

SETTING

The Setting section of the Circulation Element describes existing conditions of the City's transportation system, including the legislative and policy environment that affects circulation plans and programs. This information provides the background for the goals, policies, and implementation programs that reflect the community's vision for the future of Greenfield.

Project Description

The City of Greenfield is located in an agricultural area within the Salinas Valley in Monterey County. Although it has many land uses, Greenfield is primarily a residential community. The downtown area along El Camino Real provides most of the commercial/service employment within the City. There is additional commercial land between Highway 101 and El Camino Real along Walnut Avenue. The industrial areas are located primarily on Elm Avenue between Third Street and Fourth Street and between Walnut Avenue and Cherry Avenue. Employment for many Greenfield residents is provided by the vast amount of agriculture activities throughout Salinas Valley. Greenfield also serves as a bedroom community for Salinas and other larger cities in northern Monterey County. The existing major streets in the City of Greenfield are shown on **Figure 3-5**.

The Transportation and Traffic Study by Higgins & Associates describes the existing and future traffic conditions within Greenfield and identifies the required roadway improvements and associated costs. It also includes the development of a Revised Traffic Impact Fee to fund the required improvements.

General Plan Development of the City of Greenfield

The Transportation Master Plan for the City of Greenfield was last updated in 1998. It includes existing and future traffic conditions analysis and established a Capital Improvement Plan, which provides means to finance roadway improvements within the City for future development.

A grid of major arterials, collectors and local streets is indicated in **Figure 3-6**. The fringe areas around the City are expected to develop first and a similar expanding grid is expected to develop within the next 20 years. The road portion of the network is fundable within the General Plan timeframe.

The previous General Plan was compiled in 1981 with various updates performed since. A brief update of the Circulation Element was provided in 1996 to take into account new annexation areas to the north and the east, as well as the future Yanks Air Museum, northeast of the present City boundary. A further update was completed in 1998 that revised forecast volumes to reflect changes in the City's General Plan Land Use Map, in particular the change of 30 acres of commercial to light industrial north of Apple Avenue and West of Third Street. (Refer to the City of Greenfield's Land Use Map, **Figure 2-3**). It also focused on several specific portions of the City's street network to ensure that the road system is adequately designed to accommodate General Plan Buildout traffic conditions. The update included anticipated traffic conditions associated with the City's modified Sphere of Influence (SOI). Since the last Circulation Element update, several new annexations and development projects have been proposed in the City. These include the following:

- Yanks Air Museum
- Cherry Avenue Subdivision

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- ❑ Gianolini Residential Annexation
- ❑ Rava Residential Annexation
- ❑ Thorp Annexation
- ❑ Walnut Place Subdivision
- ❑ St. Charles Place Mixed Use Development

Existing Road Network

Greenfield has a grid system of roadways with Highway 101 traversing through the City in a north-south direction. The major roads in the existing roadway network are described below.

Highway 101 is a four lane freeway running in a north-south direction, owned and maintained by the State of California. Highway 101 provides regional access to Greenfield, connecting the City with Soledad, Gonzales, and Salinas to the north and King City to the south. There are four full access interchanges on Highway 101 that provide access to the City, including the northern end of El Camino Real, Walnut Avenue, Oak Avenue, and the southern end of El Camino Real.

El Camino Real is classified as an arterial and has a north-south alignment terminating at Highway 101 at both ends. El Camino Real is approximately 80 feet wide with one travel lane in each direction between Cherry Avenue and Apple Avenue. South of Apple Avenue, El Camino Real provides one lane in each direction, a raised island in the median and diagonal parking on both sides of the street within downtown.

Walnut Avenue has an east-west alignment traversing the central portion of the City.

Walnut Avenue provides for one lane of travel in each direction and gives direct access to the main shopping center as well as the Highway 101 interchange.

Elm Avenue has an east-west alignment traversing the southerly portion of the City. Elm Avenue provides for one lane of travel in each direction. To the west of town, Elm Avenue becomes Arroyo Seco Road. To the east it links to Metz Road.

