Appendix E
Transportation Impact Analysis

Traffic Impact Analysis

City of Encinitas General Plan Mobility Element Update

Traffic Impact Analysis Report

Prepared by
WSP
for
City of Encinitas

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1 INTRODUCTION

WSP has prepared this Transportation Impact Analysis (TIA) for the City of Encinitas (City) to identify and document potential CEQA impacts related to the City's Mobility Element Update (MEU) and corresponding Mobility Analysis Guidelines (MAG). Together the MEU and MAG includes updates to the City's transportation network, mobility goals and policies, and new roadway classifications, lane assumptions, and standards (the Project).

This TIA has been prepared to evaluate the potential effects of the proposed Project by evaluating changes in Vehicle Miles Traveled (VMT), as proposed by the California Governor's Office of Planning and Research (OPR) to implement California State Law Senate Bill (SB) 743.

1.1 REPORT ORGANIZATION

This report is organized in the following sections:

- Section 2 summarizes the proposed transportation network updated within the City's Mobility Element Update (MEU).
- Section 3 describes the background of VMT analysis via SB 743 and outlines the general guidelines for presenting information in CEQA reporting.
- Section 4 details the procedures necessary for analysis
- Section 5 documents the results of the impact analysis and identifies any transportation impacts.

2 PROJECT DESCRIPTION

2.1 LOCATION

The City of Encinitas is located in the north region of the San Diego metropolitan area in San Diego County. Encinitas covers a total of 18.18 square miles and currently holds a population of over 62,000.

2.2 BACKGROUND

The City's Mobility Element was last updated in 1989 under the name Circulation Element. Since the last update, new state legislation, regional and local changes, and an adopted Housing Element have taken place.

The City of Encinitas is developing the MEU to address new State legislation, the recently adopted Housing Element, a changing regional context, and forecasted future growth. The MEU and corresponding MAG update both city's roadway classification network and horizon year lane assumptions and include targeted updates to Mobility Element goals and policies.

2.3 FOCUSED GENERAL PLAN UPDATES

2.3.1 KEY TRANSPORTATION NETWORK CHANGES

The MEU and MAG build on the focused studies and plans that were completed since the last Circulation Element with updated goals and policies to serve the implementation of new street typologies and functional vehicular classifications. The MEU defines street typologies and associated vehicular functional classifications. A street typology provides a hierarchy of street types that incorporate not just the street's mobility function, but also its character and adjacent land uses and context. This typology provides a classification system to guide future land development, street improvements, and road design.

Table 1: Street Typology

Street Type	Mobility Function
Connector (Prime & Major)	Connects neighborhoods & destinations across longer distances (beyond typical bike/walk distance)
Collector	Provides mobility in, out & through neighborhoods & destinations
Residential Neighborway	Provides local access to residential streets. Often within walksheds of key destinations
Local Street (Unclassified)	Provides direct access to individual residences
Special Designation Corridors	Provides mobility along Coast Highway 101 and El Camino Real, often in accordance with specific plans or other focused plans

The MAG then provides additional guidance on vehicular (automobile) capacity and standards including the Horizon Year lane assumptions. Table 2 summarizes the new street typologies, vehicular functional classifications and horizon year number of lanes as defined by the Project.

Table 3 and Table 4 summarize the specific changes the Project creates when compared to the previously adopted 1989 Circulation Element.

