

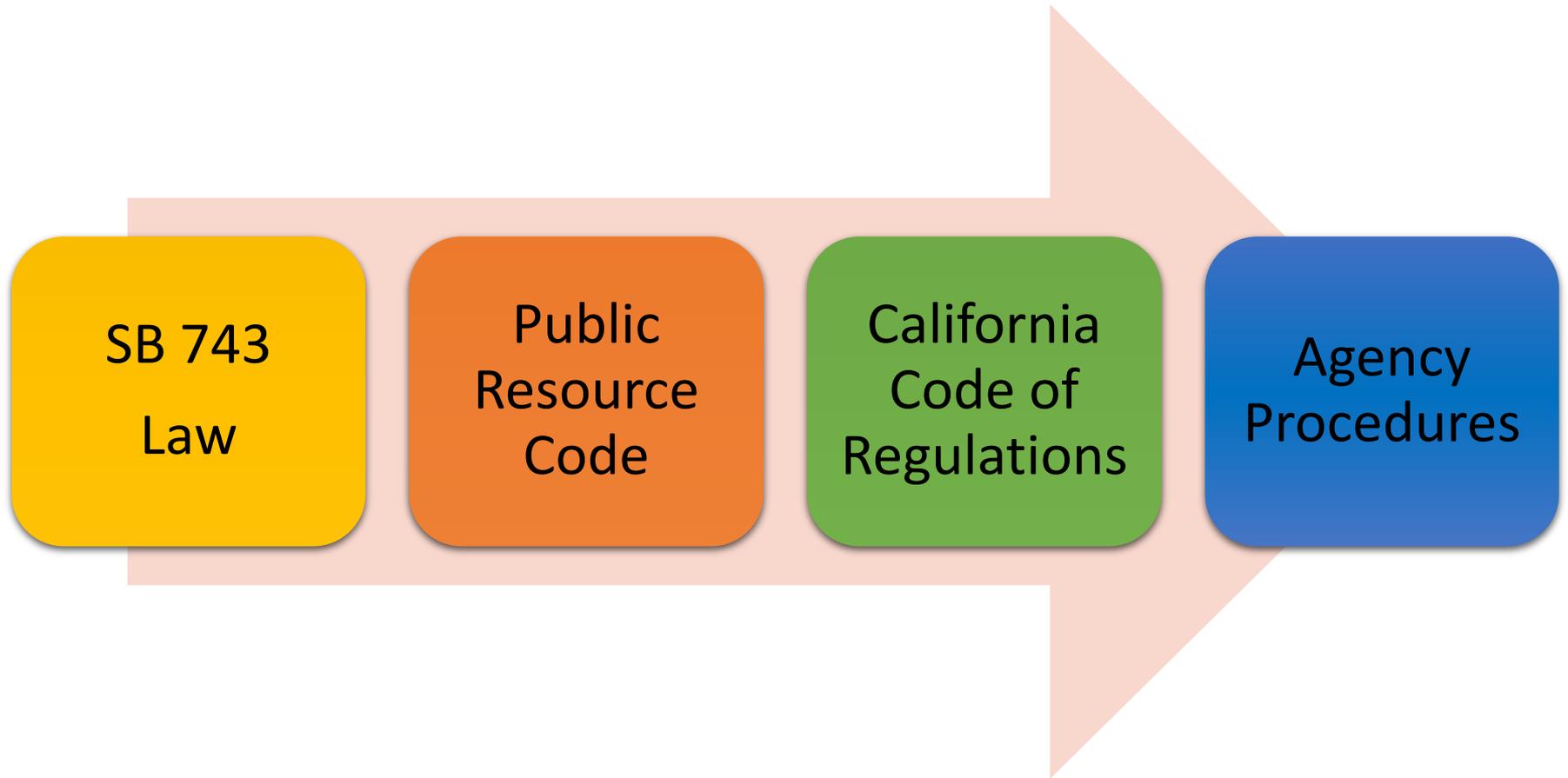
Senate Bill 743

CEQA Analysis of Transportation Impacts

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Process



OVERVIEW - What is changing

Changes the discussion in CEQA on the analysis of transportation impacts on the environment.