Collector streets, which include Apple Avenue, Oak Avenue, Third Street, Fifth Street, Eleventh Street, and Twelfth Street provide access between residential areas and arterial streets. Most of the collector streets are 40 to 44 feet wide and have one lane in each direction, except Apple Avenue where portions are only 30 feet wide. Oak Avenue also provides access to Highway 101.

Segments and Intersections Analyzed for Existing Conditions

The following segments and intersections were selected for analysis. The street segment included in the analysis takes into account future development of the City and the roadway network requirements to support the expected growth.

**Table 3-2
Segments Studied for Existing Conditions**

STATE HIGHWAYS		
Highway 101	- north of -	Thorne Road
Highway 101	- between -	Thorne Road and Walnut Avenue
Highway 101	- between -	Walnut Avenue and Oak Avenue
Highway 101	- between -	Oak Avenue and Espinosa Road Overpass
Highway 101	- south of -	Espinosa Road Overpass
COUNTY ROADS		
Thorne Road	- west of -	El Camino Real
Elm Avenue	- west of -	12 th Street
Elm Avenue	- east of -	3 rd Street

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CITY STREETS		
Pine Avenue	- between -	3 rd Street and 12 th Street
Cherry Avenue	- between -	2nd Street and 12th Street
Walnut Avenue	- between -	2nd Street and 12th Street
Apple Avenue	- between -	2nd Street and 12th Street
Oak Avenue	- between -	2nd Street and 12th Street
Elm Avenue	- between -	2nd Street and 13th Street
13th Street	- between -	Elm Street and Cherry Avenue
12th Street	- between -	Elm Street and Cherry Avenue
10th Street	- between -	Elm Street and Cherry Avenue
El Camino Real	- between -	Highway 101 south and Highway 101 north
5th Street	- between -	Elm Avenue and Apple Avenue
4th Street	- between -	Elm Avenue and Apple Avenue
3rd Street	- between -	Elm Avenue and Cherry Avenue
2nd Street	- between -	Elm Avenue and Cherry Avenue

**Table 3-3
Intersections Studied for Existing Conditions**

STATE
Hwy 101 NB On-Ramp and Livingston Road
El Camino Real and Hwy 101 SB Off-Ramp – Thorne Road
El Camino Real and Hwy 101 SB On-Ramp
Hwy 101 NB On-Ramp and Hwy 101 SB On-Ramp (El Camino north)
Hwy 101 SB Ramps and Walnut Avenue
Hwy 101 NB Ramps and Walnut Avenue
Hwy 101 SB Ramps and Oak Avenue
Hwy 101 NB Ramps and Oak Avenue
El Camino Real (S) and Hwy 101 NB – Espinosa Road Overpass
Hwy 101 NB Off-Ramp and Hwy 101 NB On-Ramp (S) – Patricia Lane
CITY
El Camino Real and Pine Avenue
El Camino Real and Cherry Avenue
El Camino Real and Walnut Avenue
El Camino Real and Apple Avenue
El Camino Real and Oak Avenue
El Camino Real and Elm Avenue
El Camino Real and Tyler Avenue
12th Street and Oak Avenue
12th Street and Elm Avenue
2nd Street and Elm Avenue
4th Street and Elm Avenue
5th Street and Elm Avenue
3rd Street and Oak Avenue
4th Street and Oak Avenue
7th Street and Oak Avenue
12th Street and Walnut Avenue
3rd Street and Apple Avenue
El Camino Real and Cypress Avenue

Existing Traffic Conditions

Level of service (LOS) is a qualitative assessment of motorist and passenger perceptions of traffic conditions. LOS generally reflects traveling conditions such as travel time and speed, freedom to maneuver, and traffic interruptions, using quantifiable traffic measures such as average speed, intersection delays, and volume to capacity ratios to approximate driver satisfaction. The LOS measures differ by roadway type because the user's perceptions and expectations vary by roadway type. Individual levels of service are designated from LOS A for most favorable to LOS F for the least favorable conditions, which each represent a range of conditions. LOS A represents free-flow conditions, while LOS F indicates excessive delays and jammed conditions. Intersection and roadway segment traffic operations are evaluated using the Level of Service (LOS) concept. Descriptions for each LOS are shown in **Table 3-4**. LOS definitions for

Two-Way-Stop Control (TWSC), All-Way-Stop Control (AWSC), and signalized intersection control are shown in **Table 3-5** and **Table 3-6**.

