

**Background Information on  
Why the Current Traffic Evaluation Method for Avila Needs to be Removed  
Prepared by Concerned Citizens for Avila July 2016**

1. The current evaluation method of using a weekday in the second week of May SIGNIFICANTLY under-represents Avila's average traffic counts and traffic patterns because it doesn't take into account weekend or seasonal visitor traffic.
2. Using a traffic methodology that under-estimates Avila's traffic patterns is a HUGE SAFETY ISSUE for both Avila residents and visitors alike because it doesn't provide an accurate representation of the amount of traffic and the challenges with safe access and egress in the event of an emergency (such as medical emergencies) which happen much more frequently on warm weekends. Avila has one-way in and out, on a narrow winding road. The area is subject to fire, earthquake, nuclear event and tsunami potential.
3. Cal Fire has publically acknowledged that Avila is already at CAPACITY on many days and has indicated they will not approve any future large development without additional access/egress. Traffic information that is representative of the year-round traffic patterns is critical in order to determine how to address their concerns.
4. Avila Beach is the ONLY AREA in all of SLO County that has a General Plan requirement restricting when traffic is evaluated. SLO County Public Works is responsible for determining the methodology elsewhere in the County and Public Works should have the same responsibility in Avila so they can ensure that new development proposals are properly evaluated using the County common standard.
5. Elsewhere, countywide and nationwide, the typical traffic evaluation standard is the 30th highest annual traffic hour (K30). The second Tuesday in May represents the 345th highest traffic hour.
6. Deleting the existing language allows establishing traffic impact fees that are realistic, based on the anticipated traffic mitigation and new infrastructure required for cumulative development.
7. When the current traffic methodology was established in 1995 it was PRIOR to the Unocal rehab of Downtown Avila and at that time Avila Beach was not the immensely popular year-round visitor/tourist destination it is today.
8. Deleting the language is **CRITICAL** so that the SLO County Planning Dept. and BOS are making determinations based on an **accurate representation of the traffic patterns** in Avila Beach and they can understand the true impacts and make informed decisions.
9. A traffic manual can't be found that discusses using traffic data from any weekdays during the second week in May.
10. The California Environmental Quality Act (CEQA) requires that evaluation of traffic for visitor/tourist-related projects be conducted consistent with when the traffic impacts are happening. In Avila that is Fridays, Saturdays & Sundays most weekends of the year. The current evaluation method goes against CEQA's intent and doesn't allow the SLO County Planning Dept. and BOS to comply with the CEQA requirements/guidelines.