

Intersection 2 – Olmsted Road/State Route 68: This signalized intersection would continue to operate at LOS E during the weekday A.M. peak hour and LOS F during the weekday P.M. peak hour (average delay of 68.8 and 172.6 seconds, respectively) under Background

Plus Project Conditions. The trips generated by the proposed project would increase the volume-to-capacity ratio from 1.03 to 1.04 during the weekday A.M. peak hour. Since the trips generated by the proposed project would increase the volume-to-capacity ratio by at least 0.01 during the weekday A.M. and add at least one trip during the weekday P.M. peak hour, this would be considered a significant impact to this intersection.

Intersection 5 – York Road/State Route 68: This signalized intersection would continue to operate at LOS F during both the weekday A.M. and P.M. peak hours (average delay of 91.6 and 86.1 seconds, respectively), which exceeds Caltrans' acceptable level of service standard of LOS C/D. The trips generated by the proposed project would add at least one trip during the weekday A.M. and P.M. peak hours, which would be considered a significant impact to this intersection.

Intersection 6 – Pasadera Drive-Boots Road/State Route 68: This signalized intersection would continue to operate at LOS E during the weekday A.M. peak hour and LOS D during the weekday P.M. peak hour (average delay of 78.5 and 49.5 seconds, respectively) under Background Plus Project Conditions. The trips generated by the proposed project would increase the volume-to-capacity ratio from 1.10 to 1.12 during the weekday A.M. peak hour and from 1.00 to 1.02 during the weekday P.M. peak hour. Since the volume-to-capacity ratio would increase by more than 0.01 during both the A.M. and P.M. peak hours, this would be considered a significant impact to this intersection.

Intersection 7 – Laureles Grade Road/State Route 68: This signalized intersection would continue to operate at LOS E during the weekday A.M. peak hour and LOS F during the weekday P.M. peak hour (average delay of 64.7 and 98.8 seconds, respectively) under Background Plus Project Conditions. The trips generated by the proposed project would increase the volume-to-capacity ratio from 1.11 to 1.13 during the weekday A.M. peak hour. Since the trips generated by the proposed project would increase the volume-to-capacity ratio by more than 0.01 during the weekday A.M. peak hour and add at least one trip during the weekday P.M. peak hour, this would be considered a significant impact to this intersection.

Intersection 8 – Corral de Tierra Road/State Route 68: This signalized intersection would continue to operate at LOS F during the weekday A.M. and P.M. peak hours (average delay of 135.4 and 154.9 seconds, respectively) under Background Plus Project Conditions. The trips generated by the proposed project would add at least one trip during the weekday A.M. and P.M. peak hours, which would be considered a significant impact.

Intersection 9 – San Benancio Road/State Route 68: This signalized intersection would continue to operate at LOS F during the weekday A.M. and P.M. peak hours (average delay of 90.4 and 147.0 seconds, respectively) under Background Plus Project Conditions. The trips generated by the proposed project would add at least one trip during the weekday A.M. and P.M. peak hours, which would be considered a significant impact.

Intersection 11 – Torero Drive/State Route 68: This unsignalized intersection would continue to operate at LOS F during the weekday A.M. peak hour (average delay of 96.3 seconds) under Background Plus Project Conditions. In addition, the worst approach (southbound Torero Drive) would continue to operate at LOS F during the weekday A.M. and P.M. peak hours (average delay of 59.1 seconds or more) under Background Plus Project Conditions. Since the trips generated by the proposed project would add at least one trip during the weekday A.M. peak hour and during both the A.M. and P.M. peak hours at the worst approach, this would be considered a significant impact.

Intersection 19 – State Route 68 (South Main Street)/Blanco Road: This signalized intersection would continue to operate at LOS D during the weekday A.M. peak hour and LOS E during the weekday P.M. peak hour (average delay of 45.6 and 62.9 seconds, respectively), which exceeds Caltrans' acceptable level of service standard of LOS C/D. The trips generated by the proposed project would increase the volume-to-capacity ratio from 0.84 to 0.85 during the weekday A.M. peak hour and from 0.96 to 0.98 during the weekday P.M. peak hour. This would be considered a significant impact.

Intersection 20 – Davis Road/Reservation Road: This unsignalized intersection would continue to operate at LOS F during the weekday A.M. and P.M. peak hours (average delay of more than 300 seconds), which exceeds Monterey County's acceptable level of service standard of LOS C. The worst approach (southbound Davis Road) would continue to operate at LOS F during both the weekday A.M. and P.M. peak hours (average delay of more than 300 seconds). The trips generated by the proposed project would add at least one trip during the weekday A.M. and P.M. peak hours, which would be considered a significant impact.

Intersection 21 – Davis Road/Blanco Road: This signalized intersection would operate at LOS D during the weekday A.M. peak hour and LOS F during the P.M. peak hour (average delay 40.1 and 87.6 seconds, respectively), which exceeds Monterey County's acceptable level of service standard of LOS C. The trips generated by the proposed project would increase the volume-to-capacity ratio from 0.88 to 0.89 during the weekday A.M. peak hour and add at least one trip during the weekday P.M. peak hour, which would be considered a significant impact.

Intersection 22 – River Terrace Drive/River Road (New): This new unsignalized intersection would operate at unacceptable LOS D at the worst approach (northbound) during the P.M. peak hour under Background Plus Project Conditions. This exceeds the County's standard of LOS C. However, according to Hatch Mott MacDonald, this standard only applies to the overall operations, and side street operations are considered to be impacted only if they operate at LOS F. Since this intersection would operate at an overall performance level of LOS A during both the A.M. and P.M. peak hours, the trips generated by the proposed project would be considered to have a less than significant impact to this intersection.

Roadway Segment Levels of Service – Background Plus Project Conditions

The proposed project would generate approximately 2,392 daily trips, distributed on 13 roadway segments already operating at unacceptable levels of service (LOS E or worse) during the A.M. and/or P.M. peak hour. The trips and roadway segment levels of service are summarized in **Table 3.12-10**.

