



## SOLVANG GPU – EIR TRAFFIC ANALYSIS DATA

DATE: December 23, 2023

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SUBJECT: Solvang GPU – EIR Traffic Analysis Data

Project #20206-000

### BACKGROUND AND INTRODUCTION

This technical memorandum summarizes the travel demand modeling inputs and outputs as preparation for data inputs for EIR Traffic Analysis for the Solvang GPU project. The data prepared for the EIR Traffic Analysis includes countywide net Vehicle Miles Traveled (VMT), VMT within the Solvang study area, VMT per Capita, VMT per Employee, and Average Daily Traffic (ADT) volumes.

The travel demand model used for this data preparation is the newly updated SBCAG model released in July 2022. The model uses TransCAD 9.0. The model baseline year is 2015 and has developed inputs for future year 2050 scenarios.

### SCENARIOS

In addition to the existing condition scenario, there are five future alternatives considered for the study area, including the proposed project scenario and Alternatives 1-4. Further details about the alternatives are provided in the next section. An extension on Fjord Dr to SR 246 at Skytt Mesa Dr is proposed and analyzed under the same land use assumption as Alternative 4.

**Table 1** below describes the analyzed scenarios and summarizes the details of each scenario.

**TABLE 1: SCENARIO SUMMARY**

	DESCRIPTION	LAND USE INPUTS
EXISTING	2015 SBCAG Model Scenario	Model inputs from 2015 SBCAG Baseline Model
PROPOSED PROJECT	GPU + Alamo Pintado + Old Lumberyard	Alternative 4 inputs + Alamo Pintado Project + Old Lumberyard (Mission Drive) project

	DESCRIPTION	LAND USE INPUTS
ALTERNATIVE 1	2050 No Project	Model inputs from 2050 SBCAG Preferred RTP/SCS Scenario
ALTERNATIVE 2 (NO OLD LUMBERYARD)	GPU with Alamo Pintado project	Alternative 4 inputs + Alamo Pintado Project
ALTERNATIVE 3 (NO ALAMO PINTADO)	GPU with Old Lumberyard (Mission Drive) project	Alternative 4 inputs + Old Lumberyard (Mission Drive) project
ALTERNATIVE 4 (NEITHER PROJECT)	GPU Preferred	City's Preferred GPU Land Use Growth Plus SBCAG 2015 Baseline land use All non-project TAZs, model inputs from 2050 SBCAG RTP/SCS Preferred Scenario.
ALTERNATIVE 4 WITH FJORD EXTENSION	GPU Preferred Scenario with Fjord Extension	Same land use inputs as Alternative 4 includes Fjord Extension

Source: Rincon Consultants, Inc.

## LAND USE INPUTS

**Table 2A** below summarizes the residential and employment details of the Preferred GPU land use residential and employment while **Table 2B** details the Alamo Pintado Project and Old Lumberyard (Mission Drive) developments that define Alternative 2 and Alternative 3 respectively. The details of the residential and employment land use for the Preferred GPU land use are depicted in **Figure 1** and **Figure 2**. The sum of these land uses reflects the Proposed GPU (not shown in tabular form).

**Table 3** summarizes the residential, employment, and hotel land use totals of each TAZ in the Solvang GPU study area for all GPU alternatives (2050). The detailed residential and employment land use distributions are calculated based on the original ratios in the SBCAG model TAZs.

**TABLE 2A: CITY'S PREFERRED GPU LAND USE**

TAZ	DWELLING UNITS (DU)	EMPLOYMENT
100801	21	34
100802	60	16
100803	60	12
100804	80	28
100805	25	8
100901	21	
101001		2

TAZ	DWELLING UNITS (DU)	EMPLOYMENT
101003	50	
101201		78
101202		6
101203		12
101204	180	15
<b>TOTAL</b>	<b>497</b>	<b>211</b>

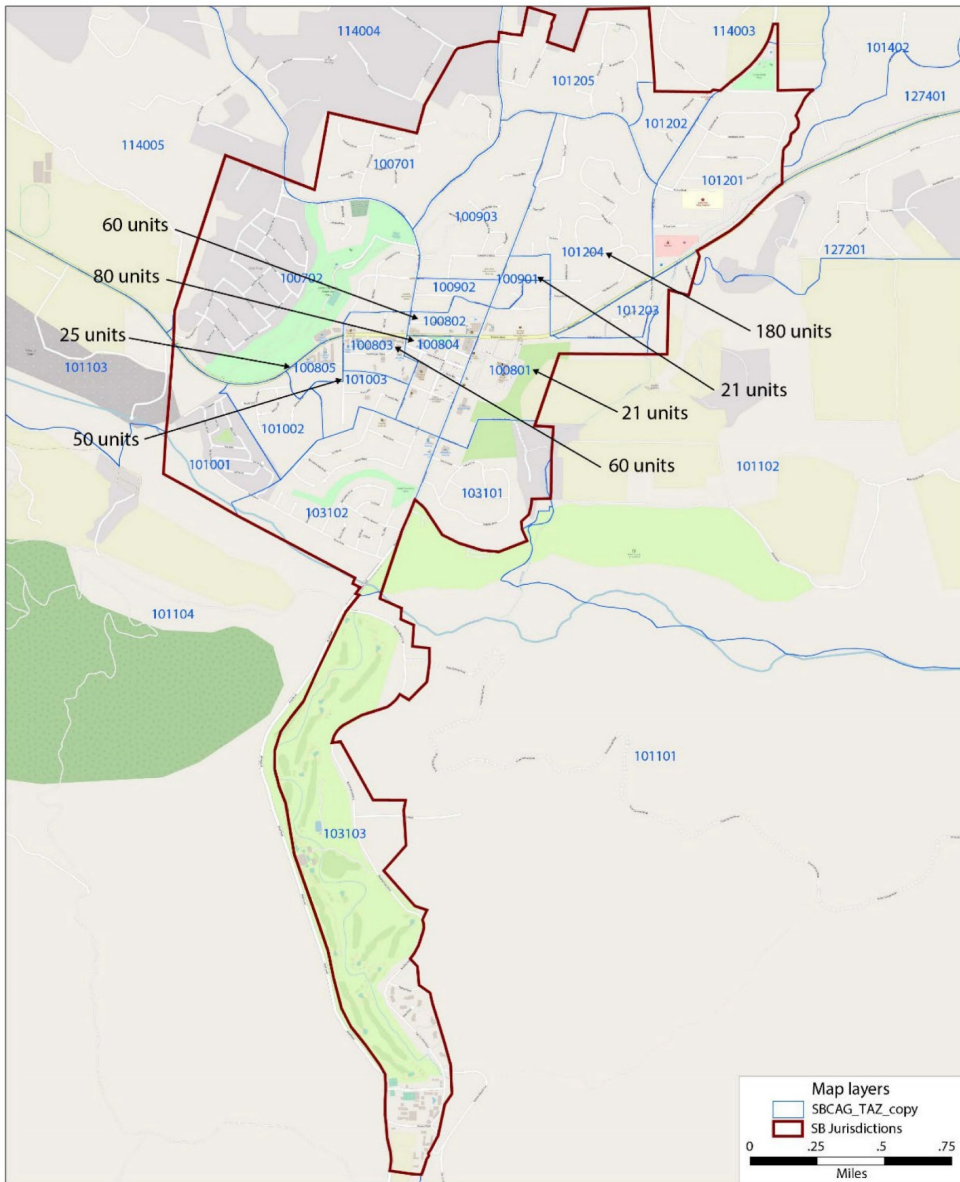
Source: Mintier Harnish.

**TABLE 2B: ALAMO PINTADO PROJECT AND OLD LUMBERYARD (MISSION DRIVE) PROJECT LAND USE DETAILS**

	TAZ	DESCRIPTION
ALAMO PINTADO PROJECT (ALT 2)	101204	109 Apartments
OLD LUMBERYARD (MISSION DRIVE) PROJECT (ALT 3)	100801	51 Studio Apartments and 50 Hotel Rooms

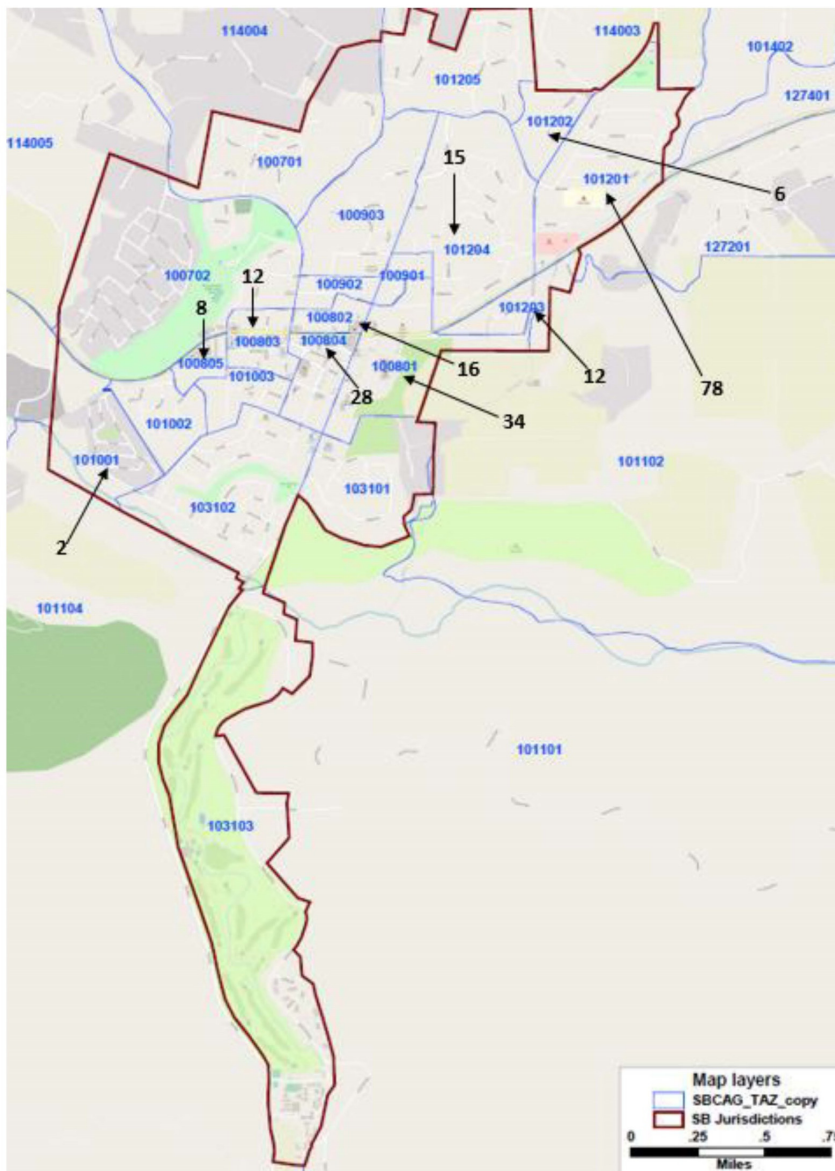
Source: Rincon Consultants, Inc.

