

Memo

Date: November 6, 2025

To: Carlos Flores, City of Palm Desert
Richard Cannone, City of Palm Desert

From: Jason Pack, P.E.
Brian Wolfe
Uriah Campos

Subject: City of Palm Desert Mobility Element Update Final VMT and LOS Results

Fehr & Peers completed a Vehicle Miles Traveled (VMT) forecasting and roadway capacity analysis in support of the Palm Desert mobility element update. This memorandum details the traffic volume forecasting, Level of Service (LOS) results, and VMT results under the current and proposed mobility elements.

Introduction

The purpose of this assessment is to prepare VMT and traffic forecasts to inform the City of current business as usual and proposed conditions with changes in the mobility element and City's transportation network. This assessment is consistent with Senate Bill (SB) 743, which established VMT as the metric used to evaluate transportation impacts from development and infrastructure projects in CEQA. The three scenarios included in the LOS analysis are Existing (2023), Current Mobility Element (2040), and Proposed Mobility Element (2040) scenarios. The three scenarios in the VMT study are Existing (2025), Current Mobility Element (2040), and Proposed Mobility Element (2040) scenarios.

Proposed Updates

Following discussions with City staff and engagement with City Council, the proposed changes to the mobility element include:

- Incorporation of the I-10/Portola Avenue interchange as a long-term transportation project
- Reclassification of several roadways to align with current conditions, planned bicycle improvements, and the expectation that certain roadways are no longer planned to be widened. The list of reclassifications is provided in **Attachment A**.
- Updates to the proposed roadway cross sections to support future development and improve multi-modal travel options

- Modifications to the truck route network to align with Assembly Bill (AB) 98 requirements and improve safety, including removing SR-74 (south of Highway 111) and Portola Avenue (south of Frank Sinatra Drive).

Modeling Approach

The Riverside County travel demand forecasting model (RIVCOM 4.0.1) was utilized to prepare traffic forecasts. The land use Socioeconomic Data (SED) assumptions for each model year are summarized in **Table 1**. RIVCOM uses a 2018 base year and 2045 future year. Existing Conditions (2025) and Horizon (2040) years were estimated by interpolating between the base and future year models.

Housing unit and employment inputs were updated for the City and adjacent Coachella Valley region based on information provided by the City and CVAG (Measure A housing units). This ensured that all housing units, including seasonal/vacation homes, were accounted for in the model. Demographics were also updated to reflect the typical populations of seasonal homes (older households and households without employment). Pending and approved development projects were also reviewed for consistency within the model. Projects not already accounted for by the growth in the General Plan were added to the model.

The proposed land use changes as part of the University Neighborhood Specific Plan (UNSP) update effort currently underway were incorporated into the land use inputs for modeling, dated November 4, 2025.

Table 1: City of Palm Desert Land Use Inputs Summary

Land Use	Base Year (2018)	Existing Conditions (2025) ¹	General Plan Horizon Year (2040)
Total Population ²	72,059	77,328	88,618
Full Time Residents	50,451	54,039	61,727
Part Time Residents	21,608	23,289	26,980
Population (<16 years)	6,338	6,618	7,127
Population (16–64 years)	34,466	36,683	41,432
Population (65+ years)	31,255	34,027	39,968
Total Household (HH)	35,825	38,930	45,583
Single Family Dwelling Units (SFDU)	15,575	16,678	19,041
Multi-Family Dwelling Units (MFDU)	20,248	22,251	26,542
Total Employment	32,831	36,181	43,361
K12 Enrollment	7,361	7,673	8,341
College Enrollment	11,885	11,998	12,239

Note:

1. Existing Conditions (2025) and Horizon year (2040) SED was estimated by interpolating between Base Year (2018) and Future Year (2045).
2. Population assumes occupancy of seasonal/vacation homes and is higher than the reported population by the US Census Bureau.

Source: RIVCOM, 2025

Traffic Volume Forecasting

Daily traffic volume forecasts were prepared for 66 roadway segments for the Existing (2023) and Horizon (2040) scenarios. The study roadway segments were chosen in coordination with the City of Palm Desert. Daily traffic volumes for City roadways were estimated by using zone activity data from Streetlight, a Big Data vendor.¹ The Average Daily Traffic (ADT) data was pulled for a typical weekday (Tuesday–Thursday) in January 2023. Horizon (2040) volume forecasts were developed with Base and Future Year models using a methodology consistent with the state-of-the-practice approach known as the difference method detailed in the National Cooperative Highway Research Program (NCHRP) Report 255. The difference method utilizes Base and Future Year model outputs and adds the absolute difference to existing traffic counts to develop forecasts. To provide a conservative analysis, negative growth was zeroed out to ensure that traffic volumes remained the same or increased based on expected growth. Traffic forecasts, the location of study roadway segments, and the number of lanes for the scenarios are shown in **Attachment B**.

Traffic Operations Analysis Methodology

The capacity assessment was performed using the Highway Capacity Manual (HCM) 7th Edition methodology. This methodology determines the level-of-service (LOS) based on a Volume-to-Capacity (V/C) ratio, letter grade criteria LOS A through F. As shown in **Table 2**, these grades range from LOS A (minimal delay) to LOS F (congested conditions). LOS E represents at-capacity operations. For the City of Palm Desert, the current General Plan Environmental Impact Report notes LOS D as the minimum acceptable standard for roadways. Roadway capacities were determined based on the current standards within the City’s Circulation Element and Highway Capacity Manual and are shown in **Table 3**.

