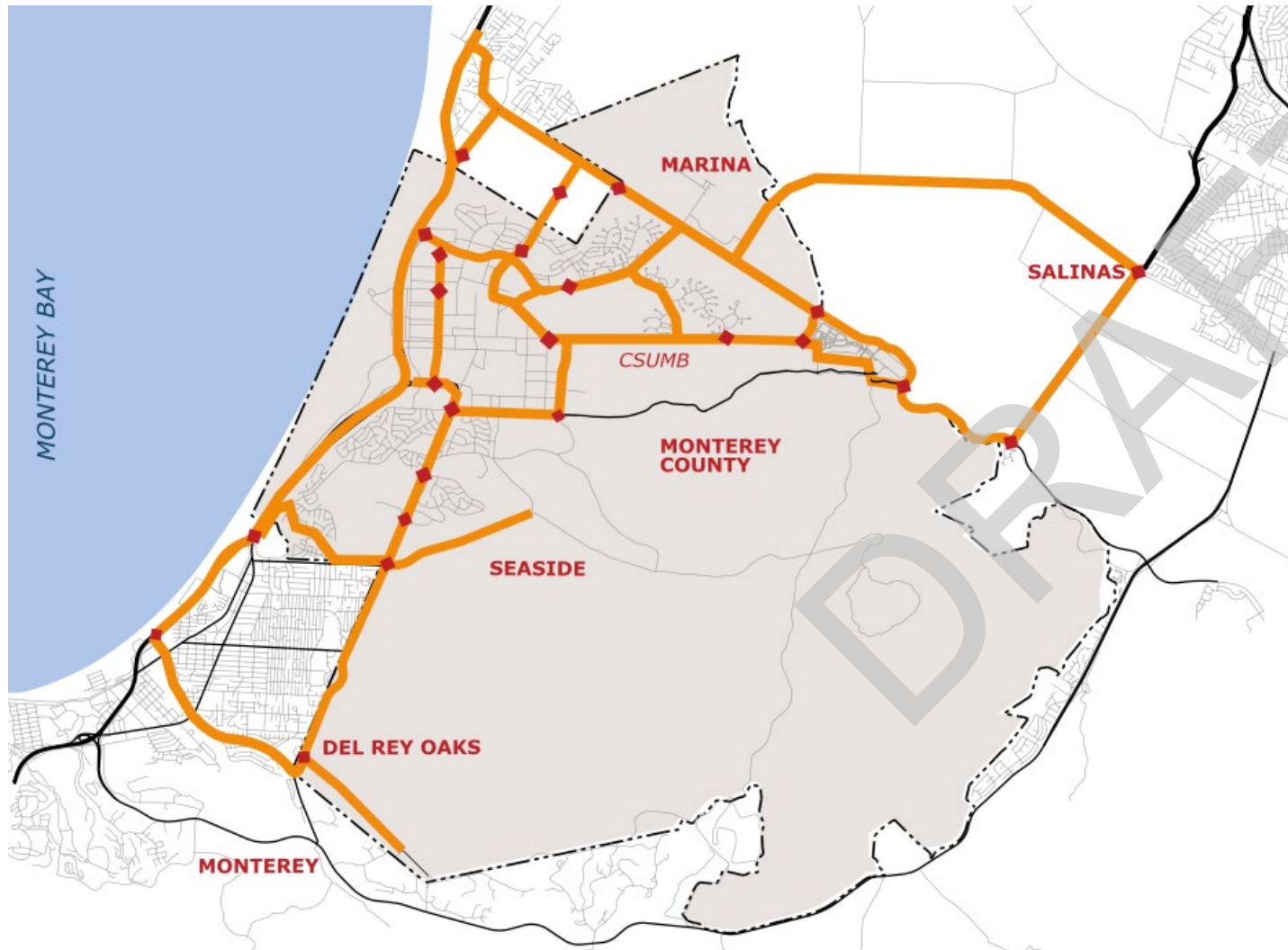


Transition Plan: Transportation Study

Administrative Committee
September 18, 2019

Peter Said,
Senior Project Manager

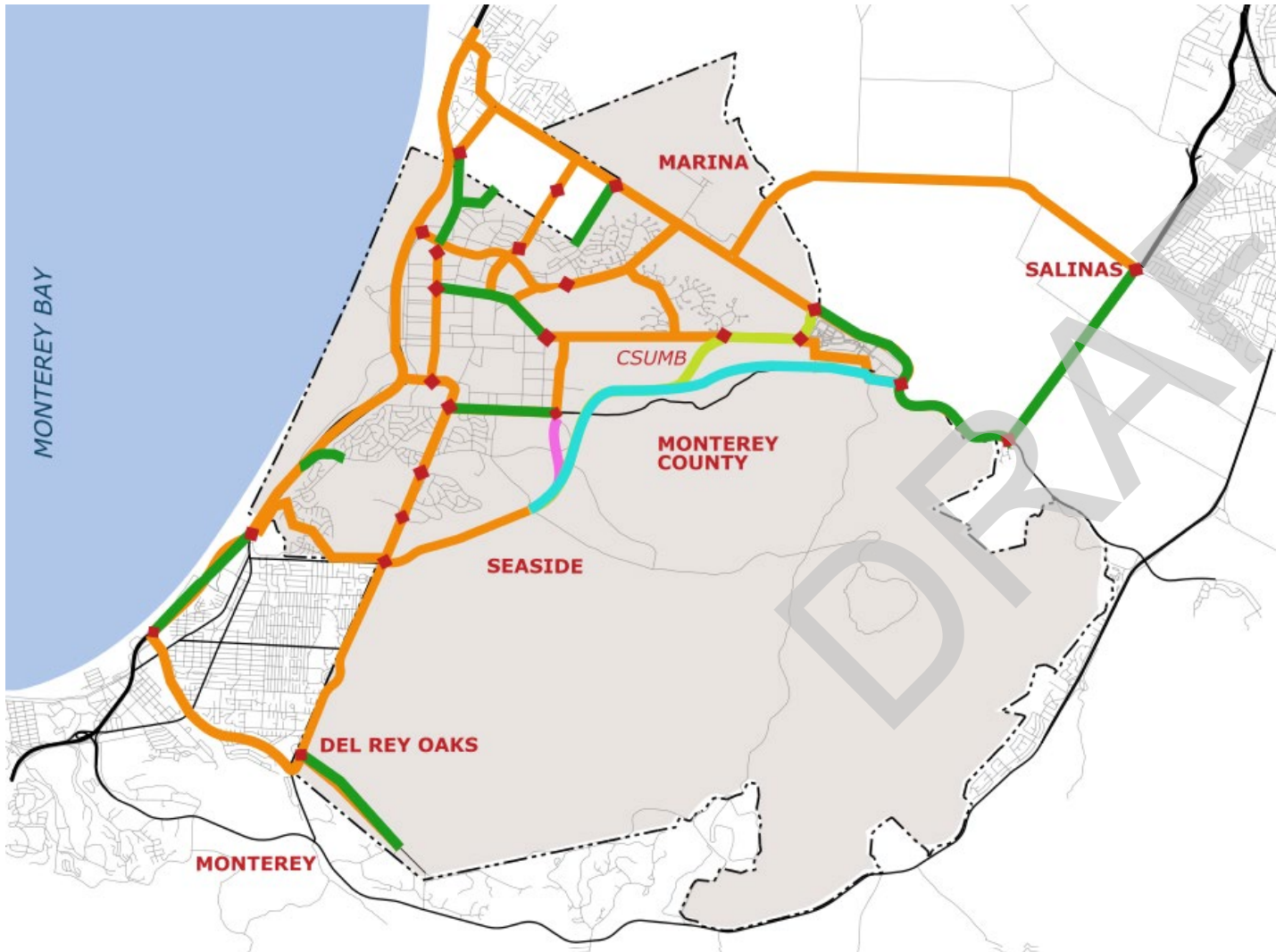


Existing Network today

- On-Site Roads (i.e. Imjin)
- Off-Site Roads (i.e. Reservation)
- Local Roads (i.e. Coe Ave or 218)

Key Assumptions:

- 4 lane Imjin Rd.
From Reservation to Hwy 1



Scenario (C1)

