

CURRENT & PROJECTED SRRA PARKING DEFICIENCIES

DISTRICT	COUNTY	ROUTE	POST MILE	REST AREA	DIRECTION	MAINLINE TRAFFIC VOLUME (AADT) - BOTH DIRECTIONS ⁽¹⁾	PEAK HOUR AADT	SRRA RAMP VOLUME AADT	SRRA RAMP VOLUME AADT	SRRA RAMP VOLUME AADT	TOTAL CURRENT 2009/10 SRRA AADT	ESTIMATED CURRENT STOPPING FACTOR	20-YEAR AADT GROWTH FACTOR	EXISTING PARKING			ESTIMATED 2010 PARKING NEED ⁽²⁾			ESTIMATED 2010 PARKING DEFICIENCY ⁽³⁾			ESTIMATED 2030 PARKING NEED ⁽⁴⁾			ESTIMATED 2030 DEFICIENCY ⁽⁵⁾			ADDITIONAL PARKING REQUIRED?	SRRA ABLE TO ACCOMMODATE ALL ADDITIONAL PARKING?	VACANT LAND ADJACENT TO SRRA FOR ROW/PARKING EXPANSION?	DEVELOP PARKING AT NEW SRRA/OASIS/ARASO/AFPE
								CARS	TRUCKS	BUSES				Cars	Trucks/ Buses	Total	Cars	Trucks/ Buses	Total	Cars	Trucks/ Buses	Total	Cars	Trucks/ Buses	Total	Cars	Trucks/ Buses	Total				
1	DN	199	33.3	Collier Tunnel	Both	3,000	410	328	45	3	376	12.5%	1.22	14	4	18	15	2	17	1	0	1	18	3	21	4	0	4	YES	YES	-	-
1	Hum	101	105.9	Trinidad	NB	5,000	680	235	36	1	272	10.9%	1.22	20	7	27	10	2	12	0	0	0	13	2	15	0	0	0	NO	-	-	-
1	Hum	101	105.2	Trinidad	SB	5,000	680	205	36	2	243	9.7%	1.22	18	8	26	9	2	11	0	0	0	11	2	13	0	0	0	NO	-	-	-
1	Men	101	58.9	Moss Cove	SB	6,700	830	349	58	3	410	12.2%	1.33	13	6	19	14	3	17	1	0	1	19	3	22	6	0	6	YES	YES	-	-
1	Men	101	61.5	Irvine Lodge	NB	6,700	830	251	41	2	294	8.8%	1.33	16	9	25	10	2	12	0	0	0	14	2	16	0	0	0	NO	-	-	-
1	Men	101	82.5	Empire Camp	NB	6,400	960	191	19	0	210	6.6%	1.33	18	5	23	10	1	11	0	0	0	13	1	14	0	0	0	NO	-	-	-
2	Las	44	14.5	Bogard	Both	1,675	320	262	62	9	333	19.9%	1.24	14	9	23	17	4	21	3	0	3	20	6	26	6	0	6	YES	YES	-	-
2	Las	395	49.6	Honey Lake	Both	5,400	735	224	58	8	290	5.4%	1.47	14	6	20	10	3	13	0	0	0	15	4	19	1	0	1	YES	YES	-	-
2	Las	395	96.5	Secret Valley	Both	1,200	170	70	21	4	95	7.9%	1.24	8	4	12	3	1	4	0	0	0	4	2	6	0	0	0	NO	-	-	-
2	Plu	36	12.8	Lake Almanor	Both	3,650	495	59	9	0	68	1.9%	1.72	8	5	13	3	0	3	0	0	0	4	1	5	0	0	0	NO	-	-	-
2	Plu	70	49.8	Massack	Both	3,750	475	90	15	1	106	2.8%	1.57	13	5	18	3	1	4	0	0	0	6	1	7	0	0	0	NO	-	-	-
2	Plu	70	79.1	L.T. Davis	Both	3,425	470	58	10	1	69	2.0%	2.16	15	9	24	3	0	3	0	0	0	6	1	7	0	0	0	NO	-	-	-
2	Sha	5	31.1	O'brien	NB	19,100	2,750	451	155	22	628	6.6%	1.68	14	9	23	22	8	30	8	0	8	37	14	51	23	5	28	YES	NO	NO	YES
