



# 2020 Transition Transportation Study

FORA Board  
November 8, 2019

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Senior Project Manager

## *Section 2.2.6 of 2018 Transition Plan*

*... FORA in coordination. with TAMC...*

**”...shall prepare a regional traffic modeling analysis showing...”**

- 1) The inclusion of the FORA lead agency on-site roads,
- 2) The impact of removing FORA lead agency roads on the remaining roads.

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

***To inform the FORA Board concerning the 2020 transition of  
specific transportation improvements***

# 2018 Transition Plan (Resolution 18-11):

**April 2019** - FORA Board approved \$150K to conduct Study

**June 2019** - Coordinated Land Use, and Traffic Area Zones (TAZ) with TAMC

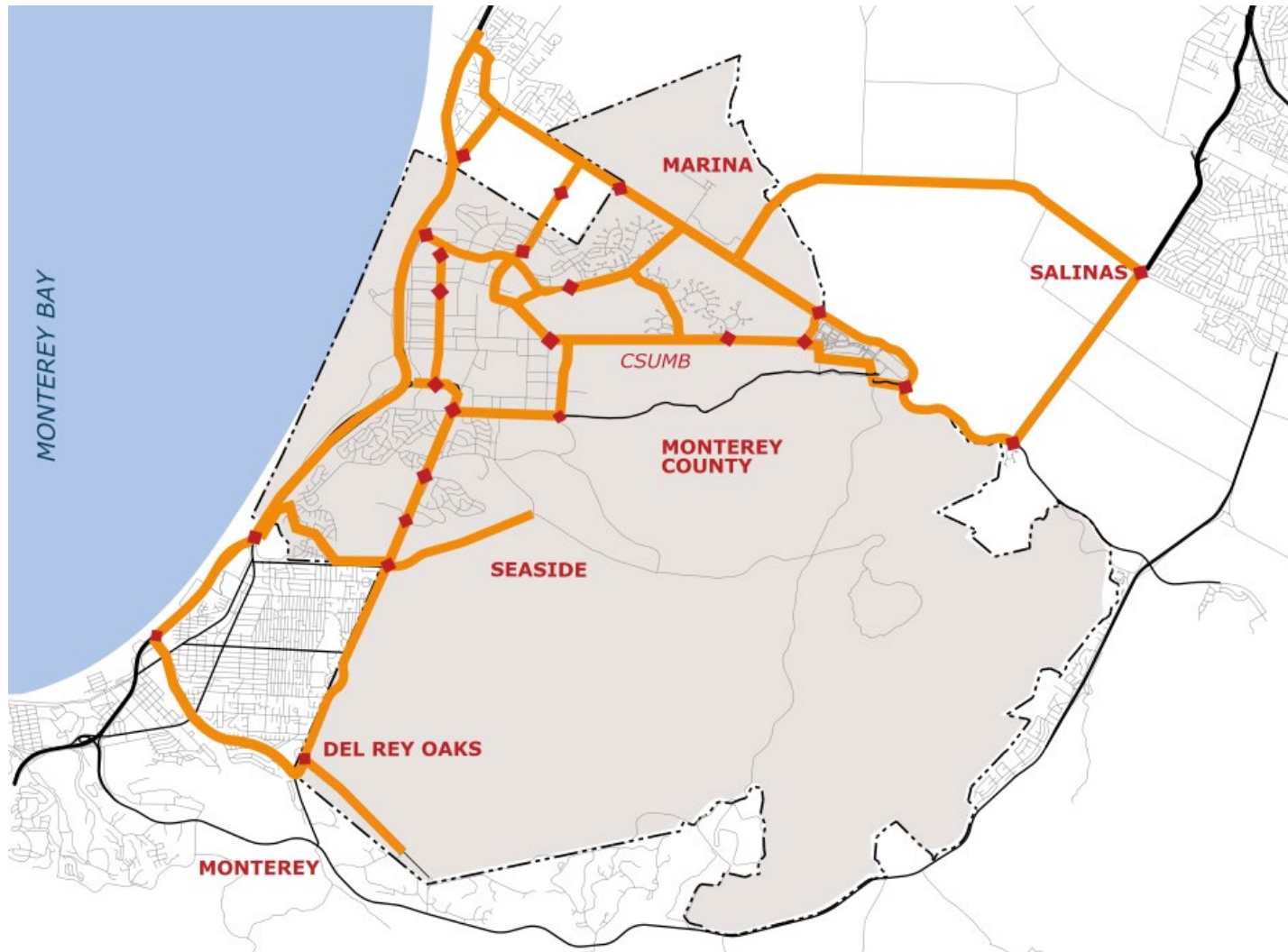
**July 2019** - Coordinated DRAFT analysis with TAMC