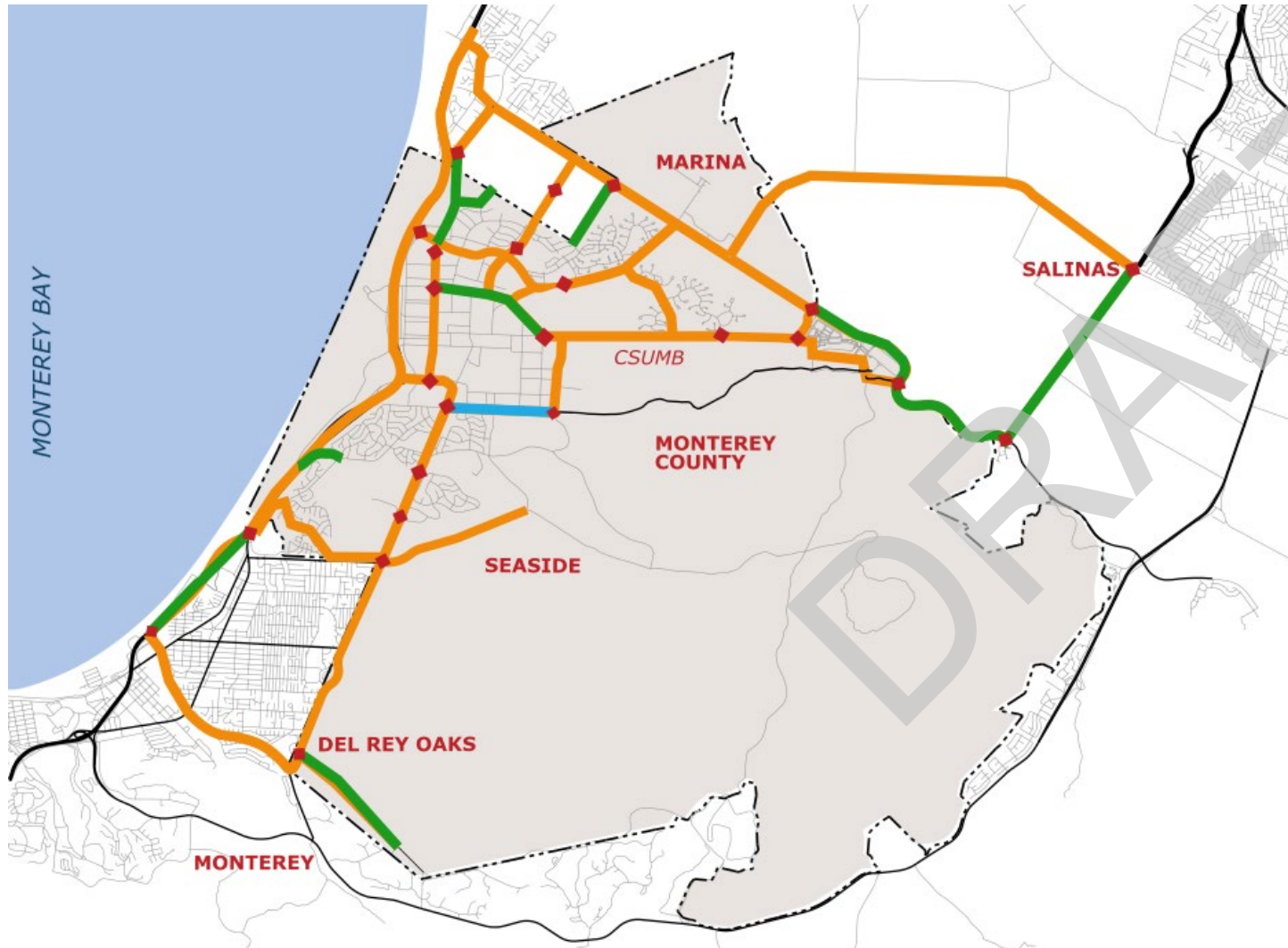
- Full 2019/2020 CIP
- Includes NE/SW Parkway (*yellow*)

Scenario (C2)

- Full 2019/2020 CIP
- Alternative Connector
From Eucalyptus to Watkins Gate (*cyan*)

Scenario (C3)

- Full 2019/2020 CIP
- Alternative Connector
From Eucalyptus to 8th Ave (*pink*)

