

# Traffic Analysis Zones and Roadway Network Assumptions for the Travel Demand Model

Board of Supervisors

June 26, 2012



# Topics for Discussion

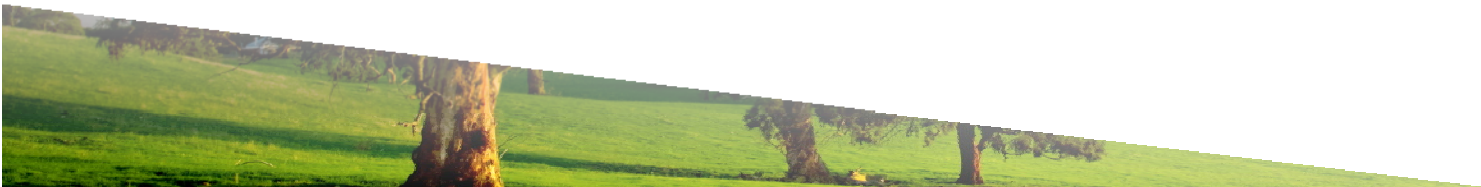
- Roadway Network
- Traffic Analysis Zones (TAZ)
- Next Steps



# Roadway Network

The Roadway Network includes major County roadways and is an essential part of the Travel Demand Model (TDM). These uses include serving as the:

- Basis for estimating travel time between Traffic Analysis Zones
- Basis for traffic assignments
- Tool to facilitate an understanding of how trips are distributed, and
- Tool for displaying the level of traffic congestion associated with different land use scenarios



# Roadway Network, Cont.

The Roadway Network was developed by reviewing the following networks :

- **Input of GPSroads layer from existing County data**– this Geographical Information System (GIS) layer is an inventory of existing roadways in the County, including all of the highways and major roads identified in the El Dorado County General Plan Circulation Element.
  - **2025 SACMET Network** - the SACMET roadway network includes regional highways and major arterials in the Sacramento region, including those in El Dorado County. The review focused on the data attributes coded for roadway classification, free-flow speed, capacity, number of lanes and link distance.
  - **2025 EDC Model Network** – this network from the current EDC model was converted from its MINUTP format for analysis in GIS.
  - **The 2035 Future Roadway Network** – this network included those roads identified in the 2012 CIP as future roads could then be visualized.
- \*It should be noted that roadways in the Tahoe Basin are currently not a part of the network, as this area is managed by the Tahoe Regional Planning Association.

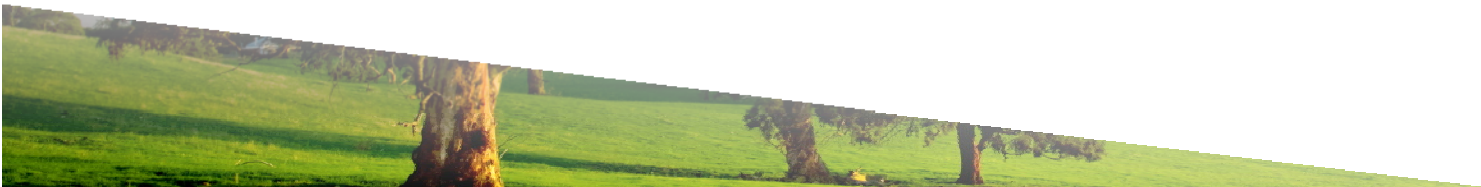




# Traffic Analysis Zones

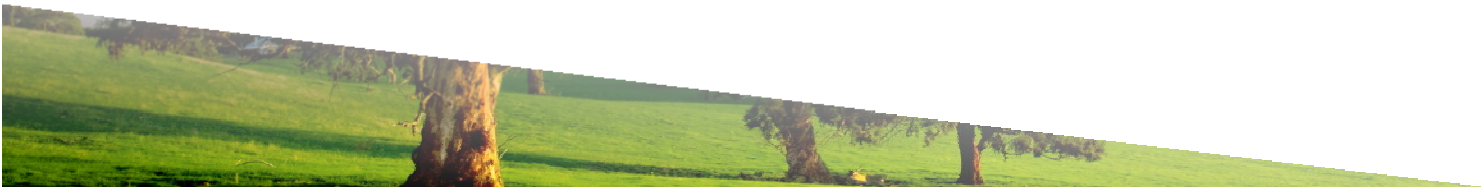
The Traffic Analysis Zones are also an essential part of the TDM that serves multiple purposes, including:

- Providing the basic unit for converting spatial area data into tabular data for use by the TDM,
- Managing interactions between internal land uses,
- Channeling trip loading onto the model roadway network, and
- Displaying information related to land use, employment, population, socio-economic, and other data.