TABLE 3.**12-10**
ROADWAY SEGMENT LEVEL OF SERVICE FOR BACKGROUND PLUS PROJECT CONDITIONS

ROADWAY SEGMENTS	DIRECTION	LOS STANDARD	A.M. PEAK HOUR				P.M. PEAK HOUR			
			VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS	VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS
STATE ROUTE 68 BETWEEN										
1. Josselyn Canyon Rd and Olmsted Rd	EB	C/D	1,252	14.2	N/A	F	812	23.3	N/A	F
	WB		1,037	24.2		F	1,516	16.0		F
2. Olmsted Rd and SR 218	EB	C/D	1,261	37.3	N/A	E	1,097	39.4	N/A	E
	WB		1,241	36.9		E	1,493	14.1		F
3. SR 218 and Ragsdale Dr	EB	C/D	1,626	36.5	N/A	E	1,251	38.8	N/A	E
	WB		1,486	33.2		E	1,973	35.8		E
4. Ragsdale Drive and York Road	EB	C/D	1,021	42.2	N/A	D	1,067	40.3	N/A	D
	WB		1,322	42.0		D	1,413	43.9		D
5. York Rd and Pasadera Dr	EB	C/D	883	39.8	N/A	E	1,324	21.8	N/A	F
	WB		1,571	33.0		E	1,345	46.1		C
6. Pasadera Dr and Laureles Grade Rd	EB	C/D	873	41.5	N/A	D	1,272	10.6	N/A	F
	WB		1,496	25.8		E	1,247	33.4		E
7. Laureles Grade Rd and Corral de Tierra Rd	EB	C/D	994	37.7	N/A	E	1,517	15.1	N/A	F
	WB		1,535	27.7		E	1,245	50.6		B
8. Corral de Tierra Rd and San Benancio Rd	EB	C/D	1,143	34.3	N/A	E	1,570	19.2	N/A	F
	WB		1,471	14.3		F	1,316	15.0		F
9. San Benancio Rd and Torero Dr	Two Way	C/D	2,645	N/A	N/A	E	2,970	N/A	N/A	F
10. Torero Dr and Begin/End Fwy	Two Way	C/D	2,276	N/A	N/A	E	2,909	N/A	N/A	F
11. Begin/End Fwy and Portola Dr	EB	C/D	1,209	N/A	10	A	1,511	N/A	13	B
	WB		1,067		9	A	1,398		12	B
12. Portola Dr and Reservation Rd	EB	C/D	1,490	N/A	13	B	1,633	N/A	14	B
	WB		1,420		12	B	1,675		14	B
13. Reservation Rd and Spreckels Blvd	EB	C/D	1,942	N/A	17	B	1,833	N/A	16	B
	WB		1,518		13	B	2,051		18	B
14. Spreckels Blvd and Blanco Rd	EB	C/D	1,774	N/A	16.4	B	1,627	N/A	15.0	B
	WB		1,311		12.1	B	1,818		16.6	B
STATE ROUTE 218 BETWEEN										
15. SR 68 and General Jim Moore Blvd	Two Way	C/D	1,311	N/A	N/A	D	1,381	N/A	N/A	E

ROADWAY SEGMENTS	DIRECTION	LOS STANDARD	A.M. PEAK HOUR				P.M. PEAK HOUR			
			VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS	VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS
RESERVATION ROAD BETWEEN										
16. SR 68 and Davis Rd	Two Way	C	1,056	N/A	N/A	D	1,332	N/A	N/A	D
DAVIS ROAD BETWEEN										
17. Reservation Rd and Blanco Rd	Two Way	C	1,387	N/A	N/A	E	2,064	N/A	N/A	E

Notes: Operations for roadway segments #1 through #8 are based on average speed obtained in the field using GPS technology and Synchro software. Operations for roadway segments #9 and #10, and #15 through #17 are based on HCS software. Operations for roadway segments #11 through #14 are based on vehicle density methodologies for freeway segments
EB = eastbound; WB = westbound; veh/hr = vehicles per hour; veh/lane = vehicles per lane; mph = miles per hour.

Source: HMM 2010

Although 13 segments would operate at unacceptable levels of service under Background Plus Project Conditions, the deficient operations at only seven intersections would be the result of trips generated by the proposed project, while the other six roadway segments would continue to operate at the same deficient LOS as identified under Background Conditions. The trips generated by the proposed project would result in different thresholds of significance being exceeded. As shown in **Table 3.12-11**, the trips generated by the proposed project would either degrade the level of service from LOS A through LOS E to a lower LOS or add one trip to segments already operating at unacceptable LOS F.

TABLE 3.12-11
SUMMARY OF ROADWAY SEGMENT THRESHOLDS OF SIGNIFICANCE EXCEEDED UNDER BACKGROUND PLUS PROJECT CONDITIONS

ROADWAY SEGMENT	DIRECTION	PEAK HOUR SIGNIFICANCE THRESHOLD EXCEEDED	
		DEGRADE LOS	ADD 1 TRIP TO LOS F
1. State Route 68 between Josselyn Canyon Road and Olmsted Road	EB WB		A.M./P.M. A.M./P.M.
2. State Route 68 between Olmsted Road and State Route 218	EB WB		 P.M.
5. State Route 68 between York Road and Pasadera Drive	EB WB	A.M.	PM
6. State Route 68 between Pasadera Drive and Laureles Grade Road	EB WB		P.M.
7. State Route 68 between Laureles Grade Road and Corral de Tierra Road	EB WB		P.M.
8. State Route 68 between Corral de Tierra Road and San Benancio Road	EB WB		P.M. P.M.
9. State Route 68 between San Benancio Road and Torero Drive	Two Way	P.M.	

As shown in **Table 3.12-11**, the trips generated by the proposed project would result in the degradation of LOS along three roadway segments and/or add one trip to six other roadway

segments already operating at LOS F during the A.M. and/or P.M. peak hours, which would be considered a significant impact. All of the impacted roadway segments under Background Plus Project Conditions are along the State Route 68 corridor.

Recommended Improvements – Background Plus Project Conditions

State Route 68 Corridor

Widening of State Route 68 to four lanes between Highway 1 and the existing four-lane section, plus the associated intersection improvements to accommodate that widening, would improve operations along the State Route 68 corridor to acceptable levels of service. However, no funding is available for the implementation of the widening of State Route 68 to four lanes or the implementation of the South Fort Ord Bypass, nor have any of these improvements been included in the Regional Transportation Plan. Therefore, these improvements are not considered feasible mitigation under CEQA.

However, implementation of the following mitigation measure would require contribution toward the TAMC RDIF, which includes the State Route 68 Commuter Improvements project and would, upon completion, widen 2.3 miles of State Route 68 to four lanes from the existing four-lane section (adjacent to Toro County Park) to Corral de Tierra Road. Implementation of the State Route 68 Commuter Improvements would improve operation of three impacted intersections to acceptable levels of service. Upon implementation of the State Route 68 Commuter Improvements, the State Route 68/Corral de Tierra, the State Route 68/San Benancio Road, and the Torero Drive/State Route 68 intersections would operate at acceptable levels of service during both the A.M. and P.M. peak hours under Background Plus Project Conditions. As an additional benefit, the State Route 68 Commuter Improvements project would reduce the length of the queue on westbound State Route 68 east of San Benancio Road during the weekday A.M. peak hour.

Mitigation Measure

MM 3.12-1a Prior to issuance of building permits within the subdivision, the project applicant(s) shall contribute their proportionate fair share, as calculated by the County, towards the "State Route 68 Commuter Improvements" through payment of the TAMC Regional Development Impact Fee (RDIF) in effect at that time, as required under mitigation measure **MM 3.12-5.**

Implementation of the State Route 68 Commuter Improvements project, a component of the TAMC RDIF, would effectively mitigate project impacts to the following intersections and roadway segments to a less than significant level: Intersection 8 – State Route 68/Corral de Tierra; Intersection 9 – State Route 68/San Benancio Road; Intersection 12 – State Route 68/Torero Drive; Segment 8 – State Route 68 between Corral de Tierra and San Benancio Road; Segment 9 – State Route 68 between San Benancio Road and Torero Drive; and Segment 10 – State Route 68 between Torero Drive and Begin/End Freeway.

