

FORA Board of Directors

TAMC Regional Projects and FORA Related Travel Modeling



Highway 68 - Roundabouts

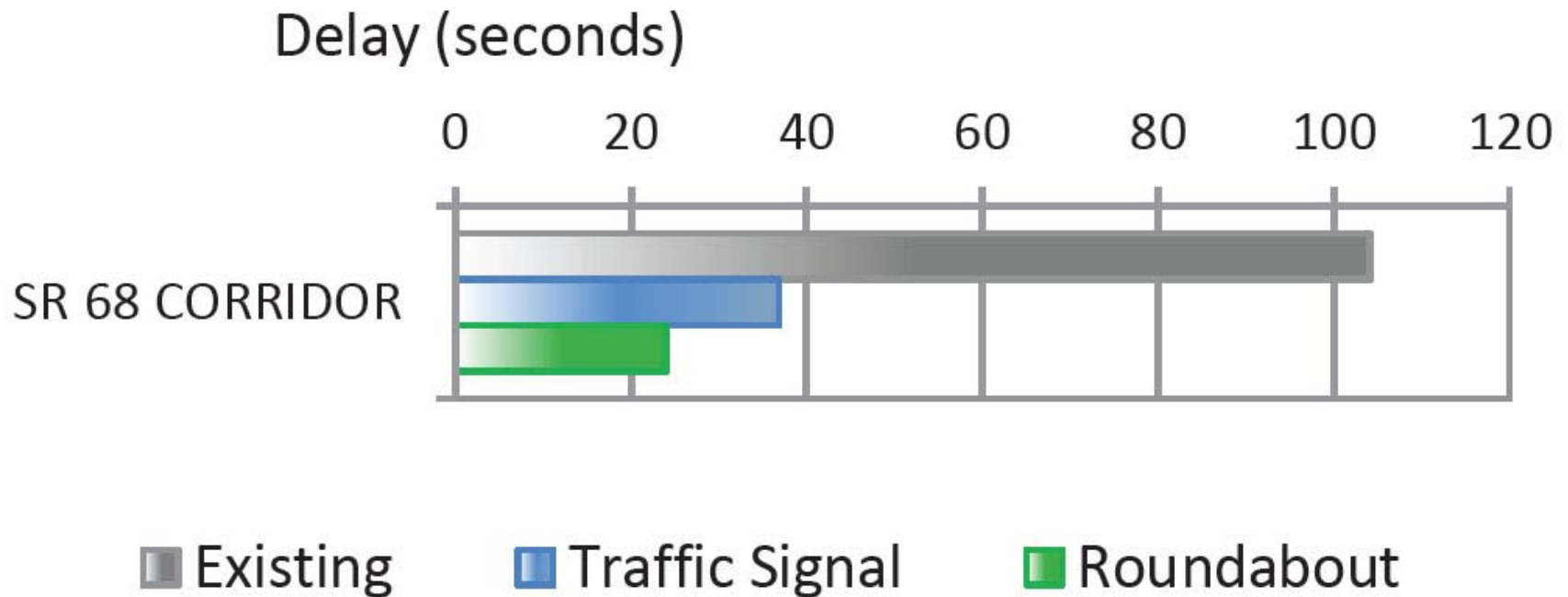


Transportation Agency
for Monterey County

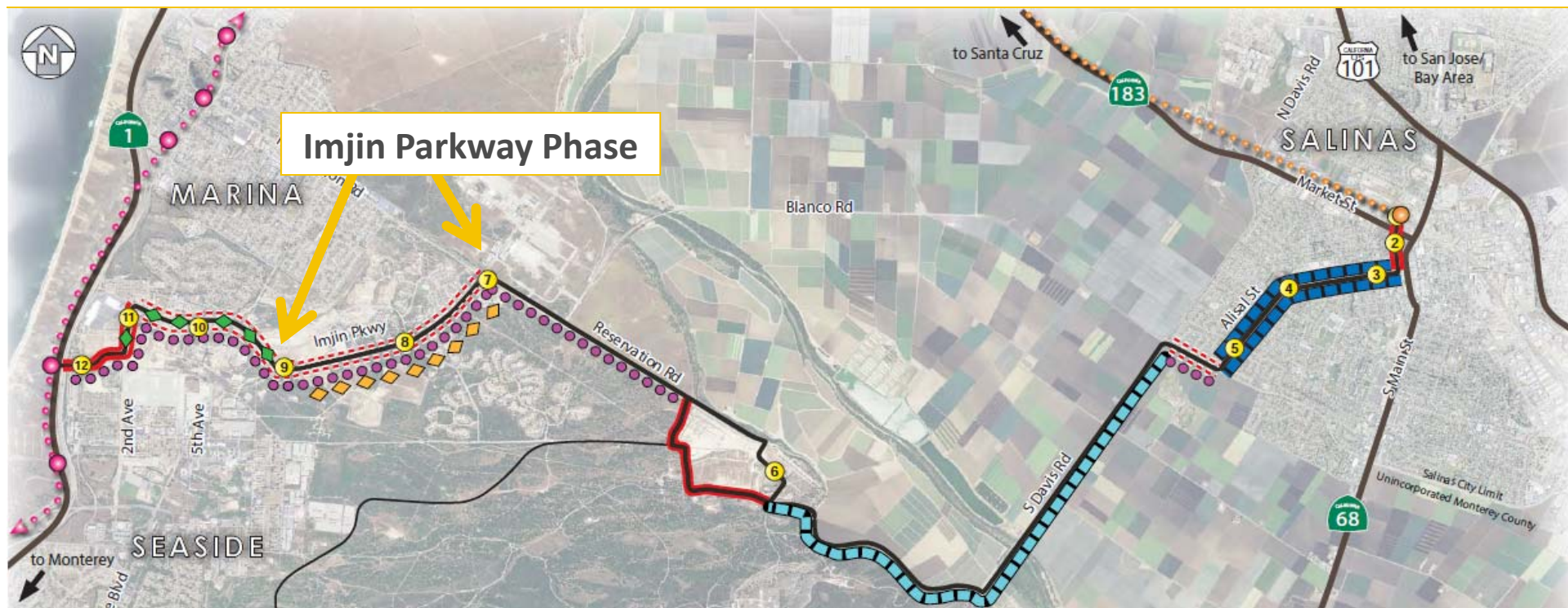


Highway 68 – Opening Day Ops

CORRIDOR-WIDE



Imjin Parkway Widening



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

