

# **Circulation**

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This report describes the regulatory framework and existing conditions for the General Plan Planning Area related to circulation and existing traffic conditions in Soledad.

## **REGULATORY FRAMEWORK**

This section summarizes federal agencies and regulations that pertain to transportation in Soledad.

### **FEDERAL AGENCIES AND REGULATIONS**

#### **FEDERAL HIGHWAY ADMINISTRATION**

The Federal Highway Administration (FHWA) is the agency of the United States Department of Transportation (DOT) that is responsible for the federally funded roadway system, including the interstate highway network and portions of the primary State highway network, including State Highway 101 (US 101) and State Route (SR) 146. FHWA funding is provided through the Fixing America's Surface Transportation Act (FAST Act). The FAST Act can be used to fund local transportation improvements in Soledad, such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, and transit system upgrades.

#### **AMERICANS WITH DISABILITIES ACT**

The Americans with Disabilities Act (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to ensure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way.

### **STATE REGULATIONS**

This section summarizes State agencies, regulations, and policies that pertain to transportation in Soledad.

#### **CALIFORNIA DEPARTMENT OF TRANSPORTATION**

The California Department of Transportation (Caltrans) is the primary State agency responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as that portion of the Interstate Highway System within the state's boundaries. Caltrans has established standards for roadway traffic flow and has developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires

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encroachment permits before any construction work may be conducted. For projects that would not physically modify facilities but may influence traffic flow and levels of service at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects. Caltrans facilities within the Soledad planning area include US 101 and SR 146.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements in Soledad.

**California Transportation Plan 2050.** Caltrans' California Transportation Plan 2050 (CTP 2050) is a statewide, long-range transportation plan that establishes a policy framework for all levels of government to address future mobility needs and reduction of greenhouse gas (GHG) emissions. The CTP is updated every five years pursuant to State and federal law, offering an opportunity to identify new and innovative solutions to the most pressing transportation challenges. Transportation goals identified in CTP 2050 include improving multimodal mobility and accessibility for all people and preserving the multimodal transportation system. Policies related to these goals include operating an efficient transportation system; strategic investment; providing multimodal choices; sustainable and preventative maintenance strategies, including life cycle costs in decision making; and adapting the transportation system to reduce impacts from climate change.

**Caltrans Vehicle Miles Traveled-Focused Transportation Impact Study Guide (TISG).** These guidelines were published in May 2020 and describe Caltrans' traffic study methodology for vehicle miles traveled (VMT) on Caltrans facilities.

As a result of Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) has adopted VMT as a threshold for analyzing significant transportation impacts rather than intersection level of service (LOS), consistent with the SB 743 VMT requirements and the Governor's Office of Planning and Research (OPR) recommendations. The TISG is used by Caltrans' Local Development-Intergovernmental Review (LD-IGR) program for land use projects' environmental review. Goals identified in the TISG include reducing single-occupancy vehicle trips, providing a safe transportation system, reducing per-capita VMT, increasing accessibility to destinations through alternative modes of transportation, and reducing GHG emissions.

**Caltrans Project Development Procedures Manual.** This manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding State highway improvement projects. It is continually and incrementally updated to reflect changes in policy and procedures.

**Traffic Operations Policy Directive 13-02.** Caltrans policy regarding applicable traffic controls has recently been expanded based on Traffic Operations Policy Directive 13-02. This directive requires that Caltrans consider the relative merits of alternative traffic controls when it becomes necessary to stop traffic on state highways. Roundabouts are the default intersection control, but all-way stops and traffic signals are to be considered. The policy directive requires preparation of an Intersection Control Evaluation (ICE) to determine the preferred traffic control.

**Complete Streets Act of 2008 (Assembly Bill 1358).** All cities and counties are required to include complete streets policies as part of any substantial revision to the circulation element of their general plans.

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**Caltrans Deputy Directive 64-R1.** This directive requires Caltrans to consider the needs of nonmotorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products.

**Caltrans Deputy Directive 64-R2.** This directive requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on “complete streets” that begins early in system planning and continues through project construction as well as O&M.

**Caltrans Encroachment Permit.** Caltrans requires an encroachment permit for all proposed activities related to the placement of encroachments within, under, or over the State highway rights of way. The permit process requires the submission of a Standard Encroachment Permit Application (TR-0100), along with supporting documentation consisting of site plans, location, map, letter of authorization, applicable fees, etc., to the Caltrans office that has jurisdiction over the encroachment site. Caltrans has up to 60 calendar days to review the application and provide a determination.

### **CALIFORNIA ASSEMBLY CONCURRENT RESOLUTION 211**

Assembly Concurrent Resolution 211, enacted in 2002, acknowledges the importance of bicycling and walking. The resolution directs all cities and counties in California, including Soledad, to accommodate bicyclists in transportation projects and the United States DOT’s design guidance document on integrating bicycling and walking when building their transportation infrastructure.

### **COMPLETE STREETS ACT OF 2008**

The California Complete Streets Act (Assembly Bill 1358) requires cities and counties to ensure that local streets meet the needs of all users when updating their general plans. Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government is required to include complete streets policies.

### **SENATE BILL 743**

On September 27, 2013, SB 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce VMT and thereby contribute to the reduction of GHG, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill 32). In December 2018, the Governor’s OPR finalized guidelines on evaluating transportation impacts in CEQA based on the criteria of VMT.

The implementation of SB 743 eliminated the use of criteria such as auto delay, LOS, and similar measures of vehicle capacity or traffic congestion as the basis for determining significant impacts as part of CEQA compliance. The SB 743 VMT criteria promotes the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

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### **EXECUTIVE ORDER N-79-20**

In September 2020, California Governor Gavin Newsom signed Executive Order N-79-20 directing the State to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles. Transportation currently accounts for more than 50 percent of California’s GHG emissions. Zero-emission vehicles are a key part of California’s clean and innovative economy and are already California’s second largest global export market. This Executive Order also directs the state to take more actions to tackle the dirtiest oil extraction and support workers and job retention and creation as the state makes a just transition away from fossil fuels.

## **REGIONAL REGULATIONS**

### **ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS (AMBAG)**

AMBAG provides strategic leadership and services to analyze, plan and implement regional transportation policies for the benefit of Monterey County and the City of Soledad. AMBAG is a federally designated metropolitan planning organization (MPO). Among AMBAG’s many functions, it also authors the Metropolitan Transportation Plan and maintains the region’s travel demand model, which incorporates regional housing, population, and employment forecasts.

### **TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)**

The Transportation Agency for Monterey County’s mission is to fund and plan a transportation system that enhances mobility, safety, access, and environmental quality.

### **Metropolitan Transportation Plan**

AMBAG is the federally designated MPO for the counties of Monterey, San Benito, and Santa Cruz. As the MPO, AMBAG develops the Metropolitan Transportation Plan and the Sustainable Communities Strategy (MTP/SCS) and updates it every four years through a bottom-up process involving numerous stakeholders. Transportation investments in the Monterey Bay Area that receive state and federal funds or require federal approvals must be consistent with the MTP/SCS. The 2045 MTP/SCS document was completed in June 2022 for the tri-county Monterey Bay region.

The 2045 MTP/SCS is a living document that must be updated to reflect the most current information and conditions and remain relevant and useful. Updating the MTP/SCS requires an examination of the progress the region is making, not just in terms of delivering projects, but also in terms of meeting the region’s vision, goals, and objectives. The 2045 MTP/SCS further specifies a detailed set of integrated policies, investments, and strategies throughout the region through 2045 to maintain, manage, and improve the surface transportation system, specifying how anticipated federal, State, and local transportation funds will be spent. Projects funded all or in part with regional funds (e.g., federal funds, State Transportation Improvement Program funds, bridge tolls) must consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations do not replace locally adopted policies regarding transportation planning, design, and construction. Instead, these recommendations facilitate the accommodation of pedestrians, including wheelchair users, and

bicyclists into all projects were doing so would be consistent with current adopted regional and local plans.

These are the goals of AMBAG's 2045 MTP/SCS:

- Access and mobility
- Economic vitality
- Environment
- Healthy communities
- Social equity
- System preservation and safety

It should be noted that AMBAG is currently working on the development of the 2050 MTP/SCS, which is scheduled for adoption in June 2026. Transportation projects that use regional funds in the Soledad planning area are subject to this policy.

## LOCAL REGULATIONS

### SOLEDAD GENERAL PLAN

The existing 2005 General Plan Circulation Element provided goals and policies aimed at meeting the transportation needs of Soledad, including the provision and maintenance of transportation infrastructure. Major goals of the existing Circulation Element include:

1. To provide a safe and efficient circulation network to meet the present and future needs of Soledad.
2. To encourage the use of alternate forms of transportation other than the automobile.
3. To create pedestrian-friendly, walkable communities.

Key policies of the existing General Plan Circulation Element include the following:

- Annual review of the roadway system to identify problems or deficiencies
- Establishment of truck routes
- Preparation of a five-year capital improvement program, including improvements to Gabilan Drive, and the Moranda Road/Front Street intersection
- Coordination with Caltrans and Southern Pacific Railroad for improvements
- Uniform development of streets, improved LOS
- Support alternate transportation, including public transit, bicycles, and pedestrians

Other policies identified in the existing General Plan are as follows:

### Traffic Management

Policy C-1: Level of Service "D" or better shall generally be maintained on all streets and intersections. Lower levels of service may be accepted during peak times or as a temporary condition, if improvements

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to address the problem are programmed to be developed. To identify potential impacts of new development on traffic service levels, the City of Soledad shall require the preparation of traffic impact analyses generally at the sole expense of the developer for developments determined to be large enough to have potentially significant traffic impacts.

Policy C-2: Streets shall be dedicated, widened, extended, and constructed in accordance with City of Soledad standards. Dedication and improvements of full rights of way shall not be required in existing developed areas where the City of Soledad determines such improvements are infeasible or undesirable. New development shall be responsible for improving a minimum one-half street along the outer boundaries of each subdivision along subdivision property where street extensions are identified. Other deviations from these standards shall be permitted upon a determination by the City Engineer that safe and adequate public access and circulation are preserved by such deviations.

Policy C-3: The City shall require that roadway rights-of-way be wide enough to accommodate the travel lanes needed to carry long-range forecasted traffic volumes, as well as any planned bikeways and required drainage, utilities, landscaping, and suitable separations.

Policy C-4: On arterial roadways, intersection spacing shall be maximized. New driveways along collector and arterial roadways shall be minimized or prohibited completely.

Policy C-5: The street system in residential neighborhoods shall provide safe and logical connections to the existing street pattern, and connectivity to the range of complementary land uses within neighborhoods (housing, schools, parks, neighborhood shopping, etc.). The use of multiple collector streets shall be favored over the use of arterials in new residential subdivisions.

Policy C-6: The City shall not approve new commercial or industrial development that encourages customers, employees, or deliveries to use residential streets. The circulation system shall be designed so that nonresidential traffic (especially truck traffic) is confined to nonresidential areas.

Policy C-7: Development on commercial land west of the railroad tracks shall be chosen to minimize the volume of traffic utilizing at-grade vehicular railroad crossings.

Policy C-8: The City shall manage the street network so that the standards presented in policies C1 and C12 are not exceeded. The City will require new development to mitigate the traffic impacts it causes, or the City will limit development along streets where congestion levels are unacceptable.

Policy C-9: New local streets shall be developed consistent with the goals, policies and programs of the Land Use Element of the General Plan.

Policy C-10: Facilities that promote the use of alternate modes of transportation, including bicycle lanes, pedestrian and hiking trails, park-and-ride lots, and facilities for public transit shall be incorporated into new development, and shall be encouraged in existing development.

