

**Table 4-2
Comparison of Alternatives**

	Exist. 1993	2015 No Build	2015 Build	Enhanced Rail Alt.	Enhanced Bus Alt.	Parking Pricing TDM Alt.
MEASURES OF THE PROBLEM						
Forecast daily traffic on Hwy 101						
E/O Salinas Street	84,000	94,700	111,900	91,400	91,400	78,400
E/O San Ysidro Road	73,000	94,500	103,200	92,100	92,000	82,200
E/O Padaro Lane (S)	68,000	85,100	93,400	83,500	83,500	74,900
E/O Casitas Pass Road	65,000	81,200	92,600	80,000	79,900	74,000
E/O Route 150	56,000	76,900	76,900	76,000	75,700	71,800
Forecast peak hour level of service (LOS)						
E/O Salinas Street	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS
<i>WB</i>	0.78 - D	0.88 - D	0.66 - C	0.85 - D	0.85 - D	0.73 - D
<i>EB</i>	0.95 - E	1.07 - F	0.81 - D	1.04 - F	1.04 - F	0.89 - E
E/O San Ysidro Road	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS
<i>WB</i>	0.68 - C	0.88 - D	0.61 - C	0.86 - D	0.86 - D	0.77 - D
<i>EB</i>	0.83 - D	1.07 - F	0.75 - D	1.05 - F	1.05 - F	0.94 - E
E/O Padaro Lane (S)	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS
<i>WB</i>	0.56 - C	0.70 - C	0.49 - C	0.68 - C	0.69 - D	0.61 - C
<i>EB</i>	0.77 - D	0.96 - E	0.67 - C	0.94 - E	0.95 - E	0.85 - D
E/O Casitas Pass Road	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS
<i>WB</i>	0.53 - C	0.66 - C	0.48 - C	0.66 - C	0.66 - C	0.61 - C
<i>EB</i>	0.73 - D	0.92 - E	0.67 - C	0.90 - E	0.91 - E	0.84 - D
E/O Route 150	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS	V/C - LOS
<i>WB</i>	0.29 - B	0.40 - B	0.40 - B	0.40 - B	0.40 - B	0.38 - B
<i>EB</i>	0.40 - B	0.56 - C	0.55 - C	0.55 - C	0.55 - C	0.52 - C
Forecast daily traffic on parallel arterials						
E/O Salinas Street:						
Hwy. 192	7,800	9,500	4,200	9,200	9,200	7,900
Old Coast Highway	6,900	8,400	4,900	8,100	8,100	6,900
Cabrillo Blvd.	12,500	15,300	9,700	14,800	14,800	12,700
E/O San Ysidro Road:						
Hwy. 192	8,500	10,900	1,600	10,600	10,600	9,400
North Jameson Lane	1,600	2,000	4,700	2,000	2,000	1,800
E/O N. Padaro Lane:						
Hwy. 192	3,200	4,200	2,000	4,100	4,100	3,700
Via Real	7,100	9,300	5,000	9,100	9,100	8,200
E/O Casitas Pass Road:						
Hwy. 192	2,200	3,100	1,000	3,000	3,000	2,800
N. Via Real	2,400	3,400	1,900	3,300	3,300	3,100
Carpinteria Ave.	5,800	8,200	1,200	8,100	8,000	7,500
Total vehicle miles of travel on Hwy. 101						
	851,400	1,224,500	1,340,000	1,208,000	1,207,000	1,127,500
Total vehicle hours of travel on Hwy. 101						
	15,500	45,200	31,500	42,500	42,500	35,000

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MEASURES OF THE PROBLEM						
Percent VMT operating at LOS E	0%	66%	0%	67%	67%	13%
Percent VMT operating at LOS F	0%	34%	0%	33%	33%	0%
Total daily veh trips produced in corridor	427,500	445,800	446,100	421,900	422,300	337,000
Percent SOV		67%	66%	61%	60%	48%
MEASURES OF THE SOLUTION						
Forecast daily transit ridership	7,800	13,300	12,100	45,000	44,500	14,800
Forecast percent transit	1.1%	2.0%	2.0%	7.3%	7.2%	2.4%
AVO in corridor	N.A.	1.43	1.36	1.46	1.46	1.71
Percent daily bike trips	0.70%	0.70%	0.70%	0.88%	0.88%	1.01%
Average speed (mph) on Hwy. 101	54.7	27.1	42.5	28.4	28.4	32.3
Net reduction in daily vehicle trips	0	0	0	24,200	23,800	109,100
MEASURES OF EFFECTIVENESS						
Total cost of the alternative (millions of 1994 \$)	\$0	\$0	\$102 - \$142	\$134 - \$357	\$43 - \$47	N.A.
Total annualized cost of the alt. (\$ millions)	\$0	\$0	\$10.8 - \$15.0	\$10.8 - \$28.8	\$5.5 - \$6.0	\$5.0 (1)
Annualized Total cost/vehicle trip reduced	N.A.	N.A.	N.A.	\$3.10-\$6.30	\$2.30-\$2.60	\$0.17
Annualized capital cost/vehicle trip reduced	N.A.	N.A.	N.A.	\$1.55-\$4.15	\$0.80-\$0.90	N.A.
Annualized O&M cost/vehicle trip reduced	N.A.	N.A.	N.A.	\$1.55-\$2.15	\$1.50-\$1.70	\$0.17
MEASURES OF ENVIRONMENTAL/ COMMUNITY IMPACT						
2015 daily running vehicle emissions						
Reactive Organic Gases (ROG) (tons/day)		0.29	0.25	0.24	0.24	0.23
Oxides of Nitrogen (NOx)(tons/day)		1.44	1.41	1.28	1.26	1.20
Carbon Monoxide (CO)(tons/day)		3.59	2.89	2.77	2.57	2.51
Particulate Matter (PM ₁₀)(tons/day)		0.52	0.42	0.61	0.37	0.36
2015 Direct Energy Consumption (Billion Btu)		2,530	2,770	2,500	2,490	2,330
Impact on Vegetative Cover (2)	N.A.	X	---	X--	---	X
Impact on Community Character (2)	N.A.	---	---	X--	X	X
Planning Compatibility (2)	N.A.	---	+	+	+	+

1. The total annualized cost of the Pricing/Enhanced TDM alternative reflects the costs of the enhanced TDM components of the alternative. The parking pricing component of the alternative would generate more than enough revenue to cover the costs of the program, making the cost per trip reduced effectively to zero.
2. "+" indicates positive impact, "X" indicates no perceived impact, "---" indicates negative impact