TAZ	Projected New Dwelling Units
100801	21
100802	60
100803	60
100804	80
100805	25
100901	21
101003	50
101204	180
<b>Total</b>	<b>497</b>



**FIGURE 1: PREFERRED GPU LAND USE - DWELLING UNIT INPUTS BY TAZS**

TAZ	Projected New Employment
101001	2
100805	8
100803	12
100804	28
100801	34
100802	16
101203	12
101201	78
101202	6
101204	15
<b>Total</b>	<b>211</b>



**FIGURE 2: PREFERRED GPU LAND USE - EMPLOYMENT INPUTS BY TAZS**

**TABLE 3: RESIDENTIAL, EMPLOYMENT, AND HOTEL INPUTS BY SCENARIOS**

TAZ	PROPOSED		ALT 1		ALT 2		ALT 3			ALT 4	
	DU	EMP	DU	EMP	DU	EMP	DU	EMP	HOTEL	DU	EMP
100701	138	1	138	1	138	1	138	1		138	1
100702	504	218	504	218	504	218	504	218		504	218
100801	127	539	51	550	76	539	127	539	50	76	539
100802	172	221	112	222	172	221	172	221		172	221
100803	107	299	46	309	107	299	107	299		107	299
100804	124	1104	44	1163	124	1104	124	1104		124	1104
100805	118	79	93	107	118	79	118	79		118	79
100901	99	0	75	0	99	0	99	0		99	0
100902	140	3	140	3	140	3	140	3		140	3
100903	211	279	211	279	211	279	211	279		211	279
101001	75	154	75	765	75	154	75	154		75	154
101002	87	9	87	9	87	9	87	9		87	9
101003	241	31	192	33	241	31	241	31		241	31
101201	213	942	213	959	213	942	213	942		213	942
101202	29	12	32	6	29	12	29	12		29	12
101203	16	91	16	175	16	91	16	91		16	91
101204	505	165	282	160	505	165	396	165		396	165
101205	77	14	77	14	77	14	77	14		77	14
103101	65	26	65	26	65	26	65	26		65	26
103102	290	103	290	103	290	103	290	103		290	103
103103	56	9	56	9	56	9	56	9		56	9
<b>TOTAL</b>	<b>3395</b>	<b>4299</b>	<b>2800</b>	<b>5110</b>	<b>3344</b>	<b>4299</b>	<b>3286</b>	<b>4299</b>	<b>50</b>	<b>3235</b>	<b>4299</b>

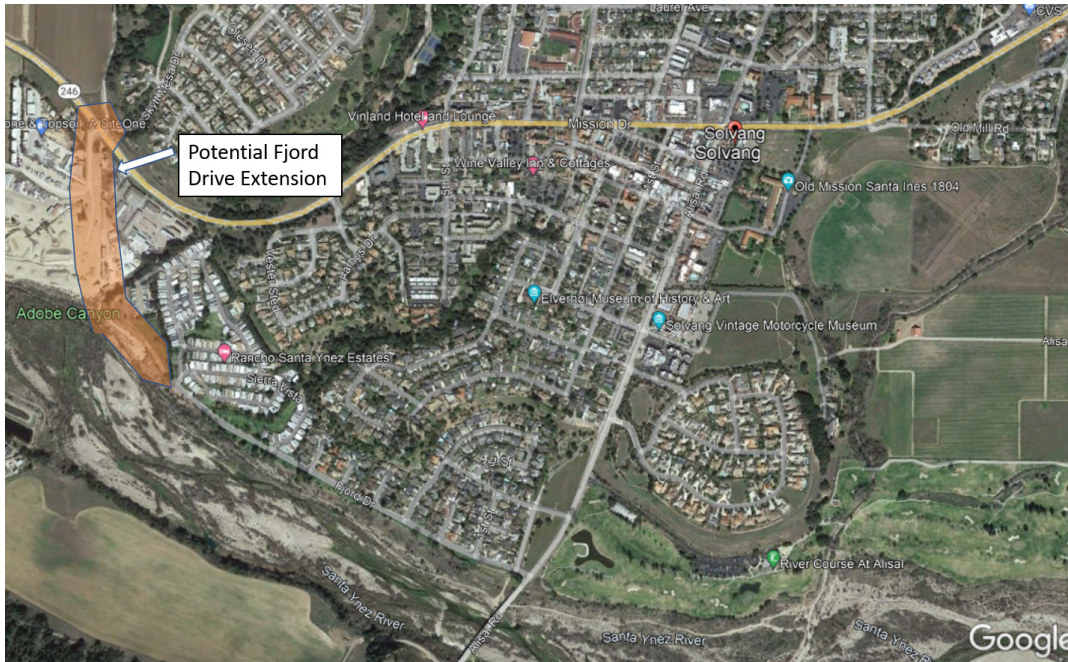
Source: DKS Associates.



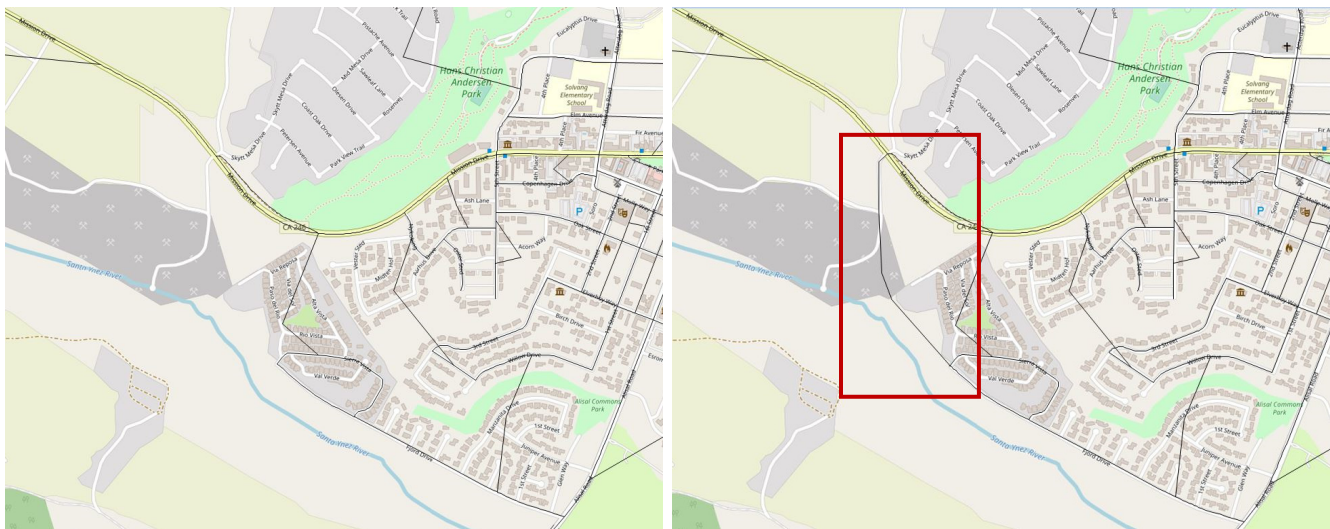
## NETWORK EDITS

For the existing, the Proposed GPU and future year scenarios Alt 1-4, there are no further network edits made to the model inputs. However for Alternative 4, the proposed extension of Fjord Drive was analyzed for information purposes and is included as a new model scenario with the same land use inputs as Alternative 4. The newly added segment of Fjord Drive extends Fjord Drive to SR 246 at Skytt Mesa Drive. The road attributes are kept the same as the existing Fjord Drive.

The layout of the proposed Fjord Drive extension is shown in **Figure 3**, and the model networks before and after the edits are shown in **Figure 4**.



**FIGURE 3: LAYOUT OF FJORD DRIVE EXTENTION**



**FIGURE 4: MODEL NETWORK BEFORE AND AFTER ADDING FJORD DRIVE EXTENTION**

## VMT ANALYSIS: LEGISLATIVE BACKGROUND

Senate Bill (SB) 743 was signed into law in 2013, with the intent to better align California Environmental Quality Act (CEQA) practices with statewide sustainability goals related to efficient land use, greater multi-modal choices, and greenhouse gas reductions. In accordance with Senate Bill 743 (SB 743) and the resulting changes to the California Environmental Quality Act (CEQA) Guidelines published by the Natural Resources Agency, local agencies may no longer use measures of vehicle delay such as Level of Service (LOS) to quantify transportation impacts on the environment. While agencies may continue to maintain LOS standards and similar measures as a matter of local policy and for project analysis, Vehicle Miles Traveled (VMT) has been codified in the CEQA Guidelines as the most appropriate measure for measuring transportation impacts under CEQA. This change applies statewide as of July 1, 2020.