Table 2: 2050 Mobility Element Update Classifications

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
1	Balour Dr	Encinitas Blvd	Melba Rd	Suburban Collector	Collector	2
2	Balour Dr	Melba Rd	Santa Fe Dr	Suburban Collector	Collector	2
3	Birmingham Dr	San Elijo Ave	Carol View Dr	Urban Village Collector	Collector	2
4	Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Urban Village Collector	Collector	2
5	Birmingham Dr	Villa Cardiff Dr	Lake Dr	Suburban Collector	Collector	2
6	Bonita Dr	Requeza St	Melba Rd	Residential Neighborway	Local	2
7	Bonita Dr	Melba Rd	Santa Fe Dr	Residential Neighborway	Local	2
8	Cerro St	Encinitas Blvd	Avenida De Las Adelsas	Residential Neighborway	Local	2
9	Cerro St	Avenida De Las Adelsas	S El Camino Real	Residential Neighborway	Local	2
10	Chesterfield Dr	S Coast Highway 101	Oxford Ave	Residential Neighborway	Local	2
11	Chesterfield Dr	Oxford Ave	Edinburg Ave	Residential Neighborway	Local	2
12	Clark Ave	Leucadia Blvd	Puebla St	Residential Neighborway	Local	2
13	Cornish Dr	E D St	San Elijo Ave	Residential Neighborway	Local	2
14	Crest Dr	Santa Fe Dr	Melba Rd	Residential Neighborway	Local	2
15	E D St	S Coast Highway 101	Stratford Dr	Residential Neighborway	Local	2
16	E F St	S Vulcan Ave	Cornish Dr	Suburban Collector	Collector	2
17	E Glaucus St	N Vulcan Ave	Hygeia Ave	Residential Neighborway	Local	2
18	E Glaucus St	Hygeia Ave	Hymettus Ave	Residential Neighborway	Local	2
19	E Glaucus St	Hymettus Ave	Orpheus Ave	Residential Neighborway	Local	2
20	Edinburg Ave	Liverpool Dr	Chesterfield Dr	Residential Neighborway	Local	2
21	El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Rural Collector	Collector	2
22	El Camino Real	City Boundary	Leucadia Blvd	El Camino Real Suburban Corridor	Prime Arterial	6
23	El Camino Real	Leucadia Blvd	Encinitas Blvd	El Camino Real Suburban Corridor	Prime Arterial	6
24	El Camino Real	Encinitas Blvd	Crest Dr	El Camino Real Suburban Corridor	Prime Arterial	6

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
25	El Camino Real	Crest Dr	Manchester Ave	Suburban Connector (Prime Arterial)	Prime Arterial	6
26	El Portal St	La Mesa Ave	La Veta Ave	Residential Neighborway	Local	2
27	El Portal St	La Veta Ave	N Coast Highway 101	Residential Neighborway	Local	2
28	Encinitas Blvd	N Coast Highway 101	I-5	Suburban Connector (Major Arterial)	Major Arterial	4
29	Encinitas Blvd	I-5	Calle Magdelena	Suburban Connector (Major Arterial)	Major Arterial	4
30	Encinitas Blvd	Calle Magdelena	Westlake St	Suburban Connector (Major Arterial)	Major Arterial	4
31	Encinitas Blvd	Westlake St	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4
32	Encinitas Blvd	N El Camino Real	Rancho Santa Fe Rd	Suburban Connector (Major Arterial)	Major Arterial	4
33	Garden View Rd	City Limits	El Camino Real	Suburban Collector	Collector	4
34	Garden View Rd	El Camino Real	Garden View Ct	Suburban Collector	Collector	4
35	Garden View Rd	Garden View Ct	Glen Arbor Dr	Suburban Collector	Collector	2
36	Glen Arbor Dr	Garden View Rd	Willowspring Dr	Residential Neighborway	Local	1
37	Glen Arbor Dr	Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	1
38	Glen Arbor Dr	Mountain Vista Dr	N Willowspring Dr	Residential Neighborway	Local	1
39	Grandview St	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2
40	Hymettus Ave	E Glaucus St	E Glaucus St	Residential Neighborway	Local	2
41	La Costa Ave	N Coast Highway 101/Carlsbad Blvd	Piraeus St	Urban Village Collector	Collector	4
42	La Costa Ave	Piraeus St	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4
43	Lake Dr	Santa Fe Dr	Birmingham Dr	Suburban Collector	Collector	2
44	Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Urban Village Collector	Collector	2
45	Leucadia Blvd	Orpheus Ave	N El Camino Real	Suburban Connector (Major Arterial)	Major Arterial	4