Intersection 19 – State Route 68/Blanco Road

Implementing improvements at Intersection 19 – State Route 68/Blanco Road, as recommended under Existing Conditions, would improve operations at this intersection to LOS C during the A.M. peak hour and LOS D during the P.M. peak hour under Background Plus Project Conditions. Implementation of mitigation measure **MM 3.12-5** would require the project applicant to contribute their fair share toward all applicable traffic impact fee programs, including the City of Salinas Traffic Fee Ordinance (TFO). The City of Salinas TFO includes a portion of the improvements recommended under Existing Conditions. However, the third westbound Blanco Road left-turn lane and the east and south leg receiving lanes are not included in any fee program. Therefore, the following mitigation measure has been provided to ensure that the proposed project contributes its fair share for all necessary improvements.

Mitigation Measure

MM 3.12-1b Prior to issuance of building permits, the project applicant shall pay their fair share toward the City of Salinas Traffic Impact Fee Ordinance as stated in mitigation measure **MM 3.12-5.**

Implementation of the above mitigation measure, together with mitigation measure **MM 3.12-5,** would ensure that the proposed project contributes its fair share toward any necessary improvements included in an adopted fee program. However, as Intersection 19 would require striping and widening improvements above and beyond those identified in the City of Salinas TFO, this impact is considered **significant and unavoidable**, as there is no mechanism in place to contribute proportionate funding.

Davis Road

Widening Davis Road between Reservation Road and Blanco Road (Segment 17) and associated intersection improvements at Intersection 20 – Davis Road/Reservation Road and Intersection 21 – Davis Road/Blanco Road as recommended under Existing and Background Conditions would improve operations to acceptable levels of service under Background Plus Project Conditions.

The widening of Davis Road between Reservation Road and Blanco Road to four lanes is included in the TAMC RDIF as part of the Marina-Salinas Corridor project. This TAMC RDIF improvement project includes the following: widening Davis Road to four lanes from Blanco Road to Reservation Road, widening Reservation Road to four lanes from Davis Road to the existing four-lane section adjacent to East Garrison, widening Imjin Parkway to four lanes from Reservation Road to Imjin Road, and reconstructing the 12th Street/Highway 1 interchange.

Implementation of mitigation measure **MM 3.12-5** would require contribution toward the TAMC RDIF, which includes the Marina-Salinas Corridor project. Implementation of the

Marina-Salinas Corridor project would reduce the project-level impact to Segment 17 – Davis Road between Reservation Road and Blanco Road to a less than significant level. In order to ensure that the proposed project contributes its fair share toward recommended improvements associated with the widening of Davis Road between Reservation Road and Blanco Road, the following mitigation measure has been provided.

Mitigation Measure

MM 3.12-1c Prior to issuance of building permits, the project applicant shall pay their fair share toward the TAMC RDIF and any other adopted fees, as applicable and as stated in mitigation measure **MM 3.12-5**. Payment of the TAMC RDIF fee would contribute toward the Marina-Salinas Corridor project, which would widen Davis Road to four lanes from Blanco Road to Reservation Road and widen Reservation Road to four lanes from Davis Road to the existing four-lane section adjacent to East Garrison. The specific physical improvements that mitigate the project's impact—all components of the Marina-Salinas Corridor project—include the following:

Davis Road/Reservation Road intersection (#20)

- Widen and restripe eastbound Reservation Road to two left-turn lanes, one through lane, and one shared through/right-turn lane;
- Widen and restripe westbound Reservation Road to one left-turn lane, one through lane, and one shared through/right-turn lane; and
- Convert the southbound Davis Road right turn to right-turn overlap phasing.

Davis Road/Blanco Road intersection (#21)

- Widen and restripe the southbound Davis Road approach to two left-turn lanes, two through lanes, and two right-turn lanes;
- Widen and restripe the northbound Davis Road approach to one left-turn lane, two through lanes, and two right-turn lanes; and
- Widen and restripe the westbound Blanco Road approach to two left-turn lanes, two through lanes, and one right-turn lane.

Implementation of the above mitigation measure combined with mitigation measure **MM 3.12-5** would ensure that the proposed project contributes their fair share toward necessary improvements at Intersection #20 – Davis Road/Reservation Road and Intersection #21 – Davis Road/Blanco Road. Implementation of these improvements would improve operations at both of these intersections to LOS C during both the A.M. and P.M. peak hours under Background Plus Project Conditions. In addition, these improvements would improve vehicle delays at these intersections to more than offset the increase caused by the project.

Project-Level Level of Service Impact Summary

Implementation of mitigation measures **MM 3.12-1a**, **MM3.12-1c**, and **MM 3.12-5** would effectively mitigate project impacts to the levels of service at the following intersections and roadway segments:

- Intersection 8 – State Route 68/Corral de Tierra
- Intersection 9 – State Route 68/San Benancio Road
- Intersection 12 – State Route 68/Torero Drive
- Intersection 20 – Davis Road/Reservation Road
- Intersection 21– Davis Road/Blanco Road
- Segment 8 – State Route 68 between Corral de Tierra and San Benancio Road
- Segment 9 – State Route 68 between San Benancio Road and Torero Drive
- Segment 10 – State Route 68 between Torero Drive and Begin/End Freeway
- Segment 17 – Davis Road between Reservation Road and Blanco Road

Intersections and roadway segments impacted by the project that are not currently included in any fee program would continue to exceed standards of significance. These facilities include:

- Intersection 2 – State Route 68/Olmsted Road
- Intersection 5 – State Route 68/York Road
- Intersection 6 – State Route 68/Pasadera Drive-Boots Road
- Intersection 7 – State Route 68/Laureles Grade Road
- Intersection 19 – State Route 68/Blanco Road
- Segment 1 – State Route 68 between Josselyn Canyon Road and Olmsted Road
- Segment 2 – State Route 68 between Olmsted Road and State Route 218
- Segment 5 – State Route 68 between York Road and Pasadera Drive
- Segment 6 – State Route 68 between Pasadera Drive and Laureles Grade
- Segment 7 – State Route 68 between Laureles Grade and Corral de Tierra

With the addition of project traffic, the above facilities would continue to exceed adopted standards of significance for level of service and would conflict with City of Salinas and County of Monterey congestion management programs and policies. Although payment into the TAMC RDIF adopted fee programs is intended to improve conditions along the State Route 68 corridor as a whole, these residual impacts of the project would be

considered a **significant and unavoidable impact** of the project based on Monterey County significance criteria.

Project Access and Sight Distance

Impact 3.12-2 Implementation of the proposed project would result in an increase in vehicle access at the San Benancio Road/Paseo de Vaqueros intersection, State Route 68/Portola Drive interchange, and River Terrace Drive/River Road intersection (new), which may result in hazards associated with limited sight distance and queuing capacity. This is considered a **potentially significant impact.**

Regional access to the project site will be provided via State Route 68. Localized access to the project site would be provided by the San Benancio Road/Paseo de Vaqueros intersection, State Route 68/Portola Drive interchange, and a new intersection at River Terrace Drive/River Road as shown in **Figure 3.12-2**. The detailed design of the project access has not been finalized.