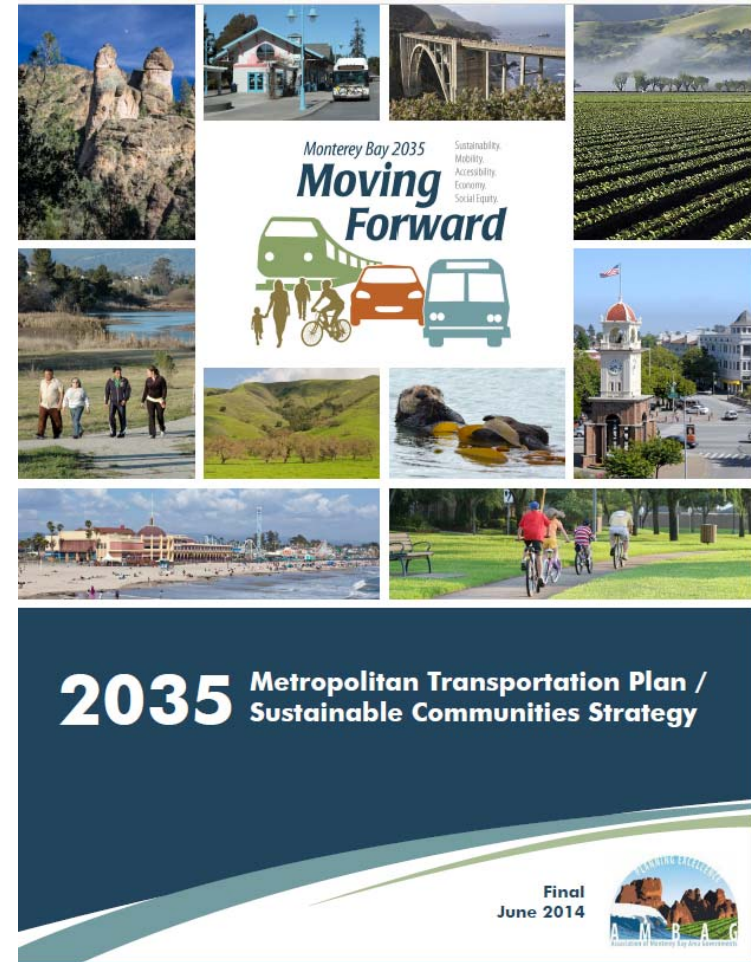


Bus on Shoulder - Minnesota



Background of Traffic Forecasting in Monterey Bay

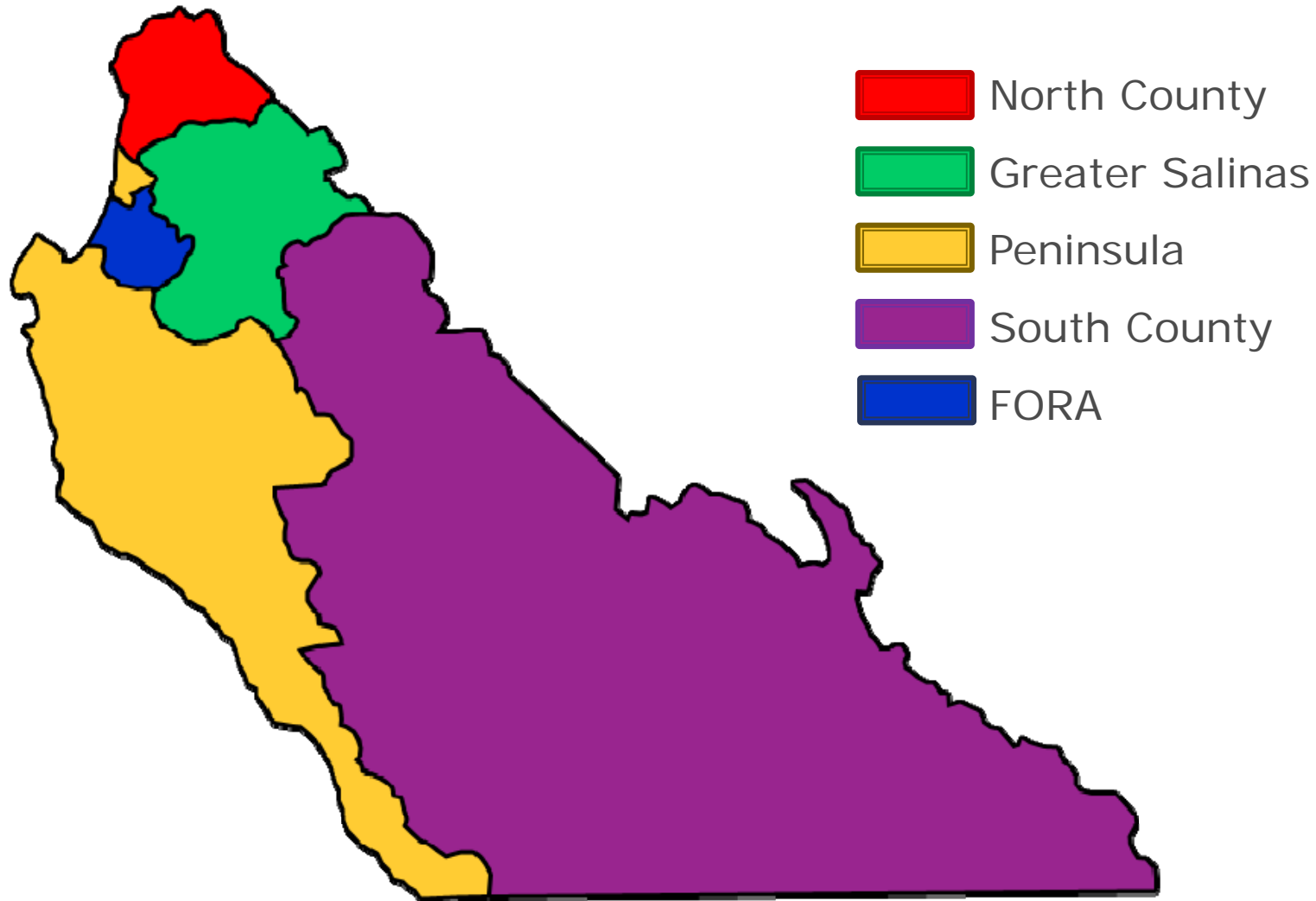
- Assumes growth in the region of approximately 20% overall for 25 years
- Follows state & local trends in growth
- Takes into consideration GP input
- Input from Cities, Counties