Table 2: Roadway Segment Level of Service Criteria

Level of Service	Volume-to-Capacity (V/C) Ratio
A	≤0.6
B	0.61-0.7
C	0.71-0.8
D	0.81-0.9
E	0.91-1.0
F	>1.0

Source: Highway Capacity Manual, 7th Edition, 2022.

¹ Streetlight uses anonymized information (ex. GPS data and location services enabled mobile devices) with advanced modeling to develop representative estimates of traffic volumes.

Table 3: Maximum Daily Motor Vehicle Volumes Level of Service

Roadway Classification ¹	Number of Lanes	Maximum LOS C Volume Threshold	Maximum LOS D Volume Threshold	Maximum LOS E Volume Threshold
Enhanced Arterial	6	28,700	48,600	48,900
Vehicle Oriented Arterial	6	28,700	48,600	48,900
	4	19,300	33,500	34,100
Balanced Arterial	4	19,300	33,500	34,100
Enhanced Secondary Roadway	4	19,300	33,500	34,100
	2	9,300	16,800	17,900
Secondary Street	4	10,100	28,200	34,100
	2	9,300	16,800	17,900
Collector Street	2	9,300	16,800	17,900
Downtown Collector	2	9,300	16,800	17,900
El Paseo ²	4	9,700	22,500	26,000

Note:

1. Capacities are shown for the existing and potential configurations for each classification.
2. Reduced capacity on El Paseo due to high pedestrian activity and on-street parking turnover.

Source: City of Palm Desert Circulation Element, 2016.

LOS Results

Table 4 documents which study segments operate at an unacceptable capacity, LOS E or F, in the existing and/or future scenarios. The proposed mobility element changes do not result in any new segments operating at an unacceptable capacity. Additionally, with the introduction of the Portola interchange and redistribution of traffic, traffic volumes decreased by approximately nine and 15 percent at the Monterey Avenue and Cook Street interchanges, respectively, relative to the current mobility element. This is anticipated to reduce traffic congestion in North Palm Desert.

Table 4: Existing and Future Roadway Operating at LOS E or LOS F

Roadway	Segment	Existing (2023)		Current Mobility Element Horizon Year (2040)		Proposed Mobility Element Horizon Year (2040)	
		V/C	LOS	V/C	LOS	V/C	LOS
Highway 111	E/O Bob Hope Dr	0.91	E	0.99	E	0.99	E
Highway 111	W/O Washington St	0.97	E	1.11	F	1.11	F
Cook St	N/O Fred Waring Dr	0.92	E	1.08	F	1.07	F
Washington	N/O Country Club Dr	0.83	D	0.91	E	0.90	D

Source: Fehr & Peers, 2025.

VMT Analysis

Origin–Destination (OD) and Production–Attraction (PA) VMT forecasts were prepared for transportation impact analysis purposes. Additionally, cumulative VMT impacts were assessed using the boundary method. These methods are described in more detail below.

OD VMT Forecasts

The OD Method is used to calculate VMT generated by a City for transportation impact analysis. This method evaluates 100 percent of the trip length with one or both trips ending within a jurisdiction (also known as the Full Accounting Method). This method aggregates passenger vehicles and trucks into one VMT forecast. VMT forecasts using the OD Method are presented below in **Table 5**. The proposed mobility element reduces VMT per service population by 1 percent.

Table 5: Citywide Daily VMT Assessment (OD VMT)

Metric	Existing Year (2025)	Current Mobility Element (2040)	Proposed Mobility Element (2040)
OD VMT	3,834,547	4,273,437	4,218,384
SP	113,412	131,891	131,891
OD VMT/SP	33.8	32.4	32.0

Note:

1. SP= Service population, defined as population plus employment within the specified boundary.

Source: Fehr & Peers, 2025.

PA VMT Forecasts

The PA Method is an alternative method to calculate VMT that isolates VMT by trip purpose. This method does not account for trips that extend beyond the model boundary and does not include truck VMT. This methodology may be appropriate for projects with a single use and with relatively low levels of visitor/external trips. For assessing transportation impacts in CEQA, the analyst should confirm with the City on the appropriate VMT analysis methodology. Home–Based (HB) Production VMT per resident and Home–Based–Work (HBW) Attraction VMT per employee forecasts are presented below in **Table 5**. HB VMT per resident by TAZ is shown in **Attachment C** and HBW VMT per employee by TAZ is shown in **Attachment D**.

The proposed mobility element reduces home based VMT per resident by approximately 6 percent, while commute VMT per employee increases by approximately 2 percent.

Table 5: Citywide Daily VMT Assessment (PA Method)

Metric	Existing Year (2025)	Current Mobility Element (2040)	Proposed Mobility Element (2040)
HB VMT (Production)	1,074,301	1,110,047	1,041,200
Residents	77,328	88,618	88,816
HB VMT/Resident	13.9	12.5	11.7
HBW VMT (Attraction)	1,063,313	1,240,103	1,261,576
Employees	36,181	43,361	43,361
HBW VMT/Employee	29.4	28.6	29.1

Source: Fehr & Peers, 2025.