River Road and San Benancio Road Access Points

The traffic consultant assessed left-turn channelization warrants for the San Benancio Road/Paseo de Vaqueros and the River Terrace Drive/River Road access points. According to the traffic consultant, left-turn channelization was not warranted at the San Benancio Road/Paseo de Vaqueros intersection or River Terrace Drive/River Road access points. However, the Monterey County Public Works Department has determined that for safety reasons, left-turn channelization would be required at these two access points.

Left-turn channelization would be required on southbound San Benancio Road onto proposed Road D. The addition of a left-turn lane would require widening the roadway. Any roadway widening would need to occur on the project's side of San Benancio Road. In addition, Caltrans and the County are in the process of constructing intersection, bridge, and widening improvements at the San Benancio Road/State Route 68 intersection. The design of the left-turn channelization improvements at the San Benancio Road/Paseo de Vaqueros intersection into the project will need to consider and align with these recent improvements.

Mitigation measures are identified throughout the Draft EIR that address construction impacts anticipated to occur with project implementation. All measures required to mitigate the effects of construction related to air quality, greenhouse gases, water quality, soils and geology, biological resources, and cultural resources would be applicable to these access improvements.

Hatch Mott MacDonald also identified the need for a right-turn taper on eastbound River Road into the project and that a full-width right-turn lane may be required by the Monterey County Public Works Department at this location for safety reasons.

The access points are required to be designed in sufficient detail to confirm that they would meet Monterey County and/or Caltrans standards and resolve sight distance issues. Limited sight distance could increase safety hazards at these access points, which would be considered a **potentially significant impact**. Initial concept plans illustrate that adequate sight distance can be achieved through vegetation management. Implementation of the following mitigation measure would ensure that the hazards associated with limited sight distance are reduced to a **less than significant level.**

Mitigation Measure

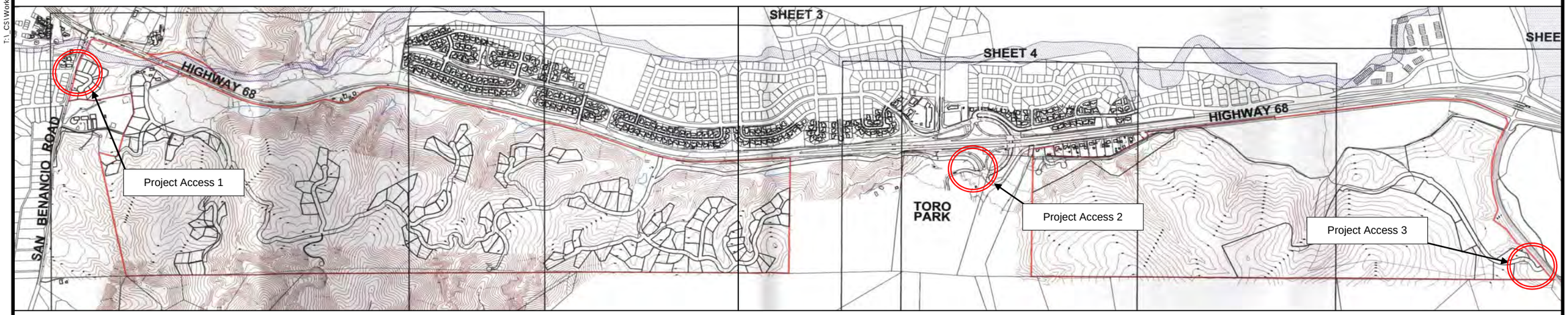
MM 3.12-2a Prior to filing the final subdivision map, the project applicant shall submit engineering-level design drawings of the project access points demonstrating adequate sight distance in accordance with Monterey County and Caltrans standards. Assessment of sight distance and channelization needs shall be performed in the project design phase. The design of all intersection improvements shall be submitted for review and approval by the County of Monterey and/or Caltrans, as applicable. All safety improvements will be incorporated into the final improvement plans prior to final map approval. Any widening of roadways necessary to implement access and sight distance improvements would be required to encroach onto the project site. The physical impacts of constructing points of project access have been assessed based on the project footprint as proposed on the Vesting Tentative Map. Any and all mitigation measures identified in the Draft EIR to reduce impacts to natural resources are also applicable to construction of these improvements.

Implementation of the above mitigation measure will mitigate safety and sight distance impacts to a **less than significant** level by requiring final design of the access points in accordance with Monterey County and Caltrans standards.

Portola Drive/State Route 68 Interchange Access Point

The project's primary access—the new Ferrini Ranch Road—proposes to obtain an easement from Monterey County that would allow access from the Toro County Park entrance road located near the State Route 68/Portola Drive interchange. This area is heavily influenced by high traffic volumes experienced at the entrance to Toro County Park during holidays and special events. As previously noted, during the Easter holiday weekend, the traffic study identified a significant backup onto State Route 68 at the westbound Portola Drive off-ramp. The Monterey County Parks Department has also expressed concerns that the proposed project entrance at this location would negatively affect the circulation pattern at the park entrance, create non-park-related congestion, and result in both physical and policy-related conflicts.

T:\ CS\Work\Monterey, County of\Ferrini Ranch\Figures\Section 3-1\Figure 3.12-2 Access Points.ai, August 2007



Property Boundary

Source: Higgins Associates, 2007

Not to scale

FIGURE 3.12-2
ACCESS POINTS

PMC®

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Hatch Mott MacDonald collected data at the park entrance and at the Portola Drive/State Route 68 Westbound Off-ramp intersection between 8:00 A.M. and 2:00 P.M. on Easter Sunday 2007. During that period, a total of 1,960 vehicles entered the park, while 215 vehicles exited the park. Vehicle queues extended along the State Route 68 westbound off-ramp and onto State Route 68 for a length of approximately 1,400 additional feet by 2:15 P.M. and receded to the park entrance by 3:00 P.M. The traffic study also identified that the Portola Drive/State Route 68 Westbound Ramp intersection would operate at LOS F during the A.M. peak period and that a signal warrant is met only under Cumulative Project Conditions (see **Impact 3.12-5**). The eastbound off-ramp, during the same time period, would operate at acceptable levels of service and no signal warrants were met.

Although the traffic consultant analyzed peak queuing patterns in detail at the State Route 68/Portola Drive Westbound Ramp Intersection during the Easter weekend, no similar observations were recorded for the State Route 68/Portola Drive eastbound ramp movement. Focusing the Easter Sunday queuing analysis on the westbound ramp operations was based on the fact that most park users originate from the Salinas area, and no signal warrants were met at the eastbound ramp movements (indicating that operations were adequate). To confirm that the eastbound State Route 68/Portola Drive off-ramps experience no significant peak (Easter Sunday) queuing conditions, attendance data was obtained from the Monterey County Parks Department in order to correlate the Toro County Park attendance numbers with the westbound ramp analysis to estimate eastbound ramp queuing. Unfortunately, differences between the types of data hindered the correlation efforts and generated estimates considered too speculative to be useful. For example, the westbound off-ramp observed queue information did not qualify how much of the queue was attributable to park attendees versus the nearby Toro Estates neighborhood. The Parks Department attendance data was also compiled for the entire week (Monday through Sunday), not specific days such as Sunday only. To examine if the eastbound ramps experience significant queuing, observations were made on another holiday.