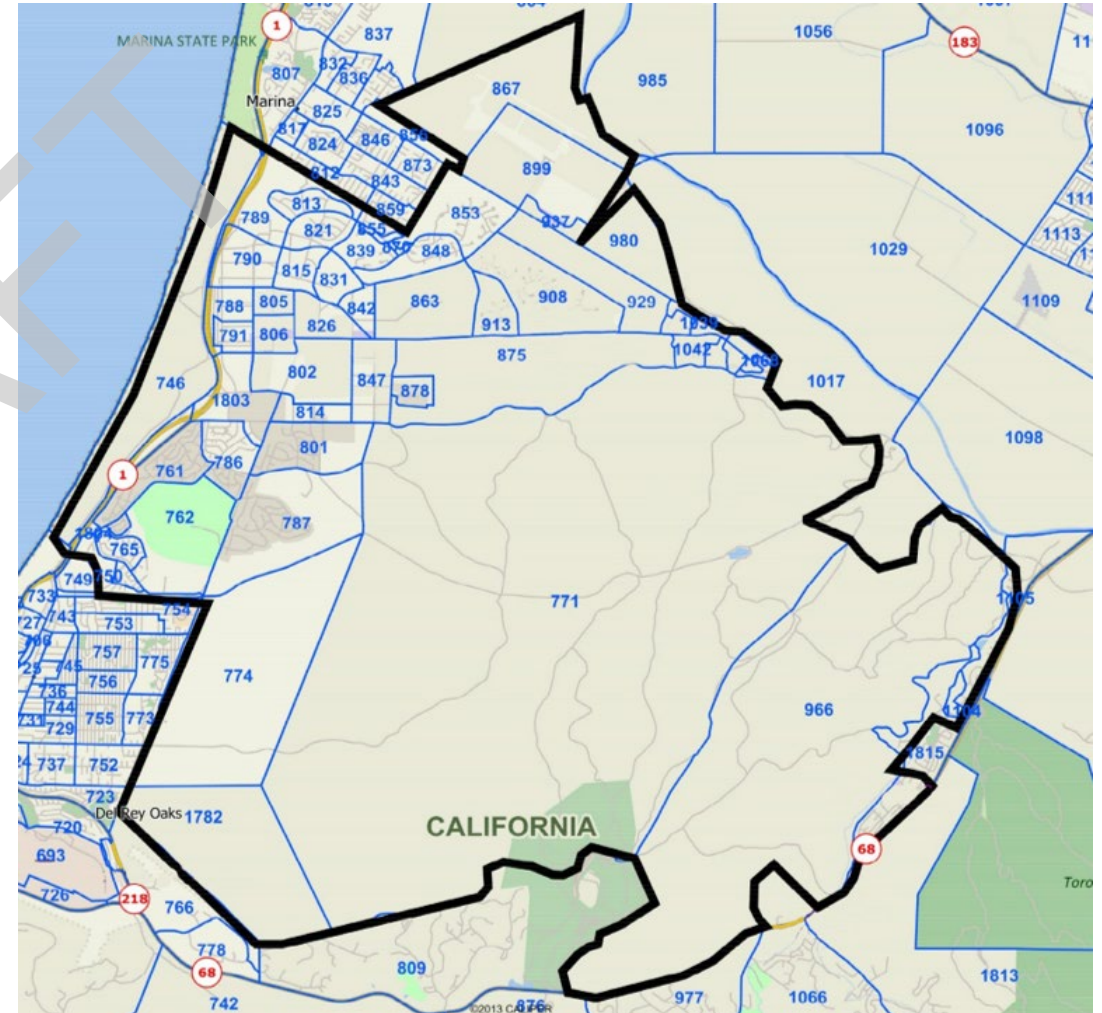


Scenario (C4) & (C5)

- 30 year CIP Buildout
- No Connector (C4)
- No Gigling Rd. Improvement (C5)

Land Use Assumptions

1. Based on Jurisdictions 2019/2020 Development Forecasts through 2040
2. Uses 2018 AMBAG Regional Transportation Demand Model (RTDM)
3. Coordinated with TAMC
4. Does not include development in the Parker Flats Area