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
46	Liverpool Dr	Edinburg Ave	Mackinnon Ave	Residential Neighborway	Local	2
47	Lone Jack Rd	Rancho Santa Fe Rd	Lone Hill Ln	Residential Neighborway	Local	2
48	Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Suburban Collector	Collector	2
49	Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Suburban Collector	Collector	2
50	Mackinnon Ave	Birmingham Dr	Liverpool Dr	Residential Neighborway	Local	2
51	Manchester Ave	Rossini Dr	San Elijo Ave	Residential Neighborway	Local	2
52	Manchester Ave	San Elijo Ave	I-5	Urban Village Collector	Collector	2
53	Manchester Ave	I-5	El Camino Real	Suburban Connector (Prime Arterial)	Prime Arterial	4
54	Manchester Ave	El Camino Real	Encinitas Blvd	Rural Collector	Collector	2
55	Melba Rd	Cornish Dr	Stratford Dr	Residential Neighborway	Local	2
56	Melba Rd	Regal Rd	Bonita Dr	Residential Neighborway	Local	2
57	Melba Rd	Bonita Dr	Balour Dr	Residential Neighborway	Local	2
58	Melba Rd	Balour Dr	Crest Dr	Residential Neighborway	Local	2
59	Montgomery Ave	Rossini Dr	Westminster Rd	Residential Neighborway	Local	2
60	Mountain Vista Dr	N El Camino Real	Village Park Way	Suburban Collector	Collector	2
61	Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Suburban Collector	Collector	2
62	Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Suburban Collector	Collector	2
63	Mozart Ave	Montgomery Ave	San Elijo Ave	Residential Neighborway	Local	2
64	N Coast Highway 101	La Costa Ave	Encinitas Blvd	Coast Highway 101 Urban Village Corridor	Major Arterial	2
65	N El Portal St	El Portal St	Neptune Ave	Residential Neighborway	Local	2
66	N Vulcan Ave	La Costa Ave	Encinitas Blvd	Urban Village Collector	Collector	2
67	Nardo Rd	Requeza St	Santa Fe Dr	Suburban Collector	Collector	2
68	Neptune Ave	Grandview St	Sylvia St	Residential Neighborway	Local	1
69	Olivenhain Rd	N El Camino Real	City Boundary	Suburban Connector (Major Arterial)	Major Arterial	4

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
70	Orpheus Ave	E Glaucus Rd	N Vulcan Ave	Residential Neighborway	Local	2
71	Piraeus St	Glaucus St	Leucadia Blvd	Suburban Collector	Collector	2
72	Puebla St *	Clark Ave	Del Rio Ave	Residential Neighborway	Local	2
73	Puebla St *	Del Rio Ave	Saxony Rd	Residential Neighborway	Local	2
74	Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Suburban Collector	Collector	2
75	Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Suburban Collector	Collector	2
76	Rancho Santa Fe Rd	N City Boundary	El Camino del Norte	Rural Collector	Collector	2
77	Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Rural Collector	Collector	2
78	Regal Rd	Requeza St	Santa Fe Dr	Residential Neighborway	Local	2
79	Requeza St	Nardo Rd	Dead End	Residential Neighborway	Local	2
80	Requeza St	Cornish Dr	I-5	Suburban Collector	Collector	2
81	Requeza St	I-5	Nardo Rd	Suburban Collector	Collector	2
82	Rossini Dr	Montgomery Ave	Manchester Ave	Residential Neighborway	Local	2
83	S Coast Highway 101	Encinitas Blvd	W F St	Coast Highway 101 Urban Village Corridor	Major Arterial	4
84	S Coast Highway 101	W F St	W K St	Coast Highway 101 Urban Village Corridor	Major Arterial	4
85	S Coast Highway 101	W K St	San Elijo State Beach/Verdi Ave	Coast Highway 101 Urban Village Corridor	Major Arterial	2
86	S Coast Highway 101	San Elijo State Beach/Verdi Ave	City Boundary	Coast Highway 101 Urban Village Corridor	Major Arterial	4
87	S El Portal St	El Portal St	Neptune Ave	Residential Neighborway	Local	2
88	S Rancho Santa Fe Rd	Encinitas Blvd	City Bounday	Rural Collector	Collector	2
89	S San Elijo Ave	Santa Fe Dr	Cornish Dr	Urban Village Collector	Collector	2
90	S Vulcan Ave	E St	Encinitas Blvd	Urban Village Collector	Collector	2
91	S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Urban Village Collector	Collector	2
92	S Willowspring Dr	S El Camino Real	Encinitas Blvd	Residential Neighborway	Local	2

