



# Transition Plan: Transportation Study

Administrative Committee  
September 4, 2019

Peter Said,  
Senior Project Manager

# 2018 Transition Plan (Resolution 18-11):

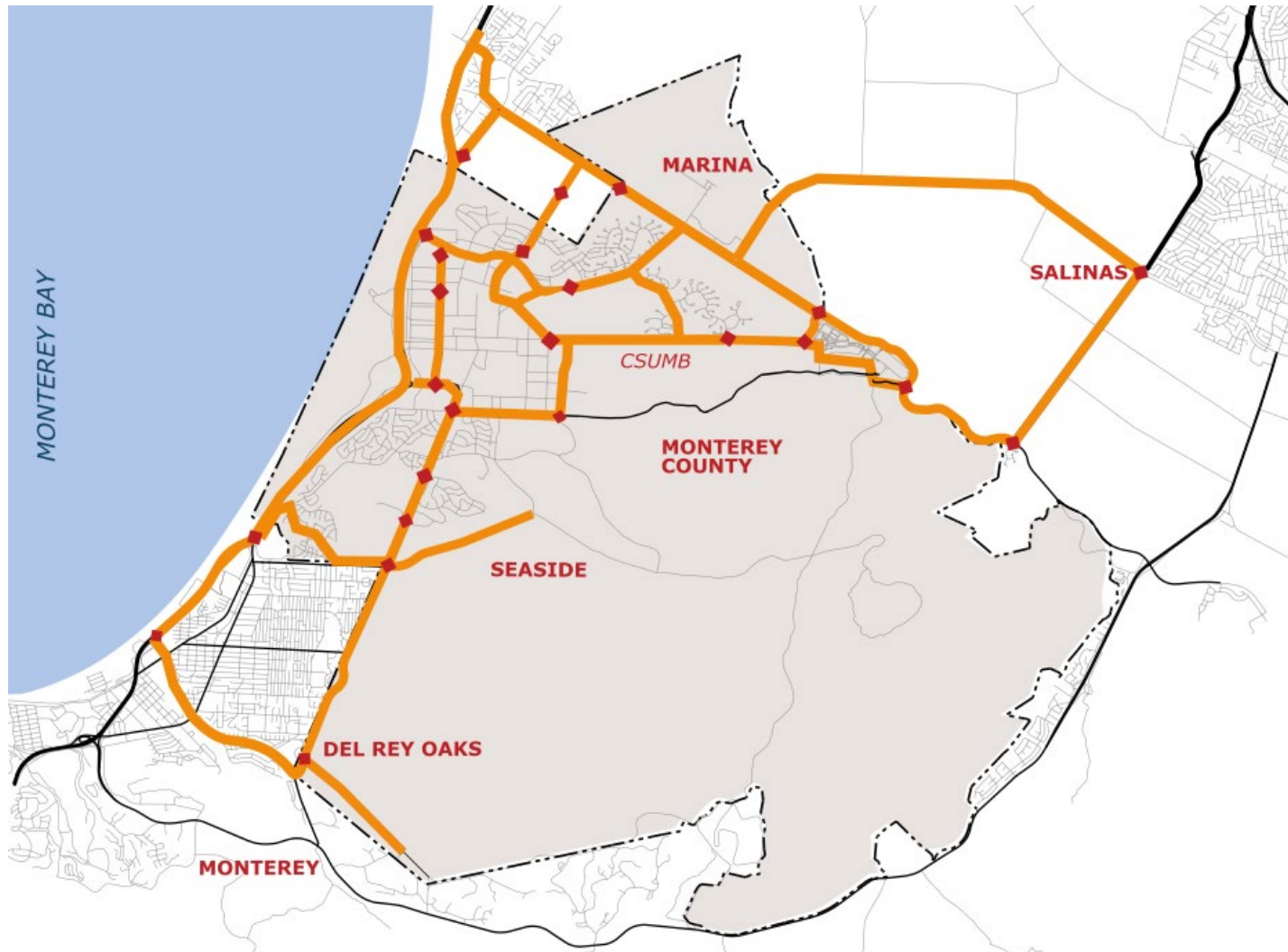
## Section 2.2.6 of 2018 Transition Plan

... FORA in coord. with TAMC...”shall **prepare a regional traffic modeling analysis** showing”

- 1) The inclusion of the FORA lead agency on-site roads,
- 2) Compare (1) to the removal of the FORA lead agency roads on the remaining roads.
- 3) In particular, off-site, regional and on-site local roads ... shall be analyzed to ascertain:
  - a) “The impact on the Ord Community”, and ...
  - b) The impact on “the last year Capital Improvement Program (CIP)”...