Policy C-11: The City will continue to support the policies and programs of the Monterey County Congestion Management Plan.

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Policy C-12: The following standards apply to the streets shown in existing General Plan Figure V-2. These standards may be interpreted with flexibility where necessary to achieve the overall objectives of the policies of the General Plan.

Type of Street	Land Use Served	Example
Local Residential	Adjoining residential uses.	Regina Street Granada Street
Residential Collector	Sub-city residential areas.	Andalucia Drive
Commercial Collector	Sub-city commercial and industrial areas.	Monterey Street
Arterials	City wide and regional land uses.	Front Street Metz Road East Street
Freeway	Regional and State lands.	Highway 101

Policy C-13: The City shall ensure through a combination of traffic impact fees and other funding mechanisms that new development pays its fair share of the costs of circulation improvements required by such development.

Policy C-14: The City shall prohibit the development of private streets in new residential projects, unless approved on a project specific basis where circumstances support such a use and the streets are privately maintained.

Policy C-15: New development shall continue the existing street pattern, where logical.

Policy C-16: Roundabouts will be considered as an alternative to traditional intersection controls.

**Parking**

Policy C-17: The City shall require the provision of adequate off-street parking in conjunction with all new development. Parking shall be located convenient to new development and shall be easily accessible from the street. The adequacy and appropriateness of parking requirements in the Zoning Ordinance shall be periodically evaluated.

Policy C-18: Parking and storage for recreational vehicles and boats should be provided so that required off-street parking is available for passenger vehicles. However, RV and boat parking spaces shall not be developed in residential areas.

Policy C-19: On-street truck parking shall be prohibited where such parking restricts adequate sight distances or otherwise poses a potentially hazardous situation.

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### **Bicycle Circulation**

Policy C-20: The City shall establish a safe and convenient network of identified bicycle routes connecting residential areas by the shortest possible routes with recreation, shopping, employment areas and schools. The City shall cooperate with surrounding jurisdictions in designing and implementing an areawide bicycle system.

Policy C-21: Bicycle routes shall emphasize paths separate from vehicle traffic to the maximum extent feasible, but shall also include bicycle lanes within public streets.

Policy C-22: Bike lanes and paths shall be designed and maintained to improve bicycling safety, and convenience, and encourage people to use bicycles to commute to work or school.

Policy C-23: Bike lanes and paths shall be established when:

- a. The street section is repaved, restriped, or changes are made to its cross-sectional design.
- b. The street section is being changed as part of a development project.
- c. The construction of bike lanes or paths is called for by the City's Capital Improvement Plan.

Policy C-24: Stop signs shall be minimized along Class I bicycle paths so long as safety for bicyclists, pedestrians and motorists is maintained.

Policy C-25: New development shall provide bike lanes and paths, secure bicycle storage and parking facilities.

Policy C-26: The City shall encourage that bike racks be installed on regional transit vehicles.

### **Pedestrian Circulation**

Policy C-27: The City shall complete a continuous network of sidewalks and separated pedestrian paths connecting housing areas with major activity centers and with trails leading into City and county open space areas.

Policy C-28: New commercial development and development in Specific Plan areas shall provide sidewalks and pedestrian paths consistent with applicable State, Federal and local plans, programs, and standards.

Policy C-29: Pedestrian crossings at heavily traveled intersections shall be made as safe as possible, utilizing neckdowns/bulb-outs where feasible. Crossing controls shall be installed when traffic levels warrant.

Policy C-30: The City will consider ceasing the use of portions of Bryant Canyon Road for vehicular access and to utilize Orchard Lane as the primary arterial road in the eastern portion of the City. This could reduce development and maintenance costs and enable the use of Bryant Canyon Road right of way as a pedestrian trail.



## **Transit**

Policy C-31: The City shall work with transit providers to plan and implement additional transit services within and to the City that are timely, cost-effective, and responsive to growth patterns and existing and future demand.

Policy C-32: The City shall consider the transit needs of senior, disabled, minority, low-income, and transit-dependent persons in making decisions regarding transit services and in compliance with the Americans with Disabilities Act.

Policy C-33: The City will work with the appropriate agencies to establish a train station in Soledad.

## **Transportation Demand Management**

Policy C-34: The City may reduce required parking for projects that employ transit demand management strategies that reduce vehicle trips to the site.

Policy C-35: The City shall support regionwide and local programs to reduce the number of vehicle trips associated with employment, school attendance and shopping.

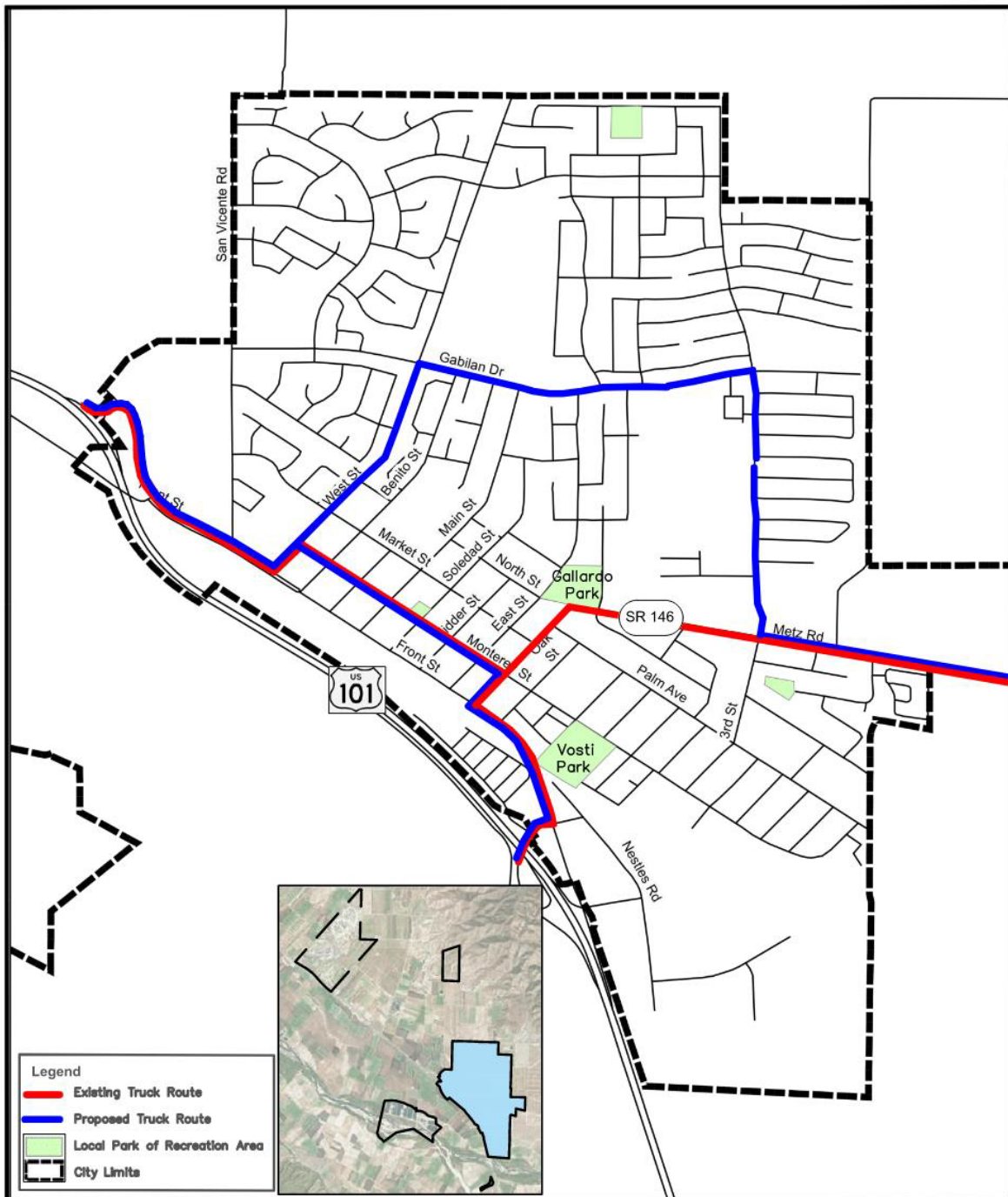
Policy C-36: Public transit to surrounding communities shall be improved.

Policy C-37: A ridesharing program shall be established in Soledad to encourage carpooling for trips to other communities.

Policy C-38: Truck circulation routes shall be as described by Figure V-3 in existing General Plan.

*Note: The truck routes identified in the existing General Plan are currently being updated by the City of Soledad and new truck routes were proposed to City Council in March 2023. The proposed truck routes are shown in **Figure 1**.*

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## Programs

The following programs are identified in the existing General Plan:

- 5.1: The City shall prepare roadway design standards for new and existing streets, roads, and roundabouts in Soledad. Such standards should include right-of-way width, roadway section design, and dedication requirements for new development to accommodate traffic levels expected at buildout of the General Plan. The roadway design standards should be interpreted with flexibility so that the roadways provided are no wider than required to maintain safe and efficient circulation and access.
- 5.2: The City will prepare a Capital Improvement Plan and associated funding mechanisms for circulation improvements consistent with this Element.
- 5.3: The City shall work with Monterey County, AMBAG, and other jurisdictions to implement the Monterey County Congestion Management Plan, and to monitor and update the LOS standards as appropriate.
- 5.4: The City shall implement the trip reduction measures contained in the Air Quality Management Plan.
- 5.5: The City shall work with TAMC, Caltrans, Monterey County, and other agencies to develop and implement regional ridesharing programs and facilities.
- 5.6: The City shall work with transit planning agencies and transit providers in assessing transit demand and the adequacy of existing services.
- 5.7: The City shall work with the Monterey Salinas Transit (MST), TAMC, and other interested parties to improve public transit between Soledad and surrounding communities.
- 5.8: The City will work with TAMC, AMBAG, the Air Pollution Control District (APCD), and other interested parties to establish a rideshare program for Soledad.
- 5.9: The City may use park in-lieu fees among other sources for designing and installing walking/bicycle paths around the city.
- 5.10: To maintain the standards described in Policy C12, the City shall:
  - a. Institute programs that encourage the use of alternate forms of transportation.
  - b. Make changes within existing roadways to improve safety and traffic flow, including:
    - Selectively removing on-street parking.
    - Restriping a street including the addition of bike lanes.
    - Synchronizing traffic signals.
    - Installing turn pockets at intersections.
    - Constructing center turn lanes or median islands.
    - Provide neckdowns/bulb-outs at intersections and where appropriate.
  - c. Consider the selective widening of streets to improve safety and efficiency.
- 5.11: The City will adopt traffic mitigation fees to be charged to new development to help provide roadway improvements necessitated by such development.

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- 5.12: The City shall work with APCD to reduce mobile source emissions from new development. The City shall require new commercial and industrial development to (as applicable):
  - a. Submit detailed plans for an APCD approved trip reduction plan. Such a plan shall include targets for an increase in average vehicle ridership for employees, and incentives for carpooling, transit ridership for employees, and incentives for carpooling, transit ridership, and bicycling.
  - b. Provide worker/customer transit incentives. Such incentives may include reduced work hours to coincide with transit schedules, employer-provided bus passes, and direct monetary compensation for transit ridership.
  - c. Accommodate local shuttle and regional transit systems.
  - d. Provide transit shelters.
  - e. Provide secure storage lockers for bicycles at a ratio of one locker per ten employees.
  - f. Install energy-efficient heating and cooling systems.
  - g. Install energy-efficient lighting and signage.
  - h. Establish a park-and-ride lot consisting of twenty spaces, consistent with the requirements of Caltrans.
  - i. Include landscaping in parking lots which incorporates canopy trees to shade parked cars and reduce fuel evaporation from parked cars.
  - J. Provide showers for employees
- 5.13: The City shall prepare and adopt criteria for the preparation of traffic impact analyses. Such criteria shall include, but not be limited to, development size thresholds above which such analyses will be required, a discussion of the scope of such analyses, preferred methodology, and mitigation measures to be included.
- 5.14: The City shall request Caltrans to implement improvements to the freeway interchanges to achieve a greater degree of efficiency and safety.
- 5.15: The City will implement the roadway and intersection improvements shown in Figure V-2 (Circulation Diagram) of the exiting General Plan as well as those listed on the following table which are currently (2004) funded by traffic impact fees.