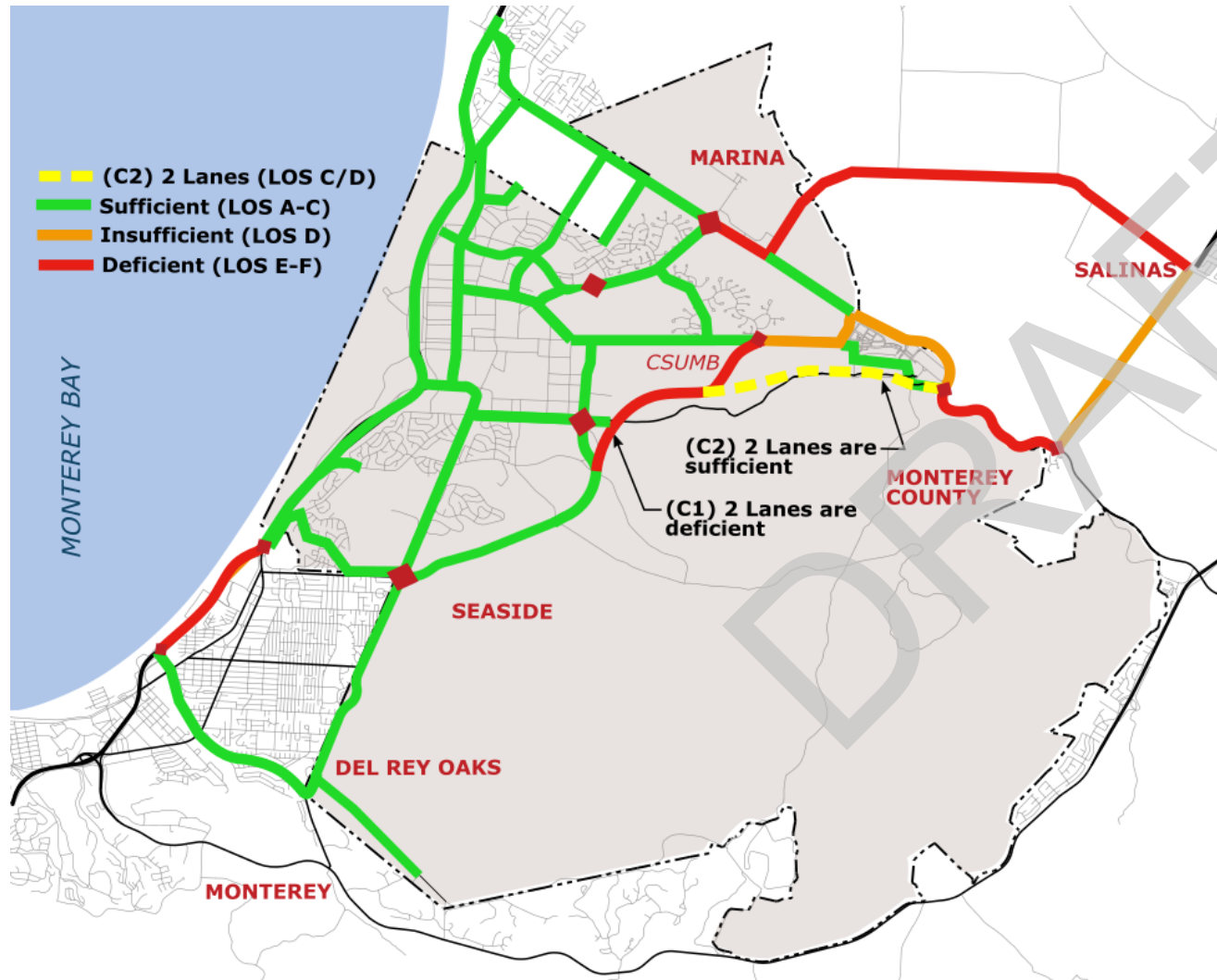
Summary of Results

Table 9: Volumes and Level of Service for Existing Conditions (E1), and Scenarios C1 through C5 (Deficient LOS shown in red)