Under SB 743, automobile delay, traditionally measured as level of service (LOS) will no longer be considered an environmental impact under CEQA. Instead, impacts will be determined by changes to VMT.

VMT measures the number and length of vehicle trips made on a daily basis:

$$\text{VMT} = \sum (\text{Volume (vehicles/day)} * \text{Segment Length (miles)})$$

(for all segments in the geographic area)

VMT is a systemic metric and is a useful indicator of overall land use and transportation efficiency, where the most efficient system is one that minimizes VMT by encouraging shorter vehicle trip lengths, more walking and biking, or increased carpooling and transit. VMT is not a good indicator of congestion nor is it useful for identifying hot-spot locations or infrastructure deficiencies. The change from LOS to VMT for CEQA purposes requires the City of Solvang to revise its process and guidelines, which now must address VMT thresholds of significance, screening, and mitigation procedures.

## SB 743 VMT ANALYSIS

### COUNTYWIDE VMT PER CAPITA AND VMT PER EMPLOYMENT

The latest regional SBCAG RTDM was utilized to estimate trip-based Work and Residential Baseline VMT for the Santa Barbara County area. The SBCAG model runs in the TransCAD software platform and has a base year of 2015 and a forecast year of 2050. The model generates trips based on the land uses and where people will live, work, study, and shop, taking into account forecasted population growth. The model generates and tracks all trip types by all modes originating or ending in each jurisdiction within Santa Barbara County (considered "internal" trips), as well as all trips (not separated by trip purpose) from or into Ventura and San Luis Obispo Counties (considered "External" trips). The use of the SBCAG RTDM for evaluation of VMT and associated trip distances is limited to the boundary of the three counties.

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The SBCAG RTDM produces trips by different trip purposes and modes and provides VMT as an output. To estimate trips associated with Residential VMT, all Home-Based vehicular trips (HBx) internal to Santa Barbara County, and external trips between Santa Barbara County and San Luis Obispo and Ventura Counties ("IX" trips), were selected for evaluation of the VMT per capita performance metric. To estimate trips associated with Work VMT, only Home-Base-Work (HBW) vehicular trips and "IX" trips were selected for evaluation. Similar to the Goleta, Lompoc and Santa Maria VMT Thresholds, a number of TAZs were excluded from the countywide average calculation due to institutional populations and specific land uses (UCSB, prisons, etc.).

In December 2018, the Office of Planning and Research (OPR) released its final Technical Advisory on Evaluating Transportation Impacts in CEQA. Below is a summary of OPR's recommended VMT impact thresholds and methodologies for specific project types. Note that the countywide average benchmark is a baseline analysis.

**Residential (VMT/capita)** – A proposed project exceeding a level of 15% below existing regional VMT per capita may indicate a significant transportation impact.

**Office (VMT/employee)** - A proposed project exceeding a level of 15% below existing regional VMT per employee may indicate a significant transportation impact.

**Retail (net VMT)** – A proposed project that results in a net increase in total area VMT may indicate a significant transportation impact.

**Mixed-Use** - Evaluate each component independently using above thresholds.

**Redevelopment Projects** - Measured based on net change in VMT for total area.

**Infrastructure Projects (net VMT)** – A proposed project that results in a net increase in total area VMT may indicate a significant transportation impact.

## OPR RECOMMENDED SCREENING THRESHOLDS

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OPR's Technical Advisory lists the following screening thresholds for land use projects. These types of development projects are presumed to have a less than significant impact on VMT and therefore, a less than significant adverse impact on transportation. OPR's Technical Advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

- Projects that are consistent with the Sustainable Communities Strategy (SCS) or General Plan and generate or attract fewer than 110 daily trips (per CEQA).
- Map-based screening for residential and office projects located in low VMT areas, and incorporate similar features (density, mix of uses, transit accessibility).

- Certain projects within ½ mile of an existing major transit stop<sup>1</sup> or an existing stop along a high-quality transit corridor. However, this will not apply if information indicates that the project will still generate high levels of VMT.
- Affordable Housing Development in infill locations.
- Locally serving retail projects, typically less than 50,000 square feet.

### SB 743 SCREENING FOR HOTEL USES

As documented above, OPR’s Technical Advisory includes a screening threshold for local-serving retail projects smaller than 50,000 sq. ft. (the maximum size for screening recommended by OPR). OPR’s SB 743 implementation guidance does not specifically address hotel uses. Although the proposed Old Lumberyard project (GPU Alternative 3 is stated to be 56,049 square feet, it does include 50 Hotel Rooms. Given that hotel floor area does not emulate typical retail floor area in terms of trip generation of patrons, a trip generation to floor area correspondence assessment relating these two land uses was performed.

Based on the ITE Trip Generation Manual, 11<sup>th</sup> Edition, the proposed project is estimated to generate 400 daily trips with 50 rooms at 56,049 square feet. Based on its trip generation characteristics, the proposed hotel would need to be equivalent to a retail center of 10,800 square feet to generate the same number of trips, which is below OPR’s VMT screening threshold of 50,000 square feet (**Table 4**). Similarly, the project would need to generate at least 1,851 daily trips to emulate a retail establishment 50,000 square feet in size which it does not. Based on this comparison, the proposed hotel portion of the project meets the VMT retail size screening threshold. Therefore, no VMT impact should be attributable to the hotel portion of this project/alternative. Based on current project descriptions, no other VMT screening criteria are applicable to this analysis.

**TABLE 4: EQUIVALENT SITE ESTIMATION**

LAND USE	ITE CODE	UNITS <sup>a</sup>	SIZE	AVG. RATE	ESTIMATED WEEKDAY DAILY TRIP GENERATION
HOTEL	310	Rooms	50	7.99	400
SHOPPING CENTER	820	KSF LA	10.80	37.01	400
SHOPPING CENTER (EQUIVALENT)	820	KSF GLA	50.01	37.01	1,851

<sup>a</sup> KSF GLA - Thousand Feet Gross Leasable Area  
 Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition.

<sup>1</sup> “major transit stop” - A major transit stop is a "site containing an existing rail, a ferry terminal served by bus or rail transit service, or intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hour commute". (OPR 2018)

## COUNTYWIDE VMT PER CAPITA AND VMT PER EMPLOYMENT

In the context of the Solvang GPU, residential, office, and infrastructure are the applicable metrics. **Table 5** and **Table 6** show the countywide VMT per Capita and VMT per employment results.

According to **Table 5** and **Table 6**, taking 85 percent of the countywide existing baseline VMT per Capita yields a threshold of **18.48** for residential uses and **21.31** for VMT per Employee for office uses. Based on this threshold, all GPU alternatives will result in a significant VMT impact. For non-residential uses (i.e., Office), all alternatives result in a significant VMT impact.

**TABLE 5: COUNTYWIDE HOME BASED VMT PER CAPITA**

	EXISTING (2015)	PROPOSED PROJECT	ALT 1	ALT 2	ALT 3	ALT 4	ALT 4 WITH FJORD EXTENSION
HOME-BASED VMT	9,433,597	11,393,807	11,518,954	11,394,636	11,401,345	11,397,882	11,385,919
POPULATION	433,980	513,619	512,268	513,482	513,419	513,282	513,282
VMT PER CAPITA	21.74	22.18	22.49	22.19	22.21	22.21	22.18

**TABLE 6: COUNTYWIDE HOME BASED VMT PER EMPLOYMENT**

	EXISTING (2015)	PROPOSED PROJECT	ALT 1	ALT 2	ALT 3	ALT 4	ALT 4 WITH FJORD EXTENSION
HOME-BASED WORK VMT	5,145,595	5,623,078	5,802,482	5,627,351	5,630,269	5,630,566	5,619,821
POPULATION	205,212	261,272	262,083	261,272	261,272	261,272	261,272
VMT PER EMPLOYMENT	25.07	21.52	22.14	21.54	21.55	21.55	21.51

## COUNTYWIDE NET VMT CHANGE

**Table 7** below shows the Santa Barbara countywide net VMT results for each future year scenario. Net VMT is commonly calculated for retail and industrial land uses but can also be calculated as a reference to assess the project impact. None of the alternatives propose any retail or industrial land use growth.

**Table 7** shows that the added land uses associated with Alternative 2 and 3 will increase the countywide net VMT by 6,442 and 1,903 respectively relative to Alternative 4 (Preferred GPU). The Fjord Drive extension would decrease the countywide net VMT by 3,046 and would therefore not create an infrastructure-based VMT impact under CEQA. The Proposed Project results in an increase in countywide VMT of 1,097 relative to Alternative 4.

**TABLE 7: COUNTYWIDE NET VMT RESULTS**

	PROPOSED PROJECT	ALT 1	ALT 2	ALT 3	ALT 4	ALT 4 WITH FJORD EXTENSION
COUNTYWIDEVMT	11,478,340	11,518,805	11,483,685	11,479,146	11,477,243	11,474,197
NET VMT CHANGE (COMPARED TO ALT 4)	+1,097	-	+6,442	+1,903	0	-3,046

**SOLVANG STUDY AREA TOTAL VMT**

Daily VMT of the Solvang study area is calculated by growing the boundary-based 2015 HPMS VMT total for the City using the percent growth of home-based trip VMT in the SBCAG modeled sub-area of different alternatives compared to the baseline scenario. The baseline HPMS daily VMT in 2015 was **79,225**. The calculation results are shown in **Table 8**.