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Roadway	Segment to Be Improved
Front Street	Moranda Road to Gabilan Drive
Gabilan Drive	City Limits to Bryant Canyon Road San Vicente Road to Highway 101 Ramps and freeway ramps Metz Road to Railroad Crossing Railroad Crossing to Channel Crossing Channel Crossing Structure Channel Crossing to Nestles Road Railroad Crossing Structure
Market Street	West Street to Front Street
San Vicente Road	Front Street to Market Street Market Street to Gabilan Drive Gabilan Drive to the City Limits
South Soledad HWY 101 Interchange	Re-configure ramps and signalize ramps, or similar improvements
Note: Some of the improvements identified are already implemented	

- 5.16: The City will work with the Southern Pacific Railroad to establish a train stop in Soledad (Note: In the existing General Plan, this program is identified as 5.15).
- 5.17: The City shall consider establishing a downtown parking assessment district to fund parking improvements in the Downtown (Note: In the existing General Plan, this program is identified as 5.16).
- 5.18: The City will consider adopting a regional traffic impact fee consistent with the recommendations of the Transportation Agency of Monterey County (Note: In the existing General Plan, this program is identified as 5.17).

**SOLEDAD MUNICIPAL CODE**

Title 10 of the Soledad Municipal Code establishes the City of Soledad’s vehicle and traffic regulations, including traffic control, speed limits, loading zones, and signals.

Chapter 17.36 of the Municipal Code establishes off-street parking and loading requirements for vehicles and bikes, including requirements for the number of spaces based on the use and/or location, parking, and loading space standards.

**RAIL SERVICE**

Under existing conditions, no rail services exist to and from Soledad. However, a Union Pacific Railroad (UPRR) line passes through Soledad without a stop, along the south end, mostly parallel to US 101 and Front Street.

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As per Transportation Agency for Monterey County (TAMC), *Existing and Future Conditions Memo*, dated April 30, 2020, the following rail improvements are identified in Soledad:

### *2013 Coast Daylight Service Development Plan*

- Rehabilitation of Soledad sidings (Near-Term Improvements)
- Centralized traffic control from Gilroy to Soledad (Near-Term Improvements)
- New multimodal station at Soledad (Near-Term Improvements)
- Install powered switches at existing sidings (Long-Term Improvements)

### *2018 California State Rail Plan*

- Soledad and King City rail station – Part of the Central Coast layover facility and station expansion.

## TRUCK ROUTES

Truck access to and from Soledad is primarily via existing US 101 north and south interchanges and within the city, Front Street, 4<sup>th</sup> Street, Nestles Road, Los Coches Road, and SR 146 are identified as truck routes per the existing General Plan.

The truck routes identified in the existing General Plan were updated by the City of Soledad as part of the *Truck Route Update*, dated March 15, 2023, presentation by the City. The City of Soledad's presentation identified existing and proposed truck routes within the city. These truck routes are shown in **Figure 1**.

## TRANSIT SERVICE

Monterey-Salinas Transit (MST) is an inter-city bus service operating in the Monterey County and Santa Cruz County area. MST provides service to primarily Monterey and Salinas areas but extends as far north as Watsonville in Santa Cruz County and as far south as Paso Robles. MST fixed routes currently serve 159 square miles with a fleet size of 131 buses. There are 34 routes serving an estimated population of approximately 437,325 people.

MST Route 23 currently serves Soledad with two stops at Front Street and San Vicente Road and Mission Shopping Center. The route offers both regular and express service, with express service offered during the weekday AM and PM peak periods with approximately a one-hour headway and one stop at Front Street and San Vicente Road. The MST Route 23 connects Soledad with Salinas to the north and King City to the south. MST on-call service currently offers mini-bus service throughout Soledad. This on-call service provides door-to-door shuttle trips within the city and the trips are usually shared by multiple riders. This service is offered during weekdays between 8:00 a.m. and 4:00 p.m. MST transit routes are shown in **Figure 2**.

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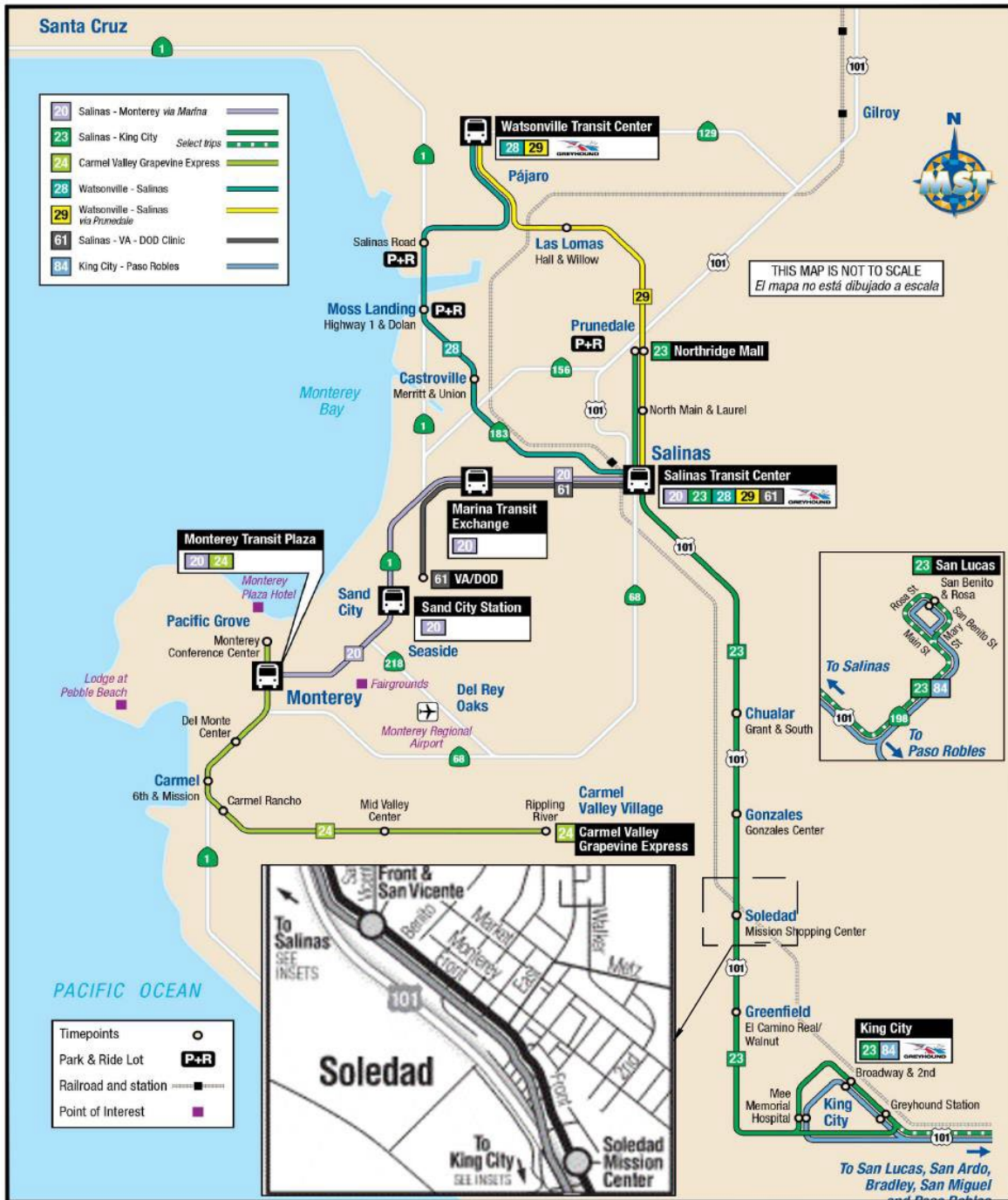


Figure 2

Marina-Salinas Transit Routes  
SOLEDAD GENERAL PLAN

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### EXISTING CONDITIONS

The existing conditions assessment presented in this section covers most of Soledad except certain areas known as islands that are within city limits. These areas include the following:

- Soledad Wastewater Treatment Plant: This area is to the southeast of the city proper adjacent to the Salinas River. This area is not a significant trip generator and negligible traffic growth is anticipated.
- The Shooting Range: This area is a landfill site and a portion of it is actively being used as a shooting range.
- Salinas Valley Correctional Facility: This area is northwest of the city proper. Prison population and employment are relatively steady, so no increase in trips is anticipated.
- Los Coches Adobe Historical Landmark: This area is southeast of the city proper in the northwest quadrant of US 101/Arroyo Seco Road Interchange. No additional growth is anticipated that would generate additional trips to the site.

### ROADWAY NETWORK

Primary access to Soledad is provided via US 101, which connects Los Angeles and the San Francisco Bay Area. Soledad is mostly served by a grid system of streets, which provides connections to the regional network and access to the local destinations, employment areas, shopping centers, schools, and residential communities.

### FUNCTIONAL ROADWAY CLASSIFICATION

Roadways are typically classified and defined by their function. Current classification of roadways in the existing General Plan are as follows:

**Arterials:** These facilities carry large volumes of traffic between population centers or within urban areas. “Principal” arterials include freeways, expressways, and other major regional roads. Access to principal arterials is strictly controlled; they are not intended for local trips. US 101 is the principal arterial serving Soledad, connecting the city to destinations to the north and south in the Salinas Valley. Non-principal arterials also are not intended to provide primary access to residences and are best used for controlled access to areas of retail and service commercial uses, industrial facilities, and major community facilities. Metz Road, Front Street, East Street, North Street, Gabilan Drive, and Main Street are examples of arterials in Soledad.

**Collectors:** Typically, collector roads enable traffic to move to and from local roads, arterial roads, and activity centers. They are principal roads serving residential areas and carry relatively high volumes of traffic. Residential driveway access from collector roads should be limited according to traffic volumes, parcel sizes, and sight distances. Market Street, San Vicente Road, West Street, and Oak Street are examples of collectors in Soledad.

**Local Roads:** These are used primarily for access to adjacent properties.



**Figure 3** shows Soledad’s roadway network and General Plan roadway classifications.

## BICYCLE NETWORK

The local bicycle network includes a range of facility types. In the current General Plan, bike facilities are classified as follows:

**Class I Bike Paths:** Joint-use facilities designed for shared pedestrian and bicycle use, completely separated from vehicles, or a joint-use facility in conjunction with a Class II Bike Lane where a portion of the bikeway is separated from vehicles.

**Class II Bike Lanes:** Class II Bike Lanes are restricted from vehicle or pedestrian use, except for parking and pedestrian crossings.

**Class III Bike Route:** A Class III Bike Route is defined as any other bikeway shared with moving vehicles and/or pedestrians.