ID	Roadway	Street 1	Street 2	Time Period	2019 Count	C1 Volume	C2 Volume	C3 Volume	C4 Volume	C5 Volume	E1 LOS	C1 LOS	C2 LOS	C3 LOS	C4 LOS	C5 LOS
1	Reservation Rd	De l Monte Blvd	California Ave	AM Peak-Hour	1,168	2,000	2,000	2,000	1,900	1,900	A	B	B	B	B	B
				PM Peak-Hour	1,498	2,300	2,300	2,300	2,300	2,300	A	B	B	B	B	B
2	Reservation Rd	California Ave	Imjin Rd	AM Peak-Hour	1,238	2,100	2,100	2,200	2,200	2,200	A	B	B	B	B	B
				PM Peak-Hour	1,082	2,000	2,000	2,000	2,000	2,000	A	B	B	B	B	B
3	Reservation Rd	Imjin Rd	Blanco Rd	AM Peak-Hour	2,581	4,100	4,100	4,800	4,900	4,900	B	E	E	E	E	F
				PM Peak-Hour	2,774	4,400	4,400	5,000	5,100	5,100	B	D	D	E	E	E
4	Reservation Rd	Blanco Rd	Inter-Garrison Rd	AM Peak-Hour	720	2,200	2,100	2,900	3,000	3,000	A	B	B	C	C	C
				PM Peak-Hour	833	2,400	2,300	3,000	3,100	3,100	A	B	B	B	B	B
5	Reservation Rd	Inter-Garrison Rd	Watkins Gate	AM Peak-Hour	1,049	3,300	2,400	3,300	3,200	3,200	A	D	C	D	D	D
				PM Peak-Hour	1,047	3,400	2,300	3,300	3,300	3,200	A	D	C	D	D	D
6	Inter-Garrison Rd	Sherman Blvd	Abrams Dr	AM Peak-Hour	1,746	3,500	1,700	2,600	2,400	2,400	C	D	B	B	B	B
				PM Peak-Hour	1,560	3,200	1,400	2,300	2,200	2,200	C	C	A	B	B	B
7	Abrams Dr	Imjin Rd	Inter-Garrison Rd	AM Peak-Hour	279	200	200	300	300	300	A	A	A	A	A	A
				PM Peak-Hour	406	300	300	300	400	400	A	A	A	A	A	A
8	Imjin Pkwy	Reservation Rd	Abrams Dr	AM Peak-Hour	1,735	2,600	2,600	3,300	3,400	3,400	B	C	C	E	E	E
				PM Peak-Hour	2,044	3,000	3,000	3,600	3,700	3,700	B	C	C	D	D	D
9	Imjin Pkwy	Abrams Dr (W)	Abrams Dr (E)	AM Peak-Hour	1,741	2,400	2,500	3,200	3,300	3,300	B	C	C	E	E	E
				PM Peak-Hour	1,956	2,800	2,800	3,400	3,500	3,500	B	C	C	D	D	D
10	Imjin Pkwy	Abrams Dr (W)	California Ave	AM Peak-Hour	1,788	2,700	2,600	2,900	3,100	3,200	B	C	C	C	C	D
				PM Peak-Hour	2,054	2,800	2,700	3,200	3,300	3,300	B	C	C	C	C	C
11	Inter-Garrison Rd	Abrams Dr	7th Ave	AM Peak-Hour	956	700	1,000	1,800	1,700	1,700	C	C	D	F	E	E
				PM Peak-Hour	726	400	600	1,600	1,400	1,400	B	B	C	E	E	E
12	8th St	Inter-Garrison Rd	Imjin Rd	AM Peak-Hour	164	500	500	500	400	400	A	A	A	A	A	A
				PM Peak-Hour	89	400	400	400	400	400	A	A	A	A	A	A
13	8th St	Imjin Rd	4th Ave	AM Peak-Hour	103	200	200	700	600	600	A	B	B	B	B	B
				PM Peak-Hour	47	400	400	600	600	600	A	A	A	B	B	B
14	Imjin Pkwy	California Ave	2nd Ave	AM Peak-Hour	2,261	3,600	3,600	4,000	4,200	4,200	B	C	C	D	D	D
				PM Peak-Hour	2,347	3,500	3,500	3,900	4,000	4,000	B	C	C	D	D	D
15	California Ave	Imjin Rd	Reservation Rd	AM Peak-Hour	535	1,100	1,100	1,100	1,100	1,100	A	C	C	C	C	C
				PM Peak-Hour	395	900	900	900	900	900	A	B	B	B	B	B
16	De l Monte Blvd	Reservation Rd	SR-1	AM Peak-Hour	1,028	2,100	2,100	2,100	2,100	2,100	B	C	C	C	C	C
				PM Peak-Hour	1,379	2,300	2,300	2,300	2,300	2,300	D	C	C	C	C	C
17	2nd Ave	Imjin Pkwy	8th St	AM Peak-Hour	773	1,600	1,600	1,600	1,600	1,600	D	D	D	D	D	D
				PM Peak-Hour	460	1,000	1,000	1,000	1,100	1,100	B	B	B	B	B	B
18	2nd Ave	8th St	Lightfighter Dr	AM Peak-Hour	635	1,400	1,400	1,600	1,600	1,600	C	C	C	D	D	E
				PM Peak-Hour	396	1,000	1,000	1,000	1,100	1,100	A	B	B	C	C	C
19	7th Ave	Gigling Rd	Inter-Garrison Rd	AM Peak-Hour	159	100	100	300	400	300	A	A	A	B	C	B
				PM Peak-Hour	87	100	100	200	400	300	A	A	A	A	B	B
20	8th Ave	Gigling Rd	Inter-Garrison Rd	AM Peak-Hour	823	1,100	1,200	2,300	1,500	1,400	D	B	B	E	C	C
				PM Peak-Hour	560	600	800	2,100	1,200	1,200	B	A	B	D	C	C
21	Colonel Durham St	7th Ave	Parker Flats Rd	AM Peak-Hour	327	300	300	300	300	300	B	A	A	A	A	A
				PM Peak-Hour	209	200	200	200	200	200	A	A	A	A	A	A
22	Colonel Durham St	Parker Flats Rd	Lightfighter Dr (Malmedy)	AM Peak-Hour	342	300	300	300	300	300	B	A	A	A	A	A
				PM Peak-Hour	226	200	200	200	200	200	A	A	A	A	A	A