Boundary Method

The Boundary Method multiplies the volume on each roadway segment by the segment length within a specified geographic boundary. This method includes trips on the roadway within that boundary, without discriminating where the trip began or ended. The boundary method is used to understand the VMT effect throughout the City, which is inclusive of trips within the boundary that may take longer routes due to congestion along corridors. The boundary utilized in the assessment is the City of Palm Desert boundary.

The boundary VMT was completed by selecting all roadway segments in the RIVCOM model within the City of Palm Desert and multiplying the number of trips on each roadway segment by the length of that roadway segment. VMT forecasts using the Boundary Method are presented below in **Table 6**. The proposed mobility element decreases boundary VMT per service population by approximately 4 percent.

Table 6: Citywide Daily VMT Assessment (Boundary Method)

Metric	Existing Year (2025)	Current Mobility Element (2040)	Proposed Mobility Element (2040)
OD VMT	991,873	1,122,536	1,087,404
SP	113,509	131,979	131,979
OD VMT/SP	8.7	8.5	8.2

Note:

1. SP= Service population, defined as population plus employment within the specified boundary.

Source: Fehr & Peers, 2025.

Low VMT Zones

OD VMT estimates were also prepared for each TAZ, which are provided in **Attachment E**. These VMT estimates were compared to the City-wide average VMT. TAZs with a lower VMT per service population than the City-wide average are shown in **Figure 1**. These low VMT zones have been incorporated into the City's transportation study guidelines and VMT screening criteria.

Conclusion

The proposed mobility element update improves transportation efficiency within Palm Desert. The proposed network modifications including the I-10/Portola Avenue interchange and roadway classification redistribute travel demand and shorten trip lengths.

Under 2040 conditions, no new roadway segments are projected to operate at unacceptable LOS. Additionally, the traffic redistribution resulting from the I-10/Portola Avenue interchange reduces congestion at other freeway interchanges in the City. VMT analysis shows the overall level of driving per person decreasing relative to the current mobility element. HBW (Commute) VMT per employee increases modestly, likely attributable to the increased access to commercial activity in North Palm Desert.

Attachments:

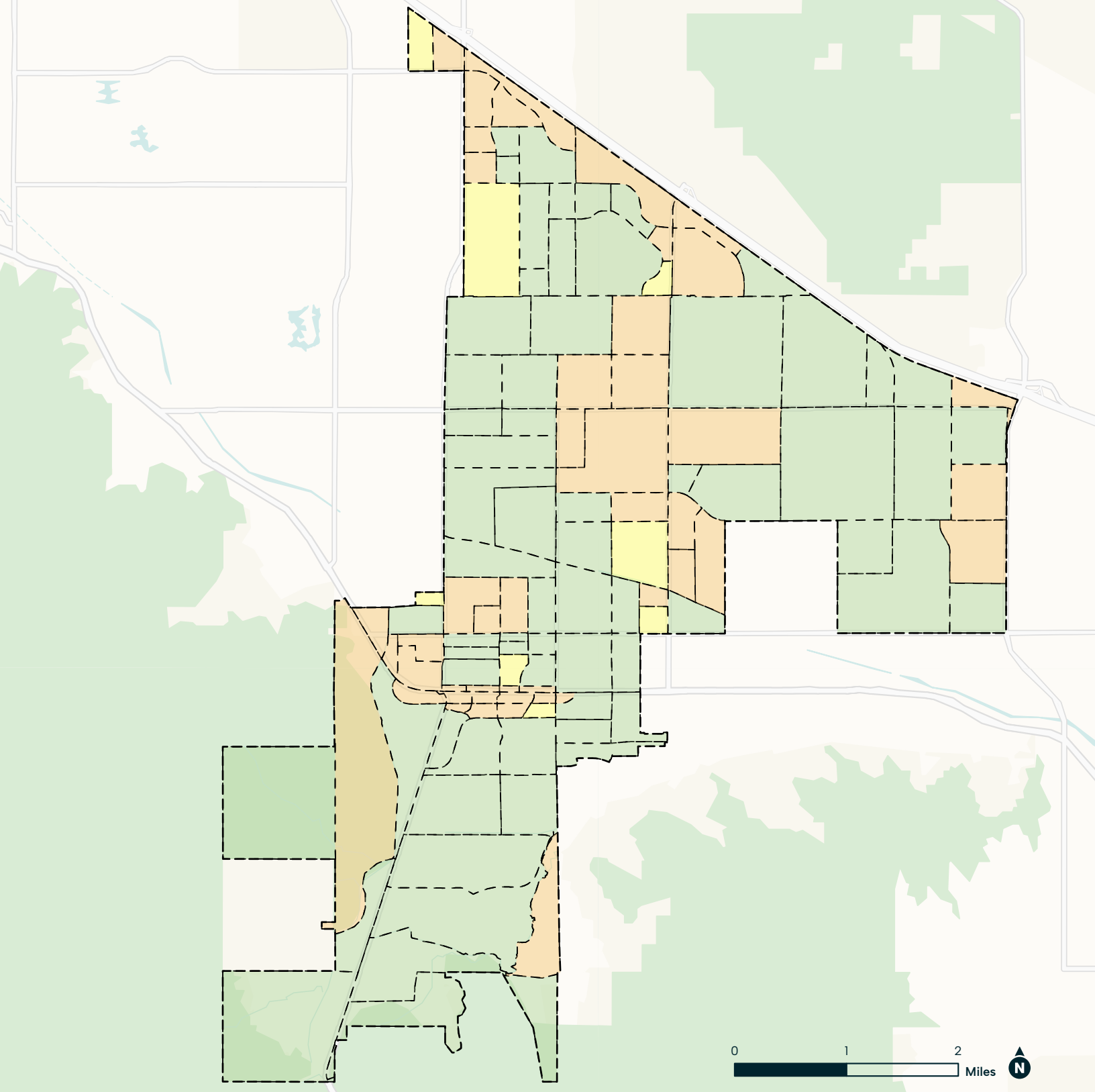
Attachment A: Proposed Roadway Reclassifications