## EXISTING BICYCLE FACILITIES

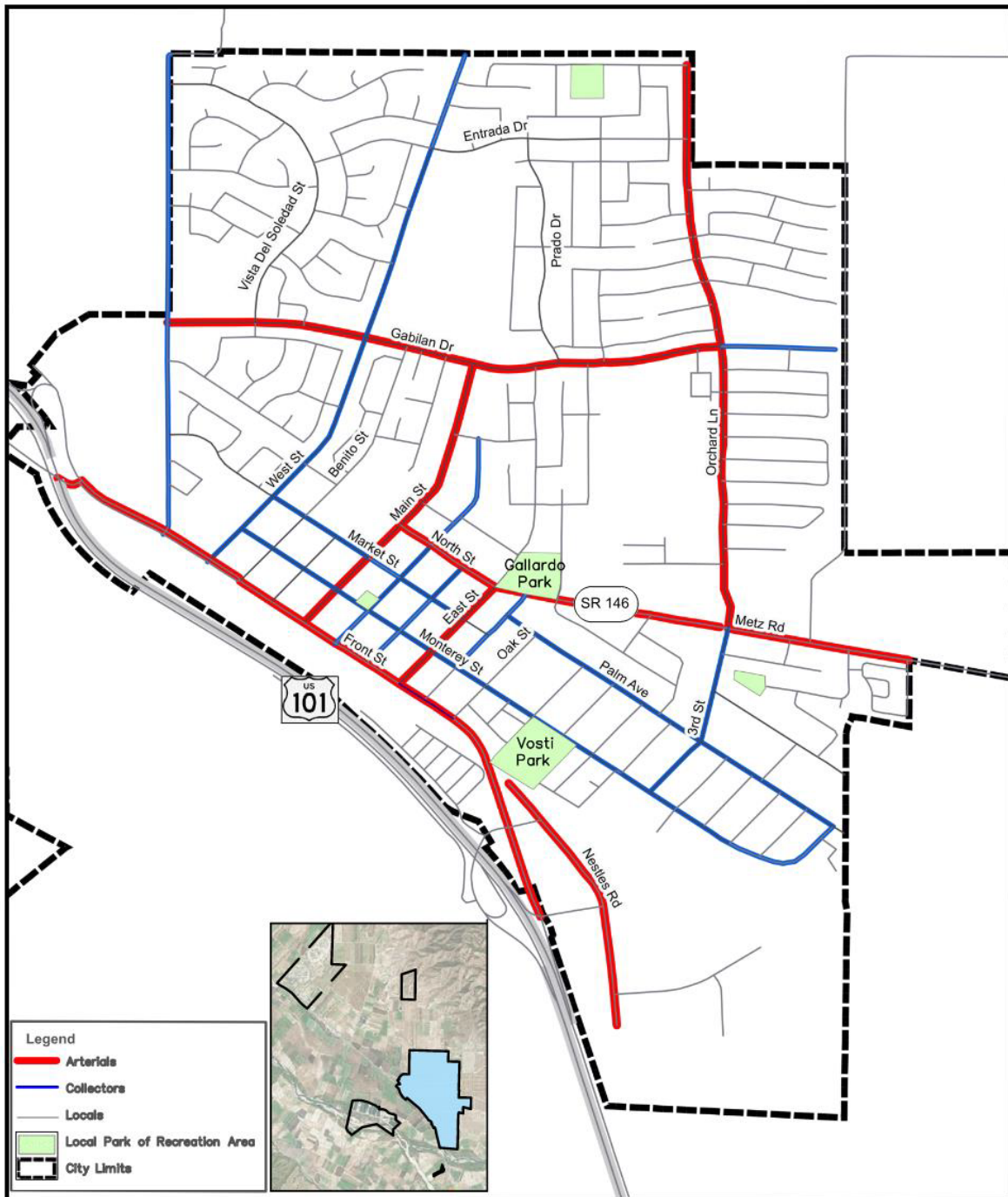
Given the flat topography, relatively low traffic volumes, and compact form of Soledad, bicycling is a viable alternative to driving for both recreational and nonrecreational trips. Bicycle facilities are provided throughout Soledad for arterials and collectors. Existing bike facilities as per the Transportation Agency for Monterey County (TAMC) Bike Map, are shown in **Figure 4**. Under existing conditions, no Class I (Bike Paths) or Class III (Bike Routes) exist within Soledad.

## PLANNED BICYCLE FACILITIES

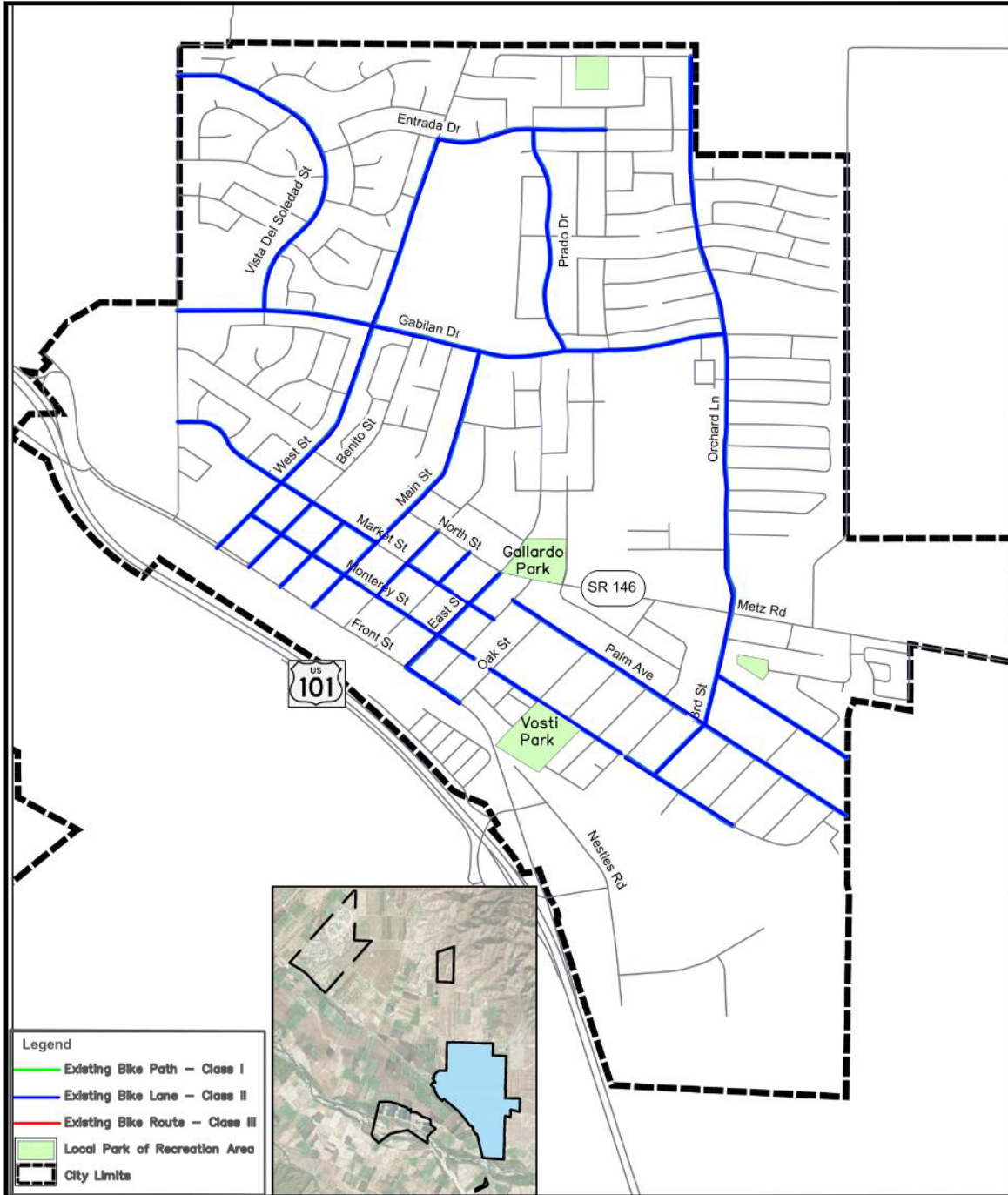
Class II (Bike Lane) and Class III (Bike Route) facilities are planned throughout Soledad as part of the 2018 Monterey County Active Transportation Plan. These planned facilities are shown in **Figure 5** and are listed here:

- Kidder Street (Class II Bike Lane) – From Front Street to Market Street
- Front Street (Class II Bike Lane) – From East Street to 4th Street (section between East Street and Oak Street is already constructed)
- San Vicente Road (Class II Bike Lane) – From Vista de Soledad Road to US 101
- Orchard Lane (Class II Bike Lane) – From Metz Road to Asilomar Avenue (already constructed)
- Nestles Road (Class II Bike Lane) – From Los Coches Road to Front Street
- Benito Street (Class III Bike Route) – From North Street to Gabilan Drive

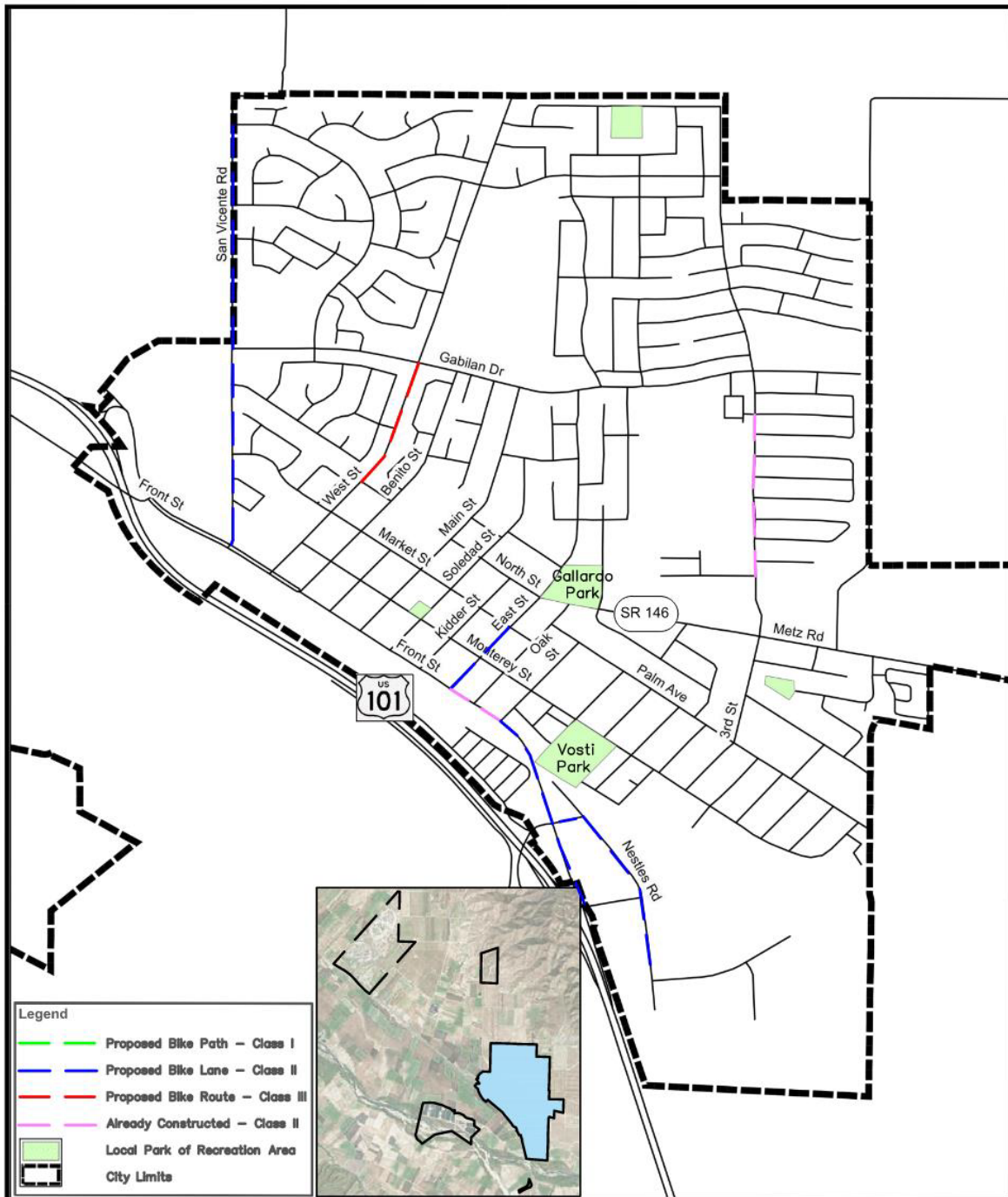
# CIRCULATION



CIRCULATION



CIRCULATION



## PEDESTRIAN NETWORK

The existing General Plan stresses the importance of pedestrian circulation as a critical component of the transportation network. This section describes the existing and planned pedestrian facilities in Soledad.