**TABLE 8: SOLVANG STUDY AREA DAILY VMT**

	EXISTING (2015)	PROPOSED PROJECT	ALT 1	ALT 2	ALT 3	ALT 4	ALT 4 WITH FJORD EXTENSION
TOTAL DVMT	79,225	98,343	80,429	99,261	101,636	98,595	98,487

**VMT PER SPEED BIN (AIR QUALITY ANALYSIS)**

For the preferred GPU scenario (Alternative 4) and proposed project scenario, the VMT by speed bin is calculated by selecting model network links within the Solvang study area and Santa Barbara County. The VMT is provided by different time periods. **Figure 5** below lists the time-period definition in the SBCAG Model Documentation.

**Figure 6** below depicts the model network links within the Solvang study area. All the centroid connectors are excluded from the calculation.

**Table 9** below shows the VMT by speed bin results for Alternative 4 in the Solvang study area. **Table 10** shows the countywide results. **Table 11** and **Table 12** provide the VMT by speed bin results for the Proposed Project for the Solvang sub-area and countywide respectively. All the VMT results are rounded to 100.

**FJORD DRIVE EXTENSION PROJECT**

**Figure 7-10** compare the AM and PM peak hours volumes in the area of Fjord Drive with and without the proposed extension in 2050. Both scenarios are using the same land use inputs with the only difference being the network edits to reflect the Fjord Drive extension. Results indicate that the Fjord

Drive Extension would not serve as a viable alternative route to Route 246 (Mission Drive) but would provide a more direct route to/from SR 246 (Mission Drive) for the residential areas south of downtown Solvang. In all, approximately 160 to 190 vehicles during the AM/PM peak hours would no longer have to traverse Mission Drive and through downtown roadways to access their residences.

**AVERAGE DAILY TRAFFIC VOLUMES (NOISE ANALYSIS)**

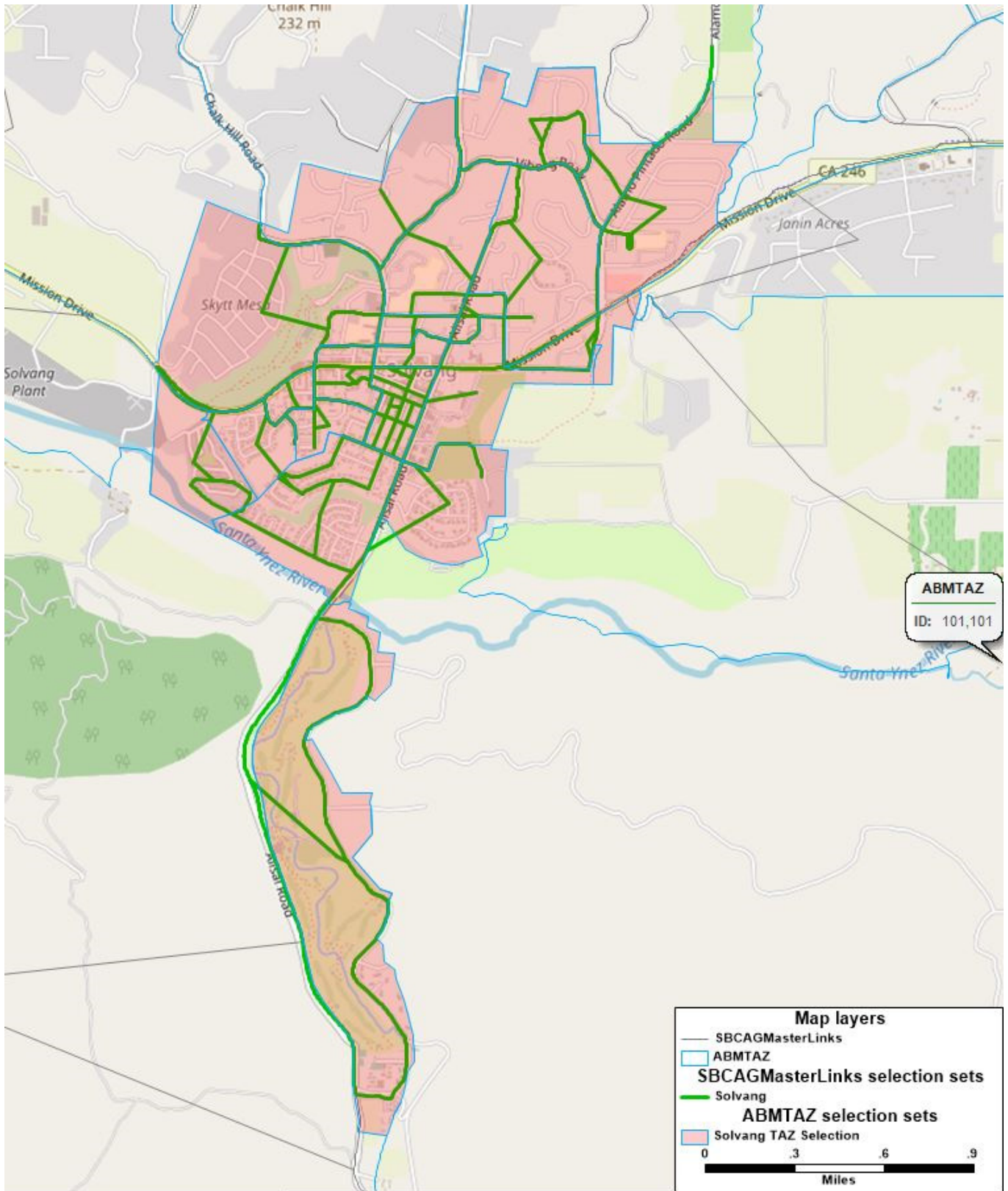
**Tables 13-18** provide the average daily traffic volumes of the Existing scenario, Proposed Project scenario, and the 2050 Alternatives 1-4 of 30 selected roadway segments in the Solvang study area. These daily volumes can be used to gauge potential noise impacts.

**Figure 11** shows the links that are selected to collect model volumes.

Time Period	Hours
AM	7am-9am
Late AM	9am-12pm
Lunch	12pm-2pm
Early PM	2pm-4pm
PM	4pm-6pm
Evening	6pm-8pm
Late Evening	8pm-12am
Night	12am-7am

**FIGURE 5: SABCAG MODEL TIME PERIODS**





**FIGURE 6: MODEL NETWORK IN SOLVANG STUDY AREA**

**TABLE 9: ALTERNATIVE 4 VMT BY SPEED BIN – SOLVANG STUDY AREA**

<b>SPEED BIN</b>	<b>AM</b>	<b>LATE AM</b>	<b>LUNCH</b>	<b>EARLY PM</b>	<b>PM</b>	<b>NT</b>	<b>EVE</b>	<b>LATE EVE</b>	<b>TOTAL</b>
<b>0.00-5.00</b>	-	-	-	-	-	-	-	-	-
<b>5.01-10.00</b>	-	-	-	-	-	-	-	-	-
<b>10.01-15.00</b>	-	-	-	-	-	-	-	-	-
<b>15.01-20.00</b>	-	-	-	-	300	-	-	-	300
<b>20.01-25.00</b>	-	-	-	-	700	-	-	-	700
<b>25.01-30.00</b>	600	-	-	1,300	700	-	-	-	2,600
<b>30.01-35.00</b>	400	400	900	1,400	1,700	100	200	100	5,200
<b>35.01-40.00</b>	1,900	1,700	1,900	2,400	1,400	300	500	300	10,400
<b>40.01-45.00</b>	3,300	6,300	3,600	2,700	4,000	2,500	4,200	2,700	29,300
<b>45.01-50.00</b>	-	-	-	-	-	-	-	-	-
<b>50.01-55.00</b>	-	-	-	-	-	-	-	-	-
<b>55.01-60.00</b>	-	-	-	-	-	-	-	-	-
<b>60.01-65.00</b>	-	-	-	-	-	-	-	-	-
<b>65.01-70.00</b>	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	6,200	8,400	6,400	7,800	8,800	2,900	4,900	3,100	48,500

**TABLE 10: ALTERNATIVE 4 VMT BY SPEED BIN – SANTA BARBARA COUNTY**

<b>SPEED BIN</b>	<b>AM</b>	<b>LATE AM</b>	<b>LUNCH</b>	<b>EARLY PM</b>	<b>PM</b>	<b>NT</b>	<b>EVE</b>	<b>LATE EVE</b>	<b>TOTAL</b>
<b>0.00-5.00</b>	1,000	1,000	-	1,600	2,200	-	-	-	5,800
<b>5.01-10.00</b>	300	500	600	1,300	3,600	-	-	-	6,300
<b>10.01-15.00</b>	800	600	800	6,000	86,500	-	400	-	95,100
<b>15.01-20.00</b>	4,000	1,100	1,200	5,200	36,500	-	800	-	48,800
<b>20.01-25.00</b>	31,700	3,300	3,000	47,900	134,800	300	1,100	400	222,500
<b>25.01-30.00</b>	106,900	35,500	29,700	92,700	94,900	14,800	25,100	13,500	413,100
<b>30.01-35.00</b>	123,000	101,300	84,900	280,200	260,600	30,100	65,200	38,800	984,100
<b>35.01-40.00</b>	216,900	79,000	86,300	133,000	238,700	21,800	96,700	31,700	904,100
<b>40.01-45.00</b>	424,900	609,000	450,700	466,800	592,800	245,100	351,900	287,600	3,428,800
<b>45.01-50.00</b>	48,700	16,700	12,800	21,900	87,700	10,100	11,600	9,100	218,600
<b>50.01-55.00</b>	138,600	27,700	21,400	99,400	147,400	12,900	19,800	11,200	478,400
<b>55.01-60.00</b>	195,400	108,800	80,600	239,200	99,200	66,200	77,600	54,800	921,800
<b>60.01-65.00</b>	470,900	951,100	751,700	535,600	572,400	695,900	684,400	403,600	5,065,600
<b>65.01-70.00</b>	1,900	2,800	800	300	300	3,200	1,500	45,100	55,900
<b>TOTAL</b>	<b>1,765,000</b>	<b>1,938,400</b>	<b>1,524,500</b>	<b>1,931,100</b>	<b>2,357,600</b>	<b>1,100,400</b>	<b>1,336,100</b>	<b>895,800</b>	<b>12,848,900</b>