**September 4, 2019** - Presented DRAFT findings to Administrative Committee (AC)

- Trigger Analysis (when could NE/SW Connector be needed?)
- Transit Ridership Analysis (what is the transit increase needed to decrease impact?)

**September 18, 2019** - Updated FINAL DRAFT study with input from TAMC and AC

**October 30, 2019** - Presented FINAL DRAFT to AC

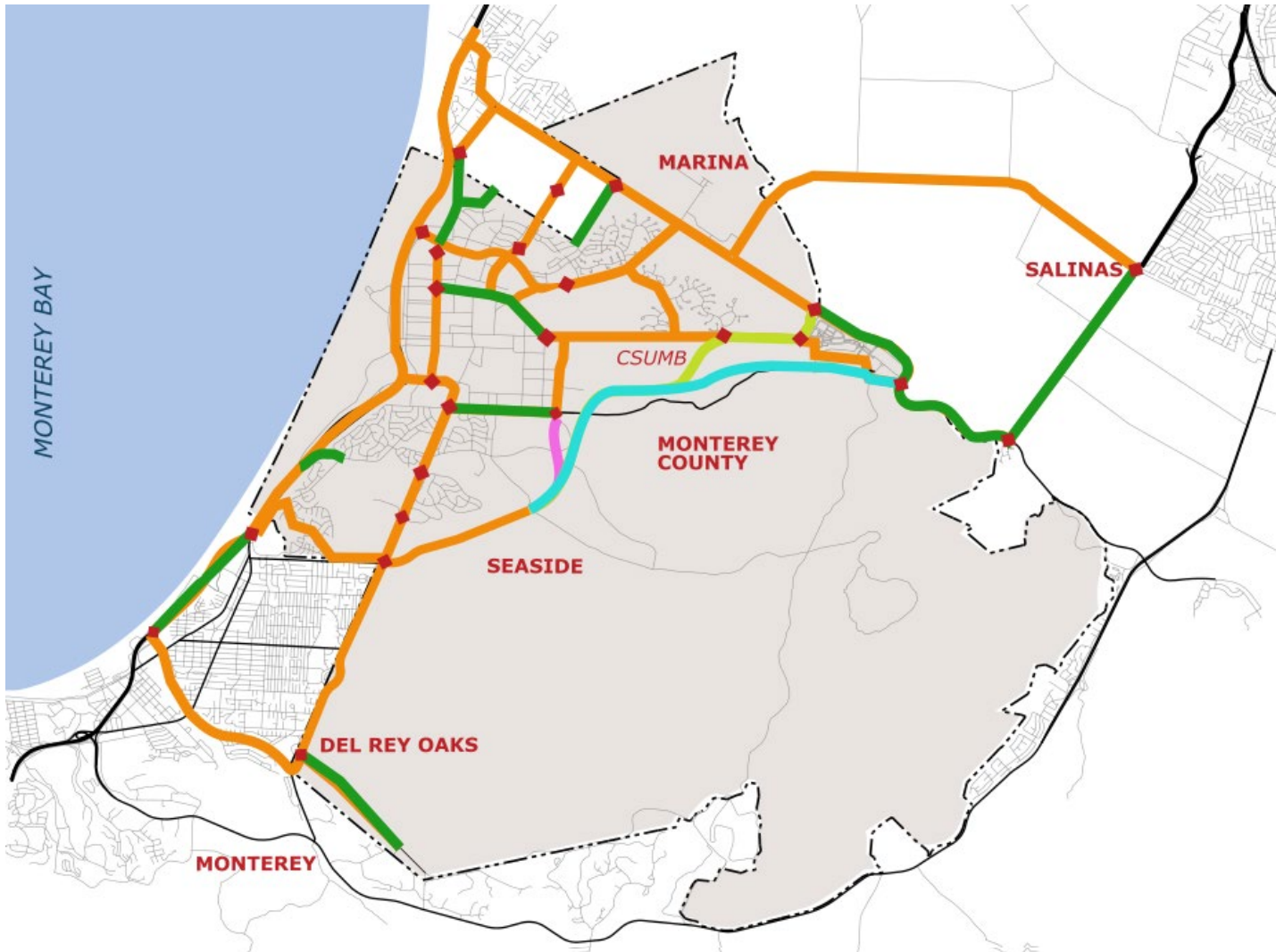


## Existing Network today

- 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)

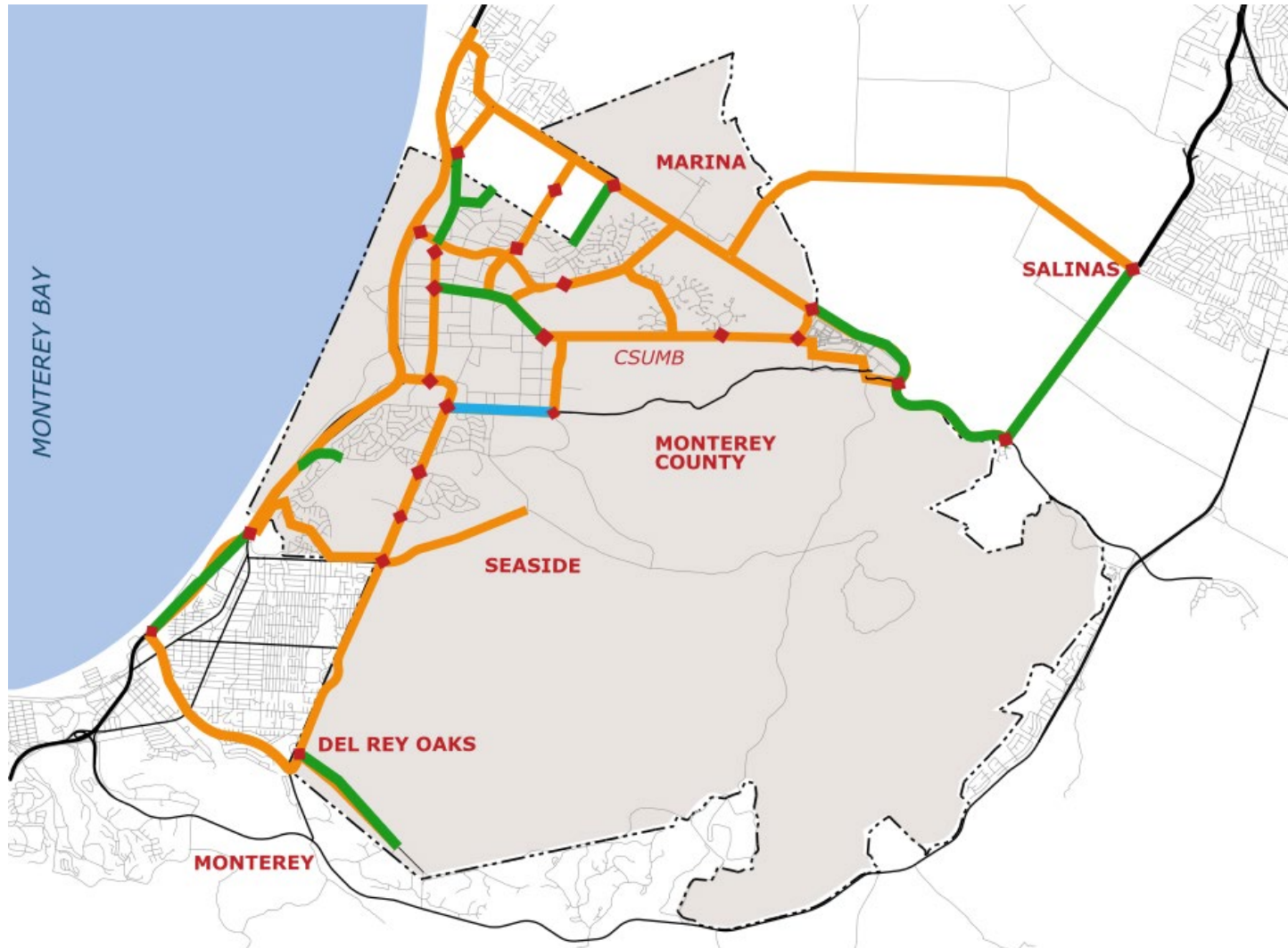
- Full 2019/2020 CIP
- Includes NE/SW Parkway (*olive*)