### EXISTING PEDESTRIAN FACILITIES

Soledad has a well-established pedestrian network that includes sidewalks, crosswalks, and pedestrian countdown signals. Sidewalks with raised curbs and gutters are typically provided along arterials, collectors, and local roads, as well as in newer residential developments. Most major intersections along Front Street in the city have marked crosswalks and countdown pedestrian crossing signals that can be activated by pedestrians.

### PLANNED PEDESTRIAN FACILITIES

The City of Soledad is planning to do a sidewalk/pedestrian mobility gap closure program as part of the General Plan update.

## EXISTING TRAFFIC CONDITIONS

Kimley-Horn analyzed existing traffic conditions at key study intersections for the weekday AM and PM peak hours of traffic. A total of 11 key study intersections and 11 roadway segments were identified for analyzing existing conditions. The study intersections are summarized in **Table 1** and are shown in **Figure 6**. For study intersections, traffic counts were collected during the weekday AM peak period (5:30 a.m.–8:30 a.m.) and weekday PM peak period (3:30 p.m.–7:30 p.m.). For the roadway segments shown in **Figure 7**, 24-hour Average Daily Traffic (ADT) count data was collected along with speed and vehicle classification details. **Figure 8** shows Average Daily Traffic count data.

#### List of Roadway Segments

1. Front Street between US 101 northbound (NB) Ramps and San Vicente Road
2. Front Street between East Street and Oak Street
3. Front Street between Nestles Road and H. De La Rosa Sr. Street
4. Metz Road (SR 146) between Walker Drive and Belle Street
5. Orchard Lane between Gabilan Drive and Cedar Lane
6. Gabilan Drive between Main Street and Prado Drive
7. West Street between Entrada Drive and Gabilan Drive
8. West Street between Gabilan Drive and North Street
9. Nestles Road between H. De La Rosa Sr. Street and Los Coches Road
10. San Vicente Road between Ledesma Street and Gabilan Drive
11. Orchard Lane between Santa Clara and Entrada Drive

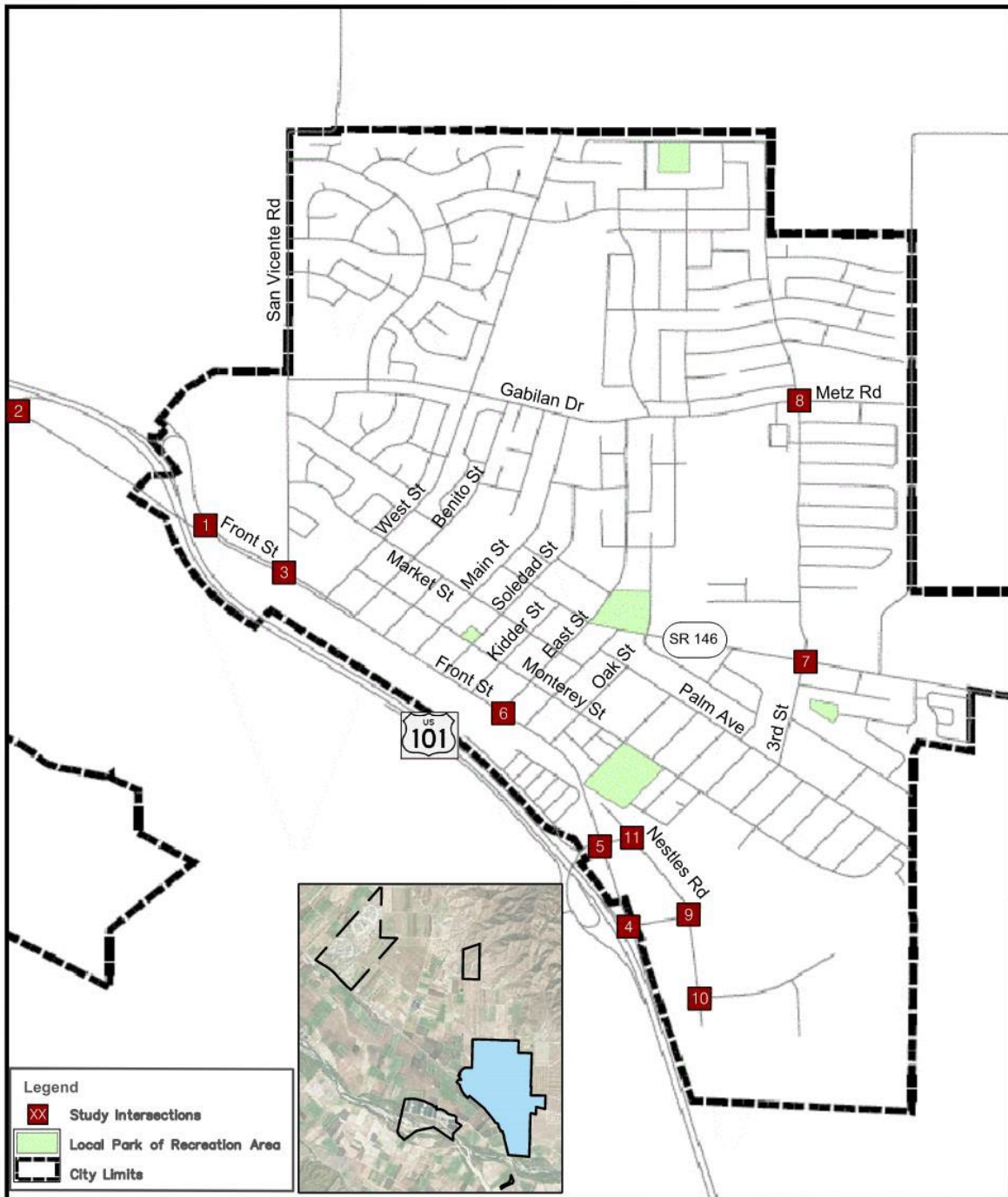
## CIRCULATION

**TABLE 1 – STUDY INTERSECTIONS**

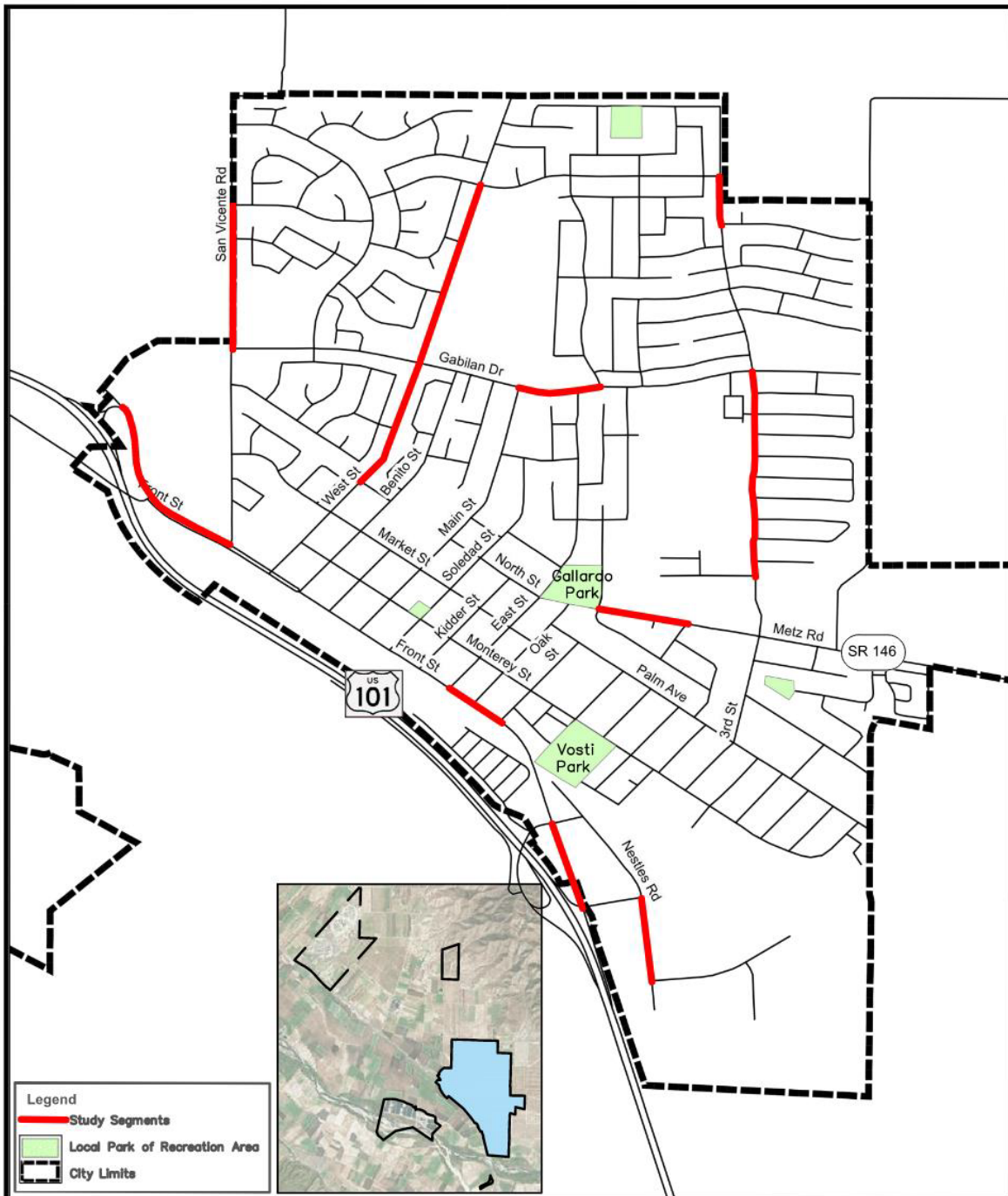
No.	Location	Existing Control
1	Front St. / Moranda Rd. / US 101 NB Ramps	SSSC
2	Front St. / Morsoli Rd. / US 101 SB Ramps	SSSC
3	Front St. / San Vicente Rd	Signal
4	US 101 NB Ramps/H. De La Rosa Sr. Street	Signal
5	Front St. / Nestles Rd.	Signal
6	Front St. / East St.	Signal
7	Orchard Ln. / 3rd St.	AWSC
8	Orchard Ln. / Gabilan Dr.	AWSC
9	Nestles Rd. / H. De La Rosa Sr. Street	AWSC
10	Nestles Rd. / Los Coches Rd.	SSSC
11	Nestles Rd. / Nestles Rd.	SSSC

Note: Signal = Signal Control, SSSC = Side-Street Stop Controlled, AWSC = All-Way Stop Controlled.  
Source: Kimley-Horn, 2023.

