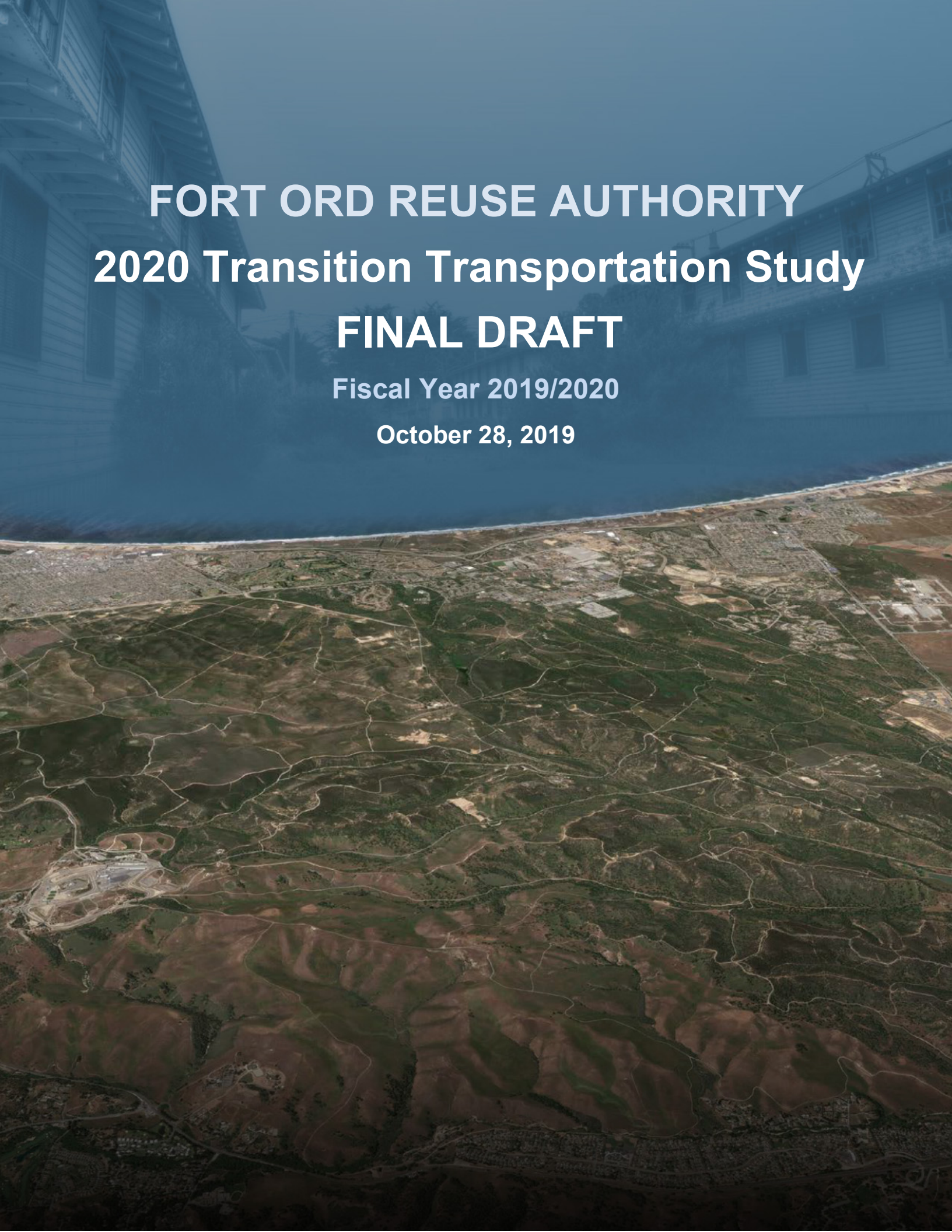
FORT ORD REUSE AUTHORITY

2020 Transition Transportation Study

FINAL DRAFT

Fiscal Year 2019/2020

October 28, 2019



KEY FINDINGS

As shown in **Table 9**, the number of deficient roadway project locations increase from eight under **Scenario C1**, to ten with **Scenario C3** and **Scenario C5**. This demonstrates that constructing the Full 2019/2020 FORA CIP provides measurable improvements to the roadway network and addresses deficiencies that would otherwise exist in the future. Specifically, a comparative analysis shows that the NE/SW Connector plays a pivotal role in ensuring the FORA Roadway Network operates sufficiently.

Figures 5.1 thru 5.5 show a trigger analysis for use in determining when the NE/SW Connector could be required. Conceptually, a connector would be required when segments 8, 9, 11, and 18 (Imjin Parkway and Inter-Garrison Rd. respectively) fail. In reality, it takes time to plan, fund and implement a roadway; therefore, work should begin 7-10 years prior to failure. With this in mind, a comparative trigger analysis on **Scenarios C3 - C5** produced a time-frame of when NE/SW Connector would be needed to relieve congestion on Imjin Parkway, Inter-Garrison Road and the associated impacts of the reuse of the former Fort Ord. **Figures 5.3 through 5.5** show a need for the NE/SW Connector between 2027 and 2032. **Figures 5.1 and 5.2** show that NE/SW Connector would resolve roadway failure of segments 8, 9, 11, and 18 (Imjin Parkway and Inter-Garrison Rd.)

In addition, the widening of Gigling Road from 2 lanes to 4 lanes was included in the FORA CIP due to projected development on development parcels east of 8th Ave, but the AMBAG Regional Travel Demand Model shows that it does not need to be widened to four lanes. However, the road is currently failed structurally and needs maintenance. In 2010, FORA approved 4-lane improvements of Gigling Road under a mitigated negative declaration.

It should be noted that, while Coe Avenue shows a Level of Service A for all scenarios, it is a capacity constrained roadway due to the bottleneck that occurs at the Fremont Boulevard interchange. The peak-hour count was lower due to vehicles unable to progress due to congestion on Monterey Road. The model output reflects real world observations with the future volume projections being added to the existing count.

If the NE/SW Connector is not constructed, and no additional roadway improvements are made over and above the RTP projects and alternative alignment options for the connector, to potentially avoid congestion on the surrounding road network travelers on these routes could be transported by transit mode, i.e. a Bus Rapid Transit Service between Salinas and the Monterey Peninsula. **Table 11** summarizes the number of daily transit users needed to offset congestion on the regional and local road network. The number of transit riders by 2040 were calculated based on the threshold volumes determined on the roadway system. It should be noted that many of the deficiencies in the roadway system occur earlier than 2040 as indicated in the data in Figure 5.1 through Figure 5.5. These riders would be additional to any existing ridership. An assumption of one person per vehicle was assumed in the calculation.