

Management Agency - Public Works (RMA-PW). Policy CV-2.17(b) requires that an annual evaluation of traffic flow patterns be conducted using two traffic analysis methods called Average Daily Traffic (ADT) and Percent-Time-Spent-Following (PTSF).

Policy CV-2.17(c) requires that the Board of Supervisors conduct a public hearing in the following year if any of the thirteen designated segments in the study area show traffic volume counts that equal or exceed the established threshold; or where PTSF exceeds or is within one percent (1%) of the value that causes a decrease in the level of service (LOS) for six of the thirteen segments.

Policy CV-2.17(f) states that if the traffic evaluation reveals a traffic volume condition that lowers the level of service within any of the thirteen segments identified in CV-2.17(f), then during the development application review process requiring a discretionary permit, additional roadway improvements must be incorporated into the applicant's plans to meet the acceptable roadway level of service standard as determined in CV-2.17(f) upon the completion of the project.

The 2013 CVMP Annual Report of Traffic Volumes indicates that segment 7 on Carmel Valley Road exceeded the level of service threshold as outlined in the 2012 CVMP Supplemental Policy. The traffic engineering analysis revealed the following:

- Average Daily Traffic (ADT) measuring traffic volumes in a 24-hour period show no significant increase in traffic volumes on Carmel Valley Road and Rio Road (Attachment 1).
- Percent-Time-Spent-Following (PTSF) method measuring the time a driver spends following another car on a roadway data shows from Schulte Road to Rancho San Carlos Road (Segment 7) that the designated threshold LOS D has been exceeded indicating LOS E exists on Carmel Valley Road (Attachment 2).

LOS E on a roadway means that passing is impossible and vehicle speeds are reduced. Further analysis shows that this lower level of service exists only during the peak travel times between 6-8:00 a.m. and 4-6:00 p.m. All other times, in a 24-hour period, the traffic flow operates at LOS D or better as outlined in the 2012 Carmel Valley Master Plan Supplemental Policy.

A Carmel Valley Corridor Study is presently underway at the request of the Carmel Valley Road Committee. The corridor study will evaluate roadway problems and recommend solutions. Public Works will work with the Carmel Valley Road Committee to reach viable solutions that address any roadway concerns while preserving the rural character of Carmel Valley. RMA-Public Works recommends that no action be taken until the Carmel Valley Corridor Study is complete and options are presented.

OTHER AGENCY INVOLVEMENT:

None.

FINANCING:

There is no financial impact to the General Fund. Scheduled traffic monitoring activities estimated at \$8,000 for Carmel Valley Master Plan 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:

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

Benny J. Young, RMA Director

Dated: February 24, 2014

Attachments: Notice of Public Hearing, Attachment 1: Average Daily Traffic (ADT) Table, Attachment 2: Percent-Time-Spent-Following (PTSF) Table (Attachments on file with the Clerk of the Board)