Attachment B: Roadway Segment Forecasts and LOS Results

Attachment C: Home Based VMT Per Resident by TAZ

Attachment D: Home Based Work (Commute) VMT Per Employee by TAZ

Attachment E: Origin Destination VMT Per Service Population by TAZ



- 15% or more Below City-wide VMT Avg
- 0-15% Below City-wide VMT Avg
- At/Above City-wide VMT Avg
- City Boundary

FIGURE 1
2040 Low VMT Zones

Attachment A: Proposed Roadway Reclassifications

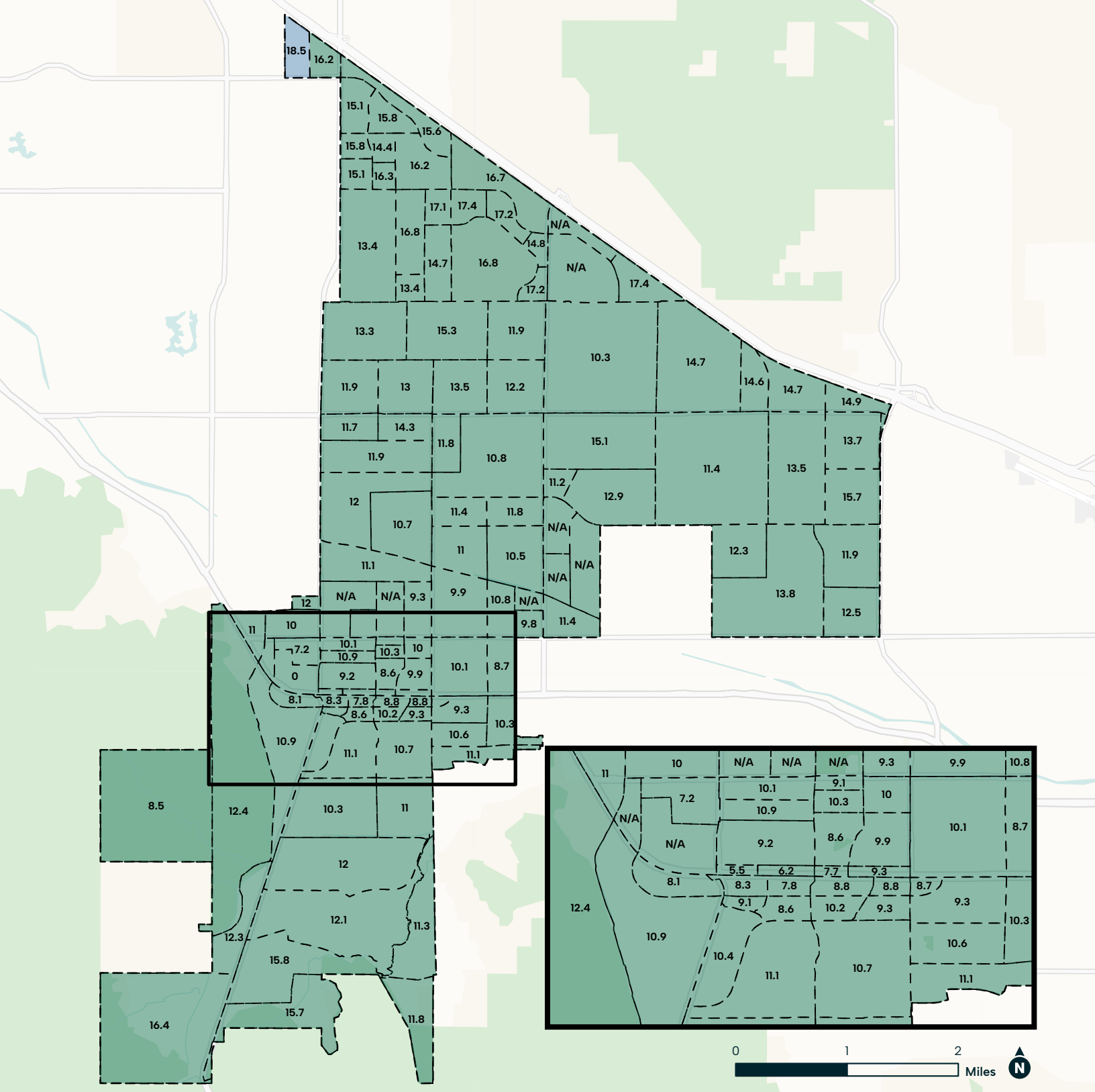
Roadway	Extent	Current Classification (# of lanes)	Proposed Classification (# of lanes)
Town Center Way	Fred Waring Drive to Highway 111	Vehicle Oriented Arterial (4 lanes)	Balanced Arterial (4 lanes)
State Route 74	Highway 111 to Southern City Limits	Vehicle Oriented Arterial (4 lanes)	Balanced Arterial (4 lanes)
Portola Avenue	Highway 111 to Haystack Road	Balanced Arterial (4 lanes)	Secondary Street – 4 Lanes (4 lanes)
	Haystack Road to Mesa View Drive	Secondary Street (2 lanes)	Secondary Street – 2 Lanes (2 lanes)
Deep Canyon Road	Magnesia Falls Drive to Fred Waring Drive	Downtown Collector (2 lanes)	Secondary Street – 2 Lanes (2 lanes)
	Fed Waring Drive to Highway 111	Secondary Street (3-4 lanes)	Secondary Street – 2 Lanes (2 lanes)
Gateway Drive	Dinah Shore Drive to Gerald Ford Drive	Secondary Street (4 lanes)	Secondary Street – 4 Lanes (4 lanes)
Dick Kelly Drive	Monterey Avenue to Dinah Shore Drive	Secondary Street (4 lanes)	Secondary Street – 4 Lanes (4 lanes)
A Street	Monterey Avenue to Gateway Drive	Secondary Street (2 lanes)	Collector Street (2 lanes)
Gerald Ford Drive	Monterey Avenue to Cook Street	Balanced Arterial (6 lanes)	Vehicle Oriented Arterial (6 lanes)
	Cook Street to Frank Sinatra Drive	Enhanced Secondary Roadway (2-3 lanes)	Balanced Arterial (4 lanes)
Country Club Drive	Monterey Avenue to Washington Street	Vehicle Oriented Arterial (4 lanes)	Balanced Arterial (4 lanes)
Hovley Lane West	Monterey Avenue to Portola Avenue	Collector Street (2 lanes)	Secondary Roadway – 2 Lanes (2 lanes)
Haystack Road	SR-74 to Portola Avenue	Collector Street (2 lanes)	Secondary Roadway – 2 Lanes (2 lanes)
Mesa View Drive	SR-74 to Portola Avenue	Secondary Street (2 lanes)	Secondary Roadway – 2 Lanes (2 lanes)
Dinah Shore Drive	Portola Avenue to Pacific Avenue	Secondary Street (2 lanes)	Specific Plan Roadway (2 lanes)
Pacific Avenue	Dinah Shore Drive to College Drive	Secondary Street (2-4 lanes)	Specific Plan Roadway (2-4 lanes)
College Drive	Portola Avenue to Frank Sinatra Drive	Secondary Street (2 lanes)	Specific Plan Roadway (2 lanes)
University Park Drive	College Drive to Cook Street	Secondary Street (2 lanes)	Specific Plan Roadway (2 lanes)

