Project Team

Transportation

Public Outreach

Modeling

Project Website:
www.PajaroToPrunedaleStudy.org
Study Corridor

- Regional Connector
- “Main Street”
- Approximately 10 miles
- Segmented into 6 Project Areas
Purpose of Corridor Study

- Safety concerns
- Operational & Capacity Concerns
- Bicycle and Pedestrian connections within Communities
Study Process

- Evaluate current conditions
- Receive community concerns
- Analyze alternative solutions
- Receive community input

Finalize Recommended Preferred Plan & Report
Existing Conditions Technical Analysis - Recap

• Existing Setting
• Existing Facilities
• Current Stormwater Management & Water Quality

Existing Conditions Report available online at www.pajarotoprunedalestudy.org
Existing Conditions

Level of Service (LOS)

- 11 out of 17 study intersections operate LOS E or F
- Delays at side streets and signalized intersections
- Heavy traffic going to/from US 101
- Many vehicles turning at Castroville Boulevard and at Werner Road/Salinas Road
Existing Conditions

5-Year Collision Data
(2011-2016)

- **832** total collisions
- **11 Fatalities** with 3 being bicyclists
- Most collisions occurred due to *unsafe speeds*
- Majority resulted in *rear end* or *broadside*
- San Miguel / Castroville Boulevard intersection #1 collision location
Pedestrian & Bicycle Collision Data

- 13 Pedestrian collisions
- 14 Bicycle Collisions
- 3 Bicycle Fatal collisions
- Most within Salinas Road – Werner Road
- No shoulder/bike lanes
- Most pedestrian collisions occurred in Pajaro
Community Outreach

- 2 sets of 3 workshops in May and December 2018

- *Top Concerns of public*
  1. Driving Safety
  2. Reducing Congestion
  3. Pedestrian Safety
Traffic Volume Forecasting

Average Daily Traffic Current Conditions vs 2040 Conditions with no road improvements:

2018: 17,975 – 26,270
2040: 18,630 – 28,370

Growth: 4.0% - 8.0%
Corridor Travel Analysis

- Existing travel routes between Highway 1 in Watsonville and Salinas

- Currently, travel times are faster on G12 than Hy 1 during commute times
Corridor Travel Analysis

Sensitivity Analysis using Regional Forecast Travel Model

- **Test 1:** Increase Capacity on Highway 1 to 4 Lanes
  - Hwy 1 increases (+52%)
  - G12 reduces (-21%)

- **Test 2:** Increased Capacity on G12 to 4 Lanes
  - G12 increases (+49%)
  - Hwy 1 (-6%)

If G12 is widened to 4-lanes, traffic will divert from Hwy 1 to G12 resulting in further congestion.
Corridor Travel Analysis (2040 Forecasts)

- G12 travel time **without** proposed improvements
  - Addition of traffic to 2040 alone will **add 2-3 minutes**

- G12 travel time **with** proposed improvements
  - Improvements will **improve safety** with only **slight increase** travel time
Recommended Corridor Plan
Improvement Concepts

www.PajaroToPrunedaleStudy.org
Recommended Plan

Project Area 1 (Prunedale)
Project Area 1 (Prunedale)
Recommended Plan

Project Area 2

Legend:

NEW ROUNDABOUT

- Roundabout at Strawberry Rd
- Roundabout at Echo Valley Rd
- Center Turn Lane between Mark Ryan Estates and Woodland Hill Ln
- Center Turn Lane between Pond Derosa Ln and Paradise Rd
Project Area 2

ALTERNATIVE 2
TWO-WAY LEFT-TURN LANE ONLY (Pond Derosa Ln to Paradise Rd)

- PROVIDE TWO-WAY LEFT-TURN LANE, WIDEN ROADWAY
- PROVIDE TWO-WAY LEFT-TURN LANE, WIDEN ROADWAY
- PROVIDE TWO-WAY LEFT-TURN LANE, WIDEN ROADWAY

SAN MIGUEL CANYON Rd
Recommended Plan Hall Road
Project Area 3 (Las Lomas)
Project Area 3 (Las Lomas)

- ELKHORN Rd
- LAS LOMAS Dr
- SILL Rd

- Roundabout (Alternative 1)
- Traffic Signal (Alternative 2)

- Provide two-way left-turn lane, widen roadway
- Two-way left-turn lane and frontage road

- Modify existing traffic signal, reconstruct EB approach, eliminate free right turn lane
Recommended Plan

Project Area 4

Bridge Widening; Construct Bike Lanes on both sides, sidewalk on south side
Project Area 4
Recommended Plan  Project Area 5

Project Area 5

Traffic Signal at Hillcrest Rd (Option)
Traffic Signal at Fruitland Ave (Option)
Roundabout at Werner Rd
Project Area 5

- Werner Rd / Salinas Rd Traffic Signals (Alternative 2)
- Werner Rd / Salinas Rd Roundabout (Alternative 1)

Traffic Signal Options (Typical)
Recommended Plan

Project Area 6 (Pajaro)
Most corridor pedestrian collisions were in Pajaro (Years 2011-2016)
BICYCLE TRAVEL
“LEVEL OF STRESS”

High Stress
Medium Stress
Low Stress
Salinas Road – South of Railroad Ave

- Road Diet – from 4 to 2 lanes
- Buffered Bike Lanes – 8’ lanes, 6’ buffer
- Medians, Left Turn Pocket
SALINAS ROAD – NORTH OF RR AVE

- STRIPE CLASS II BIKE LANES with BUFFER
- CONSTRUCT 5' Conc SIDEWALK
- CONSTRUCT 5' Conc SIDEWALK
- STRIPE CLASS II BIKE LANES with BUFFER
PAJARO MIDDLE SCHOOL
PORTER DRIVE @ SALINAS ROAD
MAIN STREET @RIVERSIDE DRIVE
Additional Safety Improvement Considerations

- **Centerline and Edge Line Rumble Strips**
- **Advance Warning Signs**
  - Curve Ahead
  - Intersection Ahead
  - Roundabout Ahead
- **Flashing Beacons**
  - Intersection control
  - Speed Limit Sign
  - School Crossing
  - Pedestrian Sign
  - Warning Sign
  - Fire Station
- **Intersection and Roadway Lighting**
- **Vehicle Speed Feedback Signs**
- **Guardrail**
QUESTIONS?

www.ghd.com