### ***Purpose of the Study:***

*To inform the FORA Board concerning the transfer of “Lead Status” for specific transportation improvements from Fort Ord Reuse Authority (“FORA”) to local agency partners.*

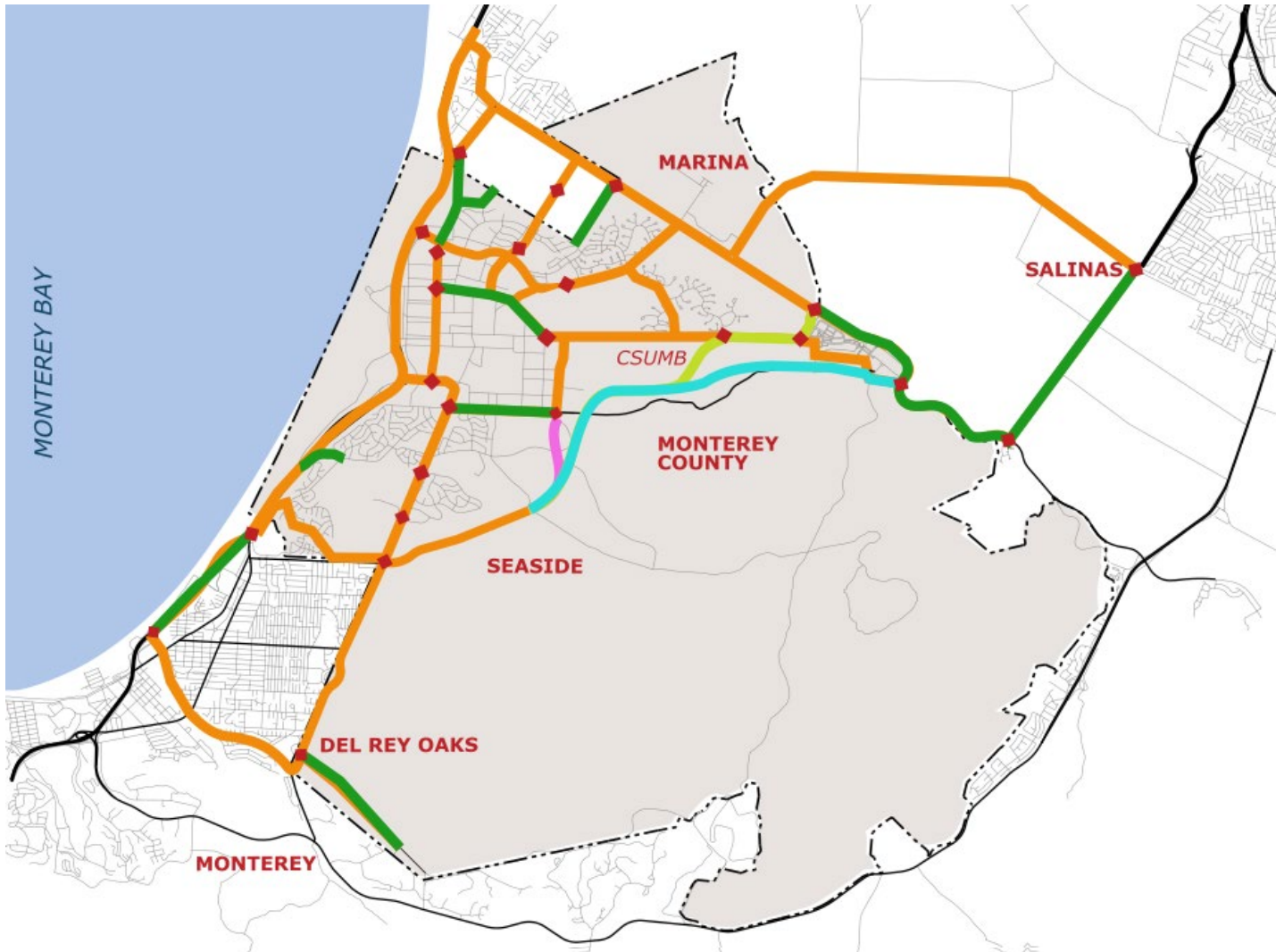


## Existing Network today

- 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)

