

Carmel Valley Master Plan 2022

Carmel Valley Road Traffic Report
Required Counts in June and October

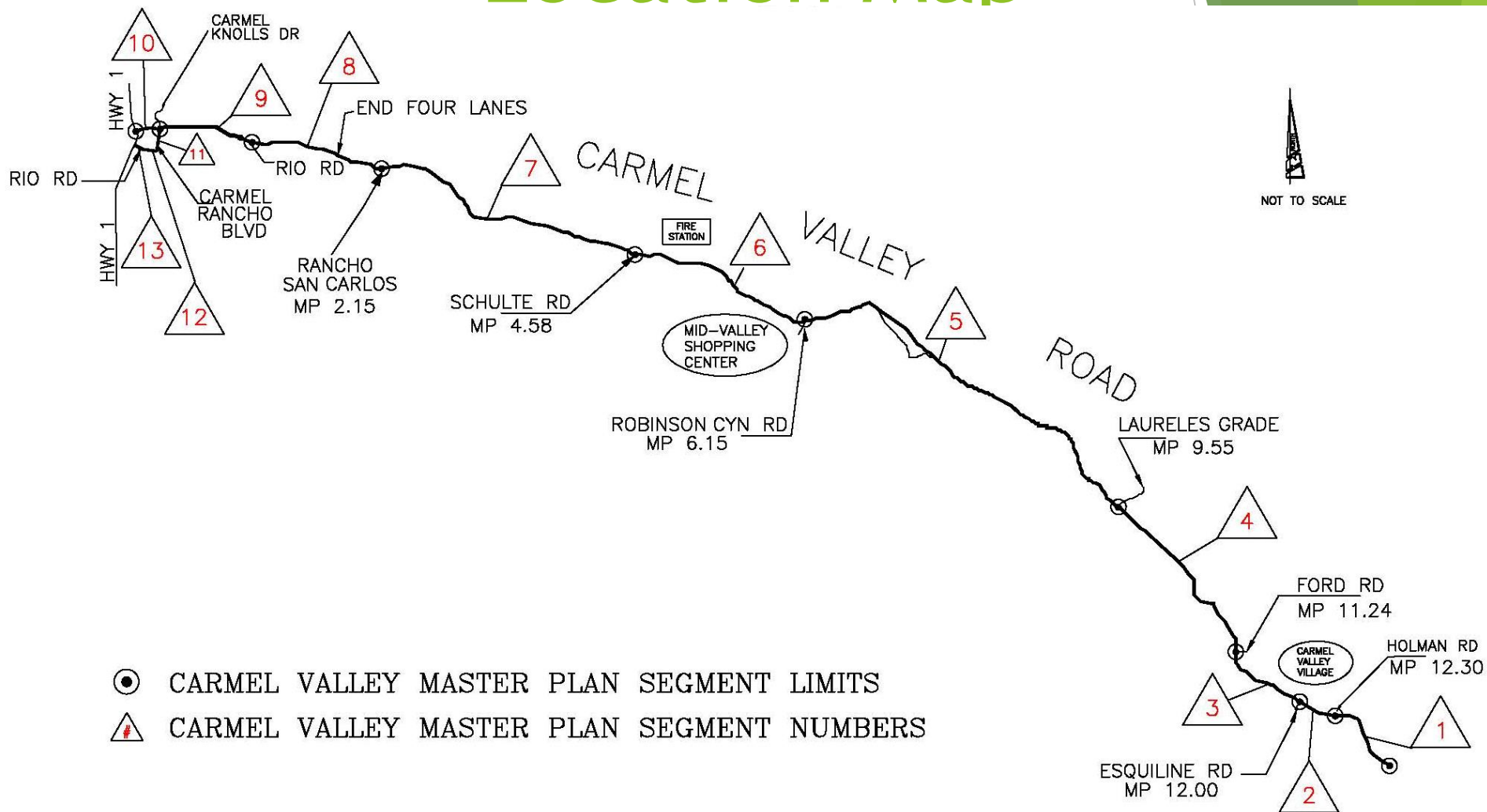
PRESENTATION OVERVIEW

- ▶ Review of General Plan Policies that require the reporting of the Annual Report
- ▶ Identify the Road Segments that are required to be monitored/timing annually.
- ▶ Discuss Traffic Monitoring Results of Average Daily Traffic Volumes (ADT) and Level of Service (LOS) for 13 segments.

CVMP Policy CV-2.17

- ▶ Conduct Volume Counts
- ▶ Prepare the CVMP Annual Report
- ▶ Conduct a Public Hearing

Location Map



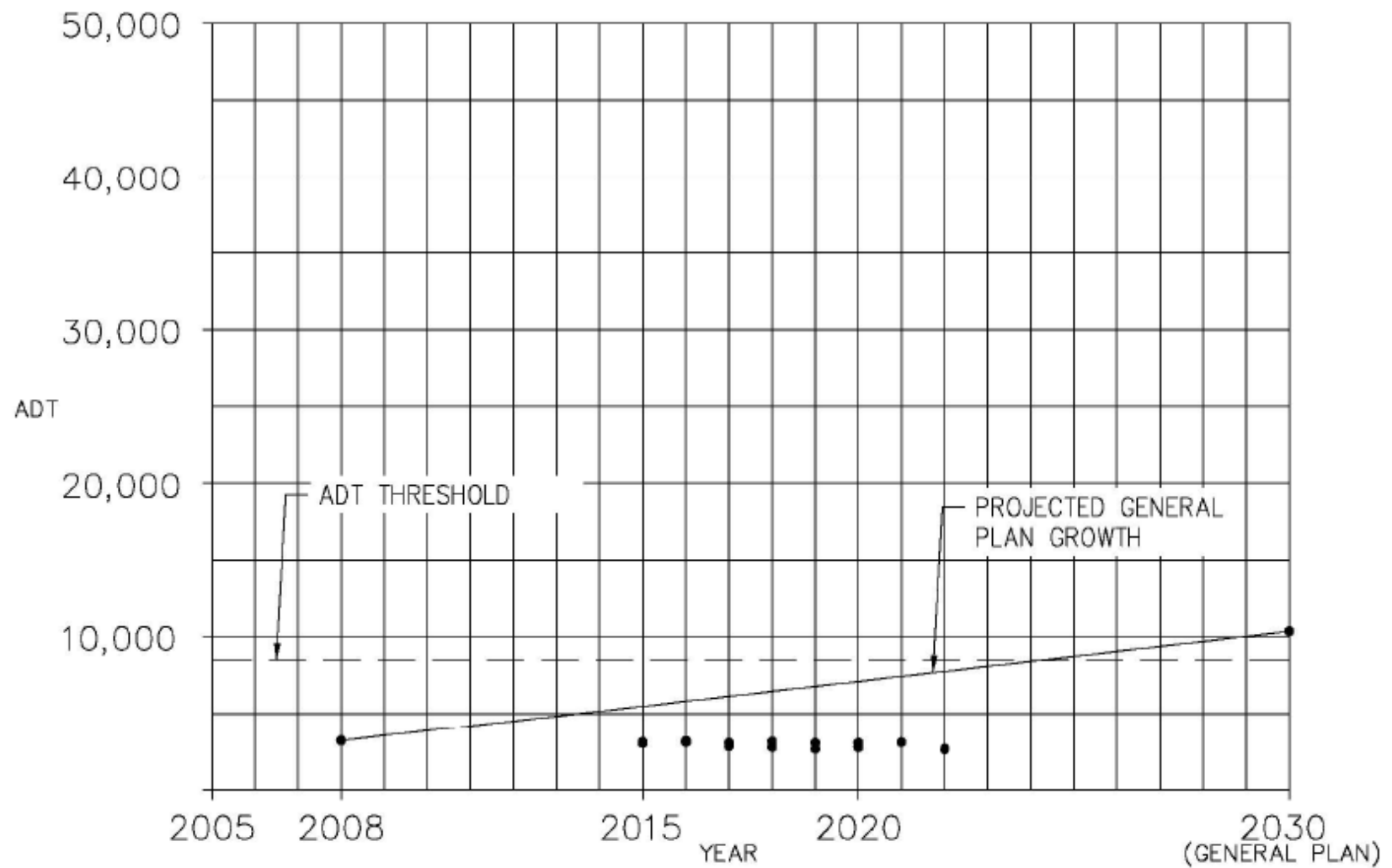
Carmel Valley Road 2022 Volumes

	CVMP Threshold	2022 June		2022 October	
	ADT	ADT	Percent of Threshold	ADT	Percent of Threshold
Segment 1	8,487	2,731	-67.8%	2,757	-67.5%
Segment 2	6,835	3,253	-52.4%	3,222	-52.9%
Segment 3	9,065	8,333	-8.1%	7,642	-15.7%
Segment 4	11,600	10,124	-12.7%	10,602	-8.6%
Segment 5	12,752	10,494	-17.7%	10,969	-14.0%
Segment 6	15,499	13,368	-13.7%	13,815	-10.9%
Segment 7	16,340	14,877	-9.0%	15,848	-3.0%
Segment 8	48,487	17,253	-64.4%	18,787	-61.3%
Segment 9	51,401	22,781	-55.7%	21,591	-58.0%
Segment 10	27,839	20,790	-25.3%	24,770	-11.0%
Segment 11	33,495	8,425	-74.8%	8,638	-74.2%
Segment 12	6,416	643	-90.0%	646	-89.9%
Segment 13	33,928	8,472	-75.0%	8,776	-74.1%

Comparison of Traffic Volumes (ADT) 2021 to 2022

Road Segment	June (school not in session)			October		
	2022	2021	Volume Difference	2022	2021	Volume Difference
3	8,333	-	-	7,642	9,318	-1,676
4	10,124	10,498	-374	10,602	11,002	-400
5	12,752	-	-	10,969	11,778	-809
6	13,368	14,153	-785	13,815	14,158	-343
7	14,877	15,526	-649	15,848	14,961	+887
10	20,790	-	-	24,770	23,151	+1,619

Note: The (6) Segments shown are required for evaluation.



CARMEL VALLEY ROAD
SEGMENT 1 - EAST OF HOLMAN ROAD

Level of Service (PTSF)

	2022 June Data		2022 October Data		Acceptable LOS (Per CVMP)
Segment	PTSF	LOS	PTSF	LOS	
3	75.8%	D	69.2%	D	D
4	75.8%	D	80.5%	D	D
5	81.1%	D	82.2%	D	D
6	85.4%	E	85.4%	E	D
7	81.5%	D	88.2%	E	D

Carmel Valley Road Advisory Committee

Data was presented on December 1, 2022

Comments received by the committee were:

- PTSF is influenced by vehicles platooning, which makes it easier to get on and off the road.
- Passing lanes have been eliminated over a set of community meetings.

SUMMARY

The Volume did not exceed the threshold for the acceptable ADT in any of the monitored road segments.

The PTSF exceeded the threshold for the acceptable level of service in two (2) road segments:

- Segment 6 (from Schulte Road to Robinson Canyon Road), and
- Segment 7 (from Schulte Road to Rancho San Carlos Road)

Questions or Comments?