Roadway	Extent	Current Classification (# of lanes)	Proposed Classification (# of lanes)
Technology Drive	College Drive to Gerald Ford Drive	Secondary Street (2 lanes)	Specific Plan Roadway (2 lanes)

Source: Fehr & Peers, 2025.

Attachment B: Existing (2023) and Future Scenarios (2040) Roadway LOS and V/C

ID	Roadway	Segment	Existing Classification	Existing # of Lanes	Capacity	2023 ADT	2023 V/C	2023 LOS	Current GP (2040) # of Lanes	Current GP Capacity	Current GP (2040) Forecast ADT	Current GP (2040) V/C	Current GP (2040) LOS	Proposed GP (2040) # of Lanes	Proposed GP Capacity	Proposed GP (2040) Forecast ADT	Proposed GP (2040) V/C	Proposed GP (2040) LOS
1	Hwy III	E/O Bob Hope Dr	Vehicular Oriented Arterial	6	48,900	44,458	0.91	E	6	48,900	48,300	0.99	E	6	48,900	48,200	0.99	E
2	Hwy III	E/O Fred Waring Dr	Vehicular Oriented Arterial	6	48,900	31,528	0.64	B	6	48,900	34,100	0.70	B	6	48,900	33,900	0.69	B
3	Hwy III	W/O Monterey Ave	Vehicular Oriented Arterial	6	48,900	26,880	0.55	A	6	48,900	30,000	0.61	B	6	48,900	29,900	0.61	B
4	Hwy III	E/O San Pablo Ave	Enhanced Arterial	6	48,900	34,118	0.70	B	6	48,900	37,700	0.77	C	6	48,900	37,600	0.77	C
5	Hwy III	W/O Cook St	Vehicular Oriented Arterial	6	48,900	36,869	0.75	C	6	48,900	40,800	0.83	D	6	48,900	40,800	0.83	D
6	Hwy III	W/O Washington St	Vehicular Oriented Arterial	4	34,100	33,159	0.97	E	4	34,100	37,900	1.11	F	4	34,100	38,000	1.11	F
7	Fred Waring Dr	E/O Highway III	Vehicular Oriented Arterial	6	48,900	16,949	0.35	A	6	48,900	18,400	0.38	A	6	48,900	18,400	0.38	A
8	Fred Waring Dr	E/O Monterey Ave	Vehicular Oriented Arterial	6	48,900	26,047	0.53	A	6	48,900	27,600	0.56	A	6	48,900	27,500	0.56	A
9	Fred Waring Dr	E/O San Pablo Ave	Vehicular Oriented Arterial	6	48,900	31,113	0.64	B	6	48,900	34,900	0.71	C	6	48,900	34,800	0.71	C
10	Fred Waring Dr	W/O Cook St	Vehicular Oriented Arterial	6	48,900	34,307	0.70	C	6	48,900	37,900	0.78	C	6	48,900	37,800	0.77	C
11	Fred Waring Dr	W/O Washington St	Vehicular Oriented Arterial	6	48,900	32,819	0.67	B	6	48,900	39,300	0.80	C	6	48,900	39,400	0.81	D
12	Country Club Dr	W/O Monterey Ave	Vehicular Oriented Arterial	4	34,100	19,949	0.59	A	4	34,100	20,400	0.60	A	4	34,100	19,600	0.57	A
13	Country Club Dr	W/O Portola Ave	Vehicular Oriented Arterial	4	34,100	18,916	0.55	A	6	48,900	18,900	0.39	A	6	48,900	17,900	0.37	A
14	Country Club Dr	W/O Washington St	Vehicular Oriented Arterial	4	34,100	24,821	0.73	C	6	48,900	28,200	0.58	A	4	34,100	26,500	0.78	C
15	Frank Sinatra Dr	W/O Monterey Ave	Balanced Arterial	4	34,100	15,226	0.45	A	4	34,100	15,300	0.45	A	4	34,100	15,000	0.44	A
16	Frank Sinatra Dr	W/O Portola Ave	Balanced Arterial	4	34,100	12,614	0.37	A	4	34,100	15,700	0.46	A	4	34,100	15,400	0.45	A
17	Frank Sinatra Dr	W/O Cook St	Balanced Arterial	4	34,100	13,348	0.39	A	4	34,100	15,700	0.46	A	4	34,100	15,700	0.46	A
18	Gerald Ford Dr	W/O Monterey Ave	Balanced Arterial	4	34,100	12,714	0.37	A	4	34,100	18,100	0.53	A	4	34,100	17,900	0.52	A