Model Updates



Regional Perspective



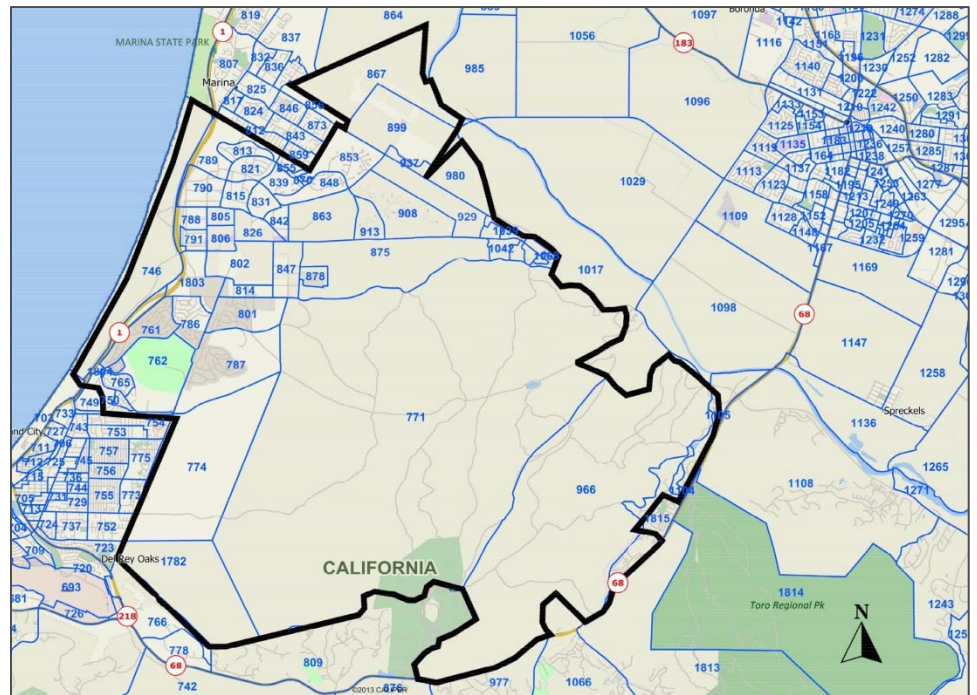
FORA Modeling Background

- 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

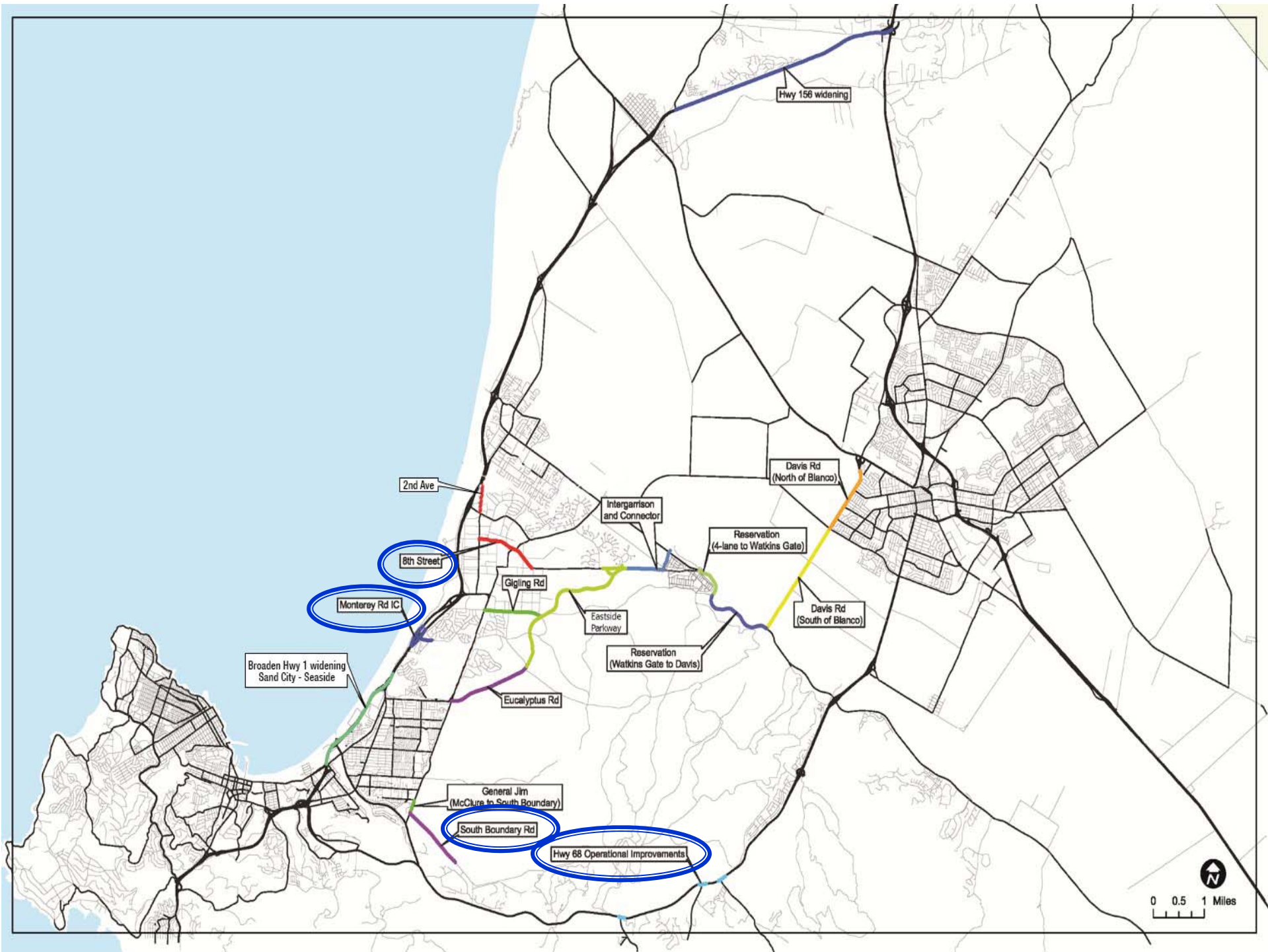


Results for Eastside Parkway

Trip Start	Trip End	Daily Trips
Internal to FORA	Internal to FORA	1,358
Internal to FORA	External to FORA	10,363
External to FORA	External to FORA	6,864
		18,586

