

Low Cost Proposal to Mitigate Traffic Backups on Highway 68 with Paint (Not Pavement)

Goal

Reduce traffic congestion along Highway 68 corridor during rush hours with minimal implementation cost compared to constructing roundabouts. This proposal can be easily implemented concurrently with the AI signal improvements.

Summary

Use existing pavement at major intersections to queue for more rapid throughput during green light cycles.

Proposal

Reduce the backups at each major intersection during rush hours by up to 50% by converting existing right turn lanes to combination straight + right turn traffic lanes.

In many intersections, simply changing the right turn arrow to a combined straight + right turn arrow would allow twice the number of cars to queue up at each red light. This would allow up to twice the number of cars to proceed through each intersection when the light turns green.



Investment Needed

Paint and some labor.

Rationale

Currently, with each green light cycle, only a single lane of cars can proceed through each intersection. If two lanes of cars can proceed through the intersection during each green light cycle, the throughput can be increased during rush hours up to 200% of the current rate.

Existing Successful Implementations on State Highway 68 and Highway 1

At Highway 68 at S.F.B. Morse Road in Pacific Grove (pictured).

This has also been implemented successfully at Highway 1 at Rio Road in Carmel.

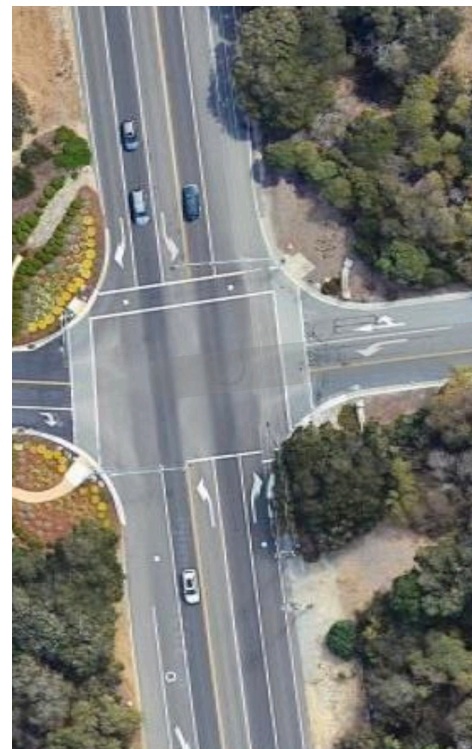


Example of Existing Pavement

This image shows the existing pavement that is already in place at Highway 68 at the Boots Road / Pasadera intersections.

Existing pavement is already in place on Highway 68 at several key congestion points:

- Boots Road / Pasadera
- Laurels Grade
- Corral de Tiera
- San Benancio



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