PMC observed traffic operations at the State Route 68/Portola Drive interchange on May 30, 2011 (Memorial Day). Between 10:45 A.M. and 11:15 A.M., all movements experienced open flow with no more than two vehicles in queue at the kiosk at one time. Between 11:30 A.M. and 12:00 P.M., approximately six to seven vehicles would stack at the kiosk when patrons would pay by check, purchase a pass, or otherwise delay the entrance process. By 2:00 P.M., the maximum queue was three to four vehicles, which would quickly clear. Overflow parking was not required this holiday; therefore, attendance volume was likely well below that observed on Easter Sunday 2007. An on-site ranger at the kiosk (with a view of the ramps) noted during an interview that he was aware of westbound backups but had never personally observed queuing of vehicles onto the State Route 68 eastbound ramp, even during holiday peak periods. Most traffic operations observed on Memorial Day 2011 appeared to be related to vehicles looking for free, off-site parking along Road 117, which is consistent with the Park Department's experience of observing up to 300 cars parked off-site during a holiday. Based on these observations, changes in the park's policy to streamline transactions at the kiosk during peak holidays,

combined with strict prohibition of off-site parking near the entrance, may resolve some of the queuing issues currently observed during the holidays.

Regardless of park policy and off-site parking restrictions, the proposed alignment of a new Ferrini Ranch Road would add vehicle trips to the existing interchange ramps and park entrance, which has existing constraints, especially during holidays and special events. In addition, due to the proximity of the Ferrini Ranch Road starting point to the Portola Drive/State Route 68 interchange, this proposed roadway would be subject to Caltrans design standards requiring that the roadway be located a minimum of 500 feet from the interchange. As currently proposed on the Vesting Tentative Map, the roadway is closer than 500 feet. This would be considered a **significant impact**.

Mitigation Measure

MM 3.12-2b Prior to filing the final subdivision map, the project applicant shall obtain an easement from the County for the proposed Ferrini Ranch Road right-of-way. The project applicant shall submit engineering-level design drawings for the Ferrini Ranch Road entrance and access point improvements demonstrating compliance with Monterey County and Caltrans requirements. This access point shall be designed to be located a minimum of 500 feet from the existing State Route 68/Portola Drive Eastbound Ramp intersection. Design drawings shall identify all necessary park entrance improvements and alterations associated with the relocated Ferrini Ranch Road.

Park entrance improvements shall include, but are not necessarily limited to, relocating the existing park kiosk and entrance gate, and providing additional access lanes between the existing entrance gate and the relocated kiosk. The park kiosk shall be relocated approximately 300 feet southwest of the existing location and the gate entrance shall be relocated approximately 350 feet south of the existing location to provide vehicle queuing in excess of current capacity. A dedicated right-turn-only inbound lane shall be provided between the Park Entrance-Exit/Portola Drive intersection and the proposed Ferrini Ranch Road in order to ensure project trips do not interfere with or add to the park entrance queue volumes. An additional inbound lane shall be provided between the proposed Ferrini Ranch Road and the relocated park kiosk to provide additional queuing area at the park entrance. Refer to **Impact 3.10-4** for secondary impacts and requirements associated with relocation of park entrance facilities.

Park entrance improvements shall be designed and implemented to ensure that the proposed new roadway is consistent with Monterey County and Caltrans standards; queuing capacity at the park entrance is increased to accommodate, at a minimum, increased trips generated by

the proposed project; and adequate overflow parking equal to or greater than the existing quantity is provided. Engineering-level design drawings for improvements to park facilities shall be subject to review and approval by the Monterey County Planning, Public Works, and Parks Departments; State Parks Official of Grants and Local Services (OGALS); and the U.S. Department of the Interior, National Park Service (NPS). The project applicant shall be required to pay for and/or construct the removal, relocation, and reconstruction of necessary park facility improvements.

All necessary park entrance improvements shall be implemented concurrent with the construction of Ferrini Ranch Road. Any and all mitigation measures identified in this Draft EIR to reduce impacts to natural resources would be applicable to the construction of these improvements**.**

Implementation of the above mitigation measure, combined with mitigation measures **MM 3.12-2a** and **MM 3.10-4a,** would improve sight distance at the proposed Ferrini Ranch Road entrances; provide a dedicated lane for the project's main access; increase westbound and eastbound queuing capacity to accommodate, at a minimum, increased vehicle trips generated by the proposed project; and provide adequate overflow parking equal to or greater than the existing quantity. The measures would effectively mitigate traffic, capacity, and safety-related impacts to a **less than significant level**. As identified in Section 3.10, removal, relocation, and reconstruction of park entrance facilities would result in secondary impacts such as an increased need for security, realignment of the existing cross-country trail, and other physical environmental impacts associated with these improvements.

In the event an easement cannot be obtained from the County for the Ferrini Ranch Road right-of-way through Toro County Park, this access point would become infeasible and an alternative access point would be required and sufficiently analyzed.

Inadequate Emergency Access

Impact 3.12-3 Implementation of the proposed project would result in the development of residential land uses requiring emergency vehicle access. However, the proposed project would be constructed in accordance with the Monterey County Public Works Department roadway standards and shall be subject to the Monterey County Regional Fire Protection District's approval. Therefore, this would be considered a **less than significant impact.**

Implementation of the proposed project will include construction of 212 residential units that may require emergency vehicles to access the project site. The proposed project will be constructed according to the Monterey County Public Works Department roadway

standards and shall be subject to the Monterey County Regional Fire Protection District's approval. There are a few unimproved roads located on the project site that would remain as access roads for utility service to the project site. These roadways may also be used as additional access points for emergency vehicles in time of need. In addition, during review of the final roadway plans, the Monterey County Regional Fire Protection District will ensure that roadways are designed to accommodate their vehicles and that fire lanes are designated. Therefore, the impact to emergency access is considered **less than significant**. No mitigation measures are necessary.

Non-Vehicular Circulation Facilities

Impact 3.12-4 Implementation of the proposed project would result in a localized increase in population, which may affect existing (and demand for) non-vehicular circulation facilities. This would be considered a **less than significant impact.**

The proposed project would result in an increase in population of approximately 668 persons. This increase in population could affect the demand for and operation of the non-vehicular circulation systems in the vicinity of the project site. Non-vehicular facilities include sidewalks for pedestrians, bicycle routes for cyclists, trail systems, and public transit facilities.

As a rural area of the county, there is not a significant amount of foot-traffic in the vicinity of the project site and therefore sidewalks are not provided along State Route 68, River Road, or San Benancio Road. However, crosswalks and pedestrian signal phasing are provided at the signalized study intersections.

As noted above, there is an existing Class III bicycle facility provided along State Route 68 (MCPW 2008). The County of Monterey has listed a Class II bike lane along State Route 68 between the City of Salinas and Olmstead Road as a high priority and a Class II bike lane along River Road between the State Route 68 and Arroyo Seco Road as a medium priority. The proposed project also includes various trails throughout the property.