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
93	San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Urban Village Collector	Collector	2
94	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Urban Village Collector	Collector	2
95	San Elijo Ave	Kilkenny Dr	Manchester Ave	Urban Village Collector	Collector	2
96	Santa Fe Dr	I-5	Gardena Rd	Suburban Collector	Collector	2
97	Santa Fe Dr	Gardena Rd	Nardo Rd	Suburban Collector	Collector	2
98	Santa Fe Dr	Nardo Rd	Lake Dr	Suburban Collector	Collector	2
99	Santa Fe Dr	Lake Dr	S El Camino Real	Suburban Collector	Collector	2
100	Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Urban Village Collector	Collector	2
101	Santa Fe Dr	Rubenstein Ave	I-5	Urban Village Collector	Collector	2
102	Saxony Rd	La Costa Ave	Encinitas Blvd	Suburban Collector	Collector	2
103	Second St	W D St	W K St	Residential Neighborway	Local	2
104	Stratford Dr	E D St	Santa Fe Dr	Residential Neighborway	Local	2
105	Summit Ave	Santa Fe Dr	Westminster Rd	Residential Neighborway	Local	2
106	Sylvia St	Neptune Ave	Third St	Residential Neighborway	Local	2
107	Third St	W K St	W B St	Residential Neighborway	Local	2
108	Third St	W B St	Sylvia St	Residential Neighborway	Local	2
109	Via Cantebria	Garden View Dr	Encinitas Blvd	Suburban Collector	Collector	4
110	Via Molena	Via Cantebria	El Camino Real	Residential Neighborway	Local	2
111	Via Montoro **	El Camino Real	Via Cantebria	Residential Neighborway	Local	2
112	Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Suburban Collector	Collector	2
113	Village Park Way	Mountain Vista Dr	Encinitas Blvd	Suburban Collector	Collector	4
114	W B St	Third St	N Coast Highway 101	Urban Village Collector	Collector	2
115	W D St	Third St	N Coast Highway 101	Residential Neighborway	Local	2
116	W K St	Third St	S Coast Highway 101	Residential Neighborway	Local	2
117	W Leucadia Blvd	Neptune Ave	N Coast Highway 101	Residential Neighborway	Local	2

ID	Street Name	Bound 1	Bound 2	MEU Classification	Vehicular Functional Classification	2050 MEU Lanes
118	Wandering Rd	N Willowspring Dr	Mountain Vista Dr	Residential Neighborway	Local	2
119	Westlake St	Encinitas Blvd	Requeza St	Suburban Collector	Collector	2
120	Westminster Dr	Summit Ave	Montgomery Ave	Residential Neighborway	Local	2
121	Willowspring Dr	Glen Arbor Dr	Glen Arbor Dr	Residential Neighborway	Local	2
122	Willowspring Dr	Glen Arbor Dr	Encinitas Blvd	Residential Neighborway	Local	2
123	Willowspring Dr	Garden View Rd	Glen Arbor Dr	Residential Neighborway	Local	1
124	Willowspring Dr	Glen Arbor Dr	Mountain Vista Dr	Residential Neighborway	Local	1
125	Willowspring Dr	Mountain Vista Dr	Red Gap Court	Residential Neighborway	Local	1
126	Windsor Rd	Santa Fe Dr	Munevar Rd	Residential Neighborway	Local	2
127	Windsor Rd	Munevar Rd	Villa Cardiff Dr	Residential Neighborway	Local	2
128	Woodlake Dr	Windsor Rd	Lake Dr	Residential Neighborway	Local	2

* The removal of the existing roadblock is not mandated by the inclusion of Puebla St in the classified network

** 4 lanes at intersection with El Camino Real

Table 3: 2050 Mobility Element Update Lane Changes

ID	Street Name	Bound 1	Bound 2	1989 Adopted Lane Count	2050 MEU Lane Count
28	Encinitas Blvd	I-5	Calle Magdelena	6	4
29	Encinitas Blvd	Calle Magdelena	Westlake St	6	4
30	Encinitas Blvd	Westlake St	N El Camino Real	6	4
52	Manchester Ave	I-5	El Camino Real	6	4
59	Mountain Vista Dr	N El Camino Real	Village Park Way	4	2
62	N Coast Highway 101	La Costa Ave	Encinitas Blvd	4	2
72	Olivenhain Rd	N El Camino Real	City Boundary	6	4
77	Rancho Santa Fe Rd	N City Boundary	El Camino del Norte	4	2