2	Sha	5	43.2	Lakehead	SB	17,100	2,700	603	247	43	893	10.4%	1.57	44	18	62	32	15	47	0	0	0	49	24	73	5	6	11	YES	YES	-	-
2	Sha	44	34.7	Shingletown	Both	4,300	515	80	24	2	106	2.5%	1.46	17	6	23	3	1	4	0	0	0	5	1	6	0	0	0	NO	-	-	-
2	Sha	299	60.6	Hillcrest	Both	3,100	340	63	12	1	76	2.5%	1.39	12	4	16	2	1	3	0	0	0	3	1	4	0	0	0	NO	-	-	-
2	Sis	5	25.6	Weed Airport	NB	14,700	2,550	567	291	46	904	12.3%	1.36	16	18	34	33	19	52	17	1	18	45	26	71	29	8	37	YES	NO	NO	YES
2	Sis	5	25.6	Weed Airport	SB	14,700	2,550	562	293	45	900	12.2%	1.36	16	18	34	32	20	52	16	2	18	44	27	71	28	9	37	YES	NO	YES	NO
2	Sis	5	58.4	R.E. Collier	Both	13,500	2,550	632	166	19	817	6.1%	1.33	96	38	134	40	12	52	0	0	0	53	16	69	0	0	0	NO	-	-	-
2	Sis	97	21.8	Grass Lake	Both	2,750	440	274	64	9	347	12.6%	1.22	18	11	29	14	4	18	0	0	0	18	5	23	0	0	0	NO	-	-	-
2	T e h	5	10.5	Lt. John Helmick	NB	26,750	3,600	270	162	24	456	3.4%	1.84	30	11	41	12	8	20	0	0	0	22	16	38	0	5	5	YES	YES	-	-
2	T e h	5	10.5	Lt. John Helmick	SB	26,750	3,600	330	132	21	483	3.6%	1.84	37	13	50	15	7	22	0	0	0	27	13	40	0	0	0	NO	-	-	-
2	T e h	5	34.7	Herbert S. Miles	SB	35,250	4,400	513	260	20	793	4.5%	1.73	52	23	75	21	12	33	0	0	0	37	20	57	0	0	0	NO	-	-	-
2	T e h	5	35.0	Herbert S. Miles	NB	36,500	4,325	492	296	55	843	4.6%	1.73	31	14	45	19	14	33	0	0	0	33	24	57	2	10	12	YES	NO	YES	NO
2	Tri	299	3.8	Francis B. Mathews	Both	3,275	420	183	24	3	210	6.4%	2.33	11	5	16	8	1	9	0	0	0	18	3	21	7	0	7	YES	YES	-	-
2	Tri	299	56.8	Moon Lim Lee	Both	4,100	525	134	19	1	154	3.8%	1.40	13	5	18	6	1	7	0	0	0	8	1	9	0	0	0	NO	-	-	-
3	Col	5	24.3	Maxwell	NB	24,750	2,550	548	209	2	759	6.1%	1.55	34	10	44	19	7	26	0	0	0	29	11	40	0	1	1	YES	YES	-	-
3	Col	5	24.3	Maxwell	SB	24,750	2,550	589	188	3	780	6.3%	1.55	34	10	44	20	7	27	0	0	0	32	10	42	0	0	0	NO	-	-	-
3	Gle	5	14.6	Willows	NB	25,100	2,675	489	206	2	697	5.6%	1.55	38	17	55	18	7	25	0	0	0	27	12	39	0	0	0	NO	-	-	-
3	Gle	5	14.6	Willows	SB	25,100	2,675	482	225	23	730	5.8%	1.55	38	17	55	17	9	26	0	0	0	26	14	40	0	0	0	NO	-	-	-
3	Nev	80	5.6	Donner Summit	EB	26,000	3,850	496	186	2	684	5.3%	1.50	50	12	62	25	9	34	0	0	0	37	14	51	0	2	2	YES	YES	-	-
3	Nev	80	5.6	Donner Summit	WB	26,000	3,850	639	191	7	837	6.4%	1.50	31	9	40	31	10	41	0	1	1	47	15	62	16	6	22	YES	NO	NO	YES