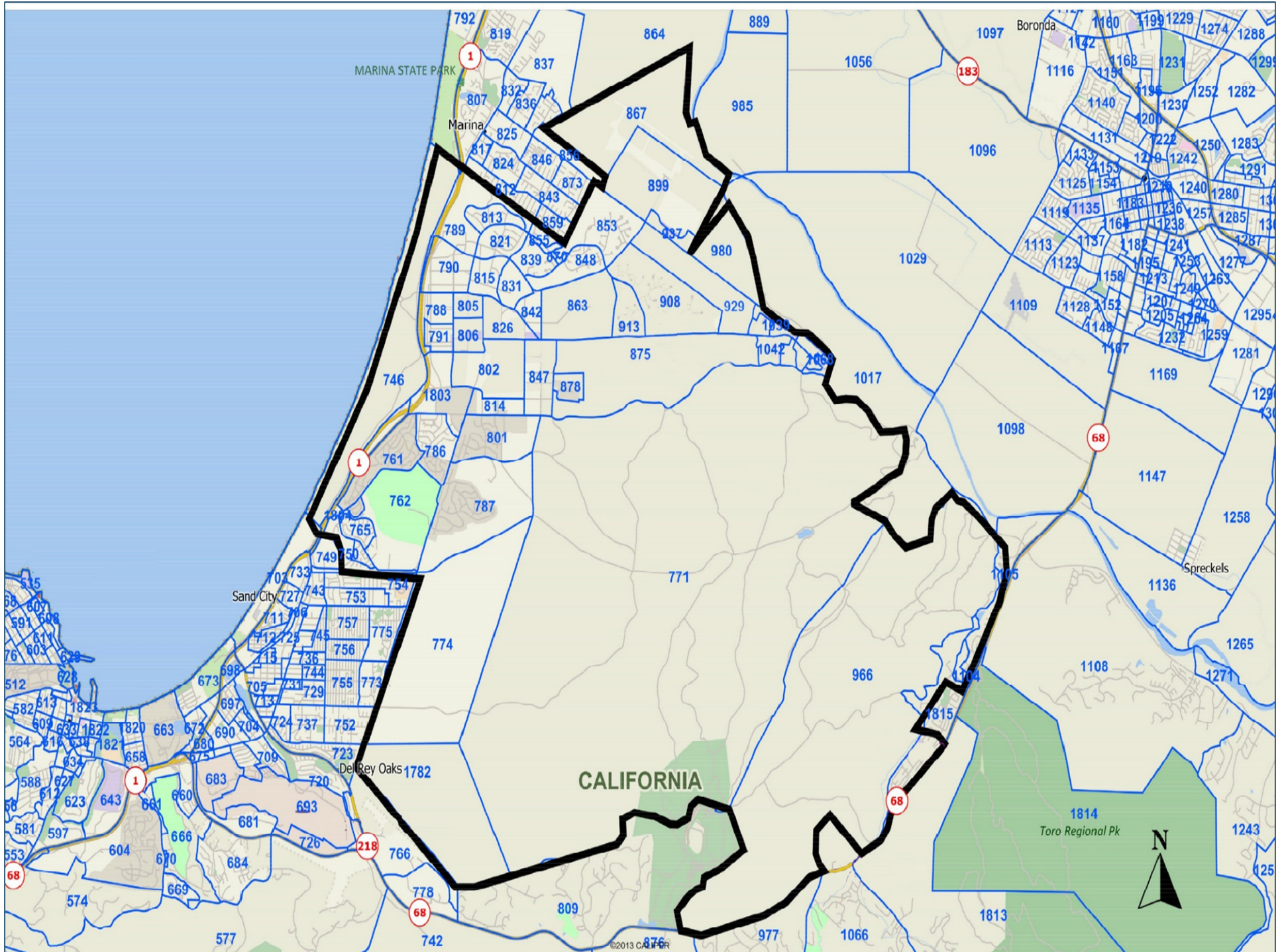
63% of trips FORA related

37% of trips Non-FORA

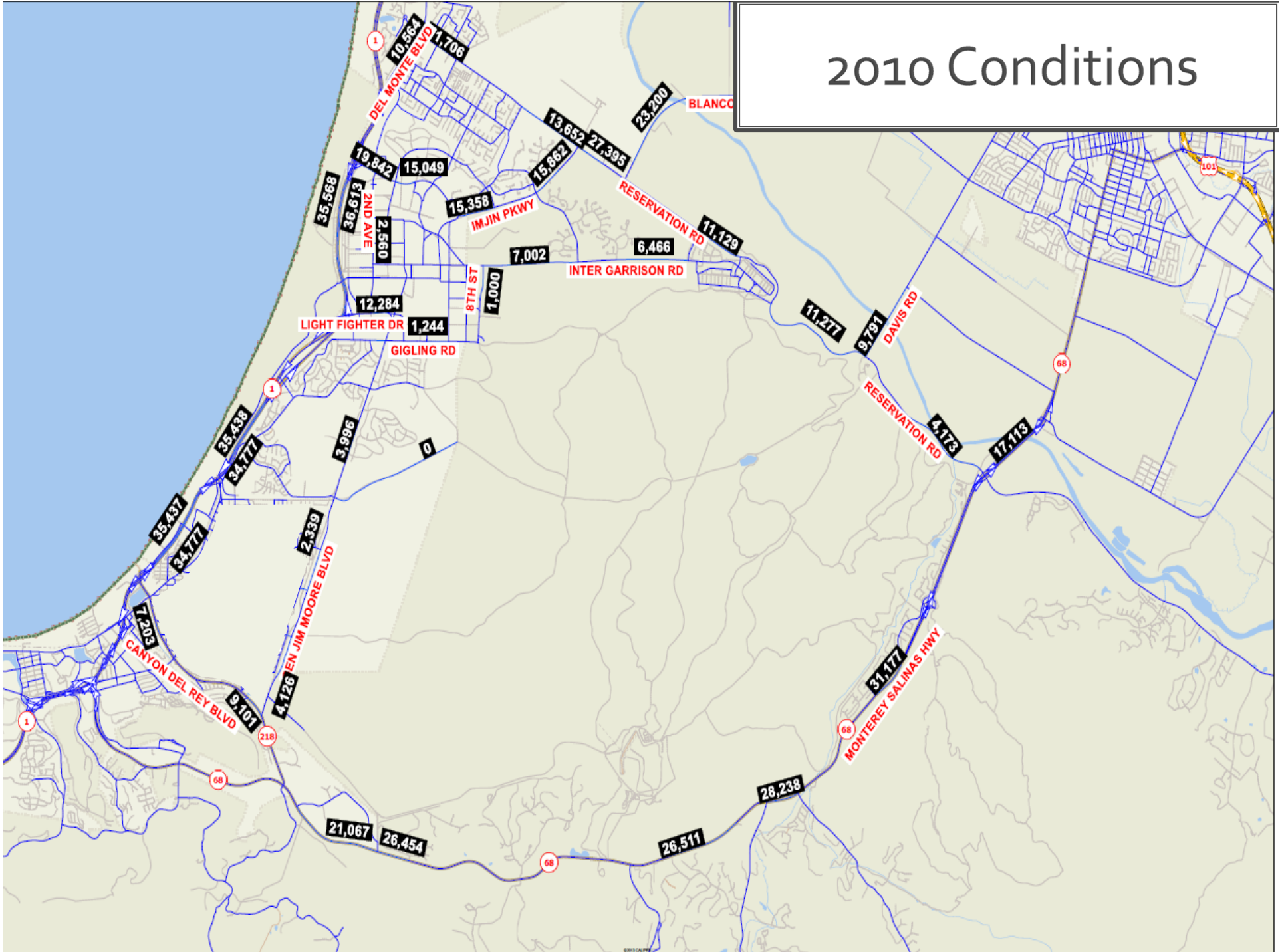


Model Plots and New Roadways FAQ

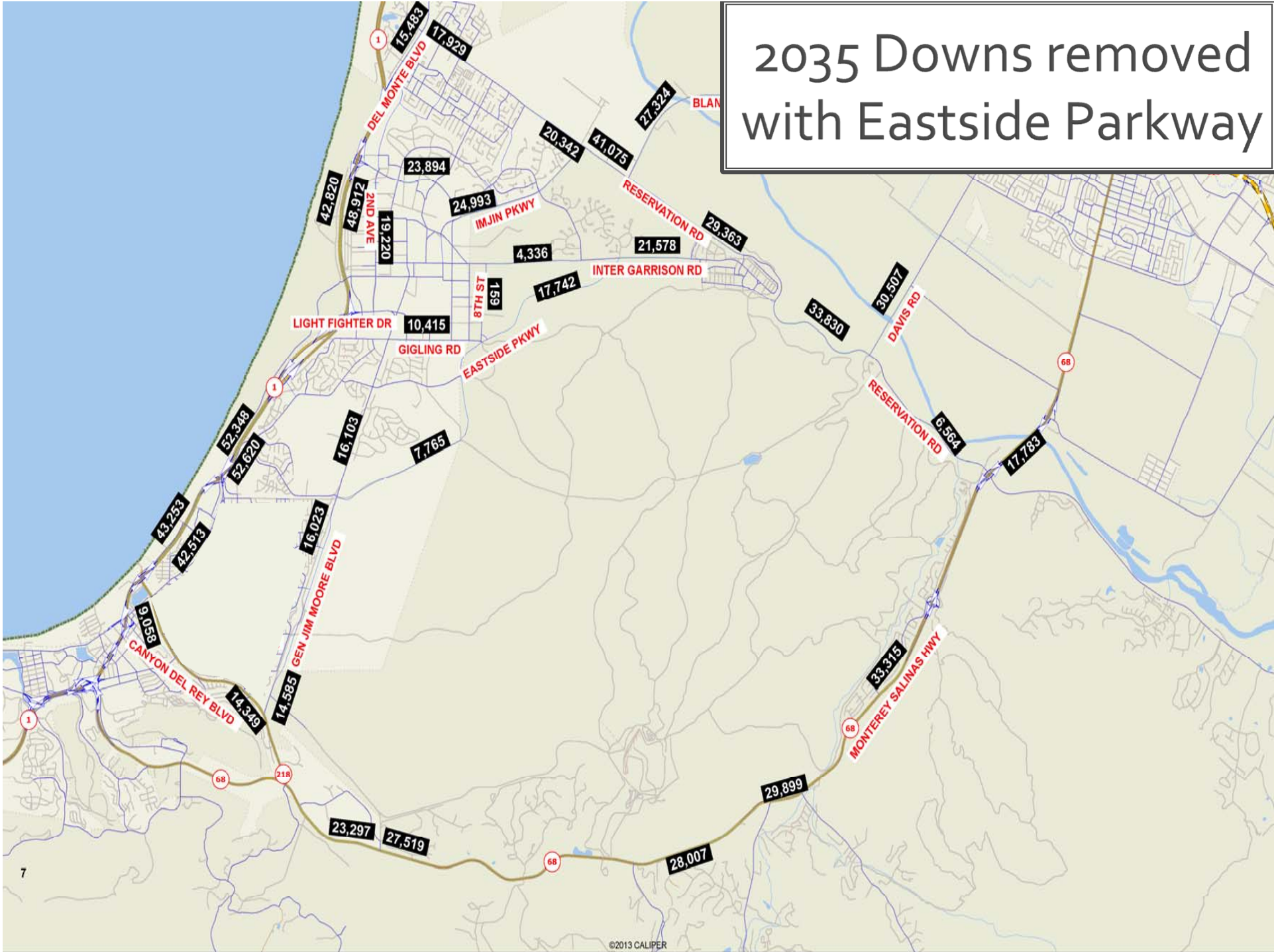
- Fastest, easiest path is where the model sends trips
- New roads are lines only with approximate locations
- It is not necessarily an accurate new alignment
- If Eastside Parkway was straight from Eucalyptus to Inter Garrison, the volumes would stay the same in the model for 2035
- The road/line is a desire line for traffic movement from point A to B
- The AMBAG model calibrates well for major roads