## 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*)

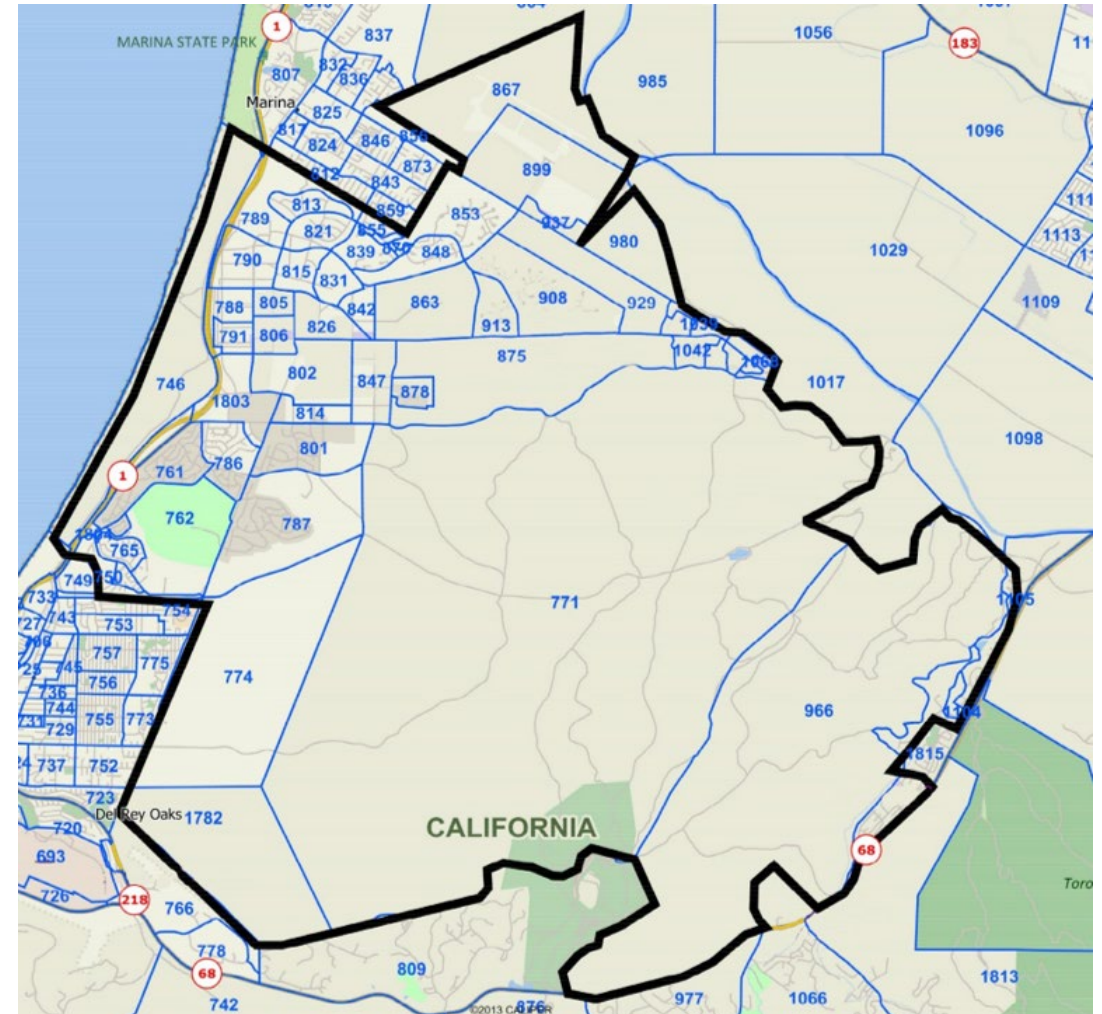


## Scenario (C4) & (C5)

- 30 year CIP Buildout
- No Connector (C4)
- No Gigling Rd. capacity increase (C5)  
- from 2 lane to 4 lane (blue)