3	Pla	80	41.4	Gold Run	EB	26,250	4,050	1,123	265	12	1,400	10.7%	1.50	54	24	78	58	14	72	4	0	4	87	21	108	33	0	33	YES	NO	NO	YES
3	Pla	80	41.4	Gold Run	WB	26,250	4,050	791	134	3	928	7.1%	1.50	54	16	70	41	7	48	0	0	0	61	11	72	7	0	7	YES	NO	NO	YES
3	Sac	5	34.1	Elkhorn	SB	63,500	5,300	470	262	46	778	2.5%	1.34	35	14	49	13	9	22	0	0	0	18	12	30	0	0	0	NO	-	-	-
3	Yol	5	26.0	Dunnigan	NB	30,250	3,200	672	302	6	980	6.5%	1.50	30	12	42	24	11	35	0	0	0	36	16	52	6	4	10	YES	NO	NO	YES
3	Yol	5	26.0	Dunnigan	SB	30,250	3,200	938	376	5	1,319	8.7%	1.50	30	12	42	33	13	46	3	1	4	50	20	70	20	8	28	YES	NO	NO	YES
4	Mrrn	101	0.0	H. Dana Bowers	NB	111,500	7,800	1,384	49	9	1,442	2.6%	1.26	112	0	112	33	1	34	0	1	1	41	2	43	0	2	2	YES	YES	-	-
4	SM	280	13.5	Crystal Springs	NB	106,000	12,600	708	41	9	758	1.4%	1.17	38	4	42	27	2	29	0	0	0	32	2	34	0	0	0	NO	-	-	-
4	Sol	80	6.5	Hunter Hill	WB	114,000	7,850	1,017	178	25	1,220	2.1%	1.56	30	3	33	23	4	27	0	1	1	36	7	43	6	4	10	YES	NO	NO	YES
5	Mon	101	3.1	Camp Roberts	NB	16,950	2,200	519	138	21	678	8.0%	2.14	21	8	29	22	7	29	1	0	1	48	15	63	27	7	34	YES	NO	YES	NO
5	Mon	101	5.1	Camp Roberts	SB	16,950	2,200	405	153	39	597	7.0%	2.14	27	16	43	18	8	26	0	0	0	37	18	55	10	2	12	YES	NO	YES	NO
5	SB	101	46.3	Gaviota	SB	25,750	2,600	638	76	15	729	5.7%	2.33	15	4	19	22	3	25	7	0	7	51	7	58	36	3	39	YES	NO	NO	YES
5	SB	101	46.9	Gaviota	NB	25,750	2,600	599	107	13	719	5.6%	2.33	15	3	18	20	4	24	5	1	6	47	10	57	32	7	39	YES	NO	NO	YES
5	SLO	46	49.6	Shandon	Both	16,400	2,250	354	112	18	484	3.0%	1.82	16	17	33	17	6	23	1	0	1	30	11	41	14	0	14	YES	YES	-	-
6	Fre	5	1.3	Coalinga-Avenal	NB	30,000	4,800	1,189	517	25	1,731	11.5%	1.55	49	23	72	63	29	92	14	6	20	98	45	143	49	22	71	YES	NO	YES	YES
6	Fre	5	1.4	Coalinga-Avenal	SB	30,000	4,800	1,324	434	32	1,790	11.9%	1.55	49	23	72	70	25	95	21	2	23	110	38	148	61	15	76	YES	NO	YES	YES
6	Ker	5	1.0	Tejon Pass	NB	67,000	7,500	1,422	828	31	2,281	6.8%	1.77	76	44	120	53	32	85	0	0	0	93	57	150	17	13	30	YES	YES	-	-
6	Ker	5	1.0	Tejon Pass	SB	67,000	7,500	1,178	520	32	1,730	5.2%	1.77	80	40	120	44	21	65	0	0	0	78	37	115	0	0	0	NO	-	-	-
6	Ker	5	54.1	Buttonwillow	NB	28,000	4,425	777	360	15	1,152	8.2%	1.55	67	33	100	40	20	60	0												