Factors that may affect traffic flow conditions on roadway segments include intersection channelization design, type of traffic control devices, bicycle and pedestrian volumes, driveway activities, and on-street parking activities. Furthermore, urban street levels of service are based on through-vehicle travel speed for the segment or for the entire street under consideration. Travel speed is the basic service measure for urban streets. **Table 3-7** and **Table 3-8** list the current and proposed LOS standard for the study segments and study intersections, respectively. To accommodate future land use development in an efficient and effective manner, certain roadways and intersections have been assigned an LOS D standard threshold. These roadways include El Camino Real, Third Street and sections of Walnut Avenue.

**Table 3-4
Corridor Traffic Level of Service (LOS) Descriptions**

LOS	Descriptions
A	Description includes free-flow conditions; vehicles are unimpeded and free to set their own speed. Maneuverability (ability to change lanes and merge) is very easy, and there are many gaps in the arterial traffic for vehicles to turn out of side-streets or driveways into the arterial. Most vehicles pass through signalized intersections without stopping. For freeways, the average speed is 65 mph or greater.
B	Some restriction in the ability of drivers to set their own speed occurs, but overall conditions are very good. The average actual speed of travel (including stops) varies by type of facility and speed limit, but typically is 19-34 mph (including stops). Most freeway traffic flows at 65mph or greater, but slower vehicles may occasionally reduce speeds for some vehicles.
C	Restrictions in maneuverability begin to occur; vehicle speeds are generally limited by the other vehicles in the traffic stream, but conditions are still generally acceptable to good. Depending on the type of street, the average speed is between 13 and 28 mph, including stops. Freeway traffic continues to flow smoothly, but the density of traffic impedes easy lane changes, and slower vehicles (trucks, RV's, etc.) begin to have a noticeable impact on the speed of other vehicles. Average freeway speeds are generally close to 65 mph.
D	Considerable restriction in the ability to maneuver or change lanes; number of vehicles waiting at signals ("queues") may be quite long at some intersections. Arterials average 9 to 22 mph, depending on the street. Freeway traffic moves well (55-60 mph) but is very "tight".
E	Great restriction on maneuverability; vehicles on city streets may have to wait through more than repetition of lights (a "cycle") to get through a signalized intersection. Arterial speeds are typically in the 7 to 17 mph range including stops. Freeway traffic is very dense with little ability to maneuver. Speeds can be erratic and vary greatly during the peak hour. As a freeway gets near its physical capacity, speeds will generally drop to 25 to 35 mph.
F	Although LOS "F" does not automatically imply "gridlock", speeds are low overall and delay is very high. At intersections, the stopped delay of all vehicles passing through the intersection averages more than a minute. Arterial speeds overall may be less than 7 mph on business district streets, and less than 13 mph on other streets. Freeway speeds will be erratic with stop-and-go operation, but generally average at least 9 mph. Vehicles may wait at ramps to get on the freeway.

Source: Transportation Research Board, Highway Capacity Manual 2000

**Table 3-5
Level of Service Definitions for TWSC and AWSC Intersections**

Level of Service	Expected Delay	Average Total Delay (Seconds/Vehicle)
A	Little or no delay	≤ 10
B	Short traffic delays	> 10-15
C	Average traffic delays	> 15-25
D	Long traffic delays	> 25-35
E	Very long traffic delays	> 35-50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50

Source: Transportation Research Board, Highway Capacity Manual 2000

**Table 3-6
Level of Service Definitions for Signalized Intersections**

Level of Service	Expected Delay	Average Total Delay (Seconds/Vehicle)
A	Little or no delay	≤ 10
B	Short traffic delays	> 10-20
C	Average traffic delays	> 20-35
D	Long traffic delays	> 35-55
E	Very long traffic delays	> 55-80
F	Extreme delays potentially affecting other traffic movements in the intersection	> 80