Table 4: 2050 Mobility Element Update Vehicular Classification Changes

ID	Street Name	Bound 1	Bound 2	1989 ME Classification	2050 MEU Functional Class
1	Balour Dr	Encinitas Blvd	Melba Rd	Augmented Local	Collector
2	Balour Dr	Melba Rd	Santa Fe Dr	Augmented Local	Collector
3	Birmingham Dr	San Elijo Ave	Carol View Dr	Augmented Local	Collector
4	Birmingham Dr	Carol View Dr	Villa Cardiff Dr	Augmented Local	Collector
5	Birmingham Dr	Villa Cardiff Dr	Lake Dr	Augmented Local	Collector
15	E F St	S Vulcan Ave	Cornish Dr	Local	Collector
20	El Camino Del Norte	City Boundary	Rancho Santa Fe Rd	Local	Collector
28	Encinitas Blvd	I-5	Calle Magdelena	Prime Arterial	Major Arterial
29	Encinitas Blvd	Calle Magdelena	Westlake St	Prime Arterial	Major Arterial
30	Encinitas Blvd	Westlake St	N El Camino Real	Prime Arterial	Major Arterial
32	Garden View Rd	City Limits	El Camino Real	Collector	Collector
33	Garden View Rd	El Camino Real	Garden View Ct	Local Undesignated	Collector
34	Garden View Rd	Garden View Ct	Glen Arbor Dr	Local Undesignated	Collector
42	Lake Dr	Santa Fe Dr	Birmingham Dr	Local	Collector
43	Leucadia Blvd	N Coast Highway 101	Orpheus Ave	Augmented Local	Collector
44	Leucadia Blvd	Orpheus Ave	N El Camino Real	Major Arterial	Major Arterial
47	Mackinnon Ave	Santa Fe Dr	I-Villa Cardiff Dr	Local	Collector
48	Mackinnon Ave	Villa Cardiff Dr	Birmingham Dr	Local Undesignated	Collector
51	Manchester Ave	San Elijo Ave	I-5	Augmented Local	Collector
53	Manchester Ave	El Camino Real	Encinitas Blvd	Local	Collector
60	Mountain Vista Dr	Village Park Way	Glen Arbor Dr	Local	Collector
61	Mountain Vista Dr	Glen Arbor Dr	N Willowspring Dr	Local Undesignated	Collector
62	N Coast Highway 101	La Costa Ave	Encinitas Blvd	Major Arterial	Collector
64	N Vulcan Ave	La Costa Ave	Encinitas Blvd	Augmented Local	Collector
70	Nardo Rd	Requeza St	Santa Fe Dr	Local	Collector
72	Olivenhain Rd	N El Camino Real	City Boundary	Prime Arterial	Major Arterial
74	Piraeus St	Glaucus St	Leucadia Blvd	Local Undesignated	Collector
75	Quail Gardens Dr	Swallowtail Blvd	Encinitas Blvd	Local	Collector
76	Quail Hollow Dr	Saxony Rd	Swallowtail Blvd	Local	Collector
78	Rancho Santa Fe Rd	El Camino del Norte	Manchester Ave	Augmented Local	Collector
80	Requeza St	Cornish Dr	I-5	Local	Collector
81	Requeza St	I-5	Nardo Rd	Local	Collector
84	S Coast Highway 101	Encinitas Blvd	W D St	Major Arterial	Collector
85	S Coast Highway 101	W D St	W J St	Major Arterial	Collector
86	S Coast Highway 101	W J St	W K St	Major Arterial	Collector
89	S Rancho Santa Fe Rd	Encinitas Blvd	City Bounday	Local Undesignated	Collector
90	S San Elijo Ave	Santa Fe Dr	Cornish Dr	Local	Collector
91	S Vulcan Ave	E St	Encinitas Blvd	Augmented Local	Collector
92	S Vulcan Ave	Encinitas Blvd	Santa Fe Dr	Augmented Local	Collector
94	San Elijo Ave	Santa Fe Dr	Chesterfield Dr	Augmented Local	Collector