# 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

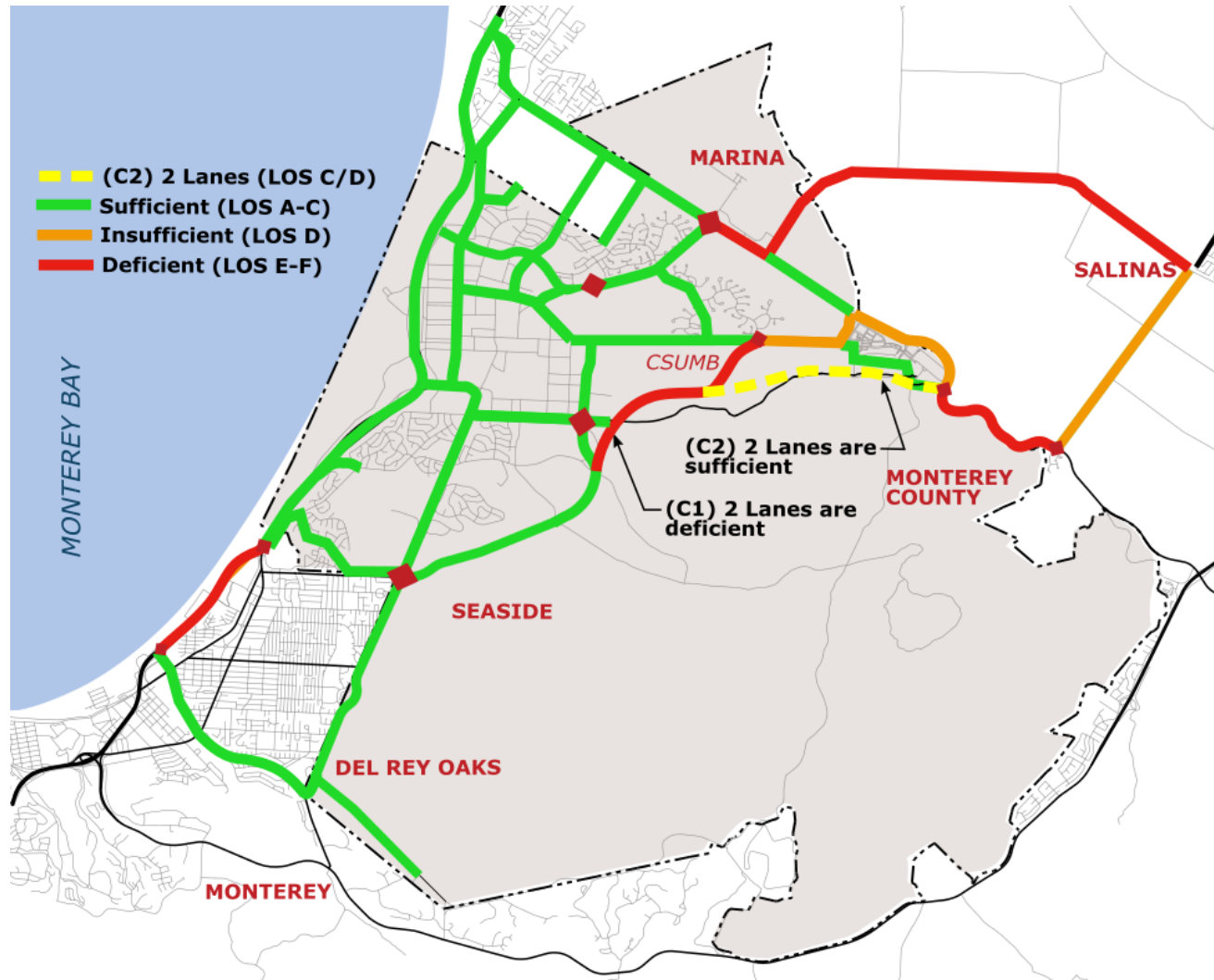
**Table 9: Volumes and Level of Service for Existing Conditions (E1), and Scenarios C1 through C5 (Deficient LOS shown in red)**