An 8-foot-wide multipurpose trail is included as part of the land swap with the Monterey County Parks and Recreation Department for Ferrini Ranch Road, which would provide bicycle and pedestrian circulation parallel State Route 68. This would be a safer alternative route between San Benancio Road and River Road than the existing Class III bike route provided along State Route 68. Other dirt hiking trails are proposed throughout the project site.

MST Lines 21 and 68 would provide local transit service from the project site to Monterey and Salinas via State Route 68. Both of the lines provide service at the bus stop located at the Portola/Creekside intersection north of the project site. No transit facilities are located adjacent to the project site.

Although the proposed project would result in an increase in demand on the non-vehicular circulation system, the proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks, and similar), nor would the project stress existing systems. This would be considered a **less than significant impact**. No mitigation measures necessary.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Cumulative Impact on Level of Service

Impact 3.12-5 Implementation of the proposed project, when combined with other reasonably foreseeable projects, would result in a cumulative increase in traffic volumes that would result in unacceptable levels of service on the local roadway network in the vicinity of the project site. This would be considered a **significant cumulative impact.**

A number of other projects in the region are in various stages of review and consideration by several local agencies. The list of cumulative projects relevant to this traffic study was developed in consultation with the County of Monterey Planning and Public Works staff. The list is considered conservatively broad, as several projects have stalled indefinitely as a result of the current economic climate. The proposed project, combined with the cumulative relevant projects, would generate an estimated 184,406 daily trips regionally as shown in **Table 3.12-12**. This is a "worst-case" scenario that assumes all potential projects are approved and constructed over time.

TABLE 3.12-12
TRIP GENERATION FOR CUMULATIVE PROJECT CONDITIONS

CUMULATIVE PROJECT	DAILY TRIPS	A.M. PEAK-HOUR TRIPS	P.M. PEAK-HOUR TRIPS
CITY OF MARINA			
K–8 School	1,377	451	128
MBEST[2]	16,894	1,155	1,813
CSUMB Students (2010–2025)[3]	5,967	529	529
Dunes at Monterey Bay (University Villages)[4]	66,345	4,328	6,578
CITY OF SEASIDE			
Ord Military Housing	4,505	147	410
The Strand at Seaside[5]	22,749	568	1,828
Del Monte Hotel	807	51	60
Seaside Auto Center Redevelopment[6]	0	0	0
Plaza de Espritu (Commercial/Retail)[7]	209	6	13
Laguna Grande Plaza (Commercial/Retail)[7]	308	9	19
Diaz Restaurants	254	23	22
Ahmed Ali Retail Store	286	9	18
West Broadway Corridor[8]			
Retail Commercial	2,034	–	130
Professional Office	779	42	135
Multi-Family Residential	663	51	62
High-Turnover Sit-Down Restaurant	1,063	103	92
CITY OF SAND CITY			
Monterey Bay Shores Hotel[9]		145	152
Hotel with Conference Center & Restaurant	1,936	64	81

CUMULATIVE PROJECT	DAILY TRIPS	A.M. PEAK-HOUR TRIPS	P.M. PEAK-HOUR TRIPS
Vacation Rentals[10]	813	20	23
Condos	264	59	69
Resort Condos	779		
Collections on Monterey Bay[11]	1,235	78	92
South of Tioga[12]			
Apartments	202	15	19
Commercial/Retail	886	27	54
Office	220	31	30
CITY OF DEL REY OAKS			
The Resort at Del Rey Oaks	9,773	553	751
CITY OF MONTEREY			
Ryan Ranch Business Park			
101 Wilson Road (Medical Offices)[13]	867	66	91
1 Ryan Court (Office/Industrial Research)	504	71	68
2711 Garden Road (Office)	254	36	34
UNINCORPORATED MONTEREY COUNTY			
East Garrison[14]	12,392	865	1,130
Monterey Horse Park[15]	1,507	151	204
Corral de Tierra Shopping Center[16]	5,100	95	235
Wang Subdivision[17]			
Single-Family Residences	220	17	23
Inclusionary Housing	35	3	3
Harper Canyon/Encina Hills	163	13	17
Laguna Seca Villas[18]	664	53	62
Salinas Ag-Industrial Center[19]	16,219	2,198	2,272
CARMEL VALLEY			
September Ranch	1,053	83	111
Rancho Canada	2,689	211	284
TOTAL CUMULATIVE PROJECTS	182,014	12,326	17,642
Project Totals[1, 17]	2,392	215	302
TOTAL CUMULATIVE + PROJECT	**184,406**	**12,326**	**17,642**

Notes:

1. Traffic volumes are based on trip generation rates quoted by the Institute of Transportation Engineers, Trip Generation, 6th Edition, 1997, and 7th Edition, 2003, unless otherwise noted.

2. University of California Monterey Bay Education, Science and Technology Center (UCMBEST Center) Traffic Analysis Report,, Higgins Associates, October 31, 2003. Assumes 25 percent of project is built out by year 2010, with remaining 75 percent built out over the following 15–20 years.

3. Trip generation from California State University at Monterey Bay (CSUMB) 2004 Master Plan Update Traffic Impact Study Report, Higgins Associates, July 26, 2004.

4. Trip generation from Marina University Villages Mixed Use Development Traffic Impact Study Report, Higgins Associates, December 17, 2004.

5. The Strand at Seaside is a shopping center that includes a 250-room hotel and may include a multi-screen movie theater.

6. Seaside Auto Center Redevelopment would only reconfigure the access roadways to the auto center and reconstruct the internal roadways.

7. ITE does not provide A.M. peak-hour trip rates for the specialty retail land use. Rates used here are published by San Diego Association of Governments, Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, July 1998.

8. Exact size of projects unknown. Analysis assumes 100 hotel rooms.

9. Although project has been approved by the City of Sand City, its construction has been halted by the California Coastal Commission; therefore, its construction timeline is unknown. For that reason, this project is analyzed as a cumulative project.

10. Trip generation rates for vacation rentals assumes 85 percent of single-family detached housing rates for the daily and A.M. peak hour and assumes 10 percent of the reduced daily rate as the P.M. pear hour rate.

11. Exact size of projects unknown. Analysis assumes 150 hotel rooms.

12. City of Sand City anticipating application submittal in near future, but uncertain of exact project definition. Analysis assumes project identical to Design Center.

13. Daily and P.M. peak hour trip generation based upon fitted curve equations, rather than any specific trip generation rates.

14. Full buildout of East Garrison development will not occur until 2030. Fifty percent of the development is assumed to be constructed by the year 2015. Trip generation represents trips external to the development itself.

15. Letter to D. Munn, Monterey Horse Park, Monterey County, California - Estimated Trip Generation of Proposed New Facility, Higgins Associates, January 14, 2004.

16. A.M. and P.M. peak hour trip generation from Corral De Tierra Mixed Use Development Final Traffic Report, Hexagon

CUMULATIVE PROJECT	DAILY TRIPS	A.M. PEAK-HOUR TRIPS	P.M. PEAK-HOUR TRIPS

Transportation Consultants, April 8, 2005. Daily trip generation estimated, based upon trip generation assumptions utilized in peak hour trip generation derivation in said report.
17. Trip generation from Wang Subdivision Traffic Impact Analysis, Higgins Associates, December 21, 2005.
18. Daily, A.M. peak hour, and P.M. peak-hour trip generation for the Laguna Seca Villas project taken from Laguna Seca Villas Initial Study, Monterey County Planning and Building Inspection Department, March 2006. Inbound and outbound distributions derived from ITE's Trip Generation.
19. Trip generation for the Salinas Ag-Industrial Center project taken from Salinas Ag-Industrial Center Traffic Impact Analysis Draft Report., Higgins Associates. September 2, 2008.