ID	Street Name	Bound 1	Bound 2	1989 ME Classification	2050 MEU Functional Class
95	San Elijo Ave	Chesterfield Dr	Kilkenny Dr	Augmented Local	Collector
96	San Elijo Ave	Kilkenny Dr	Manchester Ave	Augmented Local	Collector
97	Santa Fe Dr	S San Elijo Ave	Rubenstein Ave	Augmented Local	Collector
98	Santa Fe Dr	Rubenstein Ave	I-5	Augmented Local	Collector
99	Santa Fe Dr	I-5	Gardena Rd	Augmented Local	Collector
100	Santa Fe Dr	Gardena Rd	Nardo Rd	Augmented Local	Collector
101	Santa Fe Dr	Nardo Rd	Lake Dr	Augmented Local	Collector
102	Santa Fe Dr	Lake Dr	S El Camino Real	Augmented Local	Collector
103	Saxony Rd	La Costa Ave	Encinitas Blvd	Local	Collector
110	Villa Cardiff Dr	Mackinnon Ave	Birmingham Dr	Local	Collector
111	Village Park Way	Mountain Vista Dr	Encinitas Blvd	Major Arterial	Collector
112	W B St	Third St	N Coast Highway 101	Local	Collector
116	Westlake St	Encinitas Blvd	Requeza St	Local	Collector

3 GUIDELINES AND VMT BACKGROUND

3.1 VMT REPORTING

This report reviews the potential impacts of the proposed FGPU based on VMT to satisfy the California Environmental Quality Act (CEQA) guidelines. Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring Transportation impacts along with the elimination of auto delay/Level of Service (LOS) for CEQA purposes statewide. VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT measures the roundtrip travel for a typical weekday.

3.2 ITE GUIDELINES

In May 2019, members of the Institute of Transportation Engineers (ITE) SB 743 subcommittee San Diego Section outlined and published a technical paper providing methodology guidance for VMT calculation.

The recommended methodology for conducting a VMT analysis for community plans and general plans is to compare the existing VMT per capita for the community plan or general plan area with the expected horizon year VMT per capita. The recommended target is to achieve a lower VMT per capita in the horizon year with the proposed plan than occurs for existing conditions. The City of Encinitas has adopted their own guidelines for land use and transportation projects within the City. For general plan updates including the MEU, the City selects ITE guidelines to identify transportation related impacts for CEQA projects in the City.

Because the Project is only providing changes to the transportation network in the horizon year, it is unreasonable to compare the VMT generated by the preferred alternative to existing conditions when land use growth is occurring independent from the Project. Therefore, for the purposes of this report, VMT from the preferred MEU network is compared to VMT from the adopted 1989 Circulation Element to determine the transportation related impacts.

4 METHODOLOGY

4.1 DATA SOURCES AND METHODS

Population and employment data was obtained from the San Diego Association of Governments' (SANDAG) Series 15 Activity Based Model (ABM2+), which was customized for the City's MEU. The ABM is a travel demand forecasting model that incorporates census data and travel surveys to inform the algorithms of the model's projections. It uses a simulated population based on existing and projected demographics to match residents to employment and forecasts the daily travel on the regional transportation network. In addition, the model is able to estimate the daily travel of individuals in the simulated population, including origins, destinations, travel distances and mode choices. The following provides an overview of SANDAG Model versions and history. This information provides context for selecting the appropriate version of the model for use on the City of Encinitas projects:

- The SANDAG Model goes through major version changes every time a new SANDAG Regional Plan is adopted. The most recent model version is the "Activity Based Model 2+" (ABM2+), which is the model that includes a scenario for the December 2021 SANDAG Regional Plan/Sustainable Community Strategy (SCS).
- The previous version of the SANDAG Model, "Activity Based Model 2" (ABM2) had limited functionality because it was an interim version that SANDAG prepared only for the Federal Regional Transportation Plan. A fundamental limitation with ABM2 is that a user is unable to make land uses changes in the model (in other words, the land use file is locked and can't be edited). Custom modeling is not available using ABM2, so it was not considered for this project.
- On September 23, 2022, the SANDAG Board directed SANDAG staff to remove the "road user charge" from the 2021 Regional Plan and prepare a focused amendment to the 2021 Regional Plan. This direction requires significant revisions to the SANDAG 2021 Regional Plan model to remove the road user charge policy. Removing the road user charge results in regional VMT increasing (because removal of the charge results in the cost of driving going down).
- As part of the SANDAG 2021 Regional Plan EIR, SANDAG modeled several alternatives. The Regional Plan No Build Alternative (Model Land Use Data Set 411) best represents reasonably foreseeable conditions. Specifically, it doesn't include the road user charge and only includes regional transportation investments that are funded, under construction, have environmental clearance, or are otherwise reasonably foreseeable. It does not include the major transportation investments outlined in the Regional Plan because the funding of these projects is not guaranteed. The Data Set (DS) 41 version of the model was used as the basis for modeling performed for the City of Encinitas.