Source: Transportation Research Board, Highway Capacity Manual 2000

**Table 3-7
LOS Standard for Segments Studied**

Road Segment			LOS Criteria (Existing) GPBO
STATE HIGHWAYS			
Highway 101	- north of -	Thorne Road	C/D
Highway 101	- between -	Thorne Road and Walnut Avenue	C/D
Highway 101	- between -	Walnut Avenue and Oak Avenue	C/D
Highway 101	- between -	Oak Avenue and Espinosa Road Overpass	C/D
Highway 101	- south of -	Espinosa Road Overpass	C/D
COUNTY ROADS			
Thorne Road	- west of -	El Camino Real	C/D
Elm Avenue	- west of -	13 th Street	C/D
Elm Avenue	- east of -	2 nd Street	C/D
CITY STREETS			
Cherry Avenue	- between -	2 nd Street and 12 th Street	(C)C
Walnut Avenue	- between -	2 nd Street and 12 th Street	(C)C
Apple Avenue	- between -	2 nd Street and 12 th Street	(C)C
Oak Avenue	- between -	11 th Street and 12 th Street	(C)C
Oak Avenue	- between -	2 nd Street and 11 th Street	(C)D
Elm Avenue	- between -	11 th Street and 13 th Street	(C)C
Elm Avenue	- between -	2 nd Street and 11 th Street	(C)D
13 th Street	- between -	Elm Street and Cherry Avenue	(C)C
12 th Street	- between -	Elm Street and Cherry Avenue	(C)C
10 th Street	- between -	Elm Street and Cherry Avenue	(C)C
5 th Street	- between -	Elm Avenue and Apple Avenue	(C)C
4 th Street	- between -	Elm Avenue and Apple Avenue	(C)C
3 rd Street	- between -	Elm Avenue and Pine Avenue	(C)D
2 nd Street	- between -	Elm Avenue and Cherry Avenue	(C)C
El Camino Real	- between -	Walnut Avenue and Thorne Road	(C)C
El Camino Real	- between -	Elm Avenue and Walnut Avenue	(C)D
El Camino Real	- between -	Hwy 101 NB Overpass to Elm Avenue	(C)C

**Table 3-8
LOS Standard for Intersections Studied**

#	Intersection	LOS Criteria (Existing) GPBO
STATE		
1	Hwy 101 NB On-Ramp and Livingston Road	C/D
2	El Camino Real and Hwy 101 SB Off-Ramp – Thorne Road	C/D
3	El Camino Real and Hwy 101 SB On-Ramp	C/D
4	Hwy 101 NB On-Ramp and Hwy 101 SB On-Ramp (El Camino north)	C/D
5	Hwy 101 SB Ramps and Walnut Avenue	C/D
6	Hwy 101 NB Ramps and Walnut Avenue	C/D
7	Hwy 101 SB Ramps and Oak Avenue	C/D
8	Hwy 101 NB Ramps and Oak Avenue	C/D
9	El Camino Real (S) and Hwy 101 NB – Espinosa Road Overpass	C/D
10	Hwy 101 NB Off-Ramp and Hwy 101 NB On-Ramp (S) – Patricia Lane	C/D
CITY		
11	El Camino Real and Pine Avenue	(C)C
12	El Camino Real and Cherry Avenue	(C)C
13	El Camino Real and Walnut Avenue	(C)D
14	El Camino Real and Apple Avenue	(C)D
15	El Camino Real and Oak Avenue	(C)D
16	El Camino Real and Elm Avenue	(C)D
17	El Camino Real and Tyler Avenue	(C)C
18	12th Street and Oak Avenue	(C)C
19	12th Street and Elm Avenue	(C)C
20	2nd Street and Elm Avenue	(C)D
21	4th Street and Elm Avenue	(C)D
22	5th Street and Elm Avenue	(C)D
23	3rd Street and Oak Avenue	(C)D
24	4th Street and Oak Avenue	(C)D
25	7th Street and Oak Avenue	(C)D
27	12th Street and Walnut Avenue	(C)C
28	3rd Street and Apple Avenue	(C)D
29	El Camino Real and Cypress Avenue	(C)C
30	3rd Street and Walnut Avenue	(C)D
31	3rd Street and Elm Avenue	(C)D
32	3rd Street and Cherry Avenue	(C)D
33	3rd Street and Pine Avenue	(C)D
34	12th Street and Pine Avenue	(C)C
35	12th Street and Thorne Avenue	(C)C
36	3rd Street and Palm Avenue	(C)D