8	Riv	10	71.8	Cactus City	WB	22,500	2,525	570	317	65	952	8.5%	1.77	12	6	18	22	14	36	10	8	18	38	25	63	26	19	45	YES	NO	YES	NO
8	Riv	10	134.9	Wiley's Well	Both	22,400	2,925	385	151	22	558	2.5%	1.77	33	7	40	17	8	25	0	1	1	30	13	43	0	6	6	YES	YES	-	-
8	Sbd	10	38.2	Wildwood	EB	106,500	7,250	855	385	83	1,323	2.5%	1.22	55	21	76	19	11	30	0	0	0	24	13	37	0	0	0	NO	-	-	-
8	Sbd	15	107.4	C.V. Kane	NB	37,250	5,150	1,543	253	32	1,828	9.8%	1.23	57	23	80	71	13	84	14	0	14	87	16	103	30	0	30	YES	YES	-	-
8	Sbd	15	107.4	C.V. Kane	SB	37,250	5,150	1,018	256	30	1,304	7.0%	1.23	57	23	80	47	13	60	0	0	0	58	16	74	1	0	1	YES	YES	-	-
8	Sbd	15	160.8	Valley Wells	NB	36,000	5,000	1,570	293	42	1,905	10.6%	1.23	38	17	55	73	15	88	35	0	35	90	19	109	52	2	54	YES	YES	-	-
8	Sbd	15	160.8	Valley Wells	SB	36,000	5,000	1,212	252	44	1,508	8.4%	1.23	38	17	55	56	14	70	18	0	18	69	17	86	31	0	31	YES	YES	-	-
8	Sbd	40	28.4	Desert Oasis	EB	12,600	1,500	543	338	44	925	14.7%	1.23	27	8	35	22	15	37	0	7	7	26	19	45	0	11	11	YES	YES	-	-
8	Sbd	40	28.4	Desert Oasis	WB	12,600	1,500	642	398	45	1,085	17.2%	1.23	27	8	35	25	18	43	0	10	10	31	22	53	4	14	18	YES	YES	-	-
8	Sbd	40	105.3	John Wilkie	EB	11,750	1,425	749	344	42	1,135	19.3%	1.23	19	9	28	30	16	46	11	7	18	37	19	56	18	10	28	YES	YES	-	-
8	Sbd	40	105.3	John Wilkie	WB	11,750	1,425	578	322	55	955	16.3%	1.23	18	9	27	24	15	39	6	6	12	29	19	48	11	10	21	YES	YES	-	-
9	Inyo	395	17.9	Coso Junction	Both	5,700	940	574	106	7	687	12.1%	1.12	22	11	33	32	6	38	10	0	10	35	7	42	13	0	13	YES	YES	-	-
9	Inyo	395	83.9	Division Creek	Both	6,275	1,100	158	18	1	177	2.8%	1.12	19	9	28	9	1	10	0	0	0	10	1	11	0	0	0	NO	-	-	-
9	Mon	395	32.4	Crestview	Both	6,400	950	310	65	5	380	5.9%	1.58	23	9	32	16	3	19	0	0	0	24	6	30	1	0	1	YES	YES	-	-
10	Mer	5	0.7	John Chuck Erreca	NB	34,000	4,400	725	376	67	1,168	6.9%	1.33	61	31	92	32	19	51	0	0	0	42	25	67	0	0	0	NO	-	-	-
10	Mer	5	0.7	John Chuck Erreca	SB	34,000	4,400	796	346	64	1,206	7.1%	1.33	61	31	92	34	18	52	0	0	0	46	23	69	0	0	0	NO	-	-	-
10	Sta	5	27.2	Westley	NB	39,250	4,775	564	306	32	902	4.6%	2.01	33	18	51	23	14	37	0	0	0	46	28	74	13	10	23	YES	YES	-	-
10	Sta	5	27.2	Westley	SB	39,250	4,775	993	401	52	1,446	7.4%	2.01	34	16	50	41	18	59	7	2	9	81	37	118	47	21	68	YES	NO	YES	NO
10	Sta	99	0.5	Enoch Christoffersen	NB	63,500	6,150	652	357	26	1,035	3.3%	2.17	40	23	63	21	13	34	0	0	0	46	27	73	6	4	10	YES	YES	-	-