Eliminates using auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts on the environment

Currently use LOS as a threshold in CEQA to determine the widening of roadways and intersections



Procedure:

Screening of Projects:

Step 1: Check for Transit Priority Areas

- ¼ mile of a transit service stop with 15 min headway or less

Step 2: Check for Low VMT Areas

- Consistency with existing General Plan
- WRCOG Screening Tool

Step 3: Check Project Type

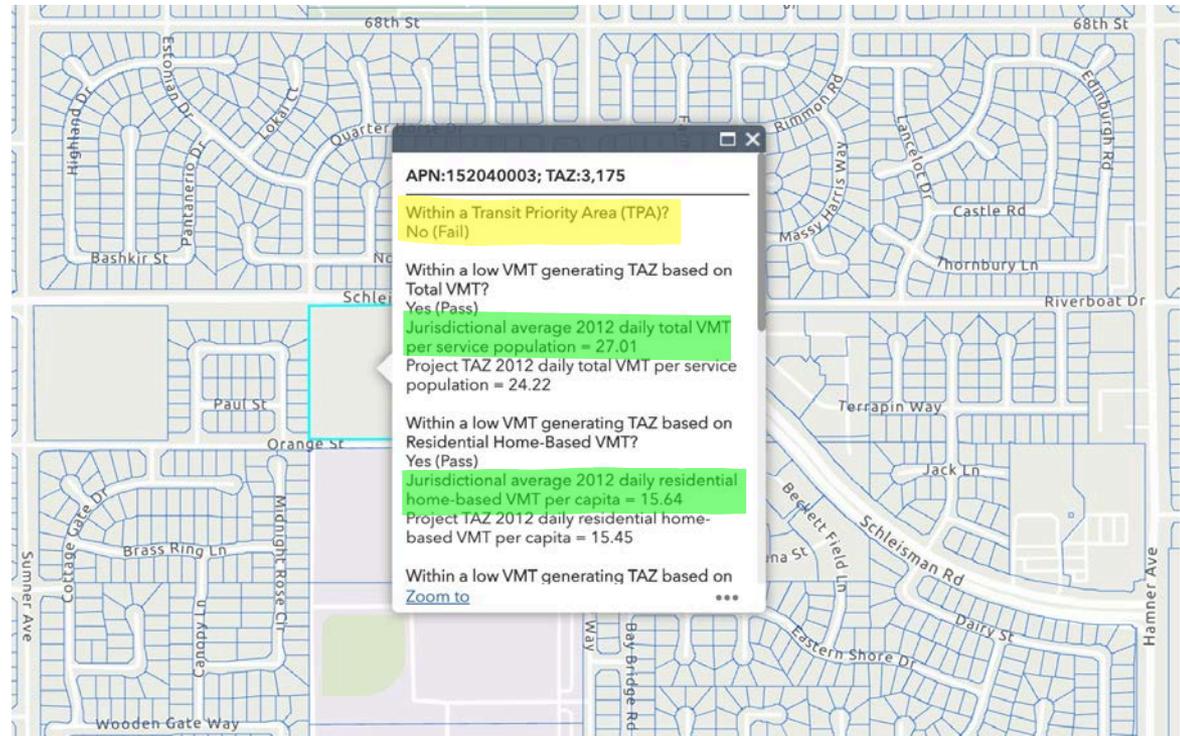
- Projects that are presumed to have less than significant impact

VMT Analysis (Traffic Study):

- Compare to City adopted thresholds
- If higher determine mitigation measures

Steps 1 & 2: Check for TPA and VMT

1. Consistency with General Plan
 - Is project similar size, scale, and land use makeup
2. Check WRCOG online tool and compare expected VMT with City adopted threshold
 - Checks for Transit Priority Area
 - Provides City average and predicted VMT for different types of trips



Step 3: Check Project Type

Project types that are presumed to have less than significant impact:

- Local-serving retail (less than 50,000 sf)
- Local-serving K-12 schools
- Local parks and day care centers
- Local-serving gas stations, banks, restaurants, and medical offices
- Local-serving community assembly uses
- Local-serving hotels
- Projects generating less than 110 daily vehicle trips:
 - 11 single family housing units
 - 16 multi-family, condominiums, or townhouse housing units
 - 10,000 sq. ft. of office
 - 15,000 sq. ft. of light industrial
 - 63,000 sq. ft. of warehousing
- Other locally serving land uses as approved by the Community Development Director

VMT Analysis

- Developer prepared traffic study would have to determine VMT for the project using regional traffic modeling
- VMT would be compared to threshold
- What threshold should be chosen?
 - Meet the legislative intent
 - Comply with Public Resource Code
 - Comply with Code of Regulations
 - Consider OPR guidance
 - Be reasonable and obtainable

VMT Threshold

- Four options were considered:

Option 1: Consistent with OPR recommendation of 15% below existing VMT

Option 2: Consistent with regional air quality and green house gas emissions reduction goals (14.3% below existing)

Option 3: Consistent with Regional Transportation Plan/Sustainable Communities Strategy future year VMT

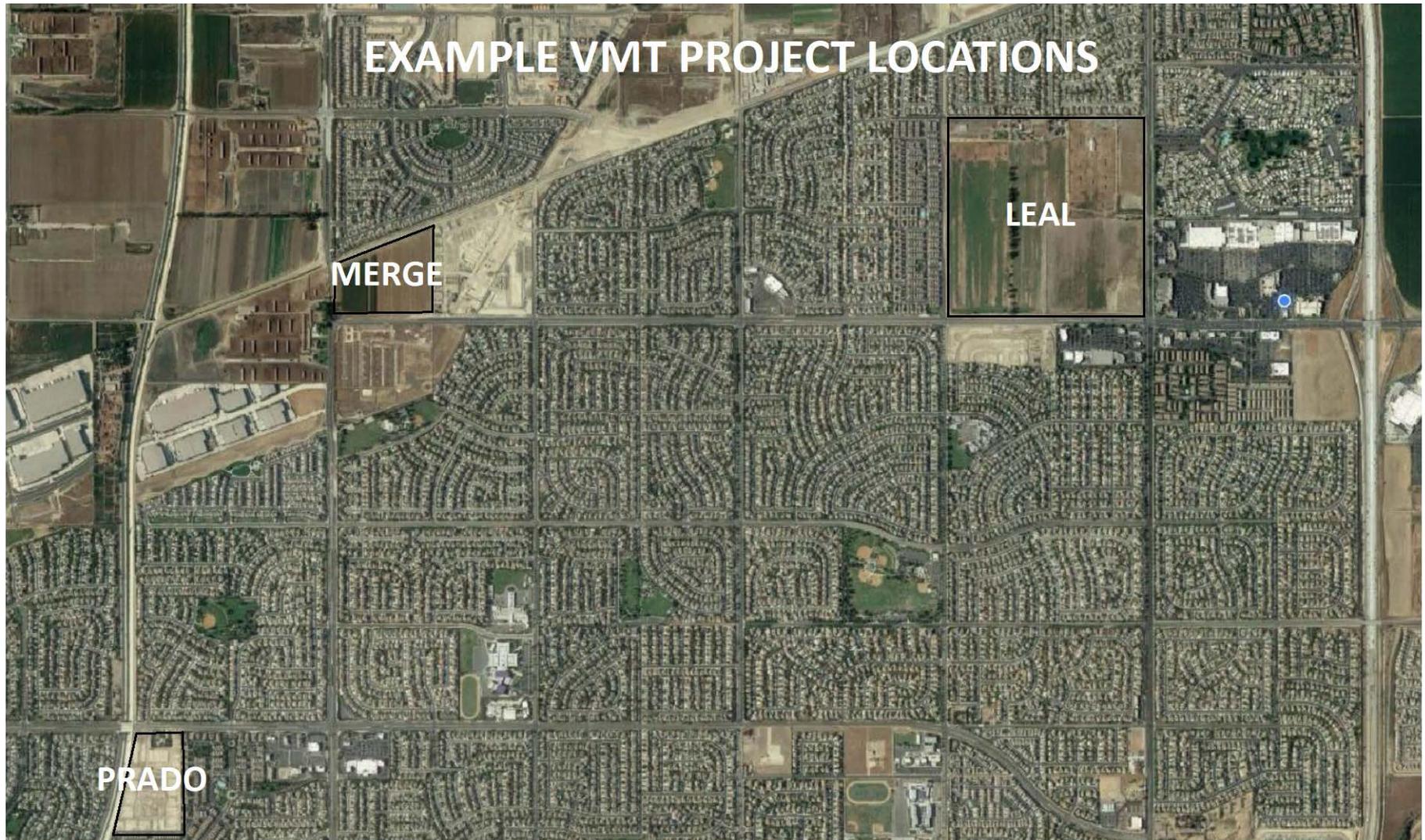
Option 4: Based on comparison with existing VMT for the City or region