Note: For two-way stop controlled intersections, the LOS standard for the worst approach is E for existing and General Plan Buildout conditions.

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Existing Traffic Conditions – Segment Analysis Results

The LOS for the study segments is determined by performing planning level analysis. This level of analysis uses the 2000 Highway Capacity Manual volume thresholds to determine the levels of service on segments. Appendix A of the Traffic Study in the Technical Appendix indicates the average daily traffic (ADT) volume

thresholds for the LOS analysis. The results are summarized in **Table 3.9** and illustrated graphically on Exhibit 4 of the Traffic Study in the Technical Appendix. Appendix C in the Traffic Study in the Technical Appendix indicates the existing Right-of-Way (ROW) information. Traffic counts were conducted over the last few years for the various development projects within the City. The City has not experienced significant growth since the counts were conducted. The count data was used in the existing analysis.

**Table 3-9
Existing Roadway Operations**

Road Segment	Roadway Class Code	ADT Volume	LOS
STATE HIGHWAYS			
Highway 101 - north of - Thorne Road	4F	27,000	B
Highway 101 - between - Thorne Road and Walnut Avenue	4F	21,000	A
Highway 101 - between - Walnut Avenue and Oak Avenue	4F	21,000	A
Highway 101 - between - Oak Avenue and Espinosa Road Overpass	4F	20,200	A
Highway 101 - south of - Espinosa Road Overpass	4F	22,000	A
COUNTY ROADS			
Thorne Road - west of - El Camino Real	2	970	A
CITY STREETS			
Pine Avenue - between - 12 th Street and El Camino Real	2	330	A
Pine Avenue - between - El Camino Real and Livingston Road	3	220	A
Walnut Avenue - between - 10 th Street and El Camino Real	2	3440	A
Walnut Avenue - east of - El Camino Real	3	5700	A
Walnut Avenue - west of - Hwy 101	3	4760	A
Walnut Avenue - between - Hwy 101 and 3 rd Street	2	3800	A
Apple Avenue - between - 3 rd Street and 2 nd Street	2	520	A
Oak Avenue - between - 12 th Street and El Camino Real	2	2610	A
Oak Avenue - between - El Camino Real and 7 th Street	2	5190	A
Oak Avenue - between - 7 th Street and Hwy 101	2	5310	A
Oak Avenue - between - Hwy 101 and 3 rd Street	2	1360	A
Elm Avenue - between - 13 th Street and 12 th Street	2	1180	A
Elm Avenue - between - 12 th Street and 11 th Street	2	2260	A
Elm Avenue - between - 11 th Street and El Camino Real	2	3880	A
Elm Avenue - between - El Camino Real and 7 th Street	2	3880	A
Elm Avenue - between - 7 th Street and Hwy 101	2	2790	A
Elm Avenue - between - Hwy 101 and 3 rd Street	2	2780	A
Elm Avenue - between - 3 rd Street and 2 nd Street	2	560	A
12 th Street - north of - Elm Avenue	2	1840	A