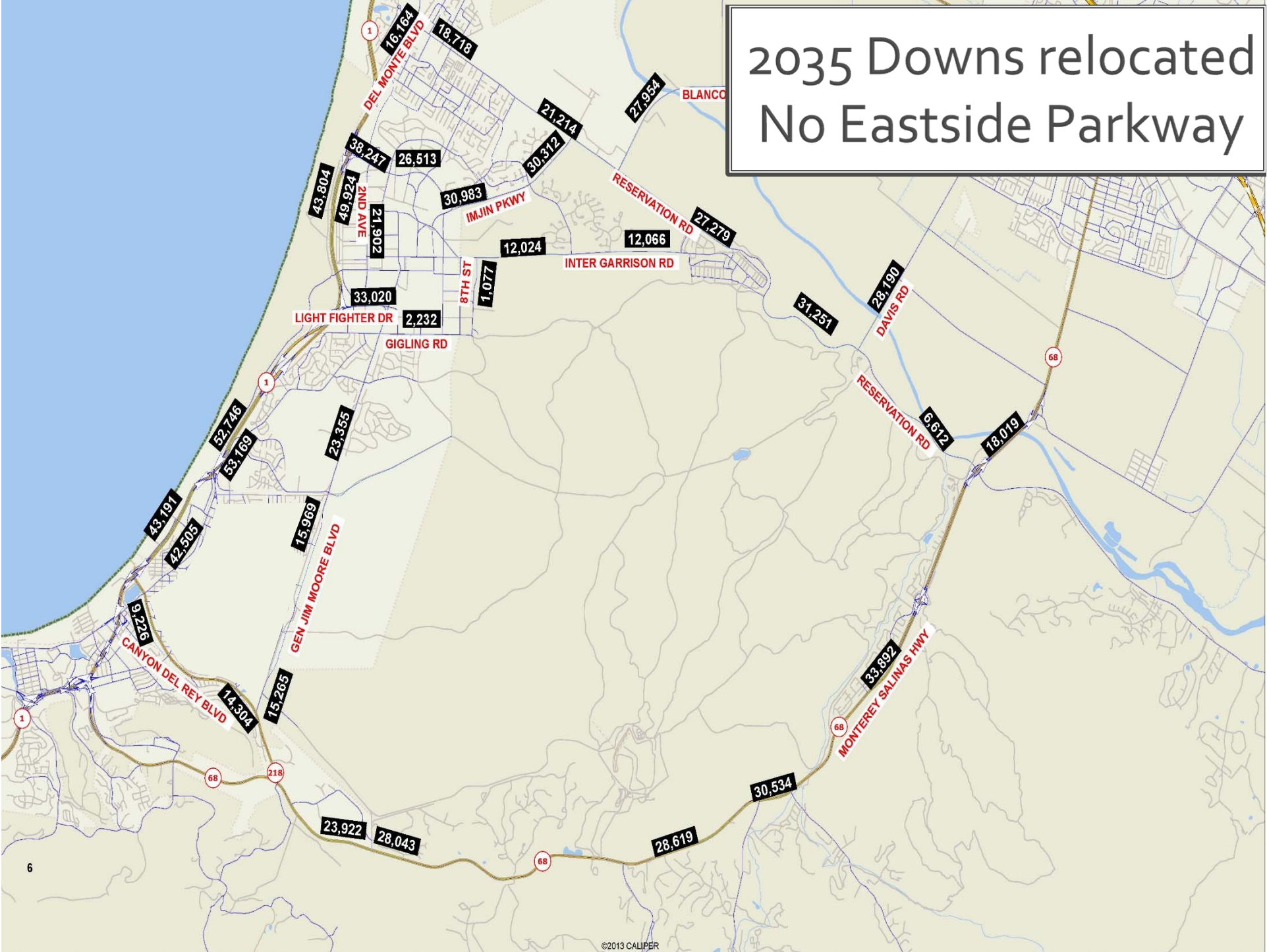
2010 Conditions



