

Traffic Study Guidelines Update

- Purpose of Traffic Study Guidelines

- To provide a methodology for analyzing the potential transportation impacts of a proposed development project

- Need for Update

- SB 743 was signed into law
 - Level of service (LOS) threshold no longer used to determine significant impacts under CEQA but remains a General Plan Policy
 - Need to adopt new Vehicle Miles Traveled (VMT) threshold of significance consistent with intent of legislation.
 - New Traffic Study Guidelines will use both metrics

Level of Service (LOS) Historical Metric

- CEQA metric used over past several decades to identify Project effect on environment.
- City used metric to set standards for infrastructure measuring roadway capacity and delay.
- LOS will be maintained to support the goals and objectives of the General Plan/Circulation Element

Vehicles Miles Traveled (VMT) Senate Bill 743 Metric

- New CEQA metric based on adoption of SB 743 to identify Project effect on environment.
- LOS no longer constitutes environmental impacts.
- VMT thresholds & methodologies will be implemented to support the intent of the Legislation.

Intent of Legislation

Appropriately balance the needs of congestion management with statewide goals related to:



Infill Development



Promote public health through active transportation (e.g. walking, biking)



Reducing Greenhouse Gas Emission

- Traffic Study Components

- Analysis of LOS Impacts and;
- Analyze Project Potential to increase VMT per Service Population
- Study Scenarios:
 - Existing Conditions
 - Existing Plus Project Conditions
 - Cumulative Plus Project Conditions
- Mitigation Measures for Impacts
 - Fair Share Fee Assessment (LOS)
 - Transportation Demand Measures (VMT)

- Traffic Study Process

- Developer submits Traffic Scoping Form
- Developer submits analysis/study to staff
- Staff reviews the study
- Transportation Commission recommends approval
- Planning Commission and/or City Council approve the study in conjunction with development project

- Draft Traffic Study Guidelines Content
 - Submittal Requirements
 - Scoping Agreement
 - Traffic Impact Analysis
 - Major
 - Focused
 - Exempt Projects

- Draft Traffic Study Guidelines Content (Continued)
 - Thresholds
 - Study Methodology
 - Project Mitigation Measures

Level of Service (LOS) Threshold

- General Plan Policy 4-1.20: Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours.
 - One exception is Riverside Avenue south of the Metrolink tracks all the way to the City's southern border, which can operate at LOS E.
- General Plan Policy 4-1.21: Design City streets so that un-signalized intersections operate with no vehicular movement having an average delay greater than 120 seconds during the morning and evening peak hours.
- Infrastructure deficiencies are deemed to occur at any intersection in which the project causes the LOS to fall below level D or the peak hour delay increases as follows:

LOS A/B	=	By 10.0 seconds
LOS C	=	By 8.0 seconds
LOS D	=	By 5.0 seconds
LOS E	=	By 2.0 Seconds
LOS F	=	By 1.0 seconds
- New development is required to mitigate traffic impacts exceeding these thresholds.

Vehicle Miles Traveled (VMT) Methodology

- Methodology/Modeling
 - Project-generated VMT shall be extracted from the travel demand forecasting model using the **origin-destination trip matrix**
 - In some cases, the City will allow calculation of Project-generated VMT using the **production-attraction trip matrix**. This will be determined at Project Scoping step.

Vehicle Miles Traveled (VMT) Threshold

- The City of Rialto project-generated VMT Methodology/Threshold option is consistent with RTP/SCS Future Year VMT Projections and is better than the General Plan horizon year reflecting the goals and values of the community.
- A project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:
 - The baseline project-generated VMT per service population **exceeds the San Bernardino County regional average** baseline of 32.7% VMT per service population, or
 - The cumulative project-generated VMT per service population **exceeds the San Bernardino County regional average baseline** of 32.7% VMT per service population

Vehicle Miles Traveled (VMT) Mitigation Measures

To mitigate VMT impacts, the following choices are available to the applicant:

- Modify the project's built environment characteristics to reduce VMT generated by the project
- Implement Transportation Demand Management (TDM) measures to reduce VMT generated by the project
 - CAPCOA identified mitigation options shown on page 30-31 of guidelines
- Participate in a VMT fee program and/or VMT mitigation exchange/banking program (if they exist) to reduce VMT from the project or other land uses to achieve acceptable levels

- ## Next Steps

- Transportation Commission and Planning Commission recommendation on draft Guidelines and new VMT threshold
- City Council consideration and adoption of new Guidelines

Question/Comments