Road Segment			Roadway Class Code	ADT Volume	LOS
12 th Street	- south of -	Oak Avenue	2	1940	A
12 th Street	- between -	Oak Avenue and Walnut Avenue	2	2210	A
El Camino Real	- between -	Tyler Avenue and Elm Avenue	3	3740	A
El Camino Real	- between -	Elm Avenue and Maple Avenue	3	4260	A
El Camino Real	- between -	Maple Avenue and Oak Avenue	3	5070	A
El Camino Real	- between -	Oak Avenue and Palm Avenue	3	5870	A
El Camino Real	- between -	Palm Avenue and Apple Avenue	3	5900	A
El Camino Real	- north of -	Apple Avenue	3	6770	A
El Camino Real	- south of -	Walnut Avenue	3	6770	A
El Camino Real	- between -	Walnut Avenue and Reed Way	3	6070	A
El Camino Real	- between -	Reed Way and Cherry Avenue	3	5910	A
El Camino Real	- north of -	Cherry Avenue	2	5360	A
El Camino Real	- south of -	Pine Avenue	2	5230	A
El Camino Real	- north of -	Pine Avenue	2	4860	A
El Camino Real	- south of -	Cypress Avenue	2	4720	A
El Camino Real	- between -	Cypress Avenue and Thorne Road	2	5690	A
3 rd Street	- south of -	Oak Avenue	2	1730	A
3 rd Street	- between -	Oak Avenue and Palm Avenue	2	1040	A
3 rd Street	- between -	Palm Avenue and Apple Avenue	2	1890	A
3 rd Street	- north of -	Apple Avenue	2	1940	A

Notes: The indicated volume represents the maximum PM peak hourly two-way volume counted. The Roadway Class is as per Appendix A.

The analysis indicates that all of the street segments operate at Levels of Service A which is better than the City’s standard of C and thus no improvements are required.

Existing Traffic Conditions – Intersection Analysis Results

Traffic Version 7.6 software was utilized in evaluating the existing operational levels of service at the study intersections. Existing traffic volumes are indicated on Exhibit 4.2 of the Traffic Study in the Technical Appendix.

Intersections have been evaluated based on count data that is available for the time period from 2001 to 2003. HCM 2000 methodology was utilized to evaluate operations at these intersections and the results are indicated below. Only the PM peak hour was evaluated for the Circulation

Element Update because the highest travel demand occurs during this period. Refer to Exhibit 5.1 Traffic Study in the Technical Appendix for a summary of the intersection analysis results and Appendix B in the Traffic Study in the Technical Appendix for Existing Conditions LOS calculation sheets. Exhibit 5.2 in the Traffic Study in the Technical Appendix indicates the Existing Conditions LOS graphically. The results of the analysis are as follows.

The two-way stop intersection of Hwy 101 NB On-Ramp / Livingston Road operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The one-way stop intersection of El Camino Real / Hwy 101 SB Off-Ramp – Thorne Road operates at LOS A during the PM peak

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hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of El Camino Real / Hwy 101 SB On-Ramp operates at LOS B during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The one-way stop intersection of Hwy 101 NB On-Ramp / Hwy 101 SB On-Ramp (at El Camino) operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The one-way stop intersection of Hwy 101 SB Ramps / Walnut Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The one-way stop intersection of Hwy 101 NB Ramps / Walnut Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The one-way stop intersection of Hwy 101 SB Ramps / Oak Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The one-way stop intersection of Hwy 101 NB Ramps / Oak Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of El Camino Real / Hwy 101 NB Overpass operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of Hwy 101 NB Off-Ramp / Hwy 101 NB On-Ramp – Patricia operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of El Camino Real / Pine Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of El Camino Real / Cherry Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The all-way stop intersection of El Camino Real / Walnut Avenue operates at LOS B during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The all-way stop intersection of El Camino Real / Apple Avenue operates at LOS B during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The all-way stop intersection of El Camino Real / Oak Avenue operates at LOS B during the PM peak hour, thus with an LOS standard of D no mitigation is required.

The all-way stop intersection of El Camino Real / Elm Avenue operates at LOS B during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of El Camino Real / Tyler Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The all-way stop intersection of 12th Street / Oak Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The all-way stop intersection of 12th Street / Elm Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of 2nd Street / Elm Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The one-way stop intersection of 4th Street / Elm Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of 5th Street / Elm Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The all-way stop intersection of 3rd Street / Oak Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of 4th Street / Oak Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of 7th Street / Oak Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The all-way stop intersection of 12th Street / Walnut Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of 3rd Street / Apple Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

The two-way stop intersection of El Camino Real / Cypress Avenue operates at LOS A during the PM peak hour, thus with an LOS standard of C no mitigation is required.

