

Carmel Valley Master Plan 2019

Carmel Valley Road Traffic Report
Required Counts in June and October

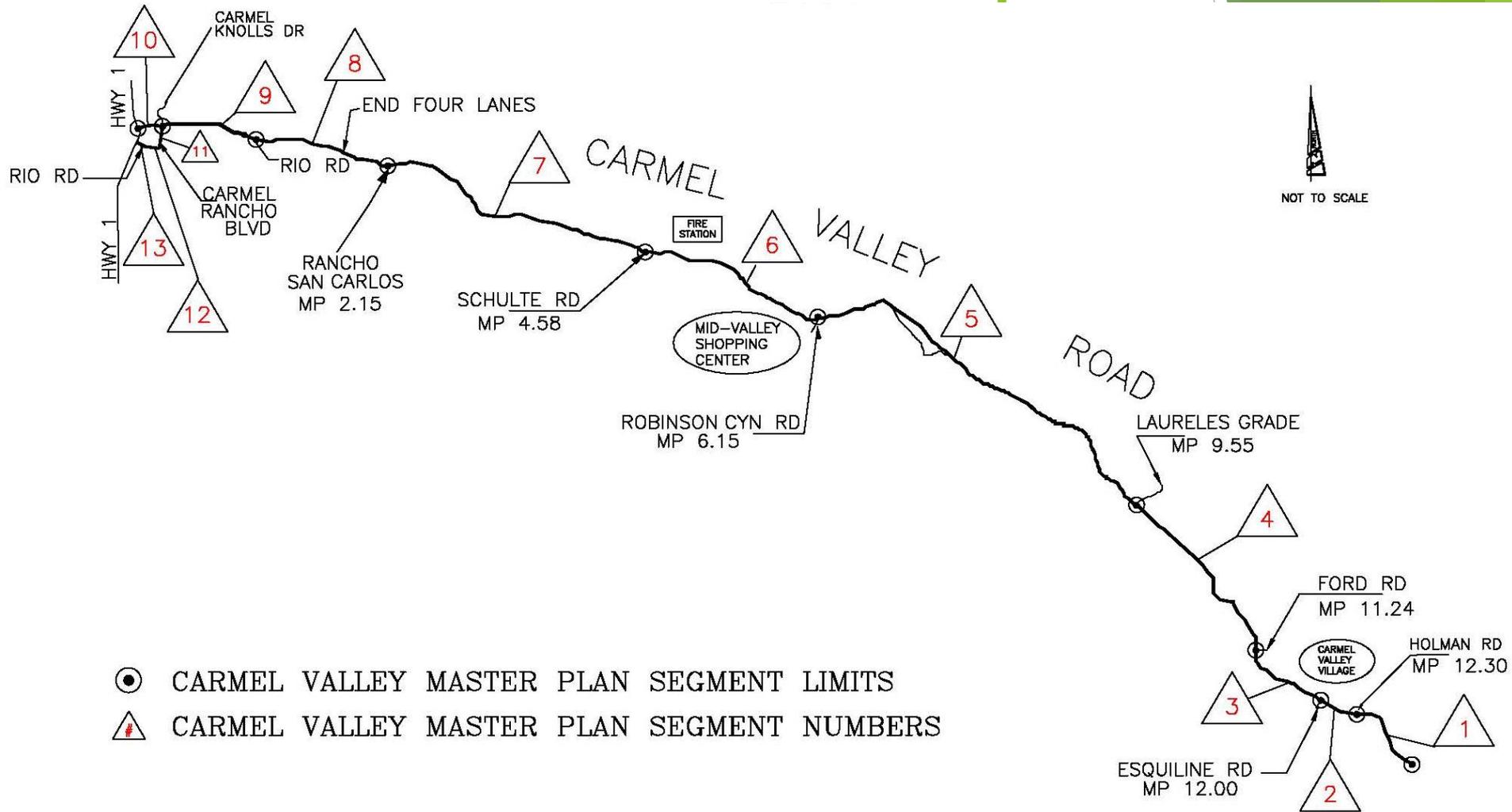
PRESENTATION OVERVIEW

- ▶ 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 2019 Volumes

	CVMP Threshold	2019 June		2019 October	
	ADT	ADT	Percent of Threshold	ADT	Percent of Threshold
Segment 1	8,487	3,074	-63.8%	2,671	-68.5%
Segment 2	6,835	3,610	-47.2%	3,345	-51.1%
Segment 3	9,065	8,881	-2.0%	7,852	-13.4%
Segment 4	11,600	10,714	-7.6%	10,072	-13.2%
Segment 5	12,752	11,415	-10.5%	10,318	-19.1%
Segment 6	15,499	14,335	-7.5%	14,428	-6.9%
Segment 7	16,340	15,497	-5.2%	14,285	-12.6%
Segment 8	48,487	18,609	-61.6%	17,489	-63.9%
Segment 9	51,401	21,859	-57.5%	24,776	-51.8%
Segment 10	27,839	19,380	-30.4%	19,635	-29.5%
Segment 11	33,495	8,321	-75.2%	8,081	-75.9%
Segment 12	6,416	626	-90.2%	577	-91.0%
Segment 13	33,928	9,423	-72.2%	9,361	-72.4%

Comparison of Traffic Volumes (ADT) 2018 to 2019

Road Segment	June (school not in session)			October		
	2018	2019	Volume Difference	2018	2019	Volume Difference
3	8,977	8,881	-96	8,576	7,852	-724
4	11,169	10,714	-455	10,841	10,072	-769
5	11,585	11,415	-170	11,365	10,318	-1,047
6	14,633	14,335	-298	14,359	14,428	69
7	15,967	15,497	-470	15,726	14,285	-1,441
10	23,979	19,380	-4,599	22,152	19,635	-2,517

Note: The (6) Segments shown are required for evaluation. Volumes reported are Average Daily Traffic volumes. A three-day average is taken from Tuesday, Wednesday, Thursday.

Level of Service (PTSF)

Segment	2019 June Data		2019 October Data		Acceptable LOS (Per CVMP)
	PTSF	LOS	PTSF	LOS	
3	58.2%	C	80.1%	D	D
4	78.6%	D	80.8%	D	D
5	84.3%	D	85.2%	E	D
6	69.1%	C	84.5%	D	D
7	89.0%	E	89.5%	E	D

Carmel Valley Road Committee

Data was presented on December 19, 2019

Comments received from the committee were:

1. Higher Volumes are not representative in the Carmel Valley Village in Segments 1 & 2.
2. Near the Mid-Valley vehicles are too fast, too many cars, and more accidents have happened.
3. In Segment 7 why no impact to adjacent sections?
4. PTSF is a mixed blessing because platooning creates gaps for side streets which means safety. This is not a pure indication of “Badness”.
5. The Hwy 1 closure led to higher attendance at Garland Park.

SUMMARY

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

- Segment 5 (from Laureles Grade to Robinson Canyon Road), and
- Segment 7 (from Schulte Road to Rancho San Carlos Road)

Questions or Comments?

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