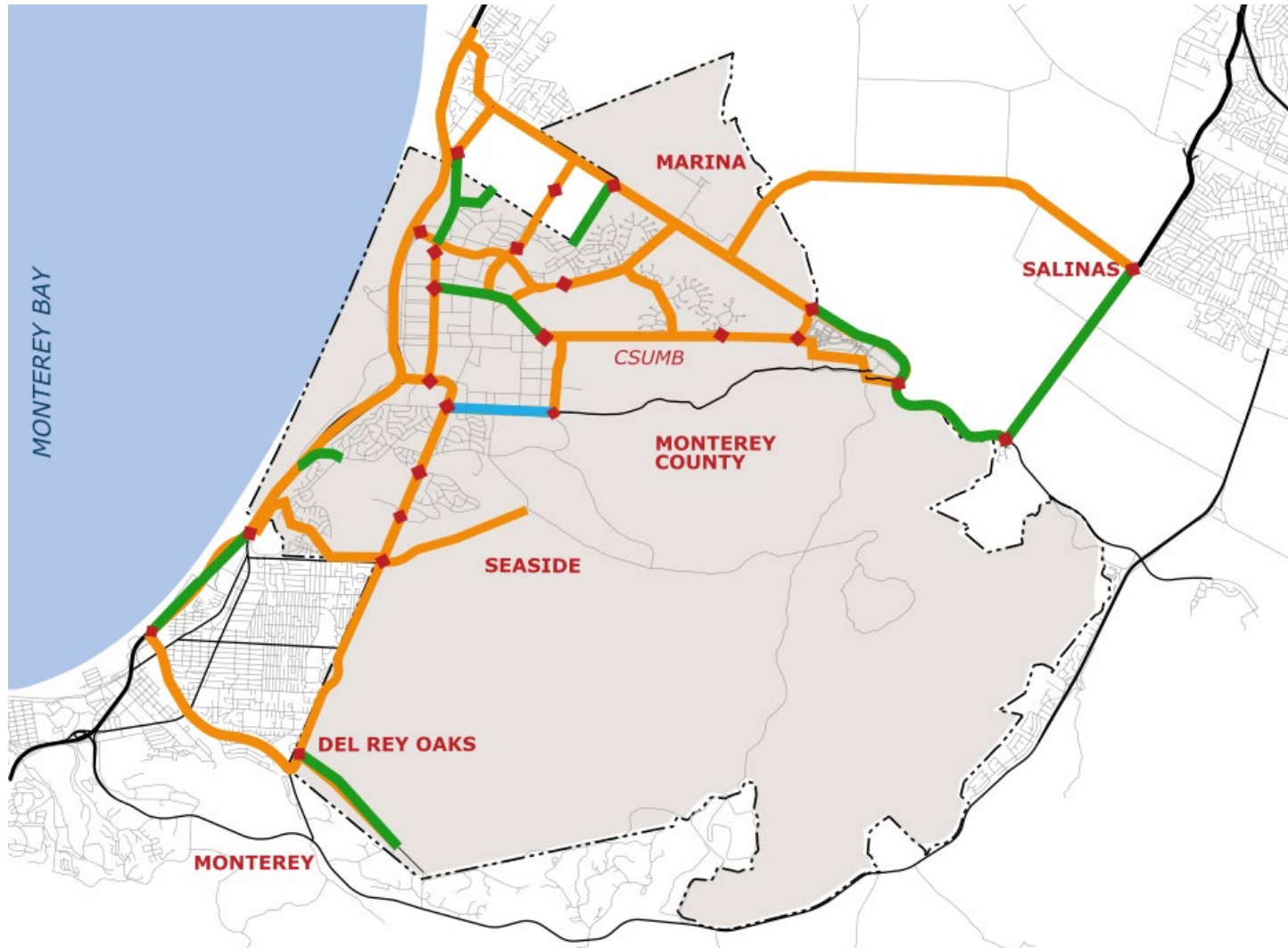
- Full 2019/2020 CIP
- Includes NE/SW Parkway (*yellow*)