Existing Traffic Conditions – Mitigation for Segments

The analysis results indicate that none of the roadway segments analyzed operates at unacceptable levels of service and no deficiencies exist. Thus no mitigation is required for the segments for the Existing Conditions.

Existing Traffic Conditions – Mitigation for Intersections

The analysis results indicate that none of the intersections analyzed operates at an unacceptable level of service and no deficiencies exist. Thus no mitigation is required at the intersections for the Existing Conditions.

Existing Transit and Non-motorized Transportation

Existing transit services include the public Monterey Salinas Transit District service and private services by Greenfield Autolift and Greyhound.

Public Transit Service

The Monterey-Salinas Transit (MST) District provides transit services to the greater Salinas and Monterey areas plus routes to Carmel Valley, North County, and South County. Route 23 serves King City with stopovers in Chualar, Gonzales, Soledad, and Greenfield. The service is provided on weekdays and Saturdays and the schedule is the same for all the days. The route continues along Highway 101 and exists from the freeway into each city. Within the City of Greenfield, the route exits the freeway at Walnut Avenue, proceeds west on Walnut to El Camino Real and turns left on El Camino Real where the bus stop is located. The route proceeds south on El Camino Real to Highway 101 and further south to King City and the service is provided at 3 hour intervals or five services per day. For the northbound, the route follows the reverse order. The first southbound stop in Greenfield is at 9:00 AM and the first northbound stop is at 6:29 AM on both weekdays and Saturdays. The last southbound stop is at 6:50 PM and the last northbound stop is at 7:47 PM.

Route 23 information is available on the Monterey-Salinas Transit website as follows:

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http://www.mst.org/routes/23/1_new_route_23.html

Other transit services in Greenfield are provided by Greenfield Autolift, a demand responsive system for intra city trips, rural rides, and Greyhound lines for inter-city trips.

Bike Lanes

Greenfield does not have a Bikeway Master Plan. The City does however adopt the Caltrans description for bikeways (i.e., bicycle facilities) for bicycle facilities in the city. Types of bikeways are described by Caltrans in the Highway Design Manual as follows:

- ❑ Class I Bikeway - Referred to as a “bike path” or “multi-use trail”. Provides for bicycle travel on a paved ROW completely separated from any street or highway.
- ❑ Class II Bikeway - Referred to as a “bike lane”. Provides striped lane for one-way travel on a street or highway.
- ❑ Class III Bikeway – Referred to as a “bike route”. Provides for shared use with pedestrians or motor vehicle traffic and is identified only by signing.

Bike lanes are provided on both sides of El Camino Real between Walnut and Elm Avenues. The remaining sections of El Camino Real are designated as Bike Routes in the General Plan. However, no signing or striping is provided. A new bike plan is being established as part of the General Plan update as a separate document. Cognizance was taken of the provision of bike lanes in the street classification in this report.

Pedestrian Facilities

Pedestrian Facilities in Greenfield include sidewalks and crosswalks. Sidewalks are constructed along El Camino Real and the

majority of collector streets. Crosswalks are provided at all intersections along El Camino Real south of Cherry. Additionally, four mid-block crosswalks are provided at various locations on El Camino Real between Apple and Elm Avenues as well as on Oak Avenue between El Camino Real and Ninth Street.

Parking

Parking is permitted on most streets in the City. Additional off-street parking facilities are provided by the private developments based on the off-street parking requirements set forth in the Zoning Ordinance. No public off-street facility is currently available in the City.

Certain sections of El Camino Real and Oak Avenue allow diagonal parking. The advantages of this type of configuration are the proximity of the parked vehicles to their destination of choice and the increased on street capacity. The disadvantages of diagonal parking are the space required (width of the street) and safety concerns as outgoing parking maneuvers may conflict with through traffic. Given the low volumes forecasted on El Camino Real, the only argument for replacing the diagonal parking is a safety versus capacity issue. As the speed limit is very low (25 MPH) and no significant off street parking lots exist, it is not recommended to remove the diagonal parking.