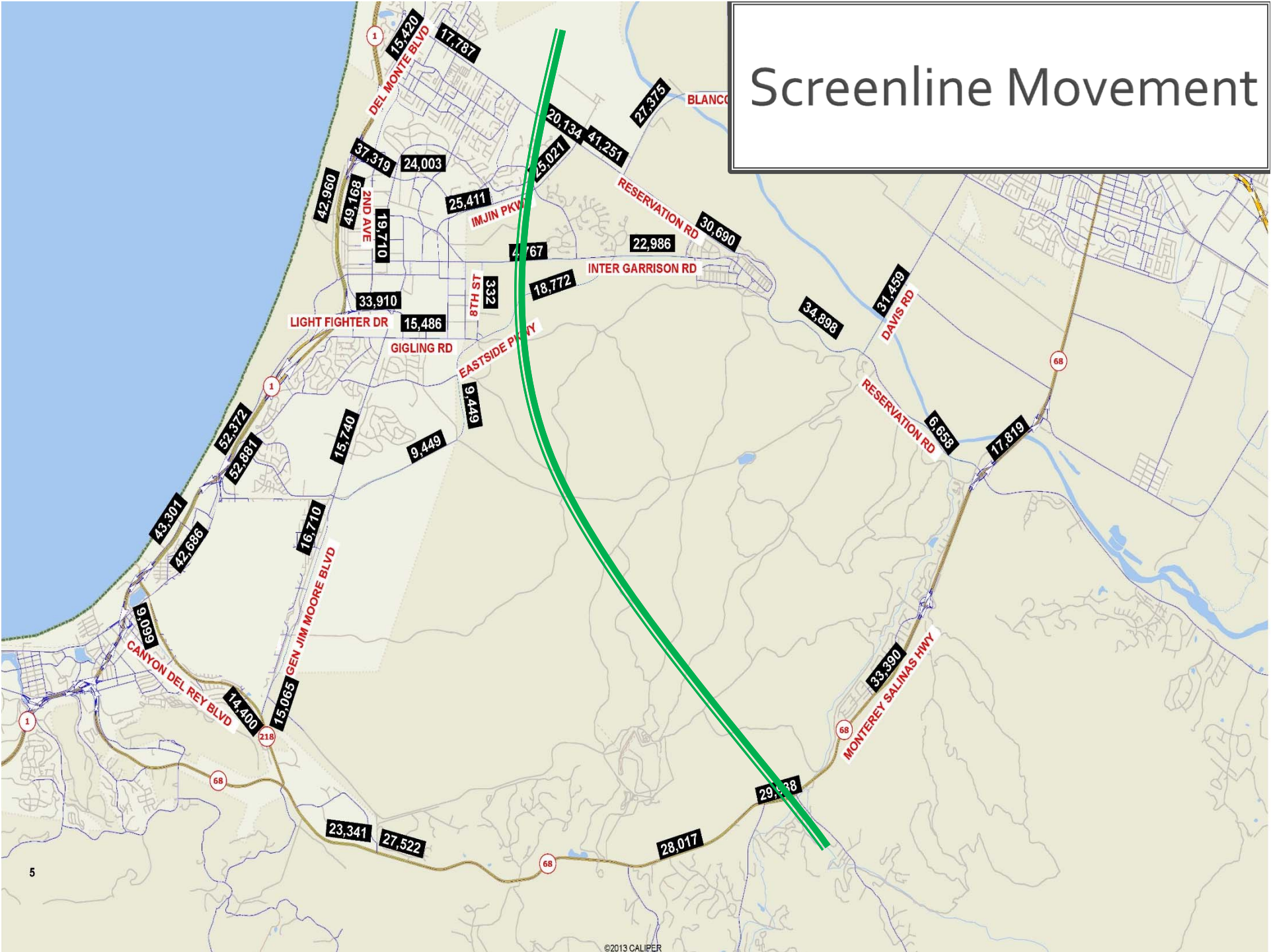
2035 Downs removed with Eastside Parkway