## 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 8<sup>th</sup> Ave (*pink*)

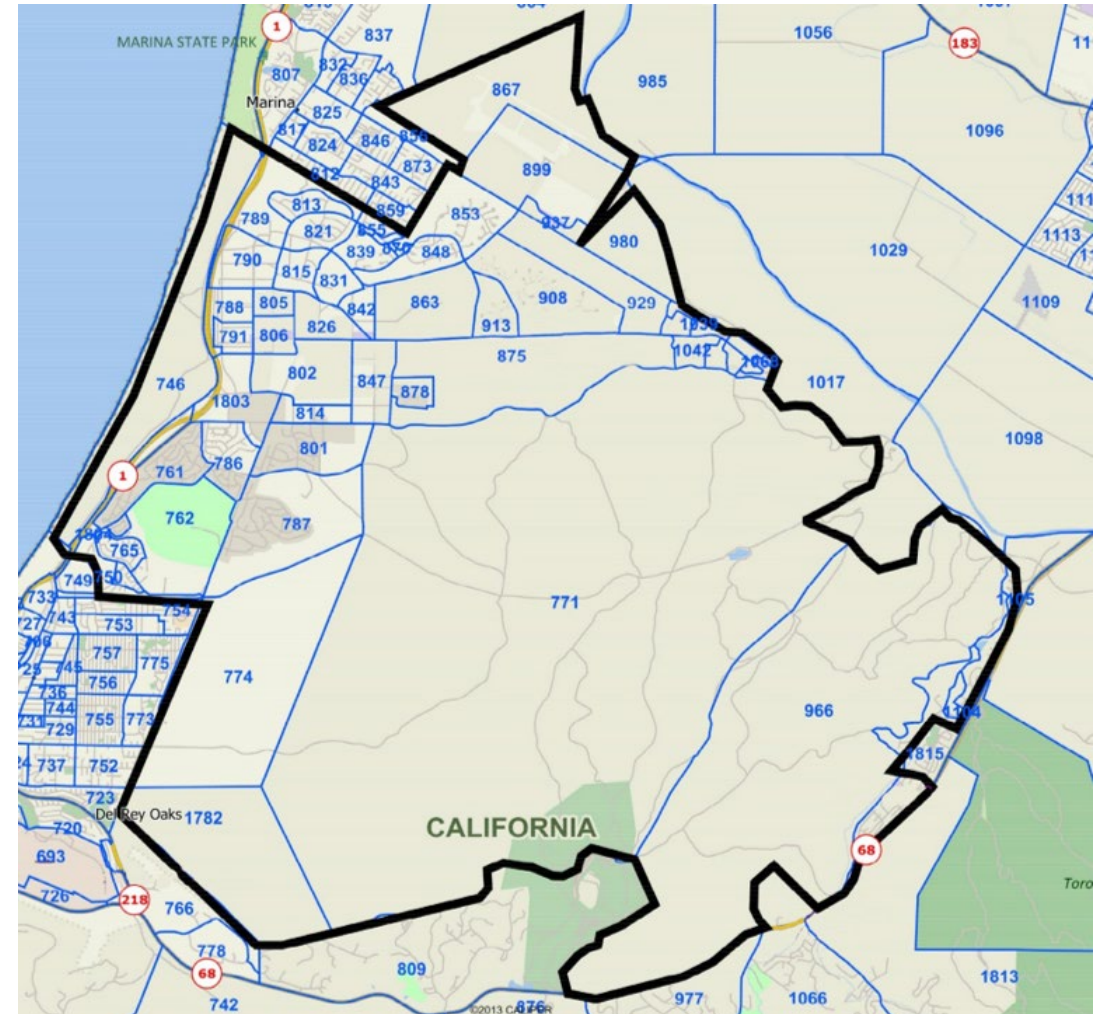


## Scenario (C4) & (C5)

- 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



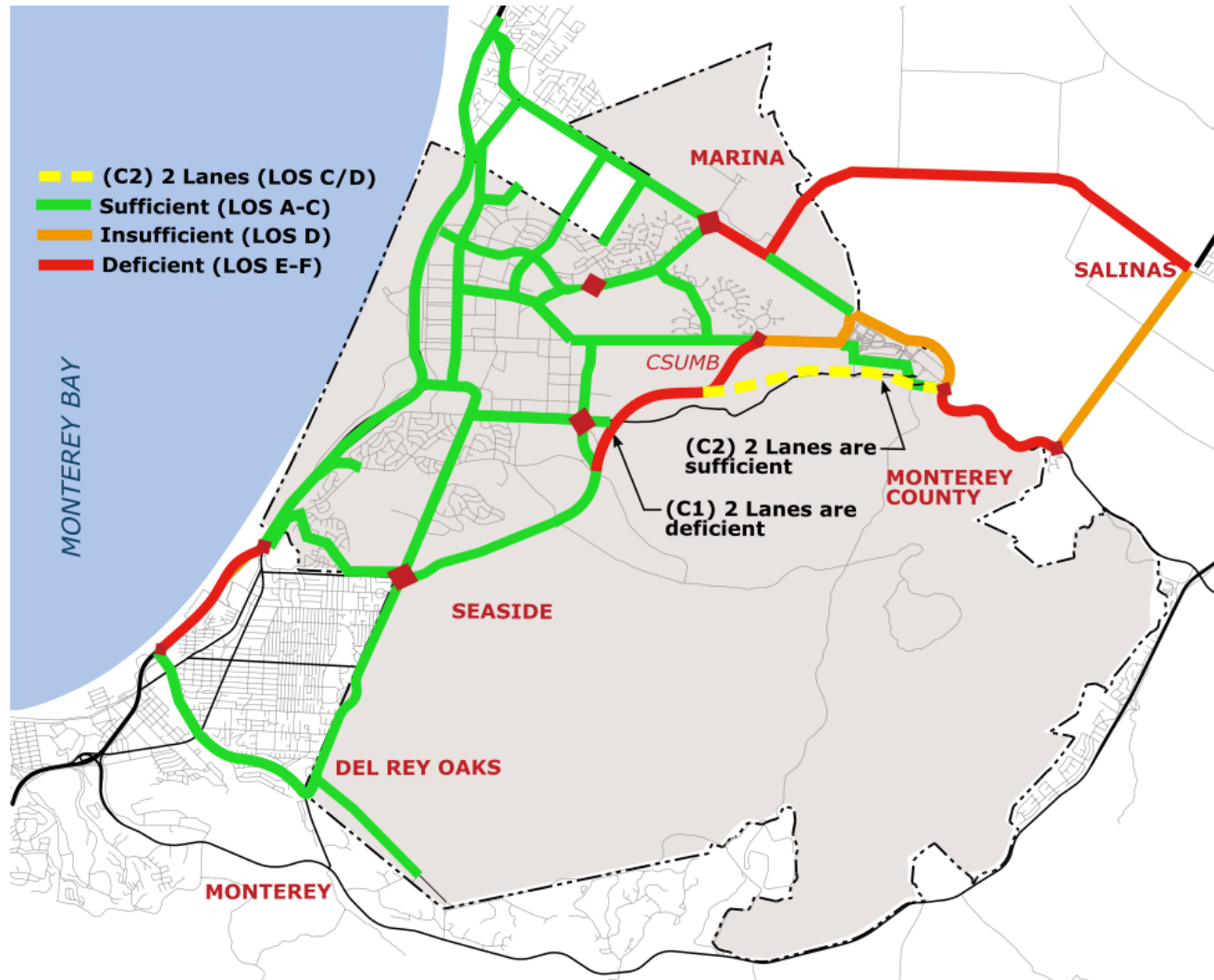
# Summary of Results

**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

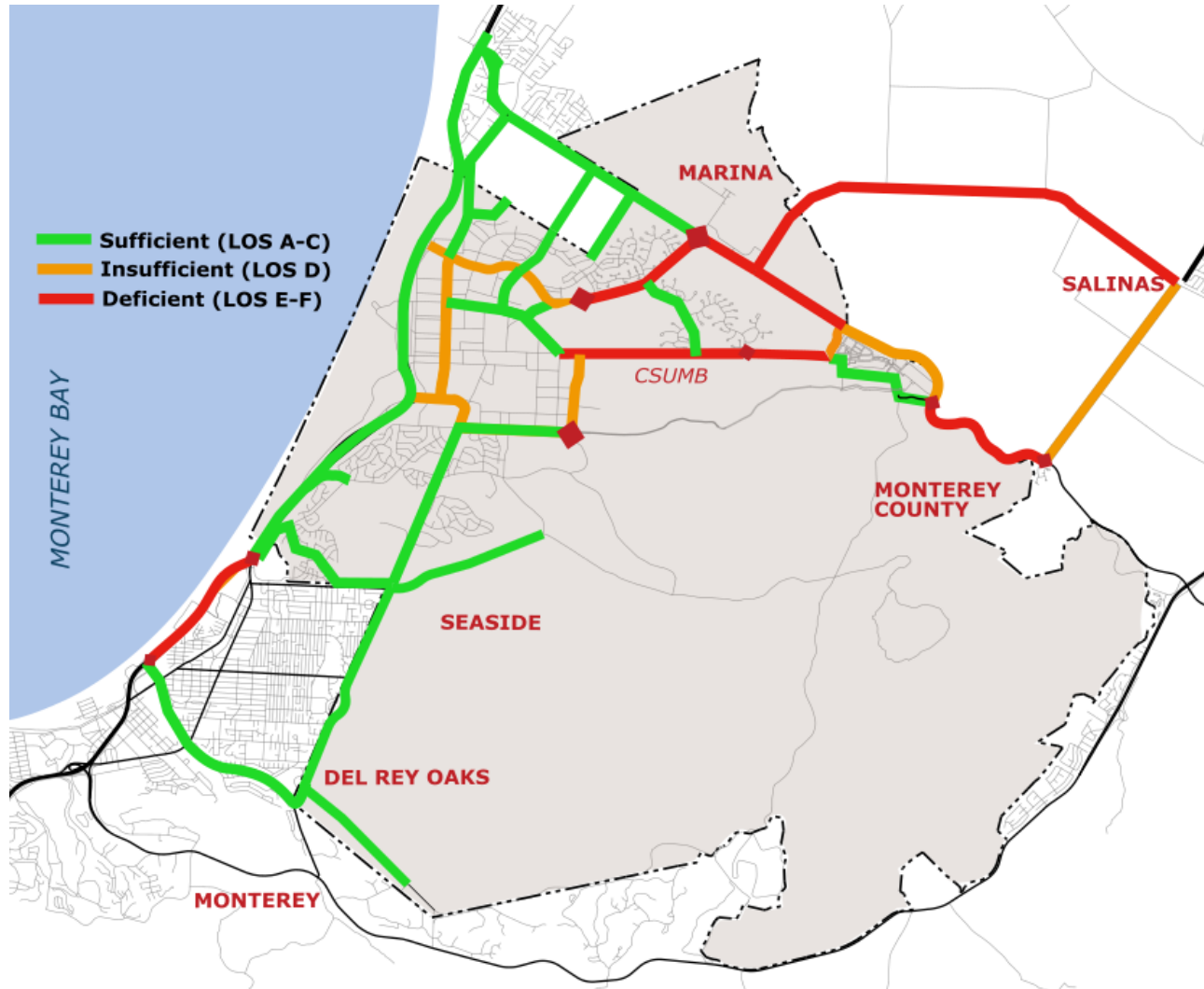
**LOS E, F are considered Deficient:**  
*(Highlighted in Red)*



## 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.

## **Purpose of the Study:**

*To inform the FORA Board concerning the transfer of “Lead Status” for specific transportation improvements from Fort Ord Reuse Authority (“FORA”) to local agency partners.*

**What does the Admin Committee want to recommend to the Board, Given this Data?**