CIRCULATION



# CIRCULATION





**CIRCULATION**

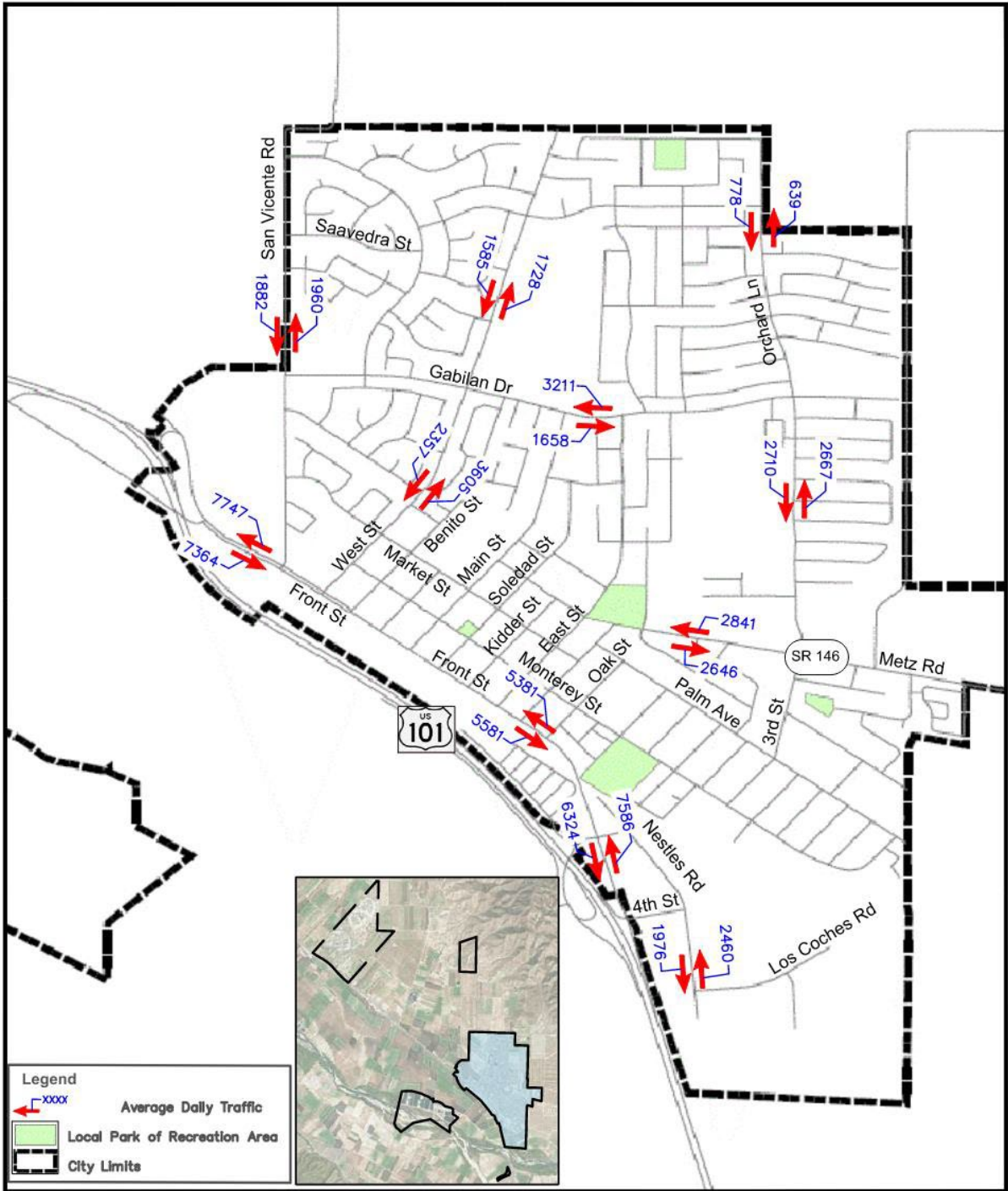


Figure 8

Average Daily Traffic (ADT Volumes)

SOLEDAD GENERAL PLAN

## CIRCULATION

### LEVEL OF SERVICE ANALYSIS METHODOLOGY

Traffic conditions at the study intersections were evaluated using LOS. LOS is a qualitative description of operating conditions ranging from LOS A, which is free-flow conditions with little or no delay, to LOS F, which is jammed conditions with excessive delays. The correlation between average delay and LOS for signalized and unsignalized intersections is shown in **Table 2**. LOS for side-street stop-controlled intersections (SSSC) are defined as a function of the average control delay for the worst minor street movement or major street left-turn. Conversely, LOS for signalized and all-way stop-controlled (AWSC) intersections are defined as a function of the averaged control delay for the intersection as a whole.

**TABLE 2 – INTERSECTION LEVEL OF SERVICE DEFINITIONS**

LOS	Description	Signalized	Unsignalized
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	Less than 10	less than 10
B	Stable traffic. Traffic flows smoothly with few delays.	less than or equal to 10 to 20	less than or equal to 10 to 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	less than or equal to 20 to 35	less than or equal to 15 to 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	less than or equal to 35 to 55	less than or equal to 25 to 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	less than or equal to 55 to 80	less than or equal to 35 to 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	greater than or equal to 80	greater than or equal to 50

Source: Transportation Research Board, *Highway Capacity Manual 6<sup>th</sup> Edition*, National Research Council.

The current General Plan’s Circulation Element establishes the acceptable LOS at intersections in Soledad as LOS D. All signalized and unsignalized intersections within Soledad are required to meet the City of Soledad’s minimum LOS standard of LOS D. According to the General Plan, lower levels of service (i.e., LOS E and LOS F) are acceptable during peak times or as a temporary condition.

### EXISTING ROADWAY VOLUMES

Kimley-Horn collected seven-day 24-hour volume, speed, and classification data at 11 roadway segment locations within Soledad.

**Table 3** presents these roadway segments, location, number of lanes (in both directions), ADT, and posted speed limits of each roadway.

**CIRCULATION**

**TABLE 3 – KEY ROADWAY SEGMENTS – VOLUMES, LANES, AND EXISTING POSTED SPEED LIMITS**

Roadway	Location	Number of Lanes	ADT (Both Directions)	Posted Speed Limit
Front St.	Between US 101 NB Ramps & San Vicente Rd.	3	15,111	35
Front St.	Between East St. & Oak St.	2	10,962	35
Front St.	Between Nestles Rd. & H. De La Rosa Sr. Street	2	13,910	35
Metz. Rd.	Between Walker Dr. & Belle St.	2	5,487	25
Orchard Ln.	Between Gabilan Dr. & Cedar Ln.	2	5,377	35
Gabilan Dr.	Between Main St. & Prado Dr.	4	4,869	30
West St.	Between Entrada Dr. & Gabilan Dr.	4	3,313	35
West St.	Between Gabilan Dr. and North St.	4	5,962	35
Nestles Rd.	Between H. De La Rosa Sr. Street & Los Coches Rd.	2	4,436	25
San Vicente Rd.	Between Ledesma St. and Gabilan Dr.	2	3,842	40
Orchard Ln.	Between Santa Clara and Entrada Dr.	2	1,417	35

Source: Kimley-Horn, 2023.

**EXISTING INTERSECTION LEVEL OF SERVICE**

The LOS analysis for existing 2023 conditions was conducted using the existing traffic volumes, traffic control, and intersection geometries as described previously for Intersections 1 to 11. **Figure 9** presents existing volumes. Intersection LOS analysis results are summarized in **Table 4**. The analysis results indicate that all study intersections currently operate at acceptable LOS when measured against the City of Soledad and Caltrans LOS standards, except for the following:

- Intersection 3 – Front Street / San Vicente Road – LOS E (PM Peak)

## CIRCULATION

TABLE 4 – EXISTING CONDITIONS – INTERSECTION LOS RESULTS

No.	Intersection	Maintaining Agency	LOS Standard	Control Type	Existing Conditions					
					AM Peak Hour			PM Peak Hour		
					Movement	Delay	LOS	Movement	Delay	LOS
1	Front St. / Moranda Rd. / US 101 NB Ramps	Caltrans	D	SSSC	-	-	-	-	-	-
	<i>Worst Approach</i>				-	1.4	A	-	11.8	B
2	Front St. / Morsoli Rd. / US 101 SB Ramps	Caltrans	D	SSSC	-	-	-	-	-	-
	<i>Worst Approach</i>				EB	11.2	B	EB	0	A
3	Front St. / San Vicente Rd.	City	D	Signal	-	<b>44.1</b>	<b>D</b>	-	<b>70.8</b>	<b>E</b>
4	US 101NB Ramps / H. De La Rosa Sr. Street	Caltrans	D	Signal	-	7.9	A	-	9.4	A
5	Front St. / Nestles Rd.	City	D	Signal	-	20.1	C	-	47.4	D
6	Front St. / East St.	City	D	Signal	-	16.8	B	-	19.1	B
7	Orchard Ln. / 3rd St.	City	D	AWSC	-	14.9	B	-	13	B
8	Orchard Ln. / Gabilan Dr.	City	D	AWSC	-	11.3	B	-	9.4	A
9	Nestles Rd. / H. De La Rosa Sr. Street	City	D	AWSC	-	7.9	A	-	9.6	A
10	Nestles Rd. / Los Coches Rd.	City	D	SSSC	-	-	-	-	-	-
	<i>Worst Approach</i>				-	8.1	A	-	8.1	A
11	Nestles Rd. / Nestles Rd.	City	D	SSSC	-	-	-	-	-	-
	<i>Worst Approach</i>				SB	0	A	SB	11.1	B

Notes:

1. HCM 6th Edition methodology used for all LOS analyses unless indicated otherwise.
2. SimTraffic was used to determine delays for intersection #1.
3. Intersection LOS results that are worse than the standard are **bolded**.
4. NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