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	2,300	2,300	A	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	2,000	2,000	A	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

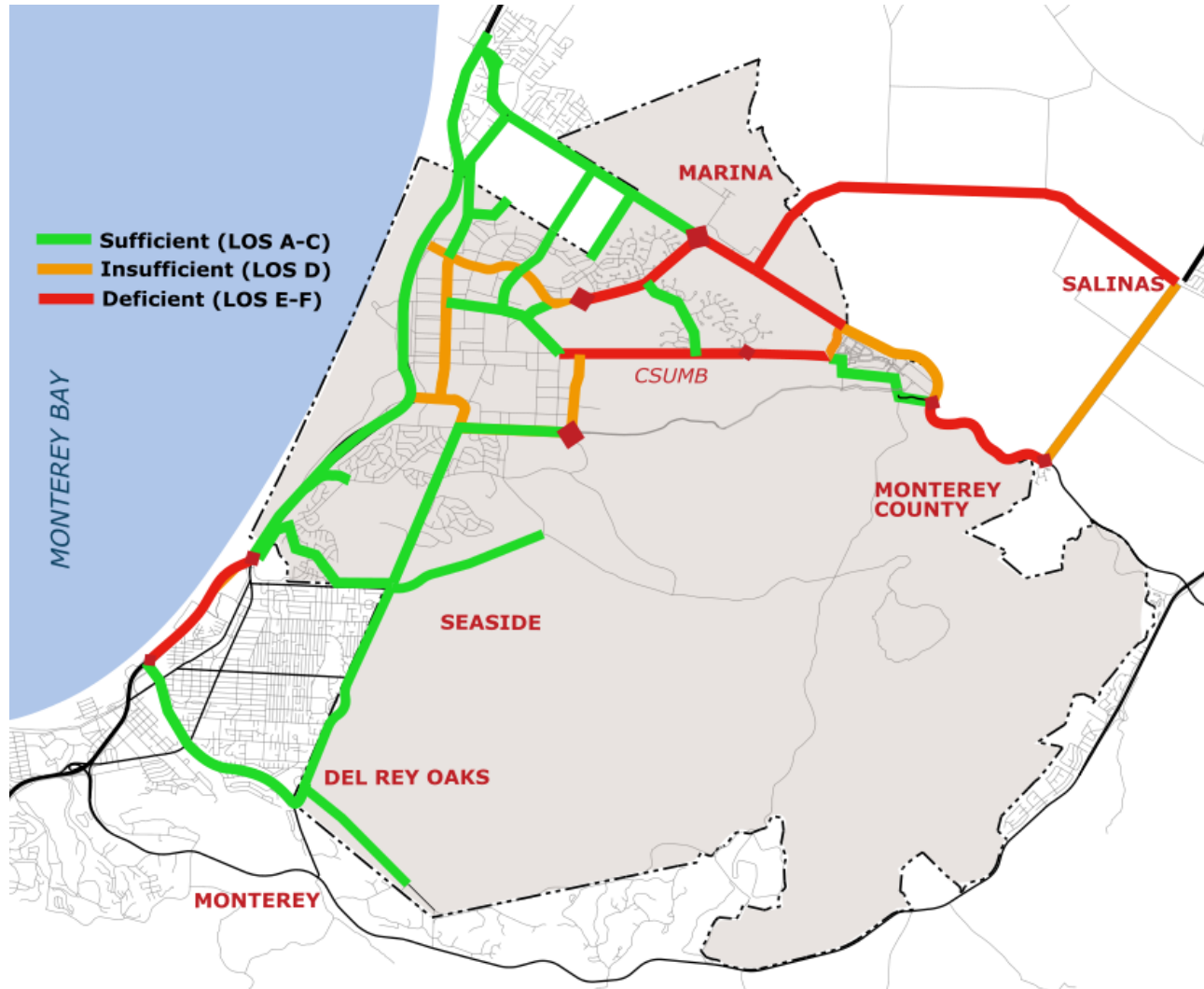
**LOS E, F are considered Deficient:**  
*(Highlighted in Red)*