19	Gerald Ford Dr	W/O Portola Ave	Balanced Arterial	4	34,100	11,026	0.32	A	4	34,100	16,400	0.48	A	4	34,100	15,700	0.46	A
20	Gerald Ford Dr	W/O Cook St	Balanced Arterial	4	34,100	14,850	0.30	A	6	48,900	25,700	0.53	A	6	48,900	20,200	0.41	A
21	Gerald Ford Dr	E/O Cook St	Enhanced Secondary Roadway	3	26,900	8,030	0.30	A	4	34,100	10,300	0.30	A	4	34,100	9,900	0.29	A
22	Dinah Shore Dr	W/O Monterey Ave	Balanced Arterial	6	48,900	19,565	0.40	A	6	48,900	21,100	0.43	A	6	48,900	20,600	0.42	A
23	Dinah Shore Dr	E/O Monterey Ave	Balanced Arterial	4	34,100	13,109	0.38	A	4	34,100	17,100	0.50	A	4	34,100	12,800	0.38	A
24	Monterey Ave	N/O Dinah Shore Dr	Vehicular Oriented Arterial	7	62,700	45,981	0.73	C	7	62,700	52,700	0.84	D	7	62,700	47,700	0.76	C
25	Monterey Ave	N/O Gerald Ford Dr	Vehicular Oriented Arterial	7	62,700	29,920	0.48	A	7	62,700	34,900	0.56	A	7	62,700	33,500	0.53	A
26	Monterey Ave	N/O Country Club Dr	Vehicular Oriented Arterial	7	62,700	34,864	0.56	A	7	62,700	39,700	0.63	B	6	48,900	38,300	0.78	C
27	Monterey Ave	N/O Fred Waring Dr	Vehicular Oriented Arterial	4	34,100	26,920	0.79	C	4	34,100	29,400	0.86	D	4	34,100	28,700	0.84	D
28	Monterey Ave	S/O El Paseo	Vehicular Oriented Arterial	4	34,100	20,141	0.59	A	4	34,100	24,400	0.72	C	4	34,100	24,300	0.71	C
29	Portola Ave	S/O Highway III	Balanced Arterial	4	34,100	11,352	0.33	A	2	17,900	12,800	0.72	C	2	17,900	12,800	0.72	C
30	Portola Ave	N/O Fred Waring Dr	Balanced Arterial	4	34,100	14,898	0.44	A	4	34,100	15,500	0.45	A	4	34,100	16,000	0.47	A
31	Portola Ave	N/O Magnesia Falls	Balanced Arterial	4	34,100	17,763	0.52	A	4	34,100	18,900	0.55	A	4	34,100	19,200	0.56	A
32	Portola Ave	N/O Country Club Dr	Balanced Arterial	4	34,100	15,055	0.44	A	4	34,100	17,300	0.51	A	4	34,100	17,800	0.52	A
33	Portola Ave	N/O Frank Sinatra Dr	Balanced Arterial	4	34,100	11,097	0.33	A	6	48,900	12,200	0.25	A	6	48,900	13,300	0.27	A
34	Portola Ave	N/O Gerald Ford Dr	Balanced Arterial	4	34,100	10,258	0.30	A	6	48,900	13,700	0.28	A	6	48,900	17,900	0.37	A
35	Cook St	N/O Highway III	Vehicular Oriented Arterial	4	34,100	17,139	0.50	A	4	34,100	22,700	0.67	B	4	34,100	22,600	0.66	B
36	Cook St	N/O Fred Waring Dr	Vehicular Oriented Arterial	4	34,100	31,339	0.92	E	4	34,100	36,900	1.08	F	4	34,100	36,600	1.07	F
37	Cook St	N/O Country Club Dr	Vehicular Oriented Arterial	4	34,100	14,695	0.43	A	4	34,100	17,300	0.51	A	4	34,100	16,500	0.48	A
38	Cook St	N/O Frank Sinatra Dr	Vehicular Oriented Arterial	6	48,900	23,565	0.48	A	6	48,900	26,800	0.55	A	6	48,900	26,500	0.54	A
39	Cook St	N/O Gerald Ford Dr	Vehicular Oriented Arterial	6	48,900	29,377	0.60	B	6	48,900	39,400	0.81	D	6	48,900	33,600	0.69	B
40	Cook St	N/O I-10	Vehicular Oriented Arterial	5	44,800	10,350	0.23	A	5	44,800	25,400	0.57	A	5	44,800	22,400	0.50	A
41	Washington St	N/O Highway III	Vehicular Oriented Arterial	6	48,900	36,384	0.74	C	6	48,900	33,800	0.69	B	6	48,900	33,700	0.69	B
42	Washington St	N/O Fred Waring Dr	Vehicular Oriented Arterial	6	48,900	33,516	0.69	B	6	48,900	33,800	0.69	B	6	48,900	33,800	0.69	B