CIRCULATION

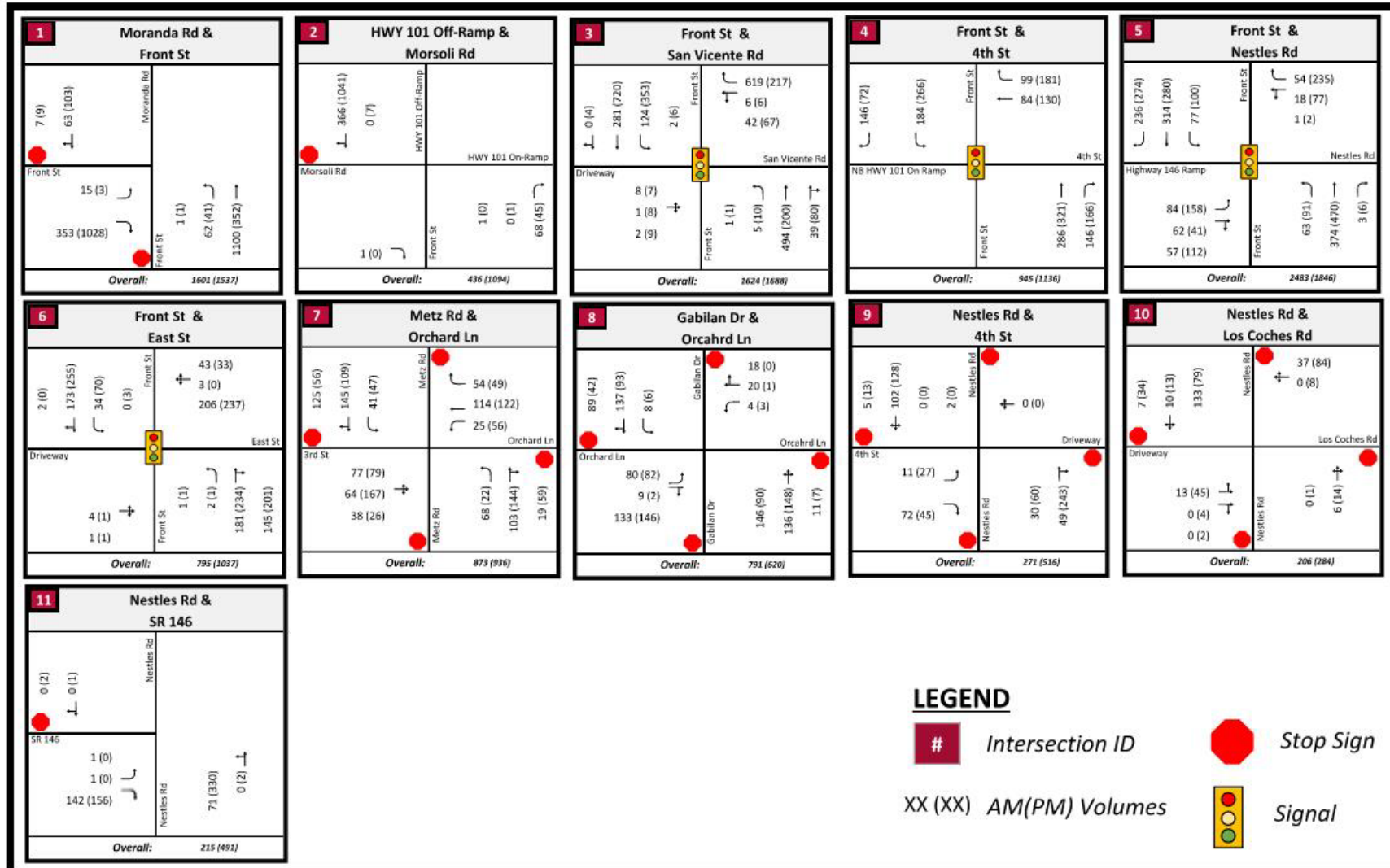


Figure 9  
Existing Volumes AM(PM)  
Soledad General Plan

## CIRCULATION

### VEHICLE MILES TRAVELED

A common indicator used to quantify the amount of motor vehicle use is Vehicle Miles Travelled (VMT). VMT represents the total number of miles driven per day by persons traveling to and from a defined area. Many factors affect VMT, including the average distance people drive to work, school, and shopping, as well as the proportion of trips that are made by non-automobile modes. Areas that have a diverse land use mix and facilities for non-automobile modes, including transit, walking, and biking, tend to generate lower VMT than auto-oriented suburban areas where land uses are typically segregated. Further, cities and regions where the jobs/housing ratio is balanced generate a lower VMT than areas where most residents commute long distances to work. From an environmental perspective, development that generates less per-capita VMT reflects less auto usage, and correspondingly, lower fuel consumption and production of GHG emissions.

In California, the use of VMT instead of LOS as a metric to assess transportation-related environmental impacts has been adopted as part of updates to CEQA. As a result, transportation-related environmental impacts are now based on the miles of vehicle travel associated with a project instead of the project's effects on traffic congestion. VMT also allows for an analysis of a project's impact throughout the jurisdiction rather than only in the vicinity of the proposed project, allowing for a better understanding of the full extent of a project's transportation-related impact. It should be noted that SB 743 pertains to CEQA scope only and that local jurisdictions, including the City of Soledad, are permitted to use LOS for other planning purposes outside the scope of CEQA.

As per the *Draft SB 743 Implementation Policy for the City of Soledad*, dated November 11, 2020, the City of Soledad currently recommends the VMT Thresholds of Significance shown in **Table 5**.

**TABLE 5 – VMT THRESHOLDS OF SIGNIFICANCE**

Land Use	VMT Threshold	Basis
Residential	11.2 VMT/Capita	15% below existing city-wide average VMT per capita.
Office	6.6 Work VMT/ Employee	15 % below existing county-wide average Work VMT per employee
Retail	Net regional change	Using the county geographical area as the basis
Other Employment	Work VMT/ Employee	15% below existing county-wide average Work VMT per employee for similar land uses
Other Customer	Net regional change	Using the county or another geography deemed appropriate by the City of Soledad as a basis

### EXISTING STUDIES

This section summarizes the studies undertaken within Soledad:

- Miravale Phase III Mixed-Use Development

This study was undertaken in November 2006 for a proposed mixed-use development in the northern outskirts of Soledad between San Vicente Road and Orchard Lane. The proposed project included approximately 1,470 single-family homes, 2,430 multifamily units, 300 senior housing units, 120 hotel rooms, and 275,000 square feet of supporting retail. The 920-acre site will also

include a golf course, schools, and parks. As part of this traffic study, geometric improvements were identified at the following intersections to mitigate the project impacts:

- Moranda Road and US 101 NB Ramps
- Moranda Road and Front Street
- San Vicente Road and Front Street
- West Street and Front Street
- Main Street and Front Street
- Front Street and US 101 SB Ramps
- San Vicente Road and Market Street
- East Street and Market Street
- San Vicente Road and Gabilan Drive
- West Street and Gabilan Drive
- Main Street and Gabilan Drive
- Andalucia Drive and Gabilan Drive
- Downtown Specific Plan

This plan was undertaken in October 2012 with the aim to implement Downtown Vision Program and the 2005 General Plan. The Specific Plan provided direction for Soledad's historic downtown and adjacent residential areas. The Specific Plan was designed to bring new life to Soledad's historic Front Street corridor by encouraging commercial and entertainment uses that attracts local residents and visitors, and reduces development obstacles, such as environmental review, parking, and permit processing. The following four key goals were developed for the Specific Plan with input from the community:

1. A vibrant hub for commercial activity, entertainment, and hospitality
2. A pedestrian-oriented downtown that showcases Soledad's unique culture and history
3. A compact, mixed-use downtown that capitalized on existing resources
4. A memorable place

The Specific Plan was divided into five areas, which included Downtown Core, Monterey Street Area, Vosti Park Area, South Gateway Area, and Railroad District. For each area, a vision was developed, and proposed projects, public space, and improvements were identified.

- Soledad Business Park

The Soledad Business Park traffic study was undertaken in December 2014 for a proposed development that included commercial and industrial land uses. The proposed project is in the southeastern part of Soledad, bounded by US 101 to the west, Salinas River to the south, and UPRR to the north and east. The proposed development includes 120,400 square feet of retail superstore.

## CIRCULATION

- Miramonte Specific Plan

The Miramonte Specific Plan was adopted on November 7, 2018, as per Resolution 5433. The vision of the Miramonte Specific Plan was to provide an opportunity to enhance Soledad's image as an attractive residential city through the creation of diverse and attractive residential neighborhoods centered on parks and a commercial center. The Miramonte Specific Plan circulation goals included the following:

- Provide the necessary circulation system and infrastructure to create a safe and efficient circulation network for motor vehicles, pedestrians, physically disabled persons, and alternative forms of transportation with an emphasis on creating a pedestrian-friendly, walkable community.
- Provide a comprehensive bicycle and pedestrian network separate from street rights-of-way to facilitate quick and convenient nonmotorized access.
- Provide seamless connections to adjacent areas but encourage most automobile and all truck traffic to use San Vicente Road, rather than Orchard Lane or West Street.

The Miramonte Specific Plan circulation policies included the following:

- The General Plan circulation concept should be adapted to the plan area in recognition of development limitations related to the 400-foot elevation contour and future traffic demands in the northwest quadrant of Soledad.
- All streets and circulation routes shall be consistent with Figure 3-1 of the Miramonte Specific Plan Circulation Diagram.
- San Vicente Road shall be connected to the plan area by large-radius curves to provide a smooth transition from the plan area south to the existing improved section of San Vicente Road, and the extension of Gabilan Drive called for in the General Plan.
- Street widths shall be consistent with street section minimums indicated in Figure 3-2, Street Classifications Cross Sections, of the Miramonte Specific Plan.
- All street improvements shall be financed and installed by the developer. The developer may be credited by the City of Soledad's Traffic Impact Fee program.
- All streets shown on the circulation diagram shall be public and dedicated to the City of Soledad, and shall be constructed with curbs, gutters, landscape parkways, and sidewalks meeting City of Soledad Standard Plan specifications.
- The City of Soledad shall assume responsibility for the maintenance and repair of all street facilities with funding from a Benefits Assessment District, Community Facilities District, or other appropriate funding mechanism.
- Funding for maintenance of lighting, street improvements, special paving surfaces, sewer, storm drain, common area landscape, open space, and hardscape shall be provided through a Public Facilities Maintenance District, Community Facilities District, or a similar funding mechanism.



## CIRCULATION

- All private streets and driveways within the plan area, such as within commercial and medium-density residential areas, shall be maintained and paid for by the property owners for those developed areas.
- All streets shall include a sidewalk at least four feet in width on each side of the street.
- Sidewalks adjacent to schools, commercial areas, and village residential areas (external road frontages only) shall be a minimum of eight feet wide and may replace planting strip and landscaping included in the street sections with interspersed landscaping blocks.
- Sheltered bus stops, including bus turnouts, meeting Monterey-Salinas Transit (MST) specifications, shall be provided at appropriate locations within the plan area. The developer will develop these bus stops for use by the on-call service or future fixed-route service.
- Bike lanes and paths shall be designed and maintained to improve bicycling safety and convenience, achieve integration with the street network, and encourage people to use bicycles to commute to work or school.
- New development shall provide bike lanes and paths, secure bicycle storage, and parking facilities.

### PLANNED AND PENDING TRANSPORTATION PROJECTS

This section describes planned roadway and intersection capacity improvements within Soledad.

The *2022 Monterey County Regional Transportation Plan* identifies the following improvements planned within Soledad, as part of Corridor 2: Inland Salinas Valley/US 101 Corridor:

- Bypass of State Route 146: This proposed project will realign State Route 146 and construct a new two-lane arterial around the south edge of Soledad, connecting the South Soledad interchange with Metz Road with a crossing of the UPRR tracks. This facility will serve interregional traffic traveling to the Pinnacles National Park. This project requires funding and land acquisition to proceed.
- South Monterey County Regional Transit Improvements: This project will increase the frequency of MST Line 23 service between King City and Salinas with stops in King City, Greenfield, Soledad, Gonzales, Chualar, and Salinas.
- US 101 – Camphora Interchange: This project involves constructing a new interchange at Camphora-Gloria Street.

As per the *2045 Metropolitan Transportation Plan/Sustainable Communities Strategy*, the following projects are identified within Soledad.