## 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.

- **When will a Connector be needed?**
  - When Imjin, Inter-Garrison, and Reservation Roads Fail
  - *Estimated: 2027-2032*
- **Can Transit delay or remove the need for a Connector?**
  - A ridership increase of 4,900-5,000 could delay (but not remove) the need

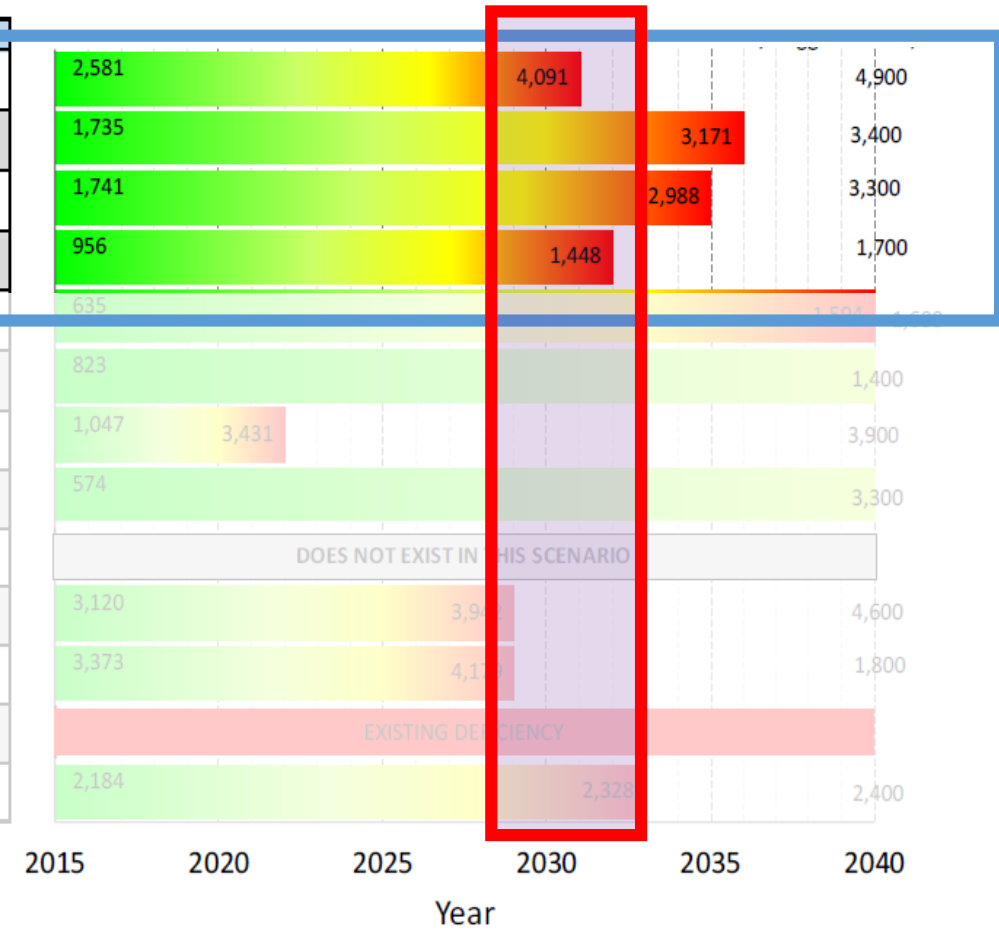
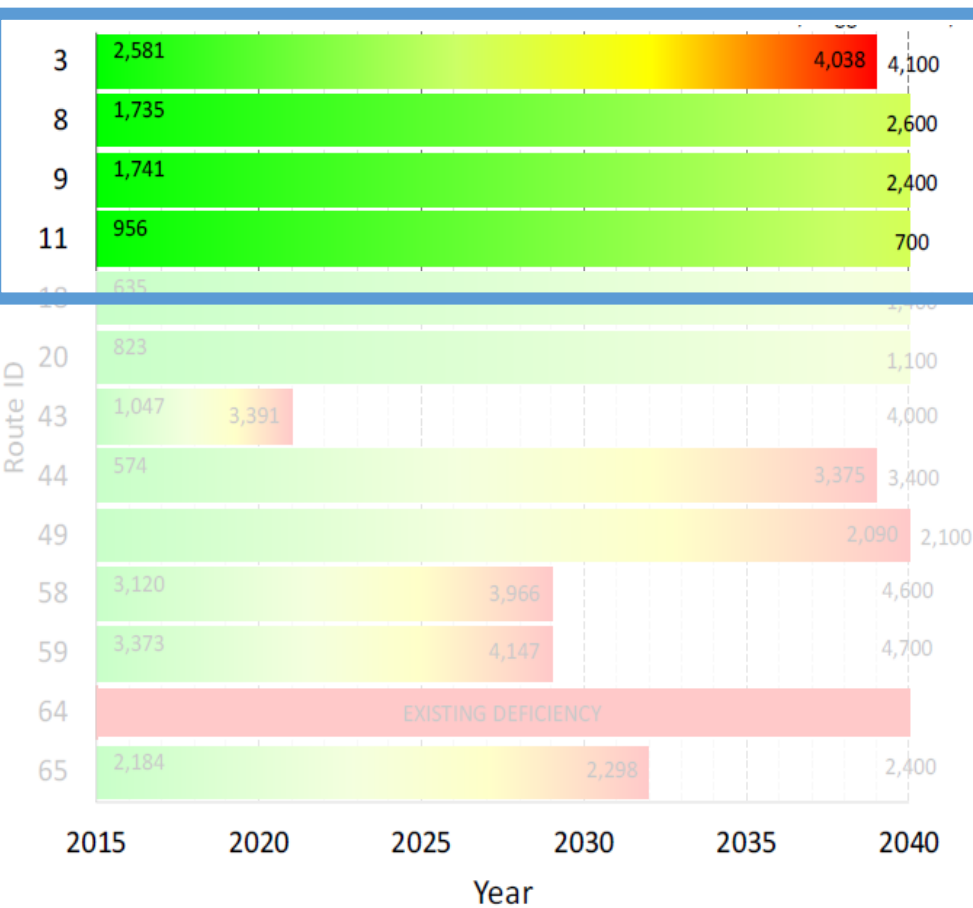
Scenario	2040 Ridership
C1	3,790
C2	3,820
C3	5,060
C4	4,890
C5	4,900