Source: HMM 2010

Intersection Levels of Service – Cumulative Project Conditions

Intersection levels of service for cumulative traffic conditions are summarized in **Table 3.12-13**.

TABLE 3.12-13
INTERSECTION LEVEL OF SERVICE FOR CUMULATIVE PROJECT CONDITIONS

INTERSECTION	CONTROL	LOS STANDARD	A.M. PEAK HOUR		P.M. PEAK HOUR	
			DELAY (SECONDS)	LOS	DELAY (SECONDS)	LOS
1. Josselyn Canyon Road/State Route 68	Signal	C/D	181.6	F	192.3	F
2. Olmstead Road/State Route 68	Signal	C/D	222.7	F	*	F
3. State Route 218/State Route 68	Signal	C/D	63.9	E	111.4	F
4. Ragsdale Drive/State Route 68	Half Signal	C/D	42.7	D	19.4	B
5. York Road/State Route 68	Signal	C/D	178.5	F	180.5	F
6. Pasadera Drive-Boots Road/State Route 68	Signal	C/D	189.9	F	184.6	F
7. Laureles Grade/State Route 68	Signal	C/D	173.0	F	226.5	F
8. Corral de Tierra Road/State Route 68	Signal	C/D	*	F	*	F
9. San Benancio Road/State Route 68	Signal	C/D	264.1	F	*	F
10. San Benancio Road/Paseo de Vacqueros	Stop Sign (EB)	C	1.3	A	0.9	A
	WA (EB)		13.9	B	13.8	B
11. Torero Drive/State Route 68	Stop Sign (SB)	C/D	*	F	6.4	A
	WA (SB)		*	F	*	F
12. Portola Drive/State Route 68 Eastbound Ramps	All-Way Stop	C/D	11.1	B	9.5	A
13. Portola Drive/State Route 68 Westbound Ramps	All-Way Stop	C/D	82.4	F	17.6	C
14. State Route 68 Eastbound Ramps/River Road	Signal	C/D	129.7	F	20.6	C
15. State Route 68 Westbound Ramps/Reservation Road	Signal	C/D	116.0	F	173.5	F
16. State Route 68 Westbound Ramps/Spreckels Boulevard	Stop Sign (SB)	C/D	*	F	*	F
	WA (SB)		*	F	*	F
17. State Route 68 Eastbound Offramp/Spreckels Boulevard	Stop Sign (NB)	C/D	116.2	F	66.0	F
	WA (NB)		240.5	F	157.6	F
18. State Route 68 Eastbound Onramp/Spreckels Boulevard	Stop Sign (SB)	C/D	0.8	A	0.4	A
	WA (EB)		190.9	F	127.8	F
19. State Route 68/Blanco Road	Signal	C/D	57.1	E	84.1	F

INTERSECTION	CONTROL	LOS STANDARD	A.M. PEAK HOUR		P.M. PEAK HOUR	
			DELAY (SECONDS)	LOS	DELAY (SECONDS)	LOS
20. Davis Road/Reservation Road	Stop Sign (NB/SB)	C	*	F	*	F
	WA (SB)		*	F	*	F
21. Davis Road/Blanco Road	Signal	C	114.0	F	250.7	F
22. River Terrace/River Road	Stop Sign (NB)	C	0.2	A	1.8	A
	WA (NB)		22.2	C	45.1	E

*Note: * = exceeds 300 seconds; WA = worst approach*

Source: HMM 2010

As shown in **Table 3.12-13**, 19 of the 22 study intersections would operate at unacceptable levels of service under cumulative traffic conditions. The trips generated by the proposed project would result in a significant impact primarily because they would add at least one trip to intersections operating at LOS F. The project would contribute to the cumulative level of service degradation throughout the roadway network.

Roadway Segment Levels of Service – Cumulative Project Conditions

Cumulative traffic conditions road segment levels of service, as well as A.M. and P.M. peak-hour volumes on the study road segments, are summarized in **Table 3.12-12**.

TABLE 3.12-14
ROADWAY SEGMENT LEVEL OF SERVICE FOR CUMULATIVE PROJECT CONDITIONS

ROADWAY SEGMENTS	DIRECTION	LOS STANDARD	A.M. PEAK HOUR				P.M. PEAK HOUR			
			VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS	VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS
STATE ROUTE 68 BETWEEN										
1. Josselyn Canyon Rd. and Olmsted Rd.	EB	C/D	1,765	5.4	N/A	F	1,224	6.6	N/A	F
	WB		1,455	11.0		F	2,042	7.0		F
2. Olmsted Rd. and SR 218	EB	C/D	1,768	30.6	N/A	E	1550	36.2	N/A	E
	WB		1,712	16.4		F	2,005	8.7		F
3. SR 218 and Ragsdale Dr.	EB	C/D	2,010	39.0	N/A	E	1,594	38.5	N/A	E
	WB		1,862	14.9		F	2,353	15.6		F
4. Ragsdale Dr. and York Rd.	EB	C/D	1,345	37.7	N/A	E	1,397	21.9	N/A	F
	WB		1,686	31.2		E	1,766	37.7		E
5. York Rd and Pasadera Dr.	EB	C/D	1,261	33.5	N/A	E	1,757	14.2	N/A	F
	WB		2,069	20.6		F	1,779	36.2		E
6. Pasadera Dr. and Laureles Grade Rd	EB	C/D	1,236	25.8	N/A	E	1,694	7.6	N/A	F
	WB		2,003	13.7		F	1,673	15.9		F
7. Laureles Grade Rd and Corral de Tierra Rd.	EB	C/D	1,366	19.3	N/A	F	1,976	10.8	N/A	F
	WB		2,034	15.6		F	1,640	33.8		E
8. Corral de Tierra Rd. and San Benancio Rd.	EB	C/D	1,556	13.2	N/A	F	2,065	12.0	N/A	F
	WB		1,985	7.8		F	1,791	5.0		F
9. San Benancio Rd. and Torero Dr.	Two Way	C/D	3,623	N/A	N/A	F	3,453	N/A	N/A	F
10. Torero Dr. and Begin/End Freeway	Two Way	C/D	3,205	N/A	N/A	F	3,389	N/A	N/A	F