#### *Monterey County Active Transportation Plan*

- Install Bicycle Racks and Lockers (AMBAG ID: MON-SOL006-SO)
- Construct pedestrian lighting along various city streets (AMBAG ID: MON-SOL043-SO)

## CIRCULATION

- Pinnacles Bike Route: Construct a Class I bike path/Class II bike lanes along Metz Road to encourage bicycle tourism (AMBAG ID: MON-SOL044-SO)
- Citywide Bike Lanes: Bike Lanes (2007 TIF M2, 2013 TIF M2); construct bike lanes citywide (AMBAG ID: MON-SOL075-SO)

### *Monterey County Highway Improvements Projects*

- US 101 North Interchange: Install new interchange north of US 101 and Front Street (AMBAG ID: MON-SOL002-SO)
- US 101 South Interchange: Install new interchange north of US 101 and Front Street (AMBAG ID: MON-SOL003-SO)
- SR 146 Bypass (Pinnacles Parkway): Construct four lanes from SR 146 (Metz Road) to Nestles Road. Install Class II bike facility (AMBAG ID: MON-SOL014-SO)

### *Monterey County Local Streets and Road Improvement Projects*

- Front Street Extension: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL008-SO)
- Market Street Extension: Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL009-SO)
- San Vicente Road: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL010-SO)
- Gabilan Drive Extension: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL012-SO)
- Front Street Extension: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL015-SO)
- Orchard Lane: Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL016-SO)
- Bryant Canyon Road (N-S): Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL017-SO)
- Camphora Gloria Road: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL018-SO)
- New Collector 1: Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL019-SO)
- San Vicente Road Extension: Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL020-SO)
- New Arterial 1: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL021-SO)
- New Arterial 2: Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL022-SO)

## CIRCULATION

- West Street Extension: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL023-SO)
- Orchard Lane Extension: Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL024-SO)
- Crest Street: Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL025-SO)
- Construct to two lanes and install Class II bike facility (AMBAG ID: MON-SOL026-SO)
- Frontage Road: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL045-SO)
- Gabilan Drive Extension: Construct to four lanes and install Class II bike facility (AMBAG ID: MON-SOL027-SO)
- Front Street Extension 1: Front Street Extension (1) (2001 TIF R1); Construct to four lanes (AMBAG ID: MON-SOL055-SO)
- Front Street Extension 2: Front Street Extension (2) (2007 TIF R9); Construct to four lanes (AMBAG ID: MON-SOL056-SO)
- Market Street Extension 2: Market Street Extension (2) (2007 TIF R2); Construct to two lanes (AMBAG ID: MON-SOL057-SO)
- Gabilan Drive Extension 1: Gabilan Drive Extension (1) (2007 TIF R6); Construct to four lanes (AMBAG ID: MON-SOL058-SO)
- Gabilan Drive Extension 2: Gabilan Drive Extension (2) (2007 TIF R7); Construct to four lanes (AMBAG ID: MON-SOL059-SO)
- San Vicente Road Widening: San Vicente Road Widening (1) (2007 TIF R3); Construct to four lanes AND San Vicente Road Widening (2) (2007 TIF R4); Construct to four lanes (AMBAG ID: MON-SOL060-SO)
- San Vicente Road. Widening-3: San Vicente Road Widening (3) (2007 TIF R5); Construct to four lanes (AMBAG ID: MON-SOL062-SO)
- Orchard Lane: Orchard Lane (2007 TIF R10); Construct to four lanes (AMBAG ID: MON-SOL063-SO)
- Bryant Canyon Road: Bryant Canyon Road (2007 TIF R11); Construct to four lanes (AMBAG ID: MON-SOL064-SO)
- Camphora-Gloria Road (2007 TIF R12); Construct to four lanes (AMBAG ID: MON-SOL065-SO)
- New North-South Collector 1: New Collector 1 (2007 TIF R13); Construct to two lanes parallel to Camphora Gloria Road in northwest portion of Future Growth Area (AMBAG ID: MON-SOL066-SO)
- San Vicente Road Extension: San Vicente Road Extension (2007 TIF R14); Construct to two lanes north of Gabilan Drive along west side of Miramonte Specific Plan (AMBAG ID: MON-SOL067-SO)
- New East-West Arterial I – 1: New Arterial I (1) (2007 TIF R15); Construct to four lanes in Future Growth Area between Camphora Gloria Road and existing northeast corner of the city (AMBAG ID: MON-SOL068-SO)

## CIRCULATION

- New East-West Arterial I – 2: New Arterial I (2) (2007 TIF R16); Construct to two lanes along northern boundary of existing city between Orchard Lane and West Street (AMBAG ID: MON-SOL069-SO)
- West Street Extension to Camphora Gloria Road: West Street Extension (2007 TIF R17); Construct to four lanes (AMBAG ID: MON-SOL070-SO)
- Orchard Lane Extension to Camphora Gloria Road: Orchard Lane Extension (2007 TIF R18); Construct to two lanes in northern portion of the Future Growth Area (AMBAG ID: MON-SOL071-SO)
- Crest Street: Crest Street (2007 TIF R19); Construct to two lanes (AMBAG ID: MON-SOL072-SO)
- S Street (2007 TIF R20); Construct to two lanes (AMBAG ID: MON-SOL073-SO)
- Frontage Road: Frontage Road (2007 TIF 21); Construct to four lanes (AMBAG ID: MON-SOL074-SO)

### *Monterey County Local Streets and Road Operations, Maintenance and Rehabilitation Projects*

- Street Resurfacing and Sidewalk Repair: Apply seal coats and resurface various local streets. Construct missing sidewalk and handicap ramps. Replace broken sidewalk and ramps. Mark bike facilities (AMBAG ID: MON-SOL007-SO)
- Front Street and Hector de la Rosa Street Intersection Improvements: Construct intersection, install signal (AMBAG ID: MON-SOL031-SO)
- SR 146/Metz Road and SR 146 Bypass Intersection Improvements: Construct intersection, install signal (AMBAG ID: MON-SOL032-SO)
- Front Street/Gabilan Drive Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL033-SO)
- New Arterial 1 and Camphora Gloria Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL034-SO)
- New Arterial 1/Front Street Extension Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL035-SO)
- New Arterial 1/San Vicente Road Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL036-SO)
- New Arterial 1/West Street Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL037-SO)
- West Street Extension/Camphora Gloria Road Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL038-SO)
- West Street Extension/San Vicente Road Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL039-SO)
- West Street Extension/San Vicente Road Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL040-SO)

## CIRCULATION

- Gabilan Drive/San Vicente Road Intersection Improvements: Construct intersection, install signal/roundabout (AMBAG ID: MON-SOL042-SO)
- Gabilan Drive and Marin Street Intersection Improvements: Intersection improvements (2013 TIF M1); install signal (AMBAG ID: MON-SOL047-SO)
- Oak Street and Front Street Intersection Improvements: Intersection Improvements (2013 TIF M1); modify existing signal (AMBAG ID: MON-SOL048-SO)
- Front Street and Nestles Road Intersection Improvements: Intersection Improvements (2013 TIF M1); modify existing signal (AMBAG ID: MON-SOL049-SO)
- Moranda Road and NB US 101 Ramps Intersection Improvements: Intersection improvements; install signal (AMBAG ID: MON-SOL050-SO)
- West Street and Gabilan Drive Intersection Improvements: Intersection improvements (2007 TIF X15, 2013 TIF M1) (AMBAG ID: MON-SOL051-SO)
- Front Street and San Vicente Road Intersection Improvements: Intersection Improvements; Add 2 Front St left turn lanes and San Vicente Rd free-right turn lane (AMBAG ID: MON-SOL052-SO)
- Andalucia Drive and Gabilan Drive Intersection Improvements: Intersection Improvements (2013 TIF M1), install signal (AMBAG ID: MON-SOL053-SO)
- Orchard Lane and Metz Road Intersection Improvements: Intersection Improvements (2013 TIF M1); Install signal (AMBAG ID: MON-SOL054-SO)
- Pavement Maintenance 2020-2021- 1; apply seal coats and resurface (AMBAG ID: MON-SOL079-SO)
- Pavement Maintenance 2020-2021- 2; apply seal coats and resurface (AMBAG ID: MON-SOL080-SO)

Other local planned and approved projects within Soledad based on the information provided by the City as of May 5, 2023:

- 1428 Monterey Street (20 Multifamily Dwelling Units)
- 8th St. Apartments (42 Multifamily Dwelling Units)
- SUHSD Housing Project (20 Multifamily Dwelling Units)
- Santa Clara parcel E (104 Single-Family and 36 Multifamily Dwelling Units)
- Liberty Court (27 Single-Family Units)
- 540 Gabilan (96 Multifamily Dwelling Units)
- Miravale Parcel B (37 Single-Family and 24 Multifamily Dwelling Units)
- Las Viviendas Parcel D (92 Multifamily Dwelling Units)
- 16 Gabilan- Miravale H (20 Multifamily Dwelling Units)
- Vintage Estate (Orchard Villas) (169 Single-Family Units)

## CIRCULATION

- Soledad Market Place (Grocery 16,000 square feet, Retail 32,807 square feet)
- Soledad Shipping Container Village Project

The City of Soledad also developed preliminary concepts for US 101 / N. Front Street – Moranda Road Interchange, which involved a tight-diamond interchange concept.

## TRAVEL PATTERNS

Daily auto vehicle trips to and from Soledad are shown in **Table 6**.

**TABLE 6 – DAILY AUTO VEHICLE TRIPS**

Jurisdiction	Daily Trips From Soledad	Daily Trips to Soledad
Capitola	2	2
Carmel-by-the-Sea	8	8
Del Rey Oaks	3	3
Gonzales	2,079	2,069
Greenfield	2,801	2,777
Hollister	25	25
King City	961	958
Marina	81	81
Monterey	87	86
Unincorporated Monterey County	2,258	2,251
Pacific Grove	18	18
Salinas	2,494	2,569
San Benito County	118	118
San Juan Bautista	10	10
Sand City	6	6
Santa Cruz	11	11
Santa Cruz County	30	30
Scotts Valley	1	1
Seaside	50	51
Soledad	11,901	11,896
Watsonville	28	28
Out of AMBAG Region	691	693
<b>Total</b>	<b>23,663</b>	<b>23,691</b>

Source: Kimley-Horn, 2023.

As shown in **Table 6**, under existing conditions, approximately 50 percent of the daily auto vehicles trips are internal within Soledad and the remaining 50 percent are external trips. Major destinations for daily auto vehicle trips from Soledad include the City of Greenfield (approximately 12 percent), followed by the City of Salinas (approximately 11 percent), Monterey County (approximately 10 percent), and the City of Gonzales (approximately 9 percent).

Approximately 84 percent of the daily auto vehicle trips travel north from Soledad, while 16 percent of the trips travel south. According to the AMBAG model, the average one-way daily auto trip length is approximately 11.3 miles.

## COMMUTER MODE CHOICE

Using the AMBAG model, under existing conditions, approximately 91.8 percent of the person’s trips to and from Soledad are automobile trips, 7.3 percent are walking trips, 0.7 percent are bike trips, and 0.3 percent are transit trips.

## ACCIDENT DATA

Statewide Integrated Traffic Records System (SWITRS) data was accessed to review the five-year collision (crash) history within Soledad. SWITRS is a web application where crash data from each traffic enforcement agency in California uploads crash data, which is then aggregated (and anonymous) and available for download. Collision history data in Soledad is currently available for the years 2018-2022, as summarized in Table 7.

**TABLE 7 – SWITRS COLLISION HISTORY SUMMARY**

Collision Types	Number of Collisions by Type of Users (2018-2022)						Severe Injuries	Total Fatalities
	Auto	Truck	Pedestrian	Bicyclist	Motorcyclist	Total		
Head-On	6	-	1	-	-	7	1	-
Sideswipe	4	2	-	1	-	7	-	-
Rear-end	12	-	-	-	-	12	-	-
Broadside	23	-	-	3	4	30	-	-
Hit Object	7	-	-	-	-	7	-	-
Overtaken	3	-	-	-	-	2	-	-
Vehicle/Pedestrian	-	-	21	-	-	21	3	-
Other	1	-	-	-	1	2	-	-
Undetermined	-	-	-	-	-	1	-	-
<b>Grand Total</b>	<b>56</b>	<b>2</b>	<b>22</b>	<b>4</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>0</b>

A total of 89 collisions occurred between 2018 and 2022. Pedestrians and bicyclists are the most vulnerable users on the road and the data indicates that 22 of the collisions involved pedestrians and 4 collisions involved bicyclists. Of the total collisions occurring between 2018 and 2022, there were no fatalities reported. In addition, 4 people experienced severe injuries between 2018 and 2022.

## **CIRCULATION**

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