# Timing of a Connector

## With Connector

## Without Connector

Route ID	Westway	Street	Street
3	Reservation Rd	Imjin Rd	Blanco Rd
8	Imjin Pkwy	Reservation Rd	Abrams Dr
9	Imjin Pkwy	Abrams Dr (W)	Abrams Dr (E)
11	Inter-Garrison Rd	Abrams Dr	7th Ave
20	8th Ave	Gigling Rd	Inter-Garrison Rd
43	Reservation Rd	Watkins Gate Rd	S Davis Rd
44	S Davis Rd	Reservation Rd	Blanco Rd
49	Northeast-Southwest	Gigling Rd	Inter-Garrison Rd
58	SR-1 (NB)	SR 218	Fremont Blvd
59	SR-1 (SB)	Fremont Blvd	SR 218
64	Blanco Rd	Reservation Rd	Cooper Rd
65	Blanco Rd	Cooper Rd	S Davis Rd



- The study demonstrated the CIP with a NE/SW Connector has the most regional benefit
- Gigling Road does not need additional capacity
- An increase in ridership of 5,000 is needed to delay the need for a NE/SW Connector
- A NE/SW Connector may be needed between 2027 and 2032 to avoid impacts to Imjin, Inter-Garrison, and Reservation Roads

## Recommendation: Receive the 2020 Transition Transportation Study