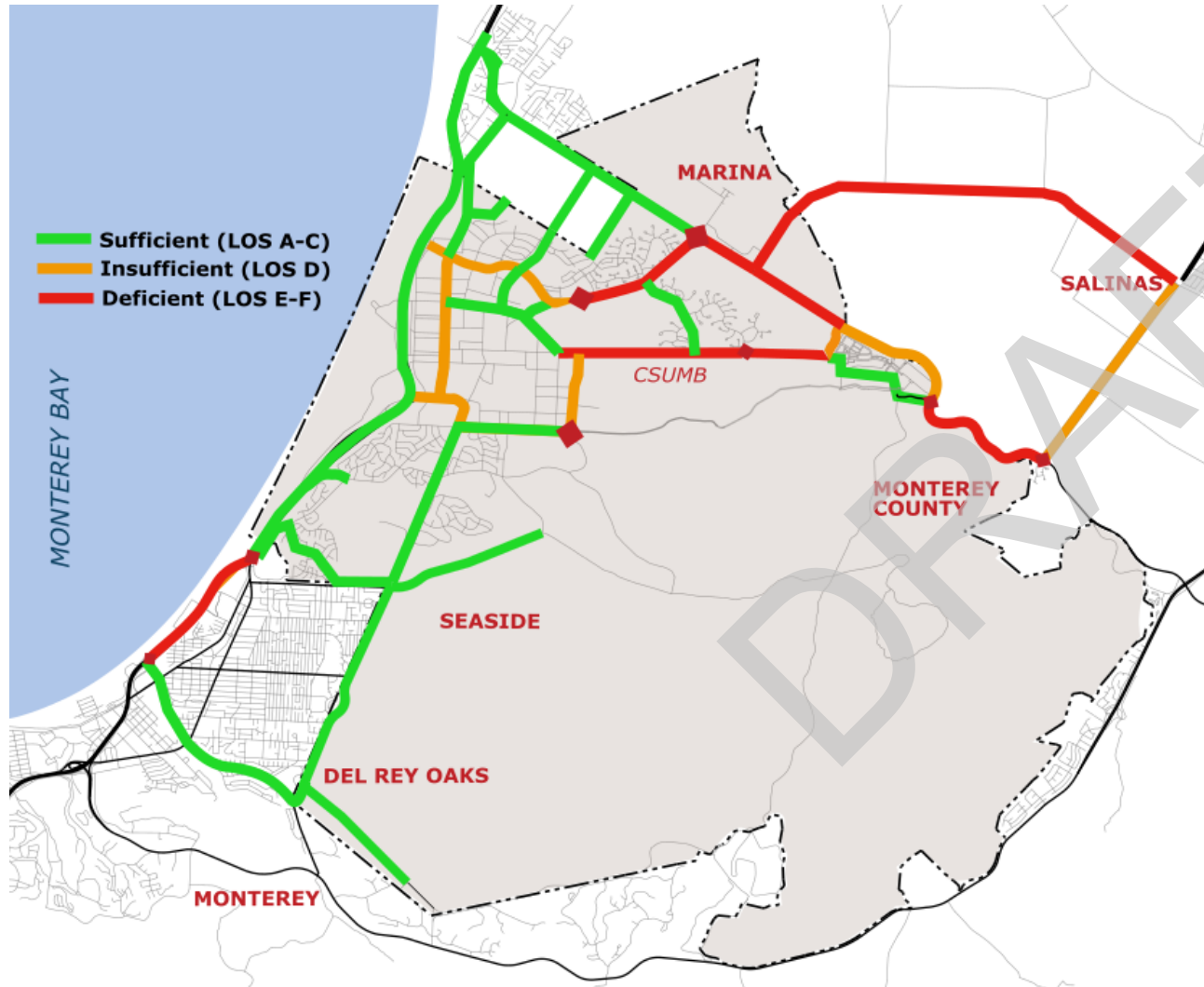
65 Segments Analyzed, Including:
218, Coe, Reservation, and Blanco