43	Washington St	N/O Hovley Ln	Vehicular Oriented Arterial	6	48,900	38,677	0.79	C	6	48,900	40,900	0.84	D	6	48,900	41,500	0.85	D
44	Washington St	N/O Country Club Dr	Vehicular Oriented Arterial	6	48,900	40,760	0.83	D	6	48,900	44,400	0.91	E	6	48,900	44,000	0.90	D
45	Washington St	N/O I-10	Vehicular Oriented Arterial	6	48,900	37,587	0.77	C	6	48,900	41,300	0.84	D	6	48,900	41,000	0.84	D
46	Washington St	N/O Varner Rd	Vehicular Oriented Arterial	6	48,900	14,319	0.29	A	6	48,900	17,300	0.35	A	6	48,900	17,300	0.35	A
47	San Pablo Ave	N/O Highway III	Enhanced Secondary Roadway	2	17,900	5,535	0.31	A	2	17,900	5,400	0.30	A	2	17,900	5,400	0.30	A
48	San Pablo Ave	N/O Fred Waring Dr	Enhanced Secondary Roadway	2	17,900	3,547	0.20	A	2	17,900	3,400	0.19	A	2	17,900	3,400	0.19	A
49	Hovley Ln E	E/O Portola Ave	Balanced Arterial	4	34,100	15,119	0.44	A	4	34,100	16,900	0.50	A	4	34,100	17,000	0.50	A
50	Hovley Ln E	E/O Cook St	Balanced Arterial	4	34,100	11,507	0.34	A	4	34,100	9,800	0.29	A	4	34,100	9,800	0.29	A
51	Hovley Ln E	E/O El Dorado Dr	Balanced Arterial	4	34,100	13,267	0.39	A	4	34,100	12,200	0.36	A	4	34,100	12,300	0.36	A
52	El Dorado Dr	N/O Hovley Ln	Balanced Arterial	4	34,100	6,310	0.19	A	4	34,100	6,600	0.19	A	4	34,100	6,600	0.19	A
53	El Dorado Dr	N/O Country Club Dr	Balanced Arterial	4	34,100	4,202	0.12	A	4	34,100	4,300	0.13	A	4	34,100	4,300	0.13	A
54	Varner Rd	E/O Monterey Ave	Vehicular Oriented Arterial	4	34,100	11,401	0.33	A	4	34,100	13,300	0.39	A	4	34,100	13,600	0.40	A
55	Varner Rd	E/O Cook St	Vehicular Oriented Arterial	4	34,100	7,340	0.22	A	4	34,100	9,600	0.28	A	4	34,100	9,500	0.28	A
56	Varner Rd	E/O Washington St	Vehicular Oriented Arterial	7	62,700	33,108	0.53	A	7	62,700	36,000	0.57	A	7	62,700	35,800	0.57	A
57	Deep Canyon Dr	N/O Highway III	Secondary Street	2	17,900	7,178	0.40	A	2	17,900	8,600	0.48	A	2	17,900	8,600	0.48	A
58	Deep Canyon Dr	N/O Fred Waring Dr	Downtown Collector	2	17,900	6,145	0.34	A	2	17,900	6,200	0.35	A	2	17,900	6,200	0.35	A
59	Oasis Club Dr	N/O Hovley Ln	Balanced Arterial	4	34,100	6,318	0.19	A	4	34,100	5,800	0.17	A	4	34,100	5,200	0.15	A
60	I-10	W/O Bob Hope	Vehicular Oriented Arterial	8	160,500	99,490	0.62	B	8	160,500	109,800	0.68	B	8	160,500	109,900	0.68	B
61	I-10	E/O Monterey Ave	Vehicular Oriented Arterial	6	128,400	99,105	0.77	C	6	128,400	108,200	0.84	D	6	128,400	110,000	0.86	D
62	I-10	E/O Cook St	Vehicular Oriented Arterial	6	128,400	105,415	0.82	D	6	128,400	114,000	0.89	D	6	128,400	114,500	0.89	D
63	I-10	E/O Washington St	Vehicular Oriented Arterial	6	128,400	98,643	0.77	C	6	128,400	109,300	0.85	D	6	128,400	109,300	0.85	D
64	El Paseo	W/O Monterey Ave	El Paseo	4	26,000	6,907	0.27	A	4	26,000	6,900	0.27	A	4	26,000	6,900	0.27	A
65	El Paseo	W/O San Pablo Ave	El Paseo	4	26,000	10,111	0.39	A	4	26,000	10,200	0.39	A	4	26,000	10,100	0.39	A
66	El Paseo	W/O Portola Ave	El Paseo	4	26,000	8,512	0.33	A	4	26,000	8,700	0.33	A	4	26,000	8,700	0.33	A



