Project Team

Project Website:

www.PajaroToPrunedaleStudy.org
Purpose of Corridor Study

To Inform Future Investments in the Corridor

• Operational & Capacity Needs
• Multimodal Connectivity
• Safety Concerns
• Storm Water & the Environment
Study Process

• Evaluate current conditions

• Receive community concerns
  • Analyze alternative solutions
  • Receive community feedback
  • Recommend preferred solutions based on technical analysis and community input

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Study Location

5 Corridor Zones

1. Prunedale (Semi-Urban)
2. Between Prunedale and Las Lomas (Rural)
3. Las Lomas Community
4. Between Las and Pajaro (Rural)
5. Pajaro (Semi-Urban)
Regional & Local Travel

Why recent increase in traffic?

- New & Improved Interchange Access
- SR 1 is congested
- Increase in use of mobile apps/GPS for best travel routes
- “G12” is now fastest route between Salinas and Watsonville

- Travel between Monterey and Santa Cruz Counties
- Downtown for: Pajaro, Las Lomas, & Prunedale
Existing Conditions  Technica Analysis

- Existing Setting, Land Use, Roadway geometry & function of each Context Zone
- Population & Employment Data
- Existing pedestrian, bicycle, transit facilities, and truck routes
- Stormwater management & water quality

- Daily roadway volumes & peak hour intersection counts for operational analysis
- Travel Time Run Analysis
- Traffic Collision Analysis
- Bicycle Level of Traffic Stress
Existing Daily Traffic
(Counted January 2018)

- Current traffic levels 16,000 – 26,000 vehicles per day
- Trucks make up 6% – 12% of the vehicles
Existing Intersection Level of Service (LOS)

• 9 out of 17 study intersections operate LOS E or F (beyond County’s threshold of LOS D)

• Stop-controlled intersections experience delays entering the corridor

• Traffic Signals in Prunedale have long queues

• Heavy traffic going to/from US 101

• Many vehicles turning at Castroville Boulevard and at Werner Road/Salinas Road
**Collision Data**
(2011-2016)

- **832** total collisions on G12 over 5 years
- Annually Increased to 221 collisions for 2016
- **11 Fatalities** with 3 being bicyclists
- Most collisions occurred due to *unsafe speeds*
- Majority resulted in *rear end* or *broadside* collision types
- Castroville Boulevard had highest number of collisions at intersection
Pedestrian & Bicycle Collisions

- 13 Pedestrian collisions
- 14 Bicycle Collisions
  - 3 Bicycle Fatal collisions
  - All within Salinas Road – Werner Road
  - No shoulder/bike lanes
- Most pedestrian collisions occurred in Pajaro
Stormwater Management & Water Quality

- Elkhorn Slough
- Pajaro River
- San Miguel Canyon Creek

- Existing drainage system and hydrology
- Existing structures including bridges, catch basins, culverts, curbs, and ditches
- Sensitive areas and Floodplains
Public Outreach

Your Input is Important!

Help us to solve walking, biking, safety, and congestion issues from Pajaro to Prunedale!
Join us at one of the community meetings and give us your input.

Website (also in Spanish) & Logo
• English/Spanish 2-sided Flyers
• 30 Posters with both English & Spanish
• 850 Flyers – Pajaro/Sunny Mesa CSD
• 1,000 Flyers door-to-door in Las Lomas
• 50 Flyers Pajaro TIP
• 20 Flyers to Assumption Church

Distributed 2,000+ Flyers in Communities of Pajaro, Las Lomas & Prunedale

50+ Posted in churches, markets, schools, bus stops, Elkhorn Slough Foundation, public agencies, etc.

3 Community Meetings
Polling at Community Meetings & Online

Example:
What are your key destinations?

1. School
2. Recreation
3. Professional
4. Visiting friends/family
5. Shopping
6. Church
7. Work
8. Bus stop
9. Commuting
10. Other
Next Steps

- Evaluate current conditions
- Receive community concerns
- Analyze alternative solutions – summer
- Receive community input – to be scheduled this fall
  - Recommend preferred plan – Spring 2019
  - Environment Review and Design
- Construction
QUESTIONS?

¿PREGUNTAS?

www.ghd.com