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Executive Summary

This is an executive summary of Kimley-Horn & Associates, Inc.'s Technical Memorandum #3: Revised Roadway Network, El Dorado County Travel Demand Model Update, and Technical Memorandum #4: TAZ Development and Considerations, El Dorado County Travel Demand Model Update.

Background and Purpose

A travel demand model uses computer software to simulate actual travel patterns and existing demand conditions. Model scenarios for future years are used to help guide policy and funding decisions such as construction of new roadways and land use. The County of El Dorado Department of Transportation (DOT) uses the Travel Demand Model to determine its Capital Improvement Program (CIP) and the associated Traffic Impact Mitigation (TIM) Fees.

On December 19, 2011, the Board received a Travel Demand Model Needs Assessment from Kimley-Horn & Associates, Inc. (KHA). The assessment highlighted areas where the existing model could be improved. Through KHA's assessment, it was determined that DOT needed to do the following:

- Bring the Travel Demand Model in-house
Purchase a new software platform
Update the Roadway Network and place in a Geographical Information System (GIS) format
Update the Traffic Analysis Zone (TAZ) map
Obtain all current information to update model to a new 20 year planning horizon (2035)

On January 24, 2012, the Board authorized the update of the Travel Demand Model (TDM) through a contract with KHA. The KHA Scope of Work for the TDM includes "Component 1 - Update Travel Demand Model to 2010 Baseline." Within this component, KHA will update our Roadway Network GIS Map as well as the Traffic Analysis Zone (TAZ) Map as inputs for the update of the baseline travel demand model. Two of the components being discussed at the June 26, 2012 Board of Supervisors hearing are the Roadway Network and the TAZ Map.

The Roadway Network and the TAZ map are the first two important components required for the TDM software platform.

A discussion is provided in this document on the development of the roadway network and TAZ map for use in the TDM.

The current TAZ map consists of 267 zones. In 2010, staff began to update the TAZ map in anticipation of updating the TDM and purchasing a new software platform. The 2010 draft TAZ map created 934 zones. However, this map was not finalized or approved. The Needs Assessment, completed by KHA in December of 2011, determined that the 2010 draft map would need to be revised. These revisions will optimize the data required for the new software platform. The proposed TAZ map now consists of 626 zones.

**Conclusion**

The maps and the technical memorandums were sent to the TIM Fee Working Group (TFWG) and the Engineering Subcommittee of the Economic Development Advisory Committee (EDAC Engineering Subcommittee) for their review on Thursday, June 14, 2012.

Staff will present KHA's summary of network changes to the Roadway Map as discussed in Technical Memorandum #3 and the development and considerations of the TAZ Map update as discussed in Technical Memorandum #4 at the June 26, 2012 Board of Supervisors hearing. Staff will revise the technical memorandums based on comments from the public, TFWG, EDAC Engineering Subcommittee and direction from the Board of Supervisors.

Staff will return to the Board of Supervisors on July 24, 2012 to finalize Technical Memorandums #3 and #4.