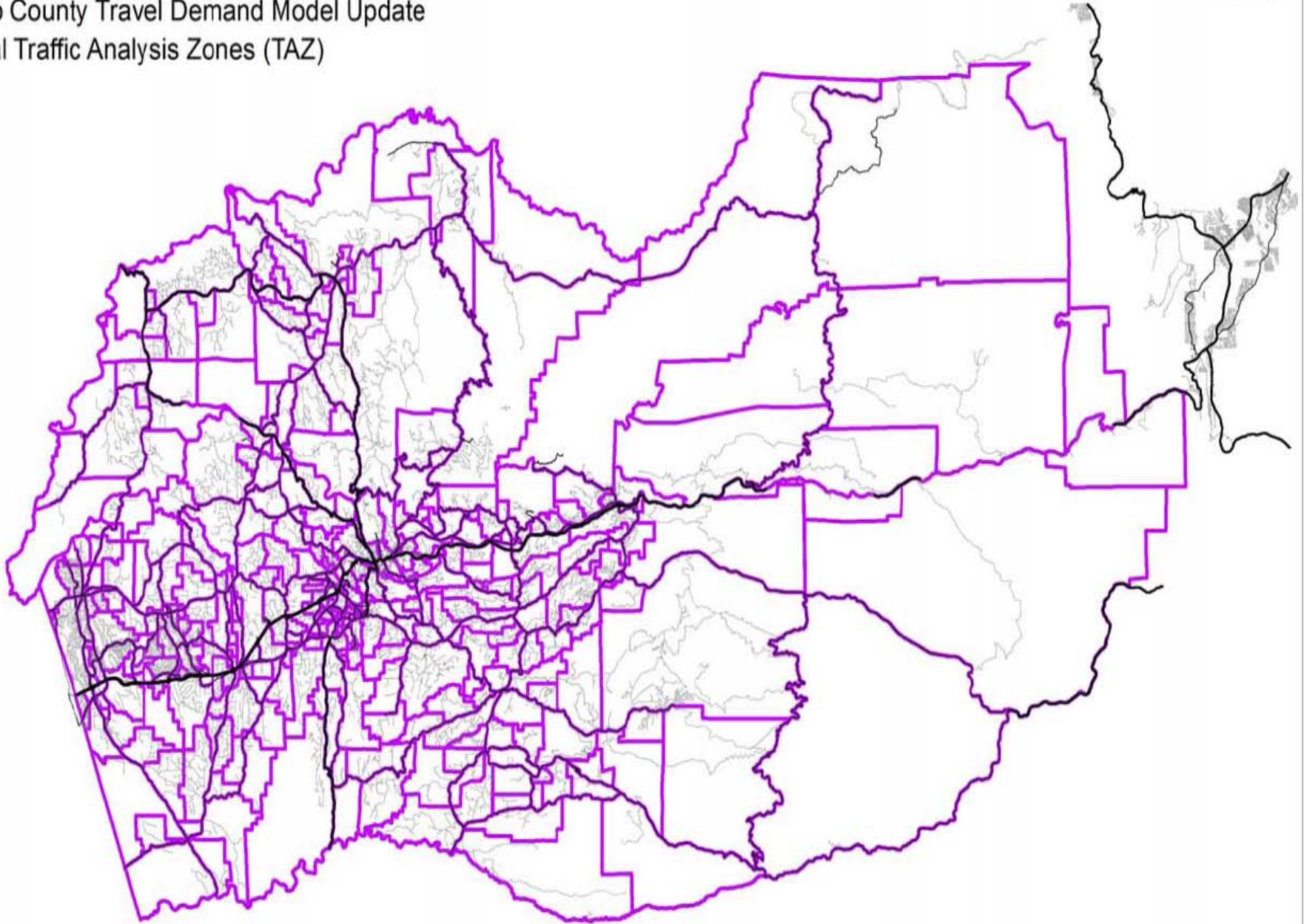


# Traffic Analysis Zones, Cont.

- The current TAZ map consists of 267 zones.
- The 2010 draft TAZ map created 934 zones; however, it 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.



# El Dorado County Travel Demand Model Update Draft Final Traffic Analysis Zones (TAZ)





# Next Steps

- Staff will revise Technical Memorandum #3: Revised Roadway Network based on comments from the TIM Fee Working Group (TFWG) and Engineering Subcommittee of the Economic Development Advisory Committee (EDAC Engineering Subcommittee), public comment, and direction from the Board of Supervisors
- Staff will revise Technical Memorandum #4: TAZ Development and Considerations, and the TAZ Map based on comments from TFWG and EDAC Engineering Subcommittee, public comment, and direction from the Board of Supervisors
- Staff will return to the Board of Supervisors on July 24, 2012 to finalize the Roadway Network and TAZ maps and Technical Memorandum's #3 and #4.

## Note:

- 1) Staff is requesting that any comments be provided to staff by July 10th
- 2) Any comments to the TAZ map be based on the guidelines described in items 1-7 on Page 2 of 5 of Technical Memo #4 (Attachment 3A).