LOS E, F are considered Deficient:
(Highlighted in Red)



Scenario (C1) through (C3)

- Network is functioning Sufficiently in 2040
- Reservation Road from Davis to Watkins Gate will be deficient by 2040
- (C1) NE/SW Connector is deficient by 2040 at LOS E
- (C2) Alternative Connector is sufficient by 2040 at LOS D



Scenario (C4)

CIP without a connector will impact

- Second Ave.
- Imjin Road
- Reservation Rd.
- Davis Road, and likely Blanco Rd.

Scenario (C5)

- 2 lane Gigling Road is sufficient for all scenarios
- may be oversized at 4 lanes.

- The Study is meant to inform the last year CIP (a CEQA mitigation)
- The Last Year CIP has four components:
 - List of projects that complete the Roadway Network
 - Estimated value of each CIP project
 - The responsible agency
 - Closeout budget for the last year
- FORA is responsible for some of the CIP projects
 - Northeast/Southwest Connector (formerly Eastside Road)
 - (Including Eucalyptus, Intergarrison, and Gigling Connectors)
 - Gigling Road
 - South Boundary Road (and GJMB Intersection)

- To whom will FORA transition these responsibilities?
 - Determine if the list of roadway segments is the final list
 - Remove or add segments needed to address capacity needs
 - Assign the responsibility to an successor able to carry the line item in their CIP

Option 1	Option 2	Option 3
Remove CIP segments from the List Do not address the impacts	Remove CIP segments from the List Address the impacts by: <ol style="list-style-type: none"> 1. Adding segments to CIP 2. Assign the responsibility to a Successor 	Leave the CIP segment List as is Assign the responsibility to a successor to complete when/if needed

1. Remove Gigling Rd. from the CIP list

- Study does not identify impacts resulting from removal
- 2 Lanes are sufficient
- Does not add capacity to the network, and if 4 lanes are shown to be un-necessary
- Assign nexus value (\$8.9M) to Davis or Reservation Road (Watkins Gate to Davis Rd.)

2. Leave Northeast/Southwest Connector in the CIP list

- Study shows alternative 1 segment to Watkins Gate will be needed upon full buildout
- Study shows a benefit to Imjin Parkway, and Intergarrison Road (Marina & CSUMB)
- Assign roadway segments to successor agency