**TABLE 11: PROPOSED PROJECT VMT BY SPEED BIN – SOLVANG STUDY AREA**

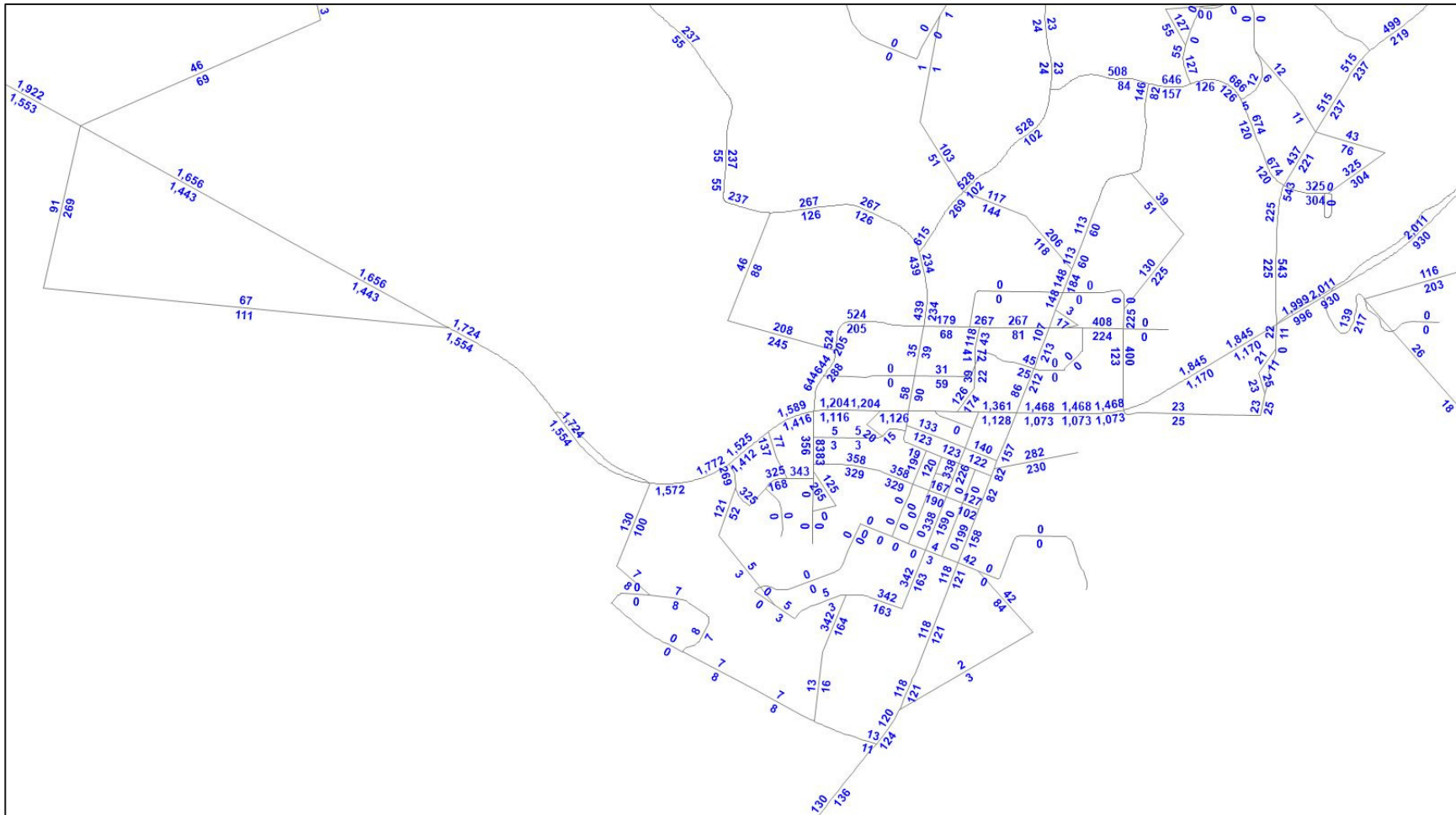
<b>SPEED BIN</b>	<b>AM</b>	<b>LATE AM</b>	<b>LUNCH</b>	<b>EARLY PM</b>	<b>PM</b>	<b>NT</b>	<b>EVE</b>	<b>LATE EVE</b>	<b>TOTAL</b>
<b>0.00-5.00</b>	-	-	-	-	-	-	-	-	-
<b>5.01-10.00</b>	-	-	-	-	-	-	-	-	-
<b>10.01-15.00</b>	-	-	-	-	-	-	-	-	-
<b>15.01-20.00</b>	-	-	-	-	300	-	-	-	300
<b>20.01-25.00</b>	-	-	-	-	700	-	-	-	700
<b>25.01-30.00</b>	600	-	-	1,300	700	-	-	-	2,600
<b>30.01-35.00</b>	400	400	900	1,400	1,700	100	200	100	5,200
<b>35.01-40.00</b>	1,900	1,700	1,900	2,400	1,400	300	500	300	10,400
<b>40.01-45.00</b>	3,300	6,300	3,600	2,700	4,100	2,500	4,200	2,700	29,400
<b>45.01-50.00</b>	-	-	-	-	-	-	-	-	-
<b>50.01-55.00</b>	-	-	-	-	-	-	-	-	-
<b>55.01-60.00</b>	-	-	-	-	-	-	-	-	-
<b>60.01-65.00</b>	-	-	-	-	-	-	-	-	-
<b>65.01-70.00</b>	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	6,200	8,400	6,400	7,800	8,900	2,900	4,900	3,100	48,600

**TABLE 12: PROPOSED PROJECT VMT BY SPEED BIN – SANTA BARBARA COUNTY**

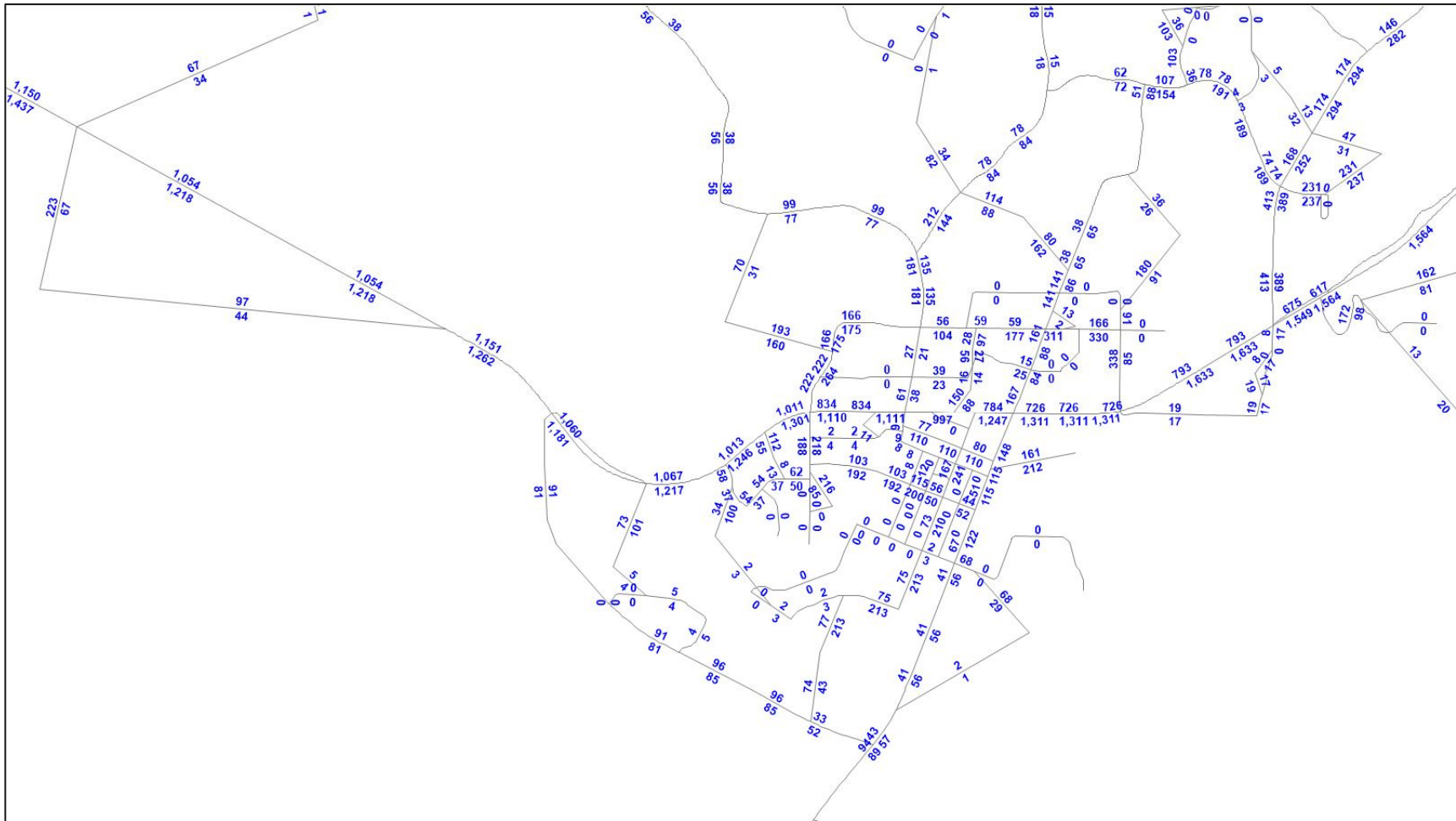
<b>SPEED BIN</b>	<b>AM</b>	<b>LATE AM</b>	<b>LUNCH</b>	<b>EARLY PM</b>	<b>PM</b>	<b>NT</b>	<b>EVE</b>	<b>LATE EVE</b>	<b>TOTAL</b>
<b>0.00-5.00</b>	1,000	1,000	-	1,600	2,200	-	-	-	5,800
<b>5.01-10.00</b>	300	500	600	1,300	3,600	-	-	-	6,300
<b>10.01-15.00</b>	900	600	800	7,000	85,500	-	400	-	95,200
<b>15.01-20.00</b>	3,700	1,100	1,200	4,100	37,000	-	800	-	47,900
<b>20.01-25.00</b>	32,700	3,300	3,000	47,600	135,200	300	1,200	400	223,700
<b>25.01-30.00</b>	106,300	35,500	29,700	92,600	95,000	14,800	25,000	13,500	412,400
<b>30.01-35.00</b>	123,900	101,500	85,000	280,700	260,900	30,200	65,400	38,900	986,500
<b>35.01-40.00</b>	216,400	79,000	86,300	136,800	244,400	21,800	97,300	31,600	913,600
<b>40.01-45.00</b>	424,700	608,700	450,500	462,900	586,900	245,000	351,400	287,700	3,417,800
<b>45.01-50.00</b>	48,700	16,700	12,800	21,900	87,700	10,100	11,600	9,100	218,600
<b>50.01-55.00</b>	138,600	27,800	21,300	99,300	147,800	12,900	19,800	11,200	478,700
<b>55.01-60.00</b>	195,400	108,700	80,600	239,300	99,100	66,200	77,600	54,800	921,700
<b>60.01-65.00</b>	470,800	951,100	751,700	535,300	572,000	696,300	683,800	403,700	5,064,700
<b>65.01-70.00</b>	1,900	2,800	800	300	300	3,200	1,900	45,200	56,400
<b>TOTAL</b>	<b>1,765,300</b>	<b>1,938,300</b>	<b>1,524,300</b>	<b>1,930,700</b>	<b>2,357,600</b>	<b>1,100,800</b>	<b>1,336,200</b>	<b>896,100</b>	<b>12,849,300</b>