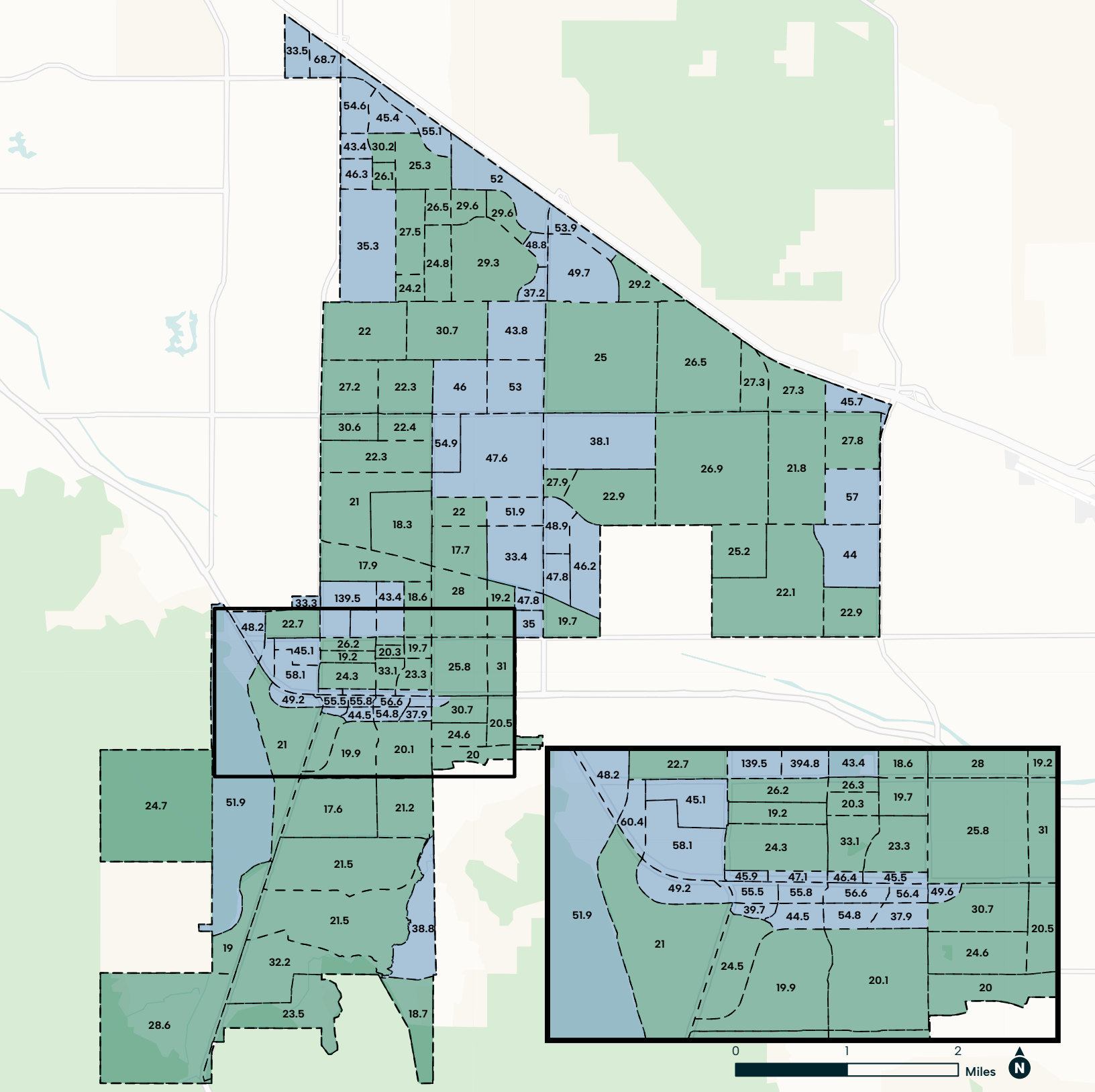
TAZs labeled N/A do not have Residents, therefore no HB VMT/Resident.



- HB VMT/Res by TAZ
- Below County Average (<18.2)
- Above County Average (>18.2)
- City Boundary

ATTACHMENT C

2040 HB VMT (Production) per Resident by TAZ



OD VMT/SP by TAZ

Below County Average (<33.1)

Above County Average (>33.1)

City Boundary

ATTACHMENT E

2040 OD VMT per Service Population by TAZ