10	Sta	99	0.5	Enoch Christoffersen	SB	63,500	6,150	557	379	63	999	3.1%	2.17	40	24	64	18	14	32	0	0	0	39	30	69	0	6	6	YES	YES	-	-
11	Imp	8	31.2	Sunbeam	EB	13,250	1,850	429	76	13	518	7.8%	1.14	21	9	30	20	4	24	0	0	0	22	5	27	1	0	1	YES	YES	-	-
11	Imp	8	31.2	Sunbeam	WB	13,250	1,850	259	84	19	362	5.5%	1.14	24	8	32	12	5	17	0	0	0	14	5	19	0	0	0	NO	-	-	-
11	Imp	8	80.2	Sand Hills	Both	14,650	2,125	479	117	20	616	4.2%	1.29	10	2	12	23	7	30	13	5	18	30	8	38	20	6	26	YES	NO	NO	YES
11	Imp	111	29.3	Two Rivers	Both	7,150	945	49	6	1	56	0.8%	2.60	14	5	19	3	0	3	0	0	0	6	1	7	0	0	0	NO	-	-	-
11	SD	5	59.4	Aliso Creek	NB	132,000	11,000	1,680	584	87	2,351	3.6%	1.22	82	27	109	47	19	66	0	0	0	58	23	81	0	0	0	NO	-	-	-
11	SD	5	60.0	Aliso Creek	SB	132,000	11,000	2,416	520	71	3,007	4.6%	1.22	89	29	118	67	17	84	0	0	0	83	20	103	0	0	0	NO	-	-	-
11	SD	8	49.0	Buckman Springs	Both	16,450	2,000	518	93	17	628	3.8%	1.66	32	18	50	21	4	25	0	0	0	35	7	42	3	0	3	YES	YES	-	-

Notes:

(1) Mainline and Peak Hour AADT are from 2008.

(2) **Estimated 2010 Parking Need** = (peak hour AADT x stopping factor) / 3 parking space turnovers per hour, based on California Highway Design Manual (HDM) recommendations.

(3) **Estimated 2010 Parking Deficiency** = (2010 need) - (existing parking);
Note: when existing SRRA parking is greater than the estimated 2010 parking need, a negative parking amount results, which indicates a parking surplus. Rather than report a negative value, a zero is entered instead to indicate no parking deficiency at the SRRA.

(4) **Estimated 2030 Parking Need** = (Peak hour AADT x 20-Year Growth Factor x stopping factor) / 3 parking space turnovers per hour, based on California Highway Design Manual (HDM) recommendations; **Note:** a 22-Year growth factor was used since the AADT data is from 2008. Assumes SRRA stopping factors remain constant over 20-year planning period.

(5) **Estimated 2030 Parking Deficiency** = (2030 need) - (Existing Parking);
Note: when existing SRRA parking is greater than the projected 2030 parking need, a negative parking amount results, which indicates a parking surplus. Rather than report a negative value, a zero is entered instead to indicate no parking deficiency at the SRRA. Assumes SRRA stopping factors remain constant over 20-year planning period.