ROADWAY SEGMENTS	DIRECTION	LOS STANDARD	A.M. PEAK HOUR				P.M. PEAK HOUR			
			VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS	VOL. (VEH/HR)	AVG. SPEED (MPH)	DENSITY (VEH/LANE)	LOS
11. Begin/End Freeway and Portola Dr.	EB WB	C/D	1,676 1,529	N/A	14 13	B B	1,817 1,570	N/A	17 16	B B
12. Portola Dr. and Reservation Rd.	EB WB	C/D	1,968 1,952	N/A	17 17	B B	1,939 1,890	N/A	18 20	C C
13. Reservation Rd. and Spreckels Blvd.	EB WB	C/D	2,741 2,099	N/A	24 18	C B	2,082 2,106	N/A	21 25	C C
14. Spreckels Blvd. and Blanco Rd.	EB WB	C/D	1,828 1,300	N/A	16.9 12.0	B B	2,289 1,997	N/A	15.6 18.4	B C
STATE ROUTE 218 BETWEEN										
15. SR 68 and General Jim Moore Blvd.	Two Way	C/D	1,340	N/A	N/A	D	1,450	N/A	N/A	E
RESERVATION ROAD BETWEEN										
16. SR 68 and Davis Rd.	Two Way	C	2,009	N/A	N/A	E	1,491	N/A	N/A	E
DAVIS ROAD BETWEEN										
17. Reservation Rd. and Blanco Rd.	Two Way	C	2,238	N/A	N/A	E	1,943	N/A	N/A	E

Notes: Operations for roadway segments #1 through #8 are based on average speed obtained in the field using GPS technology and Synchro software. Operations for roadway segments #9 and #10, and #15 through #17 are based on HCS software. Operations for roadway segments #11 through #14 are based on vehicle density methodologies for freeway segments
EB = eastbound; WB = westbound; veh/hr = vehicles per hour; veh/lane = vehicles per lane; mph = miles per hour; SR = State Route; Dr=Drive; Rd = Road; Blvd = Boulevard; Avg. = Average

Source: HMM 2010

As shown in **Table 3.12-12**, 13 of the 17 study roadway segments would operate at unacceptable levels of service during the A.M. and/or P.M. peak hours. As with intersection impacts, the trips generated by the proposed project would result in a significant impact primarily because they would add at least one trip to roadway segments operating at LOS F. The project contributes to the cumulative level of service degradation throughout the roadway network.

Cumulative Impact Summary

The cumulative trips associated with the proposed project and other development would degrade the levels of service or would exacerbate existing unacceptable levels of service at 19 study intersections and 13 study roadway segments. Mitigation measure **MM 3.12-1a** requires the project applicant(s) to financially contribute towards implementation of the State Route 68 Commuter Improvements, a programmed project in the TAMC RDIF program. Implementation of this improvement would improve several intersection and roadway segment operations under Cumulative Project Conditions. As under Background Plus Project Conditions, implementation of the State Route 68 Commuter Improvements would also improve operations at three study intersections under Cumulative Conditions (i.e., Corral de Tierra/State Route 68, San Benancio/State Route 68, and Torero Drive/State Route 68). In order to improve operations at the Corral de Tierra Road/State Route 68 intersection to acceptable levels of service under Cumulative Project Conditions, the following additional intersection improvements would be required:

- **Intersection 8 – Corral de Tierra Road/State Route 68:** Convert northbound Corral de Tierra Road to right-turn overlap phasing. Implementation of these improvements would improve operations at this intersection to LOS C during both the A.M. and P.M. peak hours under Cumulative Project Conditions. Implementation of mitigation measure **MM 3.12-1a** would result in the payment of fees toward the widening of State Route 68 to four lanes at this intersection, which would necessitate traffic signal modifications. The northbound right-turn phasing at this intersection could be converted to right-turn overlap phasing as part of the signal modifications. This improvement is recommended to be included in the State Route 68 Commuter Improvements, which is included in the TAMC RDIF program. Although this improvement is only triggered under Cumulative Conditions, this minor signal phasing modification is assumed to be implemented with mitigation measure **MM 3.12-1a**.

The proposed project would address cumulative traffic impacts through contribution toward other previously identified regional improvements, which is consistent with the County's and TAMC's methodology. The following mitigation measure would require that the project applicant contribute their fair share toward all traffic impact fees, including the TAMC RDIF, to help fund all regional improvements in the county and reduce the proposed project's cumulative impact to affected intersections and roadway segments.

Mitigation Measure

MM 3.12-5 The Monterey County Resource Management Agency shall require the project applicant to pay the project's fair share of traffic impact fees in effect at the time of building permit applications for future development on the project site. Such fees may include, but are not necessarily limited to, the TAMC Regional Development Impact Fee (RDIF), City of Salinas Traffic Impact Fee (TFO), and Monterey County ad hoc mitigation fees. Payment of the TAMC RDIF may be done as part of compliance with mitigation measures **MM 3.12-1a** and **MM 3.12-1c**.

Implementation of the above mitigation measure would require the proposed project to contribute their fair share toward all applicable regional traffic impact fees in effect at the time of issuance of building permit, including but not limited to the TAMC RDIF, Monterey County ad hoc mitigation fees, and the City of Salinas TFO. Through the payment of these regional and local traffic impact fees, the proposed project would directly contribute to identified improvements such as the State Route 68 Commuter Improvements and Marina Salinas Corridor projects, which would help offset any cumulative traffic impacts on significant roadways caused by increased trip volume associated with the proposed project.

The payment of fees adequately mitigates the project's contribution to needed improvements identified in adopted fee programs over the long term. However, the traffic analysis for Cumulative Project Conditions also identified the need for additional intersection and roadway segment improvements that are not included in any fee program.

Additional improvements needed to address cumulative traffic impacts include the following:

- **Intersection 3 – State Route 218/State Route 68:** Widen and restripe northbound Monterra to include one left-turn lane, one through lane, and one right-turn lane. Widen and restripe eastbound State Route 68 to include two left turn lanes, one through lane, and one through/right-turn lane. Convert State Route 218 southbound right-turn to right-turn-overlap phasing.

- **Intersection 4 – Ragsdale Drive/State Route 68:** Add a second eastbound left-turn lane.

- **Intersection 13 – Portola Drive/State Route 68 WB Ramps:** Signalize this intersection.

- **Intersection 14 – State Route 68 EB Ramps/River Road:** Add a second eastbound left-turn lane on River Road, and add a second northbound receiving lane on the State Route 68 eastbound on-ramp.

- **Intersection 15 – State Route 68 WB Ramps/Reservation Road:** Widen and restripe eastbound Reservation Road to include one through lane and one right-turn lane.

- **Intersection 16 – State Route 68 WB Ramps/Spreckels Boulevard:** Signalize the intersection, and add a second westbound left-turn lane on Spreckels Boulevard. Implementation of this improvement would require a second receiving lane on the westbound State Route 68 on-ramp as recommended above.

- **Intersection 17 – State Route 68 EB Off-ramp/Spreckels Boulevard:** Add a second eastbound through lane to Spreckels Boulevard, restripe northbound State Route 68 off-ramp to include a shared left/right-turn lane, and add a second eastbound receiving lane to Spreckels Boulevard.

- **Intersection 18 – State Route 68 EB On-ramp/Spreckels Boulevard:** Add a second through lane to Spreckels Boulevard in both directions.

It is recommended that the County of Monterey work toward listing and programming these additional improvements as fee programs and the projects they include are regularly updated. The payment of impact fees mitigates the project's contribution to cumulative impacts to a **less than significant** level, as the mitigation fees will be used over the long term to address ongoing improvements to the regional circulation system.

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