For the City's MEU, the baseline year of 2016 was used for existing conditions input data and VMT was calculated with the 2050 forecast. The network properties such as functional classification of roadways, number of lanes, roadway speed, types of median, etc. were checked against and modified to match the

currently adopted 1989 Circulation Element and 2021 SANDAG Regional Plan (DS41) before running the 2050 Adopted (Without Project) scenario. The 2050 Adopted scenario also included the land use assumptions for the City including the recently adopted Housing Element. Then project specific network modifications were applied to develop the Preferred (With Project) model run. Separate model runs were conducted for Without Project and With Project scenarios and VMT for both were extracted from the model runs.

4.2 VMT SIGNIFICANCE THRESHOLD

Project-specific significance thresholds for the City have been developed to guide programmatic analysis for the Proposed Project. A significant transportation impact could occur if the Proposed Project would generate higher VMT per capita than the Adopted General Plan.

5 IMPACT ANALYSIS

This section documents the process and results of any impacts resulting from the proposed City projects.

5.1 PROJECT VMT

SANDAG's ABM was used to calculate the proposed Project's VMT. The proposed Land Use Element and Transportation Element were used to develop future roadway forecasts and VMT.

Table 5 presents the City VMT efficiency metrics for Base Year (2016) conditions.

Table 5: Encinitas Base Year VMT Metrics

VMT Metric	Base Year (2016)	
	Regional	Encinitas
VMT per capita	18.8	21.4

Table 6 outlines the City VMT per capita for the proposed MEU. As shown in the table, the VMT per capita in the City is projected to be the same in both scenarios at 21.6 VMT per resident. In addition, the VMT per capita for the region would also remain the same in both scenarios at 18.5 per resident.

Table 6: VMT Impact Determination

VMT per capita	2050 Without Project	2050 With Project	Significant Impact?
Encinitas	21.6	21.6	No
Regional	18.5	18.5	No

Based on the results, it is determined that the Preferred Alternative (2050 With Project) is not anticipated to cause a significant transportation impact.

VMT Analysis Guidelines

City of Encinitas SB 743 VMT Analysis Guidelines

November 2023

Prepared by: FEHR & PEERS

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List of Abbreviated Terms

ADT	average daily traffic
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CEQA	California Environmental Quality Act
City	City of Encinitas
CSTDM	California Statewide Travel Demand Model
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
GHG	greenhouse gas
IX	internal-to-external
LMA	Local Mobility Analysis
MXD	mixed-use development
O-D	origin-destination
OPR	Governor's Office of Planning and Research
RTP	Regional Transportation Plan
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
TAZ	transportation analysis zone
TDM	transportation demand management
TSM	transportation system management
VMT	vehicle miles traveled
XI	external-to-internal
XX	external-to-external

I. VMT Analysis

The City provides guideline documents for evaluating transportation for (1) California Environmental Quality Act (CEQA) analysis and (2) discretionary/entitlement non-CEQA Local Mobility Analysis (LMA). Both guidelines are required to be reviewed to assess the potential effects of new development on the City's roadway and mobility system (see **Appendix A** for scoping information). The VMT guidelines for determining transportation CEQA impacts are presented in this document.

A. Overview

Under the CEQA, all phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation. The determination of whether a project may have a significant effect on the environment calls for a careful judgment on the part of the public agency ("Lead Agency") involved. Thresholds of significance, as defined in California Environmental Quality Act Guidelines ("CEQA Guidelines") Section 15064.7(a), may assist lead agencies in determining whether a project may cause a significant impact. In the past, CEQA review of a project's ***transportation*** impacts focused primarily on metrics related to vehicle delay and Level of Service (LOS). These analysis requirements involved a quantitative analysis to determine whether a project may have a significant impact on the roadway network pursuant to CEQA.

Senate Bill (SB) 743 was passed by the legislature and signed into law in the fall of 2013. This legislation led to a change in the way that transportation impacts are measured under the California Environmental Quality Act (CEQA). The California Natural Resources Agency updated the Guidelines for the Implementation of the CEQA Guidelines in December 2018. Per the CEQA Guidelines, starting on July 1, 2020, automobile delay and LOS are no longer used as the performance measure to determine the transