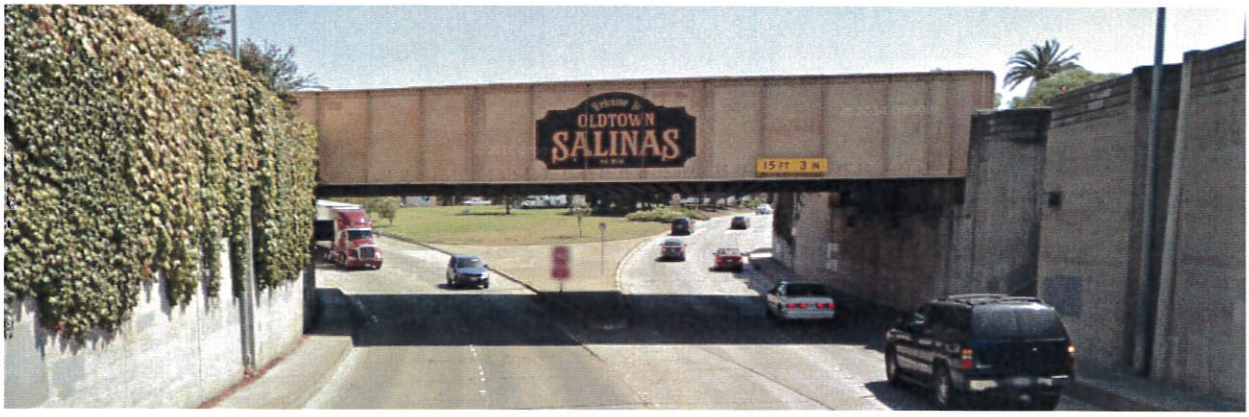
Transportation Concept Report

SR 183

District 5

March 2016



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California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Approvals:

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CHAPTER 1: EXECUTIVE SUMMARY

Caltrans mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Transportation Concept Reports (TCRs) play an active role in achieving this mission to serve the traveling public. The TCR is primarily a technical document that: (1) identifies trends and deficiencies within a transportation corridor, and (2) provides a basis for considering future actions to preserve the integrity of the corridor over the long-term. This information is valuable to Caltrans and its local and regional partners as they consider needs and priorities for future investments.

Route Description

SR 183 in Monterey County is a two to four lane conventional highway and is 9.97 miles in length. SR 183 serves as an entryway to the city of Salinas and the community of Castroville. Beginning at US 101 in the city of Salinas, SR 183 is an urban principal arterial that is four lanes. Leaving the city of Salinas the route drops to two lanes and travels along agricultural fields into Castroville urban area ending at SR 1.

Source: System Planning Caltrans District 5

Figure 1.1: Location of SR 183

Segment 1 Corridor Performance Key Findings:

- Base Year (2013) Conditions: Congestion is low throughout the corridor in both directions.
- Horizon Year (2040) Conditions: Congestion remains low in both directions.

Segment 2 Corridor Performance Key Findings:

- Base Year (2013) Conditions: Congestion levels are high along Segment 2a and low along Segment 2b.
- Horizon Year (2040) Conditions: Congestion levels exceed available capacity in both directions along Segment 2a and are moderate in the southbound direction along Segment 2b during pm peak hour.
- Recommended that further analysis be conducted to determine operational, multimodal connectivity, access management and capacity strategies between SR 1/SR 183 intersection and SR 183/Espinosa Road intersection. As volumes increase on SR 183, this influences SR 1, which is congested in both existing and projected years. SR 1 does not have capacity to address projected volumes at SR 1/183 intersection. Congestion on to SR 183 from southbound SR 1 is currently metered due to the high levels of congestion, which meters the volumes onto SR 183.

Table 1.1: Route Concept

Segments	Route Concept
Segments 1a and 1b MON (PM 0.00) to MON (PM R7.651)	Maintain two-four lanes conventional highway
Segment 2a MON (PM R7.651) to MON (PM 9.006)	Maintain two – four lane conventional highway
Segment 2b MON (PM 9.006) to MON (PM 9.979)	Maintain two to four-lane conventional highway

Projects and Strategies to Achieve Route Concept

Provide Multimodal Access
• The Transportation Agency of Monterey County (TAMC), Monterey County and Community of Castroville have existing and planned bicycle routes both adjacent to and intersecting SR 183, coordinate with these agencies to not preclude future planning efforts to connect Class II improvements and designated Class III routes within the corridor. • Work with the city of Salinas on potential reallocation of space to improve transit, bicycle and pedestrian facilities.

Operational Improvements
• Recommend further corridor/feasibility analysis between Espinosa Road and the SR 1/SR 156/SR 183 intersections. Feasibility study can include the following components: access management, complete streets, freight, transit, and operational improvements to address congestion in the projected years.

<u>Stakeholder Participation</u>

Stakeholder participation was part of the TCR development process. SR 183 resides within the county of Monterey and in District 5, and it was important that the MPOs and RTPAs within these jurisdictions were given the opportunity to provide input into the effort. This was done through outreach to agency staff and technical advisory committees. Meetings and presentations served as mechanisms to solicit discussion and feedback on the effort.

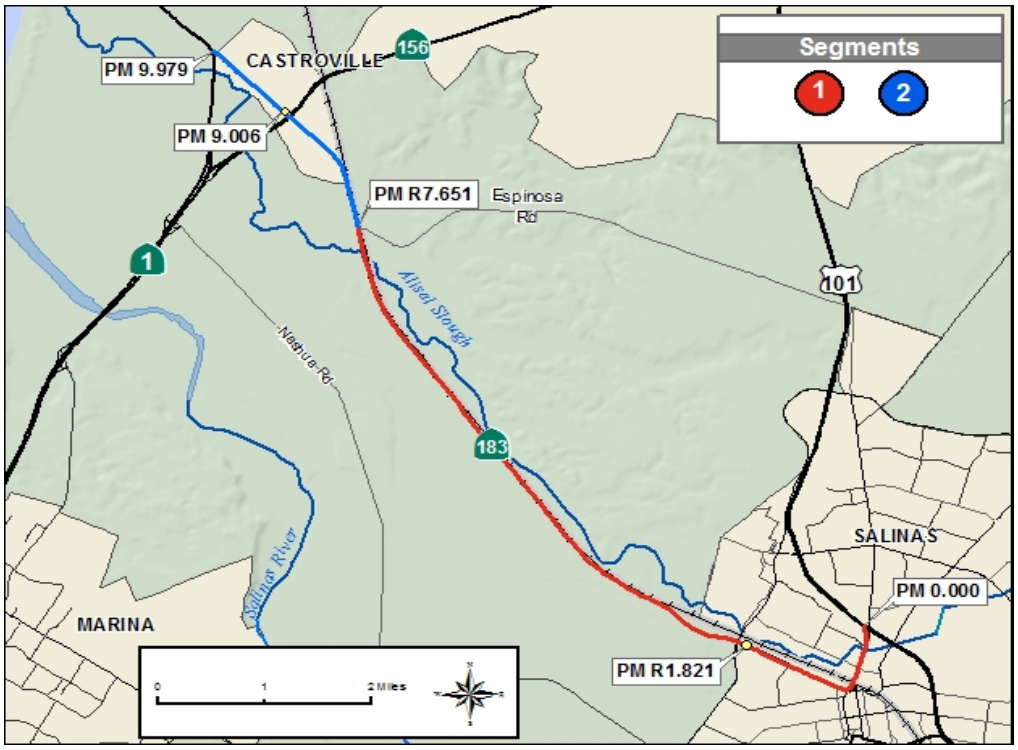
Table 1.2: Key SR 183 Stakeholders

Stakeholder	Role
Association of Monterey Bay Area Governments (AMBAG)	Metropolitan Planning Organization
Transportation Agency for Monterey County (TAMC)	Regional Transportation Planning Agency
Monterey County	County
City of Salinas	Local Municipality
Monterey-Salinas Transit	Transit District
California Coastal Commission	California Coastal Commission

CHAPTER 2: CORRIDOR OVERVIEW

ROUTE DESCRIPTION

SR 183 in Monterey County is a two to four lane conventional highway and is 9.97 miles in length. SR 183 begins at US 101 in Salinas and travels northwesterly through the flat terrain to the community of Castroville before ending at SR 1. SR 183 serves as an entryway to the City of Salinas and the community of Castroville. In Salinas, SR 183 has four lanes and in some areas includes parking on either side with a center turn lane. Leaving Salinas, the route drops to two lanes and travels through agricultural land use. In Castroville, it is primarily two lanes with some parking and has center turn lanes. Local and regional traffic utilize the route for agriculture business, recreation tourism, and everyday commute to work. Routes that primarily serve local and regional transportation needs are good candidates for relinquishment, should the appropriate local or regional jurisdiction want to take them over. SR 183 is a candidate for relinquishment.



Source: System Planning Caltrans District 5

Figure 2.1: SR 183 Segmentation

ROUTE SEGMENTATION

SR 183 is divided into two segments. Segments are based on District boundaries, county boundaries, change in functional classification, significant changes in terrain, and changes in the function or use of the route.
SR 183 is further broken down into sub segments based on count station locations.

Table 2.1: SR 183 Segmentation

Segment #	Location Description	County_SR_Beg. PM	County_SR_End PM	Post Mile Equation
1a	Salinas, Junction US 101 to West Salinas	0.000	R1.821	-
1b	West Salinas to Espinosa Road	R1.821	R7.651	-
2a	Espinosa Road/SR 156	R7.651	9.006	R8.354=R8.906
2b	SR 156/ SR 1	9.006	9.979	-

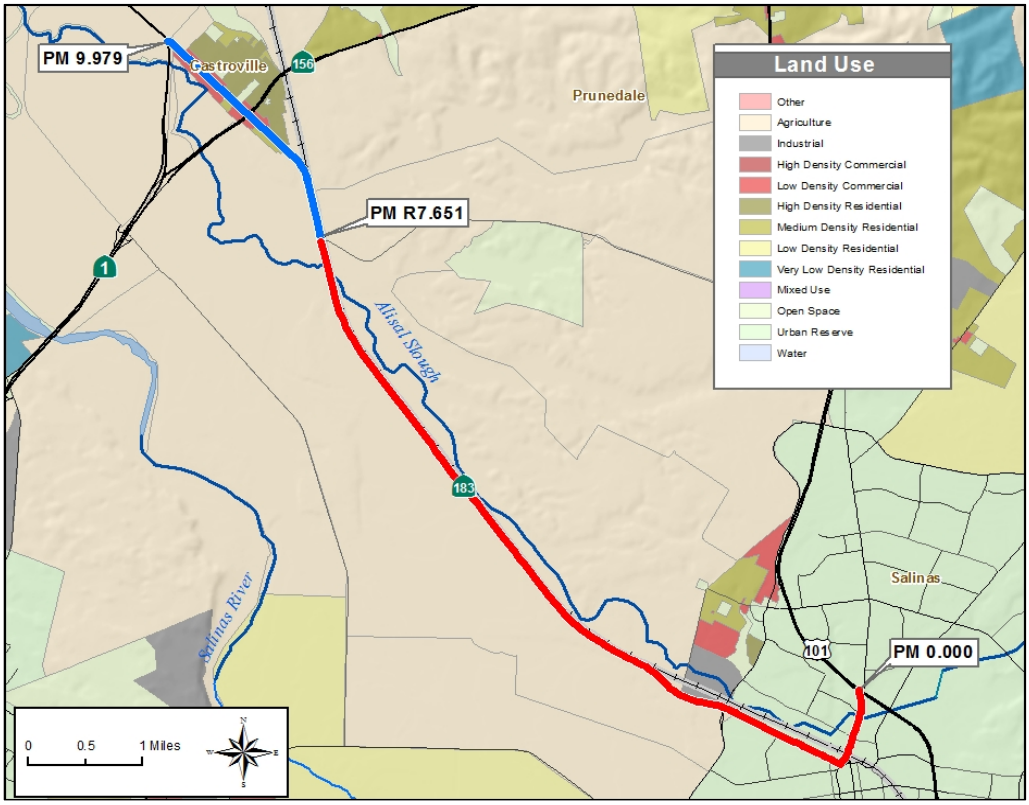
Route Designations and Characteristics:

Table 2.2: Route Designations and Characteristics

Segment	1	2
Freeway & Expressway	No	No
Access Control	Conventional	Conventional
National Highway System	No	No
Strategic Highway Network	No	No
Scenic Highway	No	No
Interregional Road System	No	No
Federal Functional Classification	Principal Arterial/Minor Arterial	Minor Arterial
Goods Movement Route	Yes	Yes
Truck Designation	Terminal Access/California Legal	Terminal Access/Weight Restrictions
Rural/Urban/Urbanized	Rural/Urban	Urban
Metropolitan Planning Organization	AMBAG	AMBAG
Regional Transportation Planning Agency	TAMC	TAMC
Congestion Management Agency	TAMC	TAMC
Local Agency	Monterey County and City of Salinas	Monterey County
Tribes	None	None
Air District	Monterey Bay Unified Pollution Control Air District	Monterey Bay Unified Pollution Control Air District
Terrain	Mostly Flat Areas	Mostly Flat Areas

LAND USE

The land use characteristics of the communities along the SR 183 corridor are commercial, industrial and residential uses. The primary land use along the majority of the route is agriculture.

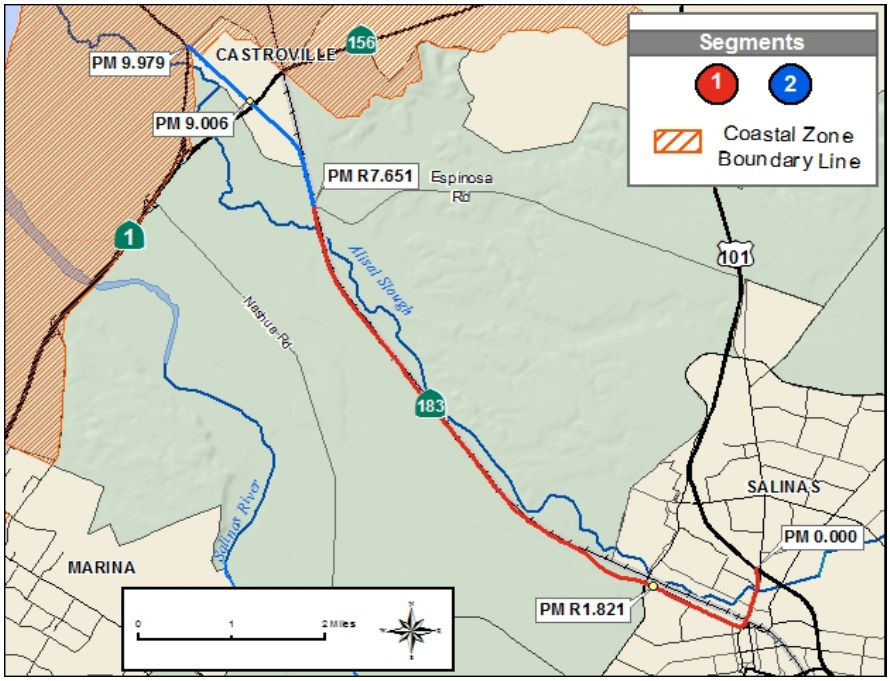


Source: System Planning Caltrans District 5

Figure 2.2: Land Use

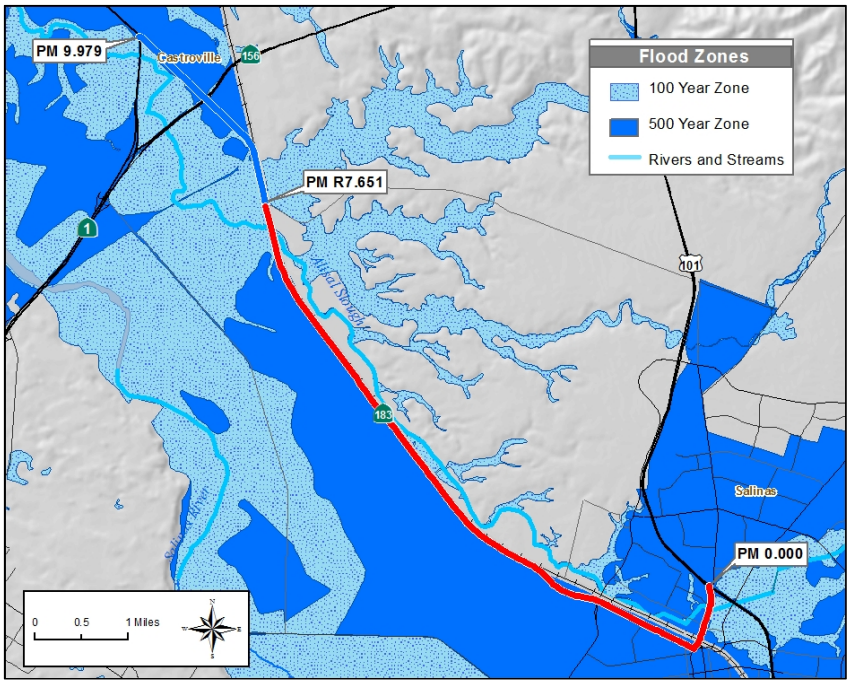
COASTAL ZONE

The intersection of SR1/SR 183 falls under the coastal zone. Use of SR 1 has grown throughout the years, Monterey County Local Coastal Plan recognizes the need to balance highway mobility with coastal resources. Future development at this intersection maybe subject to the policies of Monterey County's North County Land Use Plan.



Source: System Planning Caltrans District 5

Figure 2.3: Coastal Zone



Source: System Planning Caltrans District 5

Figure 2.4: Hydrological Features

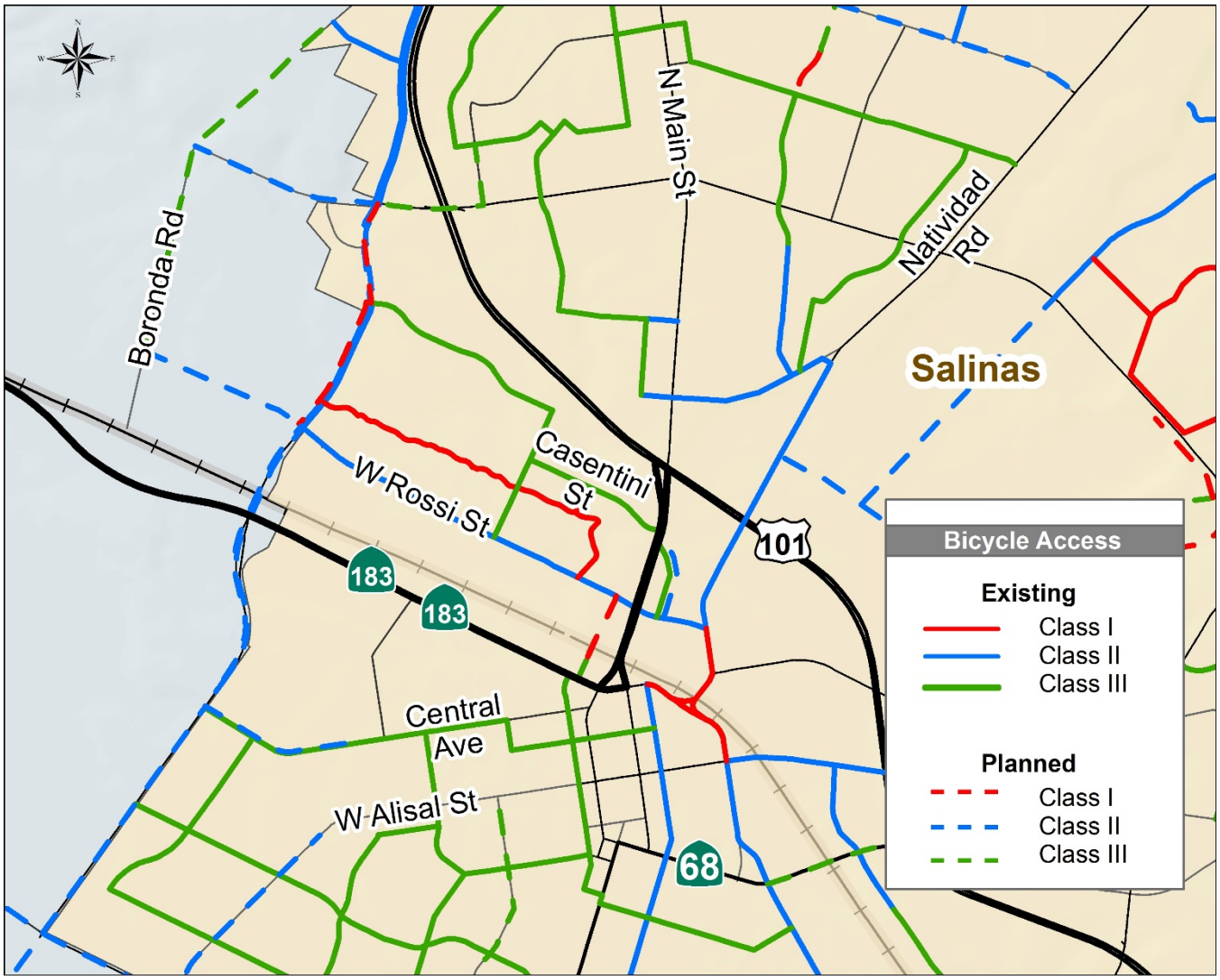
System Characteristics

Table 2.3: Existing Facility Characteristics

Segment	1	2
Facility Type	Conventional	Conventional
General Purpose Lanes	2-4	2-4
Lane Miles	15.302	4.656
Centerline Miles	7.651	2.328
Pavement Condition Right	Minor	Minor
Pavement Condition Left	Minor	Minor

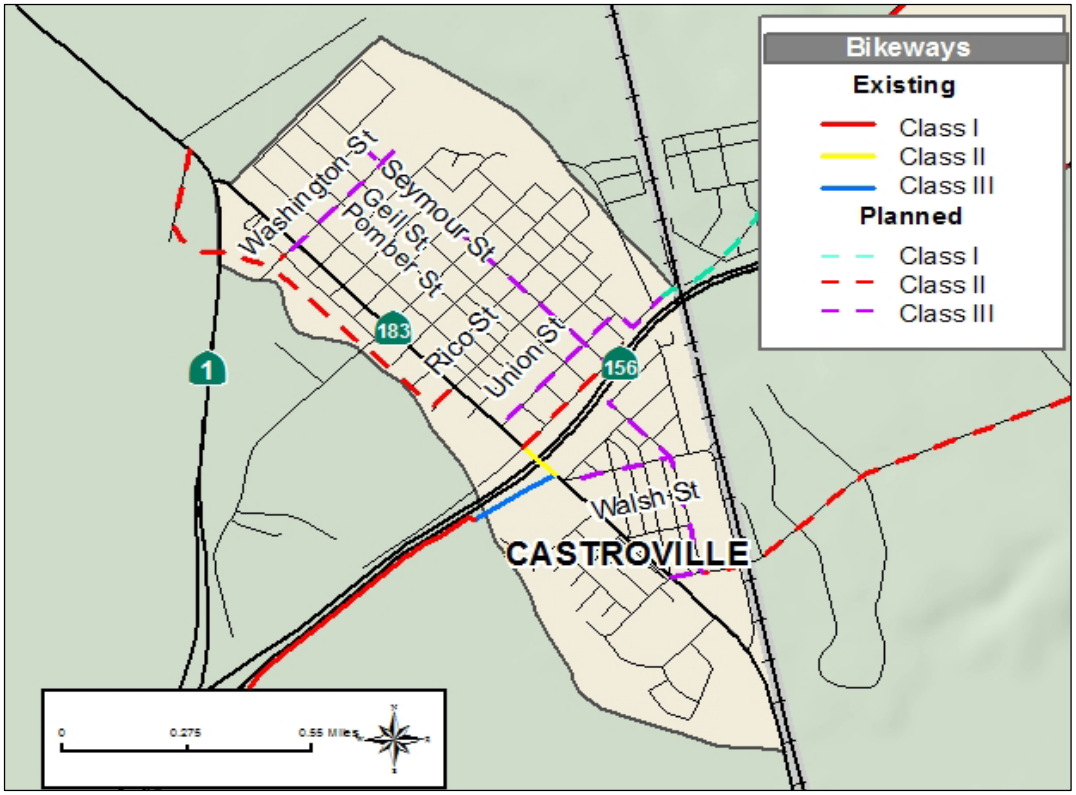
Bicycle Characteristics

In the Salinas area, the Salinas Downtown Vibrancy Plan calls to add bike lanes on SR 183/North Main Street by widening the undercrossing to allow bike lanes from Market Street to Rossi Street. In Castroville, there is a designated Class II facility on the bridge crossing SR 156.



Source: TAMC's Bicycle and Pedestrian Master Plan December 2011

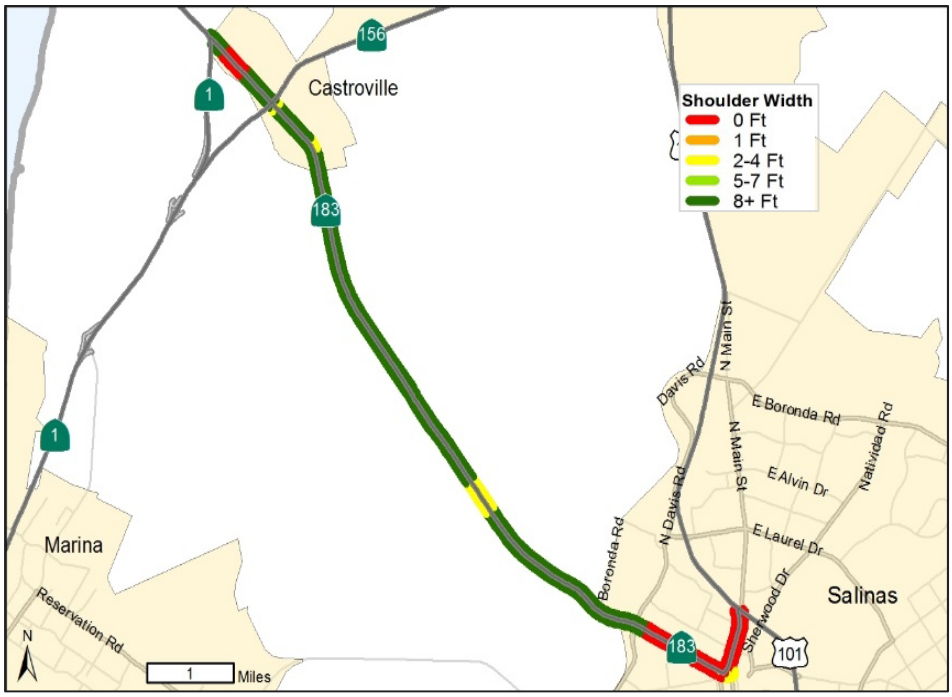
Figure 2.5: Salinas Existing and Planned Bikeways



Source: TAMC's Bicycle and Pedestrian Master Plan December 2011

Figure 2.6: Castroville Existing and Planned Bikeways

TAMC's planned passenger rail extension project proposes to make improvements along SR 183 near the Salinas Rail Station and Lincoln Street Intersection. These improvements will further facilitate transit connectivity and should consider bicycle/pedestrian connectivity to this intermodal center. Within the community of Castroville, locally planned bikeways are located on local parallel roads to SR 183. To the south of SR 183 and Castroville a Class I facility exists along SR 1 and intersects with SR 183 at Wood Street. Analyzing connectivity across and along SR 183 between Wood Street and Salinas Street to the planned/existing bikeways to the north of SR 183 is recommended to better coordinate bicycle connectivity along the corridor.



Source: System Planning Caltrans District 5

Figure 2.7: Shoulder Widths

PEDESTRIAN FACILITY

In Salinas and Castroville, the pedestrian traffic is higher due to the proximity of schools, stores, transit, and rail. Pedestrian needs includes block length, roadway-crossing distance, as well as the presence of well-designed facilities including sidewalks, curb ramps, and crosswalks. Some areas of SR 183 are rural in nature and have no sidewalks for pedestrian access. In Castroville, existing connectivity between residential, schools, and businesses is limited due to the gaps in the pedestrian system. The 2018 State Highway Operation Protection Program Asset Management Pilot will address non-compliant ADA pedestrian elements that will require retrofit/replacement and a 300-foot gap in the sidewalk network in the downtown core.

Figure 2.8: Pedestrians at Pajaro St. and Merritt St. in Castroville

TRANSIT FACILITY

Monterey-Salinas Transit (MST) is the public transit agency in Monterey County. A number of transit services available in Monterey County provide an alternative to vehicle traffic on SR 183, particularly on Market and N. Main Streets in downtown Salinas. MST provides the bulk of these services through fixed routes, MST ADA RIDES, and specialized transportation for seniors. The Salinas Transit Center, located between Salinas Street and Lincoln Avenue in the 100-block of "Old Town" Salinas, was constructed in April 1989 and serves all of Salinas and the north and south county fixed routes. The transit center operates on a pulse system from nine departure gates to allow transfers between Salinas and intercity routes**.** Many of those fixed routes use part of SR 183 to get to the Salinas Transit Center. MST is planning to retain this transit center following construction of the Salinas Intermodal Transit Center at the existing Amtrak station, which will be used as a major stop for MST buses, Amtrak Thruway buses, taxies and other ground transportation. The Lincoln Avenue and W. Market Street (SR 183) intersection is proposed as a new entrance to the Salinas Intermodal Transit Center (existing Amtrak station).

Figure 2.9: Bus Stop at Merritt St. in Castroville

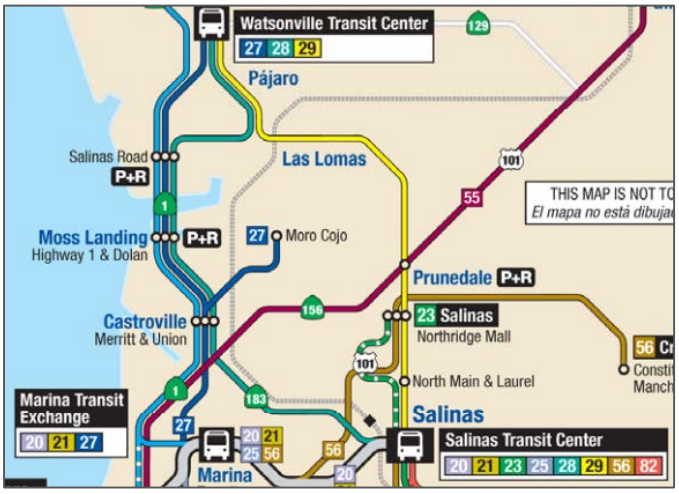


Figure 2.10: MST Transit Map

Eighteen fixed route schedules originate or passes through at the current Salinas Transit Center, which is one block south of W. Market Street (SR 183). Route 28 originates at the Salinas Transit Center and goes through the communities of Castroville, Moss Landing, and ends at the Watsonville Transit Center. Route 28 operates on

a two-hour headway in both directions seven days a week from 6:45am to 10:30pm. The service does not operate on major holidays.

MST offers an inter-county bus service, which provides connections between Salinas, Monterey, Castroville, Prunedale, Watsonville, Santa Cruz, King City, Gilroy and San Jose. In addition, there is a commuter service that takes military personnel to and from Fort Hunter-Liggett, Salinas and the San Jose Airport. MST also provides a Dial-A-Ride service through the RIDES program, which is available within in Monterey County, and as far as King City and to the Watsonville Transit Center. The RIDES program is an accessible, demand-responsive service operated by MST to comply with the Americans with Disabilities Act (ADA). Eligible riders within ¾ mile of MST routes can enroll in the program and schedule trips a day in advance. MST also maintains an agreement with the County of Monterey to operate Special Transit Service, which is also provided to the population within a mile of MST routes in the unincorporated areas, as well as within the US 101 Corridor south of King City. It's recommended that when this corridor is analyzed for future needs, transit service connections within the corridor should be considered to enhance service connections throughout the corridor and regionally.

RAIL FACILITY

There are currently two rail services available from the Salinas Amtrak train station. Amtrak's Coast Starlight runs a cross-country service from Los Angeles to Seattle with a stop in Salinas once a day, northbound and southbound. Connections can be made to other Amtrak cross-country routes in Los Angeles, Oakland, Portland and Seattle. Another rail option is to connect with Amtrak's Capitol Corridor and Pacific Surfliner inter-city rail services with the Amtrak Thruway bus services. There are four daily stops to take passengers to and from San Jose or Santa Barbara from the Salinas Amtrak Station.

In Monterey County, TAMC has been working cooperatively with the Capitol Corridor Joint Powers Authority to extend the Capital Corridor rail service to Salinas. The service is planned to begin with two daily round trips from Salinas to San Jose and beyond to Sacramento, and will be increased to up to six round trips as demand warrants. The extension will include three new station stops in Monterey County, including: Pajaro/Watsonville, Castroville and Salinas. The rail extension, in addition to connecting Salinas with San Jose and the jobs base of Silicon Valley, will also connect to other cities via connections to Caltrain, Altamont Corridor Express and planned High-Speed Rail service at stations in Gilroy and San Jose. The first phase of this extension project is fully funded through state funding, and the project has competed environmental review and preliminary engineering. The project is now in the final design and property acquisition phase.

TAMC is coordinating with the Central Coast Coordinating Council to extend once daily Amtrak California Pacific Surfliner service from San Luis Obispo to Downtown San Francisco, which is called the Coast Daylight. The planned project will include station stops in Salinas, Soledad and King City to provide interregional access to and from South Monterey County. New stations are being planned by the Soledad and King City for this service, which are included in the 2014 Regional Transportation Plan as separate projects.

Monterey Branch Line Light Rail will reconstruct the Monterey Branch Line between Castroville and Monterey and establish light rail service with stops serving Castroville, Marina, Seaside, Sand City and Monterey. The first phase of the project will reconstruct tracks, construct stations, purchase rolling stock and operate service between Marina and Monterey with 15-minute headways. The second phase of the project will reconstruct tracks and extend service to Castroville with connections to interregional rail service at the station planned as part of the Rail Extension project described under Monterey County Gateways above. The second phase would also include increased frequencies during peak periods. Reconstruction of the Salinas River Railroad Bridge for service between Marina and Castroville is included as a separate project in the plan. Regional transit routes connecting Monterey County to the San Francisco Bay Area and Northern California are critical to the Monterey County economy, serving commuters, students and visitors to Monterey County, transporting county goods to market and providing

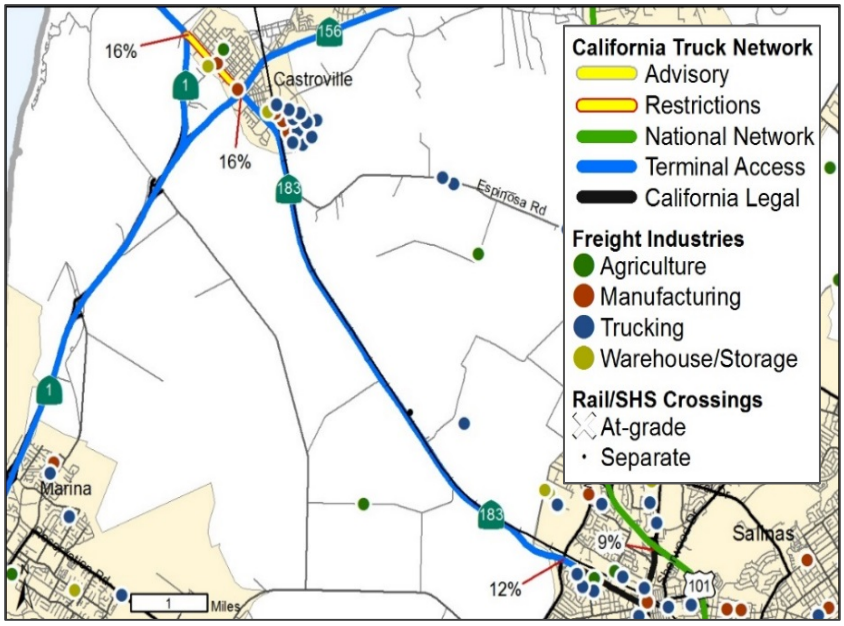
access to medical facilities. Planned improvements on these gateway routes will expand transportation options, improve safety and support the county's leading industries: agricultural and tourism. These transit and rail services are summarized in Table 2.4.

Table 2.4: Transit and Rail Services

Segment	Mode and Name	Route End Points	Stations- Cities
1, 2	Traditional Bus Monterey-Salinas Transit	Salinas, King City, Watsonville, Monterey	Marina, Soledad, Greenfield, Gonzales, Castroville, Pajaro, Prunedale
1	Commuter Bus Monterey-Salinas Transit	Fort Hunter-Liggett, San Jose Airport	Gilroy, Salinas, Soledad, Gonzales, King City
1, 2	Traditional Bus MST RIDES ADA Paratransit	N/A	N/A
1, 2	Senior Shuttles, Accessible Taxi Program, Senior Taxi Voucher Program	N/A	N/A
1	Inter-city Bus Greyhound	Los Angeles, San Francisco	Salinas, Gilroy, San Jose, San Luis Obispo, Santa Barbara
1	Rail Amtrak Coast Starlight	Los Angeles, Seattle	Salinas, San Francisco, Portland, Sacramento
1	Inter-city Rail via Amtrak Thruway Buses Amtrak Capitol Corridor, Pacific Surfliner	San Diego, Santa Barbara, San Jose, Sacramento	Salinas, Los Angeles, San Luis Obispo

FREIGHT

Monterey County is a major producer of agricultural products including related agricultural processing and warehousing. SR 183 is predominantly adjacent to agriculture land uses and facilities, which is dependent for access to US 101, SR 156 and SR 1, major freight corridors in the region. A variety of crops are produced in the area and shipped which consist of but not limited to; lettuce, broccoli, peppers, strawberries, tomatoes, spinach and artichoke. Segment 1 truck network designation is *California Legal and Terminal Access* under the California Truck Network and carries nine to 12 percent truck traffic. Segment 2 is designated as *Terminal Access and Weight Restricted* under the California Truck Network and carries 16% truck traffic. Identified in figure 2.11 is a large cluster of freight related industries located in the south part of Castroville. The majority of the industries are trucking related utilizing Blackie Road to access SR 183. The 2012 California Central Coast Commercial Flow Study done by AMBAG shows truck counts on major routes that intersect or run parallel to US 101. The heaviest truck volume on routes other than US 101 in 2013 was located at the intersection of SR 183 and SR 156 in Monterey County with 3,875 trucks accounting for 15.5 percent of all annual daily traffic. This again is likely due to agriculture activity in those regions around Salinas. In fact, the top 10 highest truck count locations are almost exclusively located in the Northern US 101 Corridor along SR 1.



Source: System Planning Caltrans District 5

Figure 2.11: Freight

CHAPTER 3: CORRIDOR PERFORMANCE

Performance of the SR 183 corridor is analyzed in two segments. The following are evaluated for each segment:

- **System Operation** is evaluated through regional traffic models and Caltrans historic data. For all segments, the base year Annual Average Daily Traffic is based on Caltrans historical data. Horizon year AADT projections were based on regional traffic model data.

- **Peak Hour** analysis evaluated congestion during the PM Peak period as congestion is typically higher than during the AM Peak period. With commute traffic, when one direction is heavy in the morning commute, the opposite direction is typically heavy during the afternoon commute.

Note that the AMBAG regional travel demand model developed for the 2035 MTP/SCS sets 2035 as the horizon year. For this analysis, data was extrapolated using the AMBAG model to develop forecasts for horizon year 2040; this was completed according to standard modeling practices. The 2040 horizon year is used for this TCR to align with the 2040 California Transportation Plan. Additional information about technical methodology and performance measures are provided in Appendix A.

SEGMENT 1: MONTEREY COUNTY

US 101 to Espinosa Rd (Mon PM 0.000/PM R7.651)

SYSTEM CHARACTERISTICS

Segment 1 extends from US 101 in Salinas to Espinosa Road just south of Castroville. The majority of Segment 1 travels through an industrial and suburban environment through Salinas. Outside of the city limits, Segment 1 travels through a rural area surrounded by agricultural land. Trucks make up 8.7to 12.6 percent of total traffic along Segment 1. SR 183 connects city of Salinas to the community of Castroville, although Espinosa Road to US 101 is used as a parallel route. About 15 percent of truck traffic is diverted from Segment 1 by traveling along Espinosa Road on trips between Castroville and US 101. Union Pacific has rail lines running parallel to SR 183.

SYSTEM OPERATIONS

The 2013 Annual Average Daily Traffic (AADT) volume ranges from 17,800 to 28,000 vehicles per day (Table 3.1.) along Segment 1. Historic AADT data indicates some growth in volumes between 1992 and 2013 (*Figure 3.1*). According to the AMBAG regional model, volumes are expected to increase to a range of 18,900 to 32,900 by 2040. Volumes are lowest near Espinosa Road and increase steadily as the route heads south towards city of Salinas, with the highest 2013 volume being 38,200 near US 101 (*Figure 3.2*).

PM PEAK HOUR DATA

In the base year and horizon year, congestion is low along the entire segment. Demand reaches 68 percent of capacity in 2040 (Appendix A2).

BOTTLENECKS

In both the base year and horizon year, there are no bottlenecks.

Table 3.1: Segment 1 Daily System Operations

AADT Base Year 2013	17,800 to 28,000
AADT Horizon Year 2040	18,890 to 32,850
AADT: Growth Rate (Vehicles/Year)	40 to 180
VMT Base Year 2013	154,760
VMT Horizon Year 2040	169,980

**2013 base year is established by Caltrans historic data and 2040 horizon year projections are based on the AMBAG ver1.4 regional traffic model.*

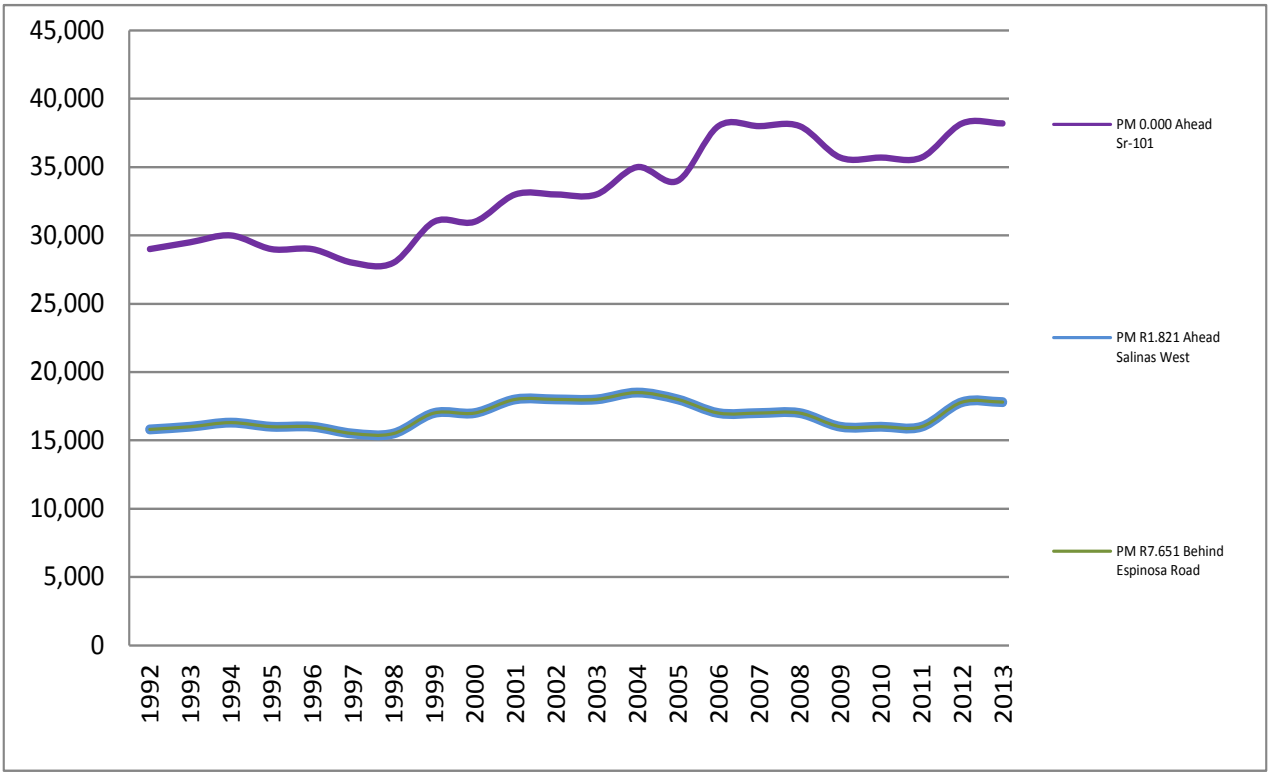


Figure 3.1: Segment 1 Historical AADT by Year

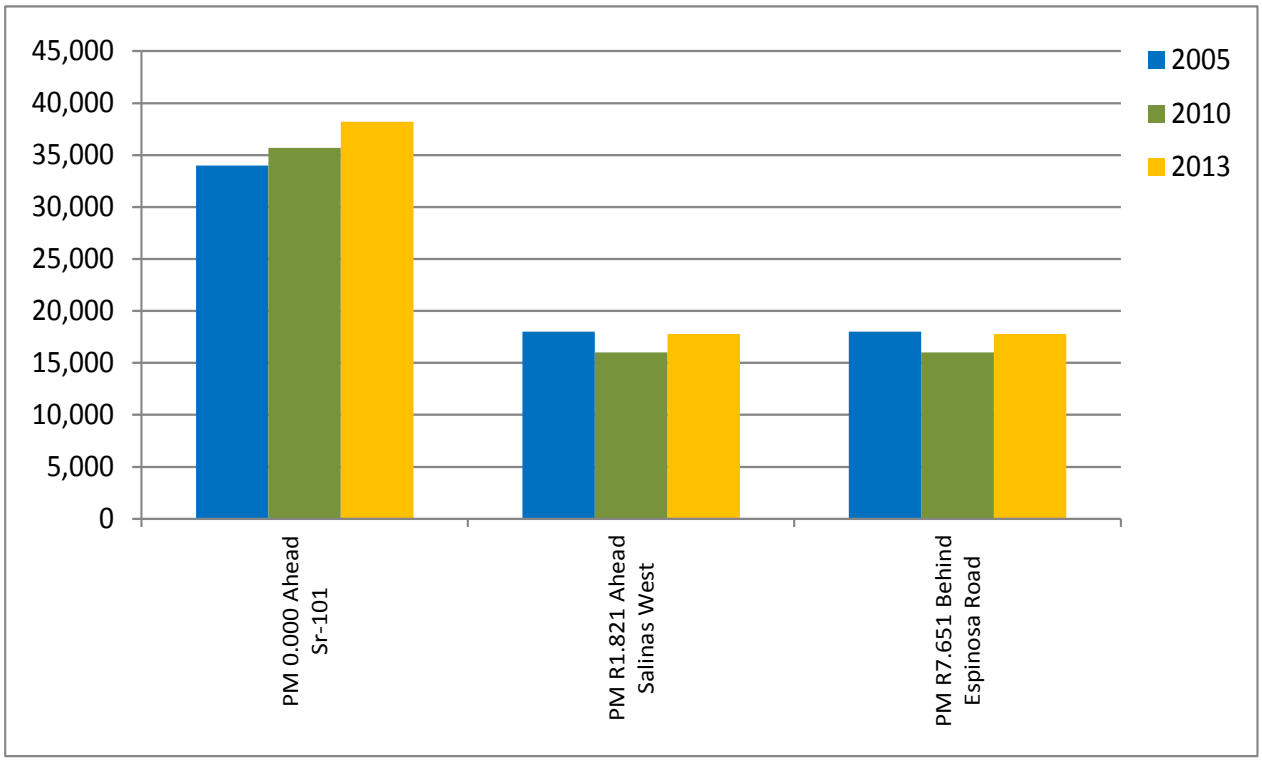


Figure 3.2: Segment 1 Historical AADT by Location

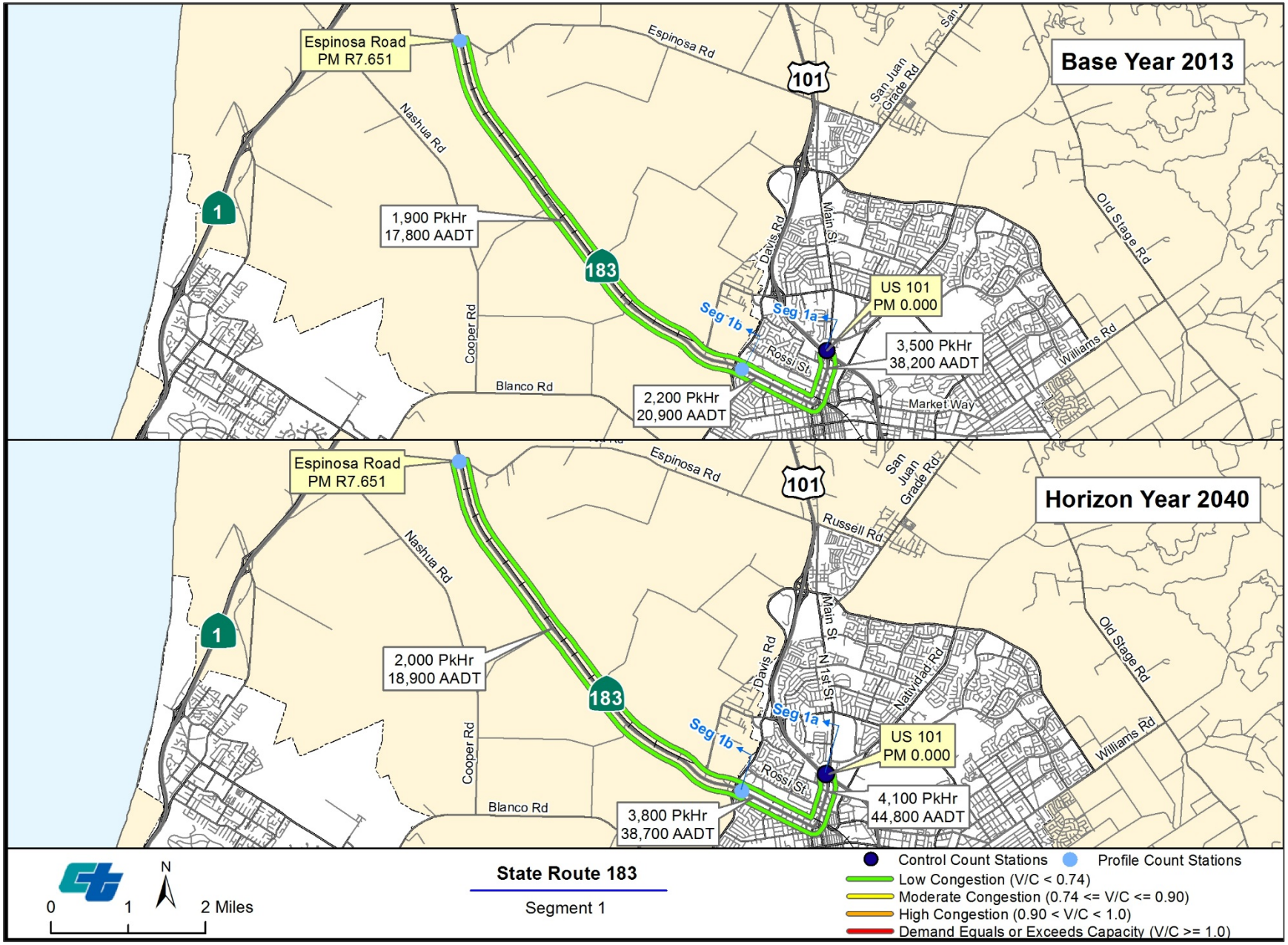


Figure 3.3: Segment 1-Base Year and Horizon Year Congestion

Table 3.2: Segment 1 Peak Hour Traffic Data

	Northbound	Southbound
Segment Length (Miles)	7.651	
PM Peak Hour Directional Split Base Year 2013	44.1% to 47.2%	52.8% to 55.9%
PM Peak Hour Directional Split Horizon Year 2040	45.3% to 49.6%	50.4% to 54.7%
PM Peak Hour Volume Base Year 2013	1,900 to 2,700	
	900 to 1,190	1,000 to 1,000
PM Peak Hour Volume Horizon Year 2040	2,050 to 3,150	
	1,020 to 1,430	1,030 to 1,720
PM Peak Hour Growth Rate (vehicles/year)	6 to 17	
PM Peak Hour VMT Base Year 2013	7,390	8,600
PM Peak Hour VMT Horizon Year 2040	8,520	9,160
PM Peak Hour VHT Base Year 2013	162	197
PM Peak Hour VHT Horizon Year 2040	191	211
PM Peak Hour V/C Base Year 2013	0.425 to 0.592	0.535 to 0.661
PM Peak Hour V/C Horizon Year 2040	0.445 to 0.667	0.534 to 0.677
PM Speed (mph) Base Year 2013	37.2 to 50.2 mph	35.5 to 49.1 mph
PM Speed (mph) Horizon Year 2040	37.3 to 48.9 mph	36.0 to 48.8 mph

SEGMENT 1 CORRIDOR PERFORMANCE KEY FINDINGS:

- Base Year (2013) Conditions: Congestion is low throughout the corridor in both directions.
- Horizon Year (2040) Conditions: Congestion remains low in both directions.

SEGMENT 2: MONTEREY COUNTY

Espinosa Rd to SR 1 (Mon PM R7.651/9.979)

SYSTEM CHARACTERISTICS

Segment 2 extends from Espinosa Road just south of Castroville to SR 1 to the north of Castroville. It transverses a flat, urban and farmland mixed environment. Truck traffic makes up 15.5 to 16 percent of total daily traffic. Union Pacific has rail lines running parallel to SR 183.

SYSTEM OPERATIONS

2013 Annual Average Daily Traffic (AADT) segment volumes range from 12,000 to 21,900, and by 2040 are expected to increase to a range of 12,900 to 23,200 (Table 3.1). The highest AADT volume in 2013 is located just south of SR 156 with an AADT of 25,000 (Figure 3.3).

PM Peak Hour Data

In the base year, congestion is high along sub segment 2a. In the horizon year, traffic exceeds capacity along sub segment 2a and moderate congestion is experienced in the southbound direction along sub segment 2b. Conditions are reversed in the AM peak hour.

Bottlenecks

There is currently considerable congestion on SR 183 from Blackie Road to Salinas Street (including the 156/183 interchange). Vehicle delay occurs at the SR-1 / SR-183 stop controlled intersection, particularly for the left turn movements. Further study and intersection level of service analysis may be warranted, particularly as volumes approach capacity. Bottlenecks occur in both directions of this sub segment. With a mix of truck and automobile traffic turning movements are slowed resulting in delays.

Table 3.3: Segment 2-Daily System Operations

AADT Base Year 2013	12,000 to 21,900
AADT Horizon Year 2040	12,860 to 23,190
AADT: Growth Rate (Vehicles/Year)	30 to 50
VMT Base Year 2013	41,550
VMT Horizon Year 2040	44,150

**2013 base year is established by Caltrans historic data and 2040 horizon year projections are based on the AMBAG regional traffic model.*

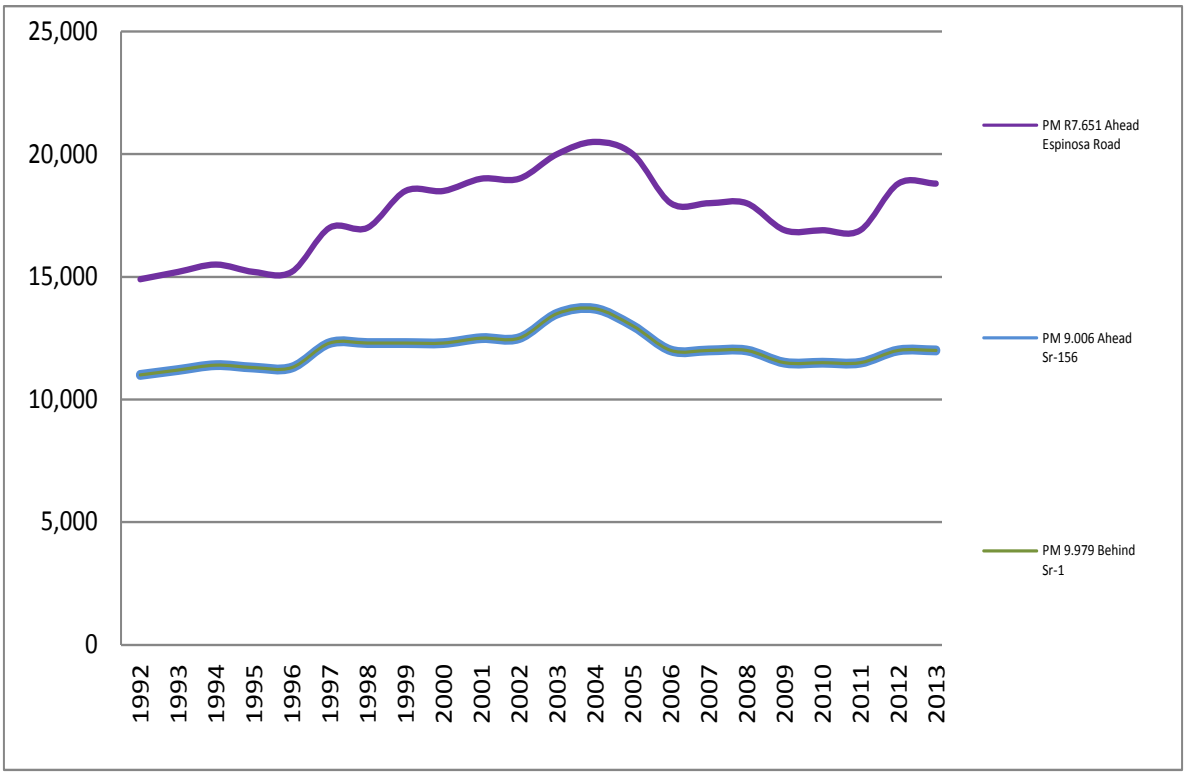


Figure 3.4: Segment 2 Historical AADT by Year

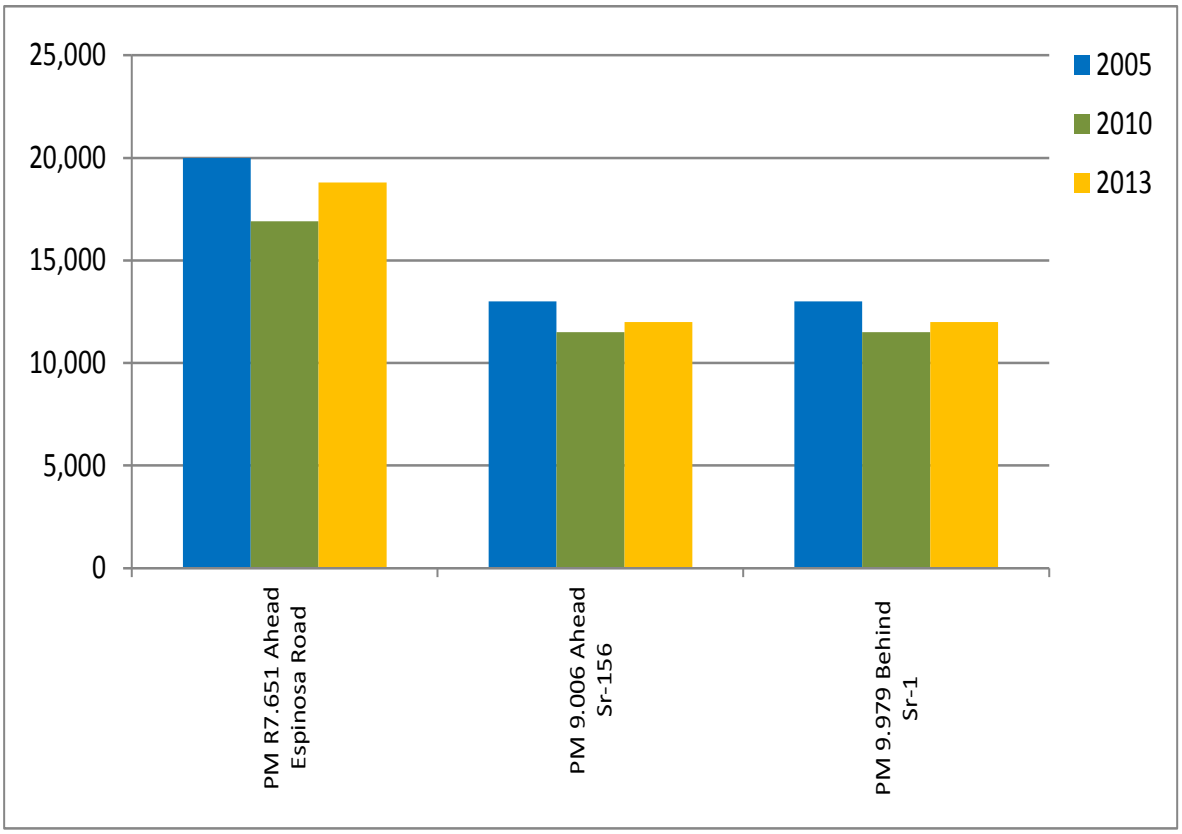


Figure 3.5: Segment 2 Historical AADT by Location

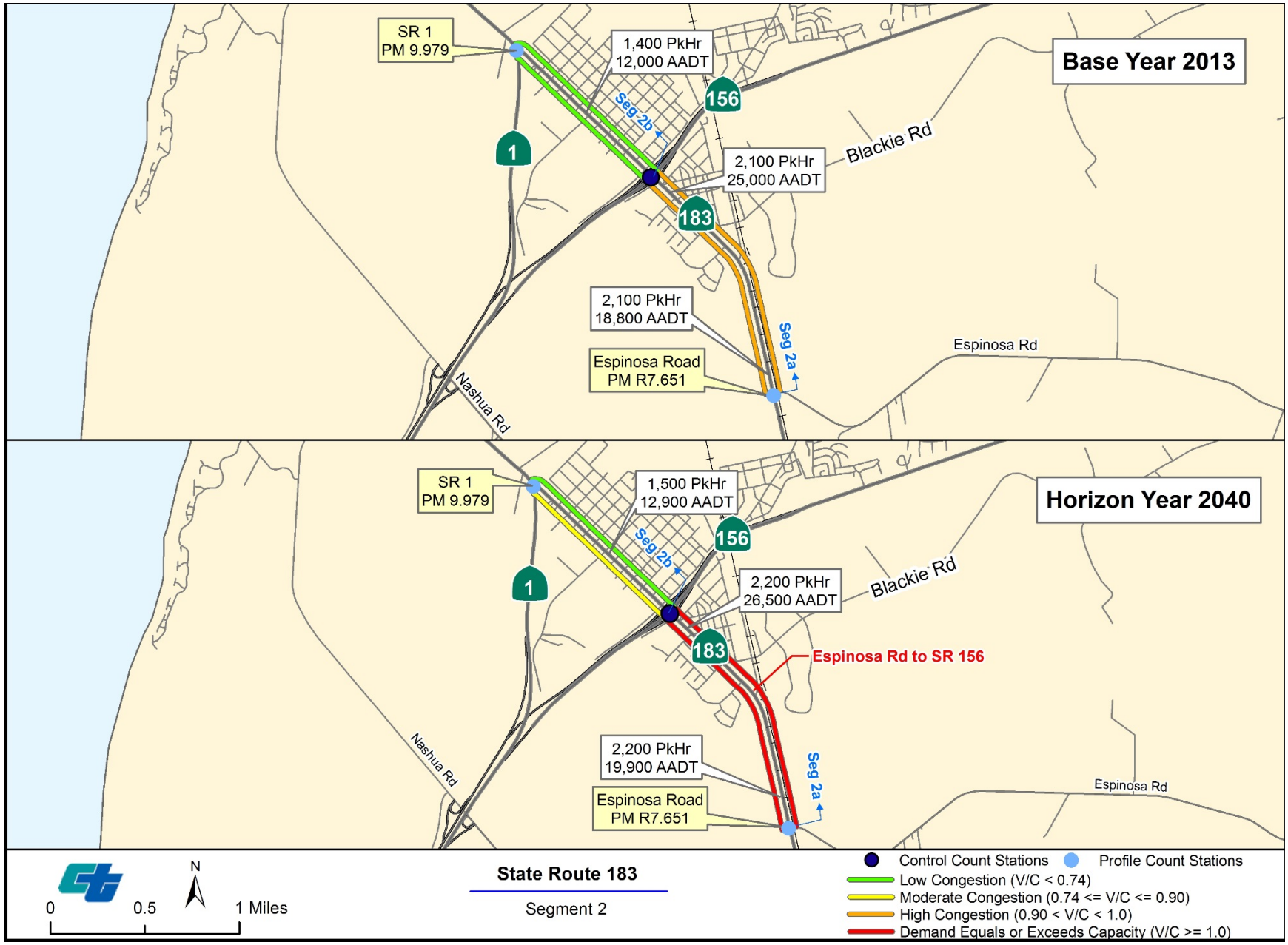


Figure 3.6: Segment 2 Base and Horizon Year Congestion

Table 3.4: Segment 2 Traffic Data

	Northbound	Southbound
Segment Length (Miles)	2.337	
PM Peak Hour Directional Split Base Year 2013	48.4% to 50.0%	50.0% to 51.6%
PM Peak Hour Directional Split Horizon Year 2040	47.8% to 50.1%	49.9% to 52.2%
PM Peak Hour Volume Base Year 2013	1,350 to 2,100	
	650 to 1,050	700 to 700
PM Peak Hour Volume Horizon Year 2040	1,450 to 2,220	
	690 to 1,110	760 to 1,110
PM Peak Hour Growth Rate (vehicles/year)	4 to 4	
PM Peak Hour VMT Base Year 2013	2,070	2,110
PM Peak Hour VMT Horizon Year 2040	2,190	2,250
PM Peak Hour VHT Base Year 2013	90	93
PM Peak Hour VHT Horizon Year 2040	101	107
PM Peak Hour V/C Base Year 2013	0.674 to 0.965	0.714 to 0.964
PM Peak Hour V/C Horizon Year 2040	0.709 to 1.017	0.774 to 1.011
PM Speed (mph) Base Year 2013	21.1 to 24.1 mph	20.3 to 24.1 mph
PM Speed (mph) Horizon Year 2040	20.1 to 22.6 mph	18.4 to 22.6 mph

SEGMENT 2 CORRIDOR PERFORMANCE KEY FINDINGS:

- Base Year (2013) Conditions: Congestion levels are high along Segment 2a and low along Segment 2b.
- Horizon Year (2040) Conditions: Congestion levels exceed available capacity in both directions along Segment 2a and moderate in the southbound direction along Segment 2b. Conditions reverse in the AM peak hour.
- Recommended that further analysis be conducted to determine operational, multimodal connectivity, access management and capacity strategies between SR 1/SR 183 intersection and SR 183/Espinosa Road intersection. As volumes increase on SR 183, this influences SR 1, which is congested in both existing and projected years. SR 1 does not have capacity to address projected volumes at SR 1/183 intersection. Congestion on to SR 183 from southbound SR 1 is currently metered due to the high levels of congestion, which meters the volumes onto SR 183.

CHAPTER 4: CORRIDOR CONCEPTS

CONCEPT RATIONALE:

The primary purpose of the SR 183 TCR is to develop strategies to manage the corridor and sustain existing transportation investments. Within the 20-25 year planning horizon, the following table identifies management strategies that should be pursued to manage SR 183.

Table 4.1: Route Concept

Segments	Route Concept
Segments 1a and 1b MON (PM 0.00) to MON (PM R7.651)	Maintain two-four lanes conventional highway
Segment 2a MON (PM R7.651) to MON (PM 9.006)	Maintain two – four lane conventional highway
Segment 2b MON (PM 9.006) to MON (PM 9.979)	Maintain two to four-lane conventional highway
	Bike Concept
Segments 1a MON (PM 0.00) to MON (PM R1.821)	Identify the most appropriate bike facilities working with the city of Salinas
Segments 1b, 2a and 2b MON (PM R1.821) to MON (PM 9.979)	As appropriate, provide standard shoulder widths where necessary to accommodate locally planned Class II/III bike routes.

Projects and Strategies to Achieve Route Concept

Provide Multimodal Access

- The Transportation Agency of Monterey County (TAMC), Monterey County and Community of Castroville have existing and planned bicycle routes both adjacent to and intersecting SR 183, coordinate with these agencies to not preclude future planning efforts to connect Class II improvements and designated Class III routes within the corridor.

- Work with the City of Salinas on allocate space to improve transit, bicycle and pedestrian facilities.

Operational Improvements

- Recommend further corridor/feasibility analysis between Espinosa Road and the SR 1/SR 156/SR 183 intersections. Feasibility study can include the following components: access management, complete streets, freight, transit, and operational improvements to address congestion in the projected years.

APPENDIX B4: LIST OF PREPARERS

The following people contributed directly and significantly to the production of this document and the project in general and were instrumental in managing the project through to the preparation of this document.

Rider, Brandy – Senior Transportation Planner

Sixteen years of experience in preparing TCRs, CSMPs, and environmental documents for CEQA/NEPA. Responsible for supervision and review of this document.

Espino, Claudia – PE Senior Transportation Engineer

Seventeen years of experience in Project Development in addition to nine years in Advanced Planning and Technical Support. Responsibilities include overseeing the technical input of this TCR.

Berkman, Jeff - Transportation Modeler

Ten years of experience in transportation demand modeling. Responsible for analyzing existing and future traffic conditions in Chapter 5.

Monroy-Ochoa, Orchid – Associate Transportation Planner

Four years of experience in preparing concept reports and TCRs. Responsible for preparation and management of TCR.

SOURCES:

Transportation Agency for Monterey County (Adopted 2011, December) Bicycle and Pedestrian Master Plan. Retrieved from:
http://www.tamcmonterey.org/wp-content/uploads/2015/09/TAMC_BPMP_December_2011.pdf

APPENDICES:

The following appendices can be accessed at: http://www.dot.ca.gov/dist05/planning/system_planning.htm#TCRs.
Appendix A: SR 183 Data Sheet
Appendix B: About the TCR