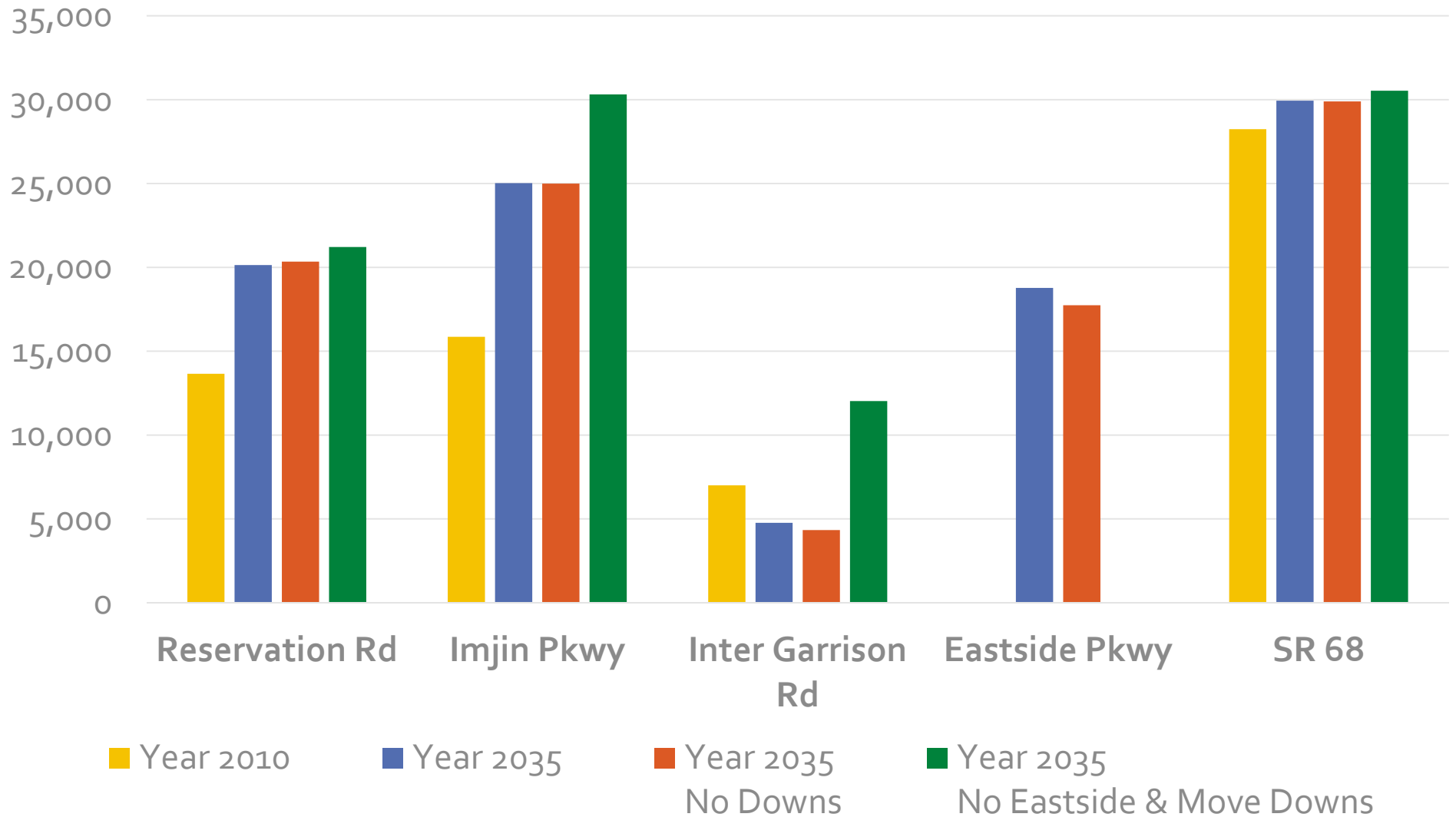
2035 Downs relocated No Eastside Parkway



Screenline Movement



Screenline Daily Volumes



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

	(1)	(2)	(3)	(4)	(2) – (1)	(3) – (2)	(4) – (2)
Screenline	Year 2010	Year 2035	Year 2035 No Downs	Year 2035 No Eastside & Move Downs	Delta	Delta No Downs	Delta No Eastside
Reservation Rd	13,652	20,134	20,342	21,214	6,482	208	1,080
Imjin Pkwy	15,862	25,021	24,993	30,312	9,159	-28	5,291
Inter Garrison Rd	7,002	4,767	4,336	12,024	-2,235	-431	7,257
Eastside Pkwy	0	18,772	17,742	0	18,772	-1,030	-18,772
SR 68	28,238	29,938	29,899	30,534	1,700	-39	596
Total	64,754	98,632	97,312	94,084	33,878	-1,320	-4,548