VMT Threshold

Removal of Options 1 & 2:

- Require aggressive reduction in vehicle use
- Difficult to achieve aggressive reductions within the City
- Difficult and expensive to achieve in the region
- Maximum expected reduction would be less than 10% if all possible mitigation measures were implemented
- Not practical, achievable, or reasonable for individual developers or the City to implement

VMT Threshold Comparisons



VMT Threshold Comparisons

Analysis:

- The Merge and Prado projects are straightforward and would have impacts, or no impacts, depending on the option and region selected for the threshold.
- Because the Leal Specific Plan is a large project, taken as a whole, would have a significant impact. However, the type and mix of uses have components that would typically reduce VMT that a broad analysis does not recognize.
- Certain components of the Leal Specific Plan could be screened out such as:
 - Civic Center
 - Hotel (if locally serving)
 - Locally serving medical and retail components
 - Low income housing

VMT Threshold Comparisons

Outcomes:

- Comparing to regional (county) average rather than local (city) averages is most in line with OPR recommendations
- Mixed use projects need to be evaluated carefully by considering uses as a whole and individually against screening criteria and interaction behaviors before modeling VMT
- Option 3 has the least impact to developments that reflect conformance with the General Plan

VMT Threshold Recommendation

Based on the analysis it is recommended that the City adopt Option 3 threshold for land use projects:

A significant transportation impact would occur if the baseline or cumulative project generated VMT per capita equals or exceeds the Riverside County average VMT per capita for General Plan buildout conditions.

What about Transportation Projects

CEQA Review is also required for transportation projects. The State is recommending that the following projects can be presumed to have less than significant impacts:

- Roadway maintenance and safety projects
- Installation of traffic control devices
- Lanes that are not for through traffic or reduction in through lanes
- Capacity enhancements only if the project also substantially improves conditions for active transportation and/or transit
- Installation of roundabouts
- New or increased transit services
- Addition or modification of on-street parking
- Installation of publicly available alternative fueling stations

All other projects would be presumed to increase VMT and have an impact. Therefore a VMT analysis would have to be performed.

Transportation Projects

It is recommended that the city adopt the following transportation impact threshold:

Transportation projects would have an impact if the project results in a net increase in regional VMT under buildout conditions

How Do We Mitigate Impacts?

If a project has significant impacts those impacts would need to be mitigated. There are a variety of measures to consider:

- Diversifying land uses within the project
- Improving active transportation networks
- Improving transit service (local and regional)
- Installing workplace active transportation amenities (lockers and showers)
- Encouraging telecommuting and alternative work schedules
- Provide commute-based ride share programs or enhance existing programs
- Provide local microtransit options such as bikeshare or scooters
- Subsidizing non-vehicle-based commute trips

WRCOG regional VMT mitigation program possible

Mitigation measures required for development approval will need to be monitored periodically to ensure they are being done

What About LOS?

The City has a current Level of Service (LOS) requirement

- In the General Plan
- LOS C or D depending on location

LOS requirement would not go away with the approval of VMT thresholds

- Would only be part of the discretionary approval process
- Developments would still be required to perform a traffic study to look at roadway network performance and safety issues
- Will be further evaluated as part of the General Plan Update

City staff is preparing new Transportation Impact Analysis Guidelines

- Include both VMT and LOS

CEQA Analysis of Transportation Impacts

Questions?

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