FORA Board of Directors

TAMC Regional Projects and FORA Related Travel Modeling
Highway 68 - Roundabouts
Highway 68 – Opening Day Ops

CORRIDOR-WIDE

Delay (seconds)

0  20  40  60  80  100  120

SR 68 CORRIDOR

- Existing
- Traffic Signal
- Roundabout
Imjin Parkway Widening

Imjin Parkway Phase
Imjin Parkway Widening

Simulation of Proposed  Buffered Bicycle Lanes
on Imjin Parkway
Imjin Parkway Widening

Simulation of Proposed Roundabout on Imjin Parkway
Highway 1 Busway
Bus on Shoulder - Minnesota
Background of Traffic Forecasting in Monterey Bay

- Assumes growth in the region of approximately 20% overall for 25 years
- Follows state & local trends in growth
- Takes into consideration GP input
- Input from Cities, Counties
Model Updates
FORA Modeling Background

- 2005 Fee Reallocation Study
- 2014 Capital Improvement Program Review
- 2017 Re-analyzed FORA capital improvement obligations
FORA Reallocation Study

- Identify Base Year Conditions
- Forecast Future Development Impacts
- Link FORA Transportation Improvements to Development
## Results for Eastside Parkway

<table>
<thead>
<tr>
<th>Trip Start</th>
<th>Trip End</th>
<th>Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal to FORA</td>
<td>Internal to FORA</td>
<td>1,358</td>
</tr>
<tr>
<td>Internal to FORA</td>
<td>External to FORA</td>
<td>10,363</td>
</tr>
<tr>
<td>External to FORA</td>
<td>External to FORA</td>
<td>6,864</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>18,586</strong></td>
</tr>
</tbody>
</table>

63% of trips FORA related

37% of trips Non-FORA
Model Plots and New Roadways FAQ

- Fastest, easiest path is where the model sends trips
- New roads are lines only with approximate locations
- It is not necessarily an accurate new alignment
- If Eastside Parkway was straight from Eucalyptus to Inter Garrison, the volumes would stay the same in the model for 2035
- The road/line is a desire line for traffic movement from point A to B
- The AMBAG model calibrates well for major roads
2010 Conditions
2035 Downs removed with Eastside Parkway
2035 Downs relocated
No Eastside Parkway
Conclusions for Travel Demand

- Benefits local trips and Fort Ord development with some regional traffic relief (20% of growth)
- Almost no change to Hwy 68 commute traffic
- Connections required to regional road network
  - Reservation & Davis widening
  - Seaside
  - Access to Highway 1
Questions?
## Screenline Daily Volumes

<table>
<thead>
<tr>
<th>Screenline</th>
<th>Year 2010</th>
<th>Year 2035</th>
<th>Year 2035 No Downs</th>
<th>Year 2035 No Eastside &amp; Move Downs</th>
<th>Delta No Downs</th>
<th>Delta No Eastside</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reservation Rd</td>
<td>13,652</td>
<td>20,134</td>
<td>20,342</td>
<td>21,214</td>
<td>6,482</td>
<td>1,080</td>
</tr>
<tr>
<td>Imjin Pkwy</td>
<td>15,862</td>
<td>25,021</td>
<td>24,993</td>
<td>30,312</td>
<td>9,159</td>
<td>5,291</td>
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<tr>
<td>Inter Garrison Rd</td>
<td>7,002</td>
<td>4,767</td>
<td>4,336</td>
<td>12,024</td>
<td>-2,235</td>
<td>7,257</td>
</tr>
<tr>
<td>Eastside Pkwy</td>
<td>0</td>
<td>18,772</td>
<td>17742</td>
<td>0</td>
<td>18,772</td>
<td>-18,772</td>
</tr>
<tr>
<td>SR 68</td>
<td>28,238</td>
<td>29,938</td>
<td>29,899</td>
<td>30,534</td>
<td>1,700</td>
<td>596</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>64,754</strong></td>
<td><strong>98,632</strong></td>
<td><strong>97,312</strong></td>
<td><strong>94,084</strong></td>
<td><strong>33,878</strong></td>
<td><strong>-4,548</strong></td>
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