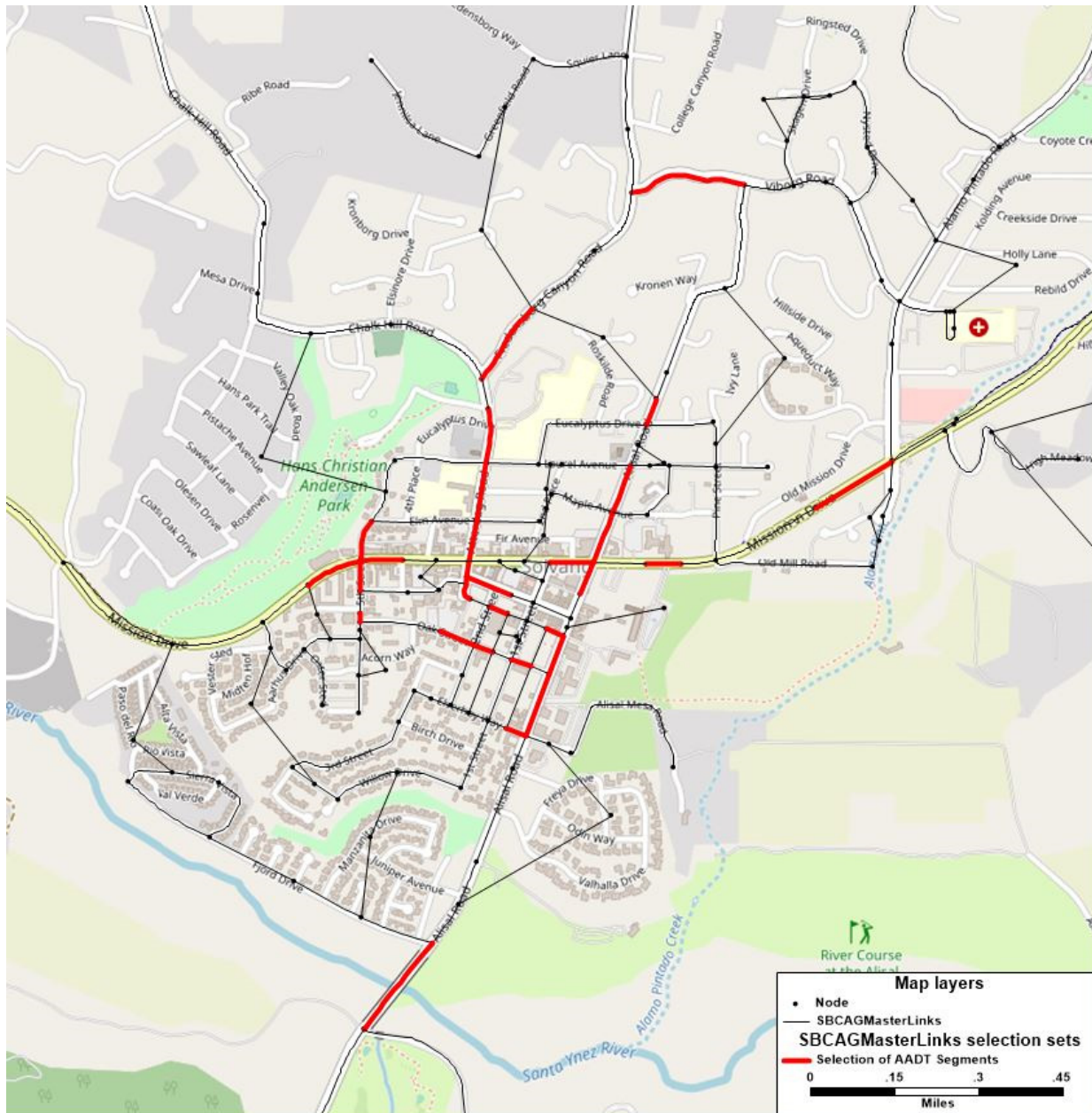


**FIGURE 8: PM PEAK HOURS VOLUME OF 2050 ALTERNATIVE 4 – WITHOUT FJORD DRIVE EXTENSION**



**FIGURE 9: AM PEAK HOURS VOLUME OF 2050 ALTERNATIVE 4 – WITH FJORD DRIVE EXTENSION**





**FIGURE 11: SELECTED LINKS FOR ADT VOLUME COLLECTION**



**TABLE 13: ADT VOLUMES OF 2015 EXISTING SCENARIO**

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
1	SR 246	5th Street	Nykobing	2	35	2,036	2,644	2,047	2,414	2,570	1,022	1,666	1,221	15,621
2	SR 246	4th Street	5th Street	2	35	1,580	2,111	1,630	1,871	1,947	761	1,443	1,122	12,467
3	SR 246	Alisal Road	1st Street	2	35	1,604	2,042	1,542	1,844	2,106	804	1,502	1,224	12,667
4	SR 246	Old Mill Road	Alisal Road	2	35	1,575	1,954	1,485	1,786	2,089	788	1,484	1,232	12,393
5	SR 246	Alamo Pintado Road	Old Mill Road	2	35	1,832	2,250	1,728	2,036	2,460	921	1,692	1,373	14,292
6	Alisal Road	Viborg Road	Eucalyptus Drive	2	35	162	208	160	186	237	71	127	79	1,231
7	Alisal Road	Laurel Avenue	Maple Avenue	2	35	184	291	211	241	237	83	150	85	1,483
8	Alisal Road	Maple Avenue	SR 246	2	35	189	298	214	247	240	86	154	87	1,515
9	Alisal Road	SR 246	Copenhagen Drive	2	25	161	209	157	189	223	70	136	95	1,240
10	Alisal Road	Molle Way	Oak Street	2	25	81	106	80	95	107	34	65	39	606
11	Alisal Road	Oak Street	Elverhoy Way	2	25	88	110	85	97	114	39	62	37	634
12	Alisal Road	Fjord Drive	Rancho Alisal Drive	2	25	3	6	5	5	4	1	2	1	27
13	Squire Lane	Viborg Road	Chalk Hill Road	2	35	295	364	280	330	353	119	187	105	2,033
14	Atterdag Road	Chalk Hill Road	Laurel Avenue	2	25	283	359	281	316	336	123	195	113	2,004

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
15	Atterdag Road	Laurel Avenue	Elm Avenue	2	25	39	66	45	58	59	16	34	18	336
16	Atterdag Road	Elm Avenue	SR 246	2	25	85	127	94	109	123	37	67	38	681
17	Atterdag Road	SR 246	Copenhagen Drive	2	35	260	451	355	341	253	88	246	169	2,162
18	Atterdag Road	Copenhagen Drive	Copenhagen Drive	2	35	93	211	167	117	36	8	108	67	807
19	Atterdag Road	Copenhagen Drive	Molle Way	2	35	97	218	172	122	43	9	110	67	838
20	5th Street	Elm Avenue	SR 246	2	35	425	543	429	490	499	199	308	198	3,090
21	5th Street	SR 246	Copenhagen Drive	2	35	445	500	381	517	617	259	255	146	3,120
22	5th Street	Copenhagen Drive	Oak Street	2	35	448	508	386	522	623	259	259	148	3,152
23	Copenhagen Drive	Atterdag Road	1st Street	2	35	177	261	202	240	232	87	152	113	1,465
24	Viborg Road	Alisal Road	Squire Lane	2	35	105	116	89	104	126	37	70	40	687
25	Molle Way	2nd Street	1st Street	1	35	82	196	156	102	22	7	98	60	724
26	Molle Way	1st Street	Alisal Road	1	35	4	7	5	6	5	2	4	4	36
27	Oak Street	2nd Street	1st Street	2	35	349	474	352	483	571	200	228	127	2,784
28	Oak Street	1st Street	Alisal Road	2	35	74	105	79	92	100	30	58	34	572
29	Oak Street	2nd Street	5th Street	2	35	334	451	336	463	550	198	217	121	2,669
30	Elverhoy Way	1st Street	Alisal Road	2	35	4	5	4	5	5	1	3	2	29

**TABLE 14: ADT VOLUMES OF 2050 ALTERNATIVE 1**

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
1	SR 246	5th Street	Nykobing	2	35	2,417	3,672	2,666	2,834	2,847	1,261	1,994	1,182	18,873
2	SR 246	4th Street	5th Street	2	35	1,902	2,840	2,057	2,461	2,384	917	1,656	1,014	15,230
3	SR 246	Alisal Road	1st Street	2	35	1,914	2,588	1,966	2,400	2,478	925	1,640	1,075	14,986
4	SR 246	Old Mill Road	Alisal Road	2	35	1,910	2,491	1,910	2,455	2,541	914	1,638	1,105	14,963
5	SR 246	Alamo Pintado Road	Old Mill Road	2	35	2,185	2,798	2,136	2,787	2,965	1,069	1,864	1,258	17,063
6	Alisal Road	Viborg Road	Eucalyptus Drive	2	35	201	236	194	235	293	83	146	91	1,479
7	Alisal Road	Laurel Avenue	Maple Avenue	2	35	219	364	265	217	267	104	187	108	1,731
8	Alisal Road	Maple Avenue	SR 246	2	35	226	372	265	217	254	107	191	110	1,743
9	Alisal Road	SR 246	Copenhagen Drive	2	25	222	276	209	272	318	96	189	140	1,720
10	Alisal Road	Molle Way	Oak Street	2	25	134	173	132	175	201	57	116	83	1,071
11	Alisal Road	Oak Street	Elverhoy Way	2	25	223	316	240	296	325	106	187	127	1,820
12	Alisal Road	Fjord Drive	Rancho Alisal Drive	2	25	162	247	191	231	248	76	147	104	1,405
13	Squire Lane	Viborg Road	Chalk Hill Road	2	35	342	473	367	428	769	146	241	138	2,905
14	Atterdag Road	Chalk Hill Road	Laurel Avenue	2	25	309	445	347	420	411	147	236	136	2,450

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
15	Atterdag Road	Laurel Avenue	Elm Avenue	2	25	43	70	50	64	68	18	38	22	373
16	Atterdag Road	Elm Avenue	SR 246	2	25	93	148	116	128	141	44	78	46	793
17	Atterdag Road	SR 246	Copenhagen Drive	2	35	263	509	261	313	292	99	275	176	2,187
18	Atterdag Road	Copenhagen Drive	Copenhagen Drive	2	35	79	214	33	39	43	9	126	79	621
19	Atterdag Road	Copenhagen Drive	Molle Way	2	35	83	221	39	45	51	10	129	79	658
20	5th Street	Elm Avenue	SR 246	2	35	503	713	557	652	625	253	401	257	3,963
21	5th Street	SR 246	Copenhagen Drive	2	35	487	698	496	193	367	317	327	190	3,075
22	5th Street	Copenhagen Drive	Oak Street	2	35	490	704	501	197	372	317	330	192	3,104
23	Copenhagen Drive	Atterdag Road	1st Street	2	35	193	313	240	288	261	97	162	109	1,662
24	Viborg Road	Alisal Road	Squire Lane	2	35	128	146	112	145	484	44	92	54	1,204
25	Molle Way	2nd Street	1st Street	1	35	66	195	16	17	23	7	114	70	510
26	Molle Way	1st Street	Alisal Road	1	35	4	7	4	5	4	2	4	3	35
27	Oak Street	2nd Street	1st Street	2	35	435	671	638	731	682	257	302	175	3,890
28	Oak Street	1st Street	Alisal Road	2	35	147	228	171	197	205	72	124	77	1,220
29	Oak Street	2nd Street	5th Street	2	35	418	645	615	704	655	254	288	166	3,743
30	Elverhoy Way	1st Street	Alisal Road	2	35	4	7	5	6	6	2	4	2	36

**TABLE 15: ADT VOLUMES OF 2050 ALTERNATIVE 2**

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
1	SR 246	5th Street	Nykobing	2	35	2,471	3,611	2,678	2,824	3,010	1,263	1,970	1,177	19,004
2	SR 246	4th Street	5th Street	2	35	1,945	2,866	2,074	2,471	2,336	943	1,683	1,039	15,356
3	SR 246	Alisal Road	1st Street	2	35	2,031	2,678	2,026	2,482	2,492	968	1,707	1,125	15,507
4	SR 246	Old Mill Road	Alisal Road	2	35	2,032	2,544	1,938	2,525	2,536	943	1,683	1,140	15,343
5	SR 246	Alamo Pintado Road	Old Mill Road	2	35	2,437	2,946	2,242	2,964	3,021	1,128	1,966	1,325	18,029
6	Alisal Road	Viborg Road	Eucalyptus Drive	2	35	226	259	211	264	328	90	156	97	1,630
7	Alisal Road	Laurel Avenue	Maple Avenue	2	35	252	426	314	259	325	124	223	130	2,054
8	Alisal Road	Maple Avenue	SR 246	2	35	256	431	312	250	305	126	225	131	2,037
9	Alisal Road	SR 246	Copenhagen Drive	2	25	257	298	225	293	349	102	201	146	1,872
10	Alisal Road	Molle Way	Oak Street	2	25	170	197	149	197	234	63	130	91	1,230
11	Alisal Road	Oak Street	Elverhoy Way	2	25	262	340	257	318	363	112	201	135	1,988
12	Alisal Road	Fjord Drive	Rancho Alisal Drive	2	25	184	256	197	238	267	76	151	106	1,475
13	Squire Lane	Viborg Road	Chalk Hill Road	2	35	352	469	362	419	884	146	243	138	3,012
14	Atterdag Road	Chalk Hill Road	Laurel Avenue	2	25	313	440	341	399	665	146	234	135	2,672



NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
15	Atterdag Road	Laurel Avenue	Elm Avenue	2	25	48	73	51	66	73	18	39	22	392
16	Atterdag Road	Elm Avenue	SR 246	2	25	103	160	124	141	153	47	83	49	860
17	Atterdag Road	SR 246	Copenhagen Drive	2	35	234	483	246	299	280	93	259	167	2,061
18	Atterdag Road	Copenhagen Drive	Copenhagen Drive	2	35	64	211	36	42	47	9	121	76	606
19	Atterdag Road	Copenhagen Drive	Molle Way	2	35	68	219	42	48	57	11	124	77	647
20	5th Street	Elm Avenue	SR 246	2	35	488	733	571	663	936	261	414	265	4,331
21	5th Street	SR 246	Copenhagen Drive	2	35	568	743	593	297	434	343	364	214	3,557
22	5th Street	Copenhagen Drive	Oak Street	2	35	573	753	600	305	442	343	369	217	3,602
23	Copenhagen Drive	Atterdag Road	1st Street	2	35	183	295	226	276	250	92	154	105	1,580
24	Viborg Road	Alisal Road	Squire Lane	2	35	137	151	114	150	601	45	96	56	1,349
25	Molle Way	2nd Street	1st Street	1	35	48	191	18	19	26	7	109	68	485
26	Molle Way	1st Street	Alisal Road	1	35	4	8	5	6	6	3	5	4	40
27	Oak Street	2nd Street	1st Street	2	35	477	695	648	735	713	258	321	186	4,033
28	Oak Street	1st Street	Alisal Road	2	35	164	247	184	213	229	75	135	83	1,329
29	Oak Street	2nd Street	5th Street	2	35	457	667	624	705	682	254	305	176	3,871
30	Elverhoy Way	1st Street	Alisal Road	2	35	5	8	6	7	8	2	4	2	43

**TABLE 16: ADT VOLUMES OF 2050 ALTERNATIVE 3**

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
1	SR 246	5th Street	Nykobing	2	35	2,493	3,625	2,684	2,830	3,013	1,273	1,973	1,178	19,069
2	SR 246	4th Street	5th Street	2	35	1,949	2,844	2,076	2,470	2,334	950	1,684	1,039	15,348
3	SR 246	Alisal Road	1st Street	2	35	2,040	2,685	2,031	2,491	2,496	978	1,712	1,127	15,560
4	SR 246	Old Mill Road	Alisal Road	2	35	2,068	2,559	1,952	2,540	2,543	958	1,699	1,159	15,478
5	SR 246	Alamo Pintado Road	Old Mill Road	2	35	2,474	2,953	2,256	2,988	3,019	1,141	1,982	1,344	18,156
6	Alisal Road	Viborg Road	Eucalyptus Drive	2	35	237	283	223	280	344	95	165	103	1,729
7	Alisal Road	Laurel Avenue	Maple Avenue	2	35	224	417	305	252	320	120	217	126	1,980
8	Alisal Road	Maple Avenue	SR 246	2	35	230	425	305	245	303	123	221	127	1,979
9	Alisal Road	SR 246	Copenhagen Drive	2	25	258	299	226	293	350	103	209	159	1,897
10	Alisal Road	Molle Way	Oak Street	2	25	158	187	141	185	217	58	124	88	1,157
11	Alisal Road	Oak Street	Elverhoy Way	2	25	243	319	241	297	337	105	189	128	1,859
12	Alisal Road	Fjord Drive	Rancho Alisal Drive	2	25	177	249	192	230	257	73	148	104	1,430
13	Squire Lane	Viborg Road	Chalk Hill Road	2	35	365	480	371	432	921	149	248	141	3,107
14	Atterdag Road	Chalk Hill Road	Laurel Avenue	2	25	320	448	347	408	685	149	239	137	2,734

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
15	Atterdag Road	Laurel Avenue	Elm Avenue	2	25	49	74	51	67	74	19	40	23	395
16	Atterdag Road	Elm Avenue	SR 246	2	25	107	167	130	147	158	48	86	51	894
17	Atterdag Road	SR 246	Copenhagen Drive	2	35	239	461	251	304	288	95	263	170	2,071
18	Atterdag Road	Copenhagen Drive	Copenhagen Drive	2	35	64	184	37	43	49	10	122	77	586
19	Atterdag Road	Copenhagen Drive	Molle Way	2	35	68	192	42	49	58	11	125	78	623
20	5th Street	Elm Avenue	SR 246	2	35	521	753	586	671	970	270	426	271	4,468
21	5th Street	SR 246	Copenhagen Drive	2	35	584	773	590	302	440	344	364	213	3,610
22	5th Street	Copenhagen Drive	Oak Street	2	35	589	782	597	309	448	344	369	216	3,653
23	Copenhagen Drive	Atterdag Road	1st Street	2	35	189	303	232	281	258	95	158	107	1,623
24	Viborg Road	Alisal Road	Squire Lane	2	35	140	150	112	155	626	44	96	55	1,378
25	Molle Way	2nd Street	1st Street	1	35	48	164	18	19	26	8	109	68	460
26	Molle Way	1st Street	Alisal Road	1	35	5	9	6	7	6	3	5	4	45
27	Oak Street	2nd Street	1st Street	2	35	481	729	651	737	719	260	324	187	4,088
28	Oak Street	1st Street	Alisal Road	2	35	161	243	181	211	226	74	133	82	1,312
29	Oak Street	2nd Street	5th Street	2	35	461	701	627	707	687	256	308	178	3,925
30	Elverhoy Way	1st Street	Alisal Road	2	35	5	8	6	7	8	2	4	2	43

**TABLE 17: ADT VOLUMES OF 2050 ALTERNATIVE 4**

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
1	SR 246	5th Street	Nykobing	2	35	2,470	3,619	2,683	2,833	3,006	1,265	1,968	1,176	19,020
2	SR 246	4th Street	5th Street	2	35	1,945	2,859	2,061	2,462	2,320	937	1,669	1,030	15,282
3	SR 246	Alisal Road	1st Street	2	35	2,032	2,671	2,021	2,485	2,489	967	1,701	1,120	15,486
4	SR 246	Old Mill Road	Alisal Road	2	35	2,038	2,544	1,940	2,535	2,541	947	1,683	1,142	15,370
5	SR 246	Alamo Pintado Road	Old Mill Road	2	35	2,425	2,936	2,232	2,961	3,015	1,122	1,955	1,319	17,965
6	Alisal Road	Viborg Road	Eucalyptus Drive	2	35	228	265	214	272	332	89	162	100	1,662
7	Alisal Road	Laurel Avenue	Maple Avenue	2	35	250	421	309	256	320	120	219	127	2,020
8	Alisal Road	Maple Avenue	SR 246	2	35	253	425	306	246	298	122	220	126	1,995
9	Alisal Road	SR 246	Copenhagen Drive	2	25	258	298	225	295	350	102	203	148	1,878
10	Alisal Road	Molle Way	Oak Street	2	25	167	195	148	195	230	62	129	91	1,216
11	Alisal Road	Oak Street	Elverhoy Way	2	25	258	335	254	314	357	111	198	134	1,961
12	Alisal Road	Fjord Drive	Rancho Alisal Drive	2	25	183	256	197	238	266	76	152	106	1,472
13	Squire Lane	Viborg Road	Chalk Hill Road	2	35	357	478	369	426	884	148	247	141	3,050
14	Atterdag Road	Chalk Hill Road	Laurel Avenue	2	25	316	447	347	404	672	148	237	137	2,708

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
15	Atterdag Road	Laurel Avenue	Elm Avenue	2	25	48	73	51	67	75	19	39	23	395
16	Atterdag Road	Elm Avenue	SR 246	2	25	100	153	120	137	149	45	80	47	830
17	Atterdag Road	SR 246	Copenhagen Drive	2	35	245	497	249	301	285	95	262	169	2,103
18	Atterdag Road	Copenhagen Drive	Copenhagen Drive	2	35	72	221	35	42	47	10	122	77	626
19	Atterdag Road	Copenhagen Drive	Molle Way	2	35	77	229	42	48	57	11	125	77	666
20	5th Street	Elm Avenue	SR 246	2	35	485	736	573	660	932	260	414	265	4,325
21	5th Street	SR 246	Copenhagen Drive	2	35	558	729	587	299	432	341	360	211	3,517
22	5th Street	Copenhagen Drive	Oak Street	2	35	563	738	594	306	440	341	364	214	3,560
23	Copenhagen Drive	Atterdag Road	1st Street	2	35	187	302	231	279	256	94	157	107	1,613
24	Viborg Road	Alisal Road	Squire Lane	2	35	136	147	112	147	592	45	95	55	1,328
25	Molle Way	2nd Street	1st Street	1	35	56	200	17	18	25	8	109	68	502
26	Molle Way	1st Street	Alisal Road	1	35	5	9	6	7	6	3	5	4	45
27	Oak Street	2nd Street	1st Street	2	35	474	689	650	737	719	260	323	187	4,040
28	Oak Street	1st Street	Alisal Road	2	35	164	246	183	212	229	75	134	83	1,327
29	Oak Street	2nd Street	5th Street	2	35	453	661	626	707	687	257	307	178	3,876
30	Elverhoy Way	1st Street	Alisal Road	2	35	5	8	6	7	8	2	4	2	43

**TABLE 18: ADT VOLUMES OF 2050 PROPOSED PROJECT**

NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
1	SR 246	5th Street	Nykobing	2	35	2,470	3,610	2,677	2,821	3,008	1,265	1,964	1,174	18,989
2	SR 246	4th Street	5th Street	2	35	1,947	2,870	2,071	2,464	2,327	945	1,677	1,036	15,338
3	SR 246	Alisal Road	1st Street	2	35	2,033	2,684	2,032	2,483	2,494	973	1,707	1,126	15,532
4	SR 246	Old Mill Road	Alisal Road	2	35	2,037	2,549	1,945	2,526	2,539	950	1,689	1,153	15,387
5	SR 246	Alamo Pintado Road	Old Mill Road	2	35	2,430	2,941	2,239	2,956	3,021	1,129	1,964	1,334	18,014
6	Alisal Road	Viborg Road	Eucalyptus Drive	2	35	220	253	207	259	319	88	154	96	1,595
7	Alisal Road	Laurel Avenue	Maple Avenue	2	35	246	423	312	254	320	122	221	130	2,028
8	Alisal Road	Maple Avenue	SR 246	2	35	251	429	310	246	302	125	224	130	2,017
9	Alisal Road	SR 246	Copenhagen Drive	2	25	254	295	223	288	347	101	205	158	1,872
10	Alisal Road	Molle Way	Oak Street	2	25	163	191	145	189	226	61	126	89	1,191
11	Alisal Road	Oak Street	Elverhoy Way	2	25	251	327	248	305	349	108	194	131	1,913
12	Alisal Road	Fjord Drive	Rancho Alisal Drive	2	25	176	248	191	229	257	73	147	104	1,425
13	Squire Lane	Viborg Road	Chalk Hill Road	2	35	352	469	361	419	879	145	242	138	3,005
14	Atterdag Road	Chalk Hill Road	Laurel Avenue	2	25	311	438	340	397	667	145	234	134	2,666



NO	ROADWAY	FIRST STREET NAME	SECOND STREET NAME	NO. OF LANES	SPEED LIMITS	AM	LATE AM	LUNCH	EARLY PM	PM	NT	EVE	LATE EVE	TOTAL DAILY
15	Atterdag Road	Laurel Avenue	Elm Avenue	2	25	48	73	51	66	73	18	40	22	391
16	Atterdag Road	Elm Avenue	SR 246	2	25	103	159	124	141	152	46	83	49	856
17	Atterdag Road	SR 246	Copenhagen Drive	2	35	242	491	246	300	283	93	260	168	2,084
18	Atterdag Road	Copenhagen Drive	Copenhagen Drive	2	35	70	219	36	42	48	10	121	77	623
19	Atterdag Road	Copenhagen Drive	Molle Way	2	35	75	227	42	49	58	11	125	78	664
20	5th Street	Elm Avenue	SR 246	2	35	496	738	575	664	942	263	416	266	4,360
21	5th Street	SR 246	Copenhagen Drive	2	35	565	739	593	304	438	344	365	214	3,563
22	5th Street	Copenhagen Drive	Oak Street	2	35	570	749	600	312	446	344	370	217	3,608
23	Copenhagen Drive	Atterdag Road	1st Street	2	35	186	298	228	278	253	93	156	106	1,596
24	Viborg Road	Alisal Road	Squire Lane	2	35	137	151	114	150	596	45	96	56	1,344
25	Molle Way	2nd Street	1st Street	1	35	54	199	18	19	26	8	109	68	499
26	Molle Way	1st Street	Alisal Road	1	35	4	8	5	6	6	3	5	4	40
27	Oak Street	2nd Street	1st Street	2	35	476	693	652	739	720	260	324	187	4,052
28	Oak Street	1st Street	Alisal Road	2	35	163	246	182	212	228	75	134	83	1,324
29	Oak Street	2nd Street	5th Street	2	35	456	665	627	709	688	257	308	177	3,887
30	Elverhoy Way	1st Street	Alisal Road	2	35	5	8	6	7	8	2	4	2	42

