



County of Monterey

Board of Supervisors
Chambers
168 W. Alisal St., 1st Floor
Salinas, CA 93901

Board Report

File #: 20-015, **Version:** 1

- a. Receive a report on the Pajaro to Prunedale (G-12) Corridor Study; and
- b. Provide direction to staff.

RECOMMENDATION:

It is recommended the Capital Improvement Committee:

- a. Receive a report on the Pajaro to Prunedale (G-12) Corridor Study; and
- b. Provide direction to staff.

SUMMARY:

The Transportation Agency of Monterey County (TAMC) in partnership with the County of Monterey and California Department of Transportation (Caltrans) conducted a study of the G12 Corridor, extending from Pajaro to Prunedale, to identify improvements that will provide safer access to all modes of travel. The Corridor Study evaluated current and future travel patterns between the US101/ San Miguel Canyon Road Interchange in Prunedale, to the State Route 1 (SR1) / Salinas Road Interchange, to the end of Main Street in Pajaro. The study explored the feasibility of affordable mid-term and long-term operational and safety improvements in context with other planned regional improvements, while retaining the unique character of the Elkhorn Slough.

Transportation Agency staff will present the study analysis and recommendations. Attachment A presents a map of the six Project Areas, including locations for new signals and roundabouts. Attachment B provides a summary (list) of the key recommendations for engineering improvements in the G12 corridor.

The link to the entire study is available on TAMC's website at the link below:

[<https://www.tamcmonterey.org/wp-content/uploads/2019/06/19_0618-G12-Corridor-Plan-FINAL-web.pdf>](https://www.tamcmonterey.org/wp-content/uploads/2019/06/19_0618-G12-Corridor-Plan-FINAL-web.pdf)

Projects identified in this study will be added to the capital project list pending funding. Monterey County is faced with more projects than funding is available. Existing deficiencies on roads and bridges with a magnitude of cost around \$1 billion, and this Study would add about \$55 million in project funding needs. A separate report on the Pavement Management Program (PMP) reflects how existing funding (SB1, Measure X, HUTA, TOT) alone is not enough to make headway on this deficit. In addition, Measure X identified specific projects that would be completed if that initiative passed. Staff will prepare recommendations for prioritizing projects in the Capital Improvement Plan based on the PMP, Measure X, and CIC input. Having a priority list is critical for identifying grants and other funding sources that can be used to help stretch the funding we have.

DISCUSSION:

Traffic patterns in North County have changed significantly with the completion of major projects like Salinas Road and the Prunedale Improvement Project, resulting in added traffic along the G12 corridor. The G12 corridor was designed for rural traffic conditions but has become an alternative to SR1 and SR156 due to heavy congestion on those highways.

The goal of the Pajaro to Prunedale Corridor Study is to facilitate critical multi-modal transportation improvements that will reduce congestion, improve safety and operations, support the regional economy, and protect the environment in North Monterey County. This study will provide the data, analysis, and public

deliberation necessary to make informed decisions on safety and operations projects that can be implemented over the next twenty years along San Miguel Canyon Road-Hall Road-Salinas Road (the G12 Corridor) between the Salinas and Pajaro Valleys.

Dividing the corridor into six (6) study project areas, the study evaluated and documented: traffic congestion; bike, pedestrian and vehicle collisions, injuries and fatalities; intersection operations; bicycle level of stress; and gaps in sidewalks or pedestrian crossings. Based on these conditions, various improvements are recommended to improve safety and traffic flow

OTHER AGENCY INVOLVEMENT:

TAMC conducted this study and presented to the TAMC Board of Directors on June 26, 2019.

FINANCING:

According to TAMC, the total corridor study cost was approximately \$319,600 and funded by TAMC. The study indicates that the approximate total project costs of the 6 project areas added together is \$54.84 Million. Should projects be programmed, funding will need to be identified and the projects prioritized in the 5-year Capital Improvement Program and Annual Work Program for Road Fund.

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Approved by: Carl P. Holm, AICP, RMA Director

Attachments:

Attachment A - Map of Corridor and Project Areas

Attachment B - G12 Corridor Improvement Concepts Summary