



# County of Monterey

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

## Legislation Details (With Board Report)

**File #:** 14-361      **Name:**  
**Type:** General Agenda Item      **Status:** Scheduled PM  
**File created:** 4/16/2014      **In control:** Board of Supervisors  
**On agenda:** 5/6/2014      **Final action:**  
**Title:** Conduct a public hearing to consider the traffic volumes on Carmel Valley Road for Segment 7, pursuant to the 2010 Carmel Valley Master Plan, Carmel Valley Area.  
**Sponsors:** Public Works / RMA  
**Indexes:**  
**Code sections:**  
**Attachments:** 1. Attachment 1, 2. Attachment 2, 3. Completed Board Order - Continued

Date	Ver.	Action By	Action	Result
5/6/2014	1	Board of Supervisors	continued	Pass

Conduct a public hearing to consider the traffic volumes on Carmel Valley Road for Segment 7, pursuant to the 2010 Carmel Valley Master Plan, Carmel Valley Area.

### RECOMMENDATION:

It is recommended that the Board of Supervisors conduct a public hearing to consider the traffic volumes on Carmel Valley Road for Segment 7, pursuant to the 2010 Carmel Valley Master Plan, Carmel Valley Area.

### SUMMARY:

On April 22, 2014, the Board set today's date and time to conduct a public hearing on the traffic volumes on Carmel Valley Road for Segment 7, pursuant to the 2010 Carmel Valley Master Plan, Carmel Valley Area. The 2010 General Plan includes policies that require annual monitoring and reporting of traffic volumes and travel times on said roads. If the annual monitoring reveals traffic volumes exceeding certain thresholds, the Board of Supervisors must conduct a noticed public hearing and potentially require additional road improvements for discretionary development projects that impact Carmel Valley Road. The required monitoring has been completed and an evaluation report of traffic volumes on Carmel Valley Road and Rio Road was prepared. Notice of this hearing was published on April 25, 2014 in the *Monterey County Weekly*.

### DISCUSSION:

The 2010 General Plan includes a policy to monitor the circulation of traffic in Carmel Valley. The Carmel Valley Master Plan (CVMP) Policy CV-2.17 requires twice yearly monitoring (in June and October) of peak hour traffic volumes and daily traffic volumes on six (6) roadway segments indicated in bold in the list of thirteen (13) segments and an evaluation of traffic flow patterns using two methods - Average Daily Traffic (ADT) and Percent-Time-Spent-Following (PTSF). Peak hour monitoring in 2013 was conducted on the week of June 17 and October 14. Schools were in session during October monitoring.

The CVMP requires at five year intervals, that the County monitor all thirteen (13) segments and the annual report should include a report on all segments. If any of the segments are within twenty percent (20%) of the ADT threshold listed in CVMP, that segment shall thereafter be subjected to the annual monitoring and reporting. In addition, the CVMP Policy requires the Board of Supervisors conduct a public hearing in the year following data collection if the analysis shows that established thresholds are exceeded. For ADT, thresholds have been established for all thirteen designated roadway segments. For PTSF, thresholds have been established for six roadway segments. If any of the thresholds are exceeded,

the CVMP Policy requires that additional roadway improvements must be considered during the development application process if a discretionary permit is required.

In 2013, Segment 7 exceeded the 85% threshold criteria, meaning that annual monitoring and reporting must be done. The 2013 analysis shows the PTSF threshold for Segment 7 on Carmel Valley Road (Schulte Road to Rancho San Carlos Road at 85.5%) exceeding the acceptable threshold. This means that traffic during the morning (6 a.m. - 8 a.m.) and evening (4 p.m. to 6 p.m.) peak hours will spend more time following slower traffic and find it difficult to pass. (See Attachment 2).

It is important to note that this is not the result of increasing traffic volumes. A review of the traffic data since 2010 shows volumes are in general flat. The reason for this change is that when the 2010 edition of the Highway Capacity Manual was published, the methodology for calculating Class II two-lane highways changed to better model commuter patterns. The next monitoring of all thirteen (13) segments will be conducted in 2018.

A Carmel Valley Intersection Corridor Study continues to be underway at the request of the Carmel Valley Road Committee. The study highlights intersection problems and will recommend solutions that include Segment 7 on Carmel Valley Road. Resource Management Agency-Public Works (RMA-PW) will continue to work with the Carmel Valley Road Committee to reach viable solutions that address roadway concerns while preserving the rural character of Carmel Valley. RMA-PW recommends that no action be taken until the Study is complete and options are presented.

OTHER AGENCY INVOLVEMENT:

The traffic volume analysis was reviewed with the Carmel Valley Road Committee at their February 24, 2014 meeting.

FINANCING:

There is no financial impact to the General Fund. Scheduled traffic monitoring activities estimated at \$8,000 for CVMP are funded by the Carmel Valley Traffic Impact Fee Program. Sufficient funds are available in the Road Fund (Fund 002, Unit 8195 RMA 012) to finance this work.

Prepared by: Ryan Chapman, P.E., Traffic Engineer, (831) 796-3009

Approved by:

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Robert K. Murdoch., P.E. Director of Public Works

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Benny J. Young, RMA Director

Dated: February 24, 2014

Attachments: Attachment 1 - 2013 CVMP Annual Evaluation of Traffic Volume; Attachment 2 - 2013 CVMP Annual Report of Traffic Volumes (PTSF Method) (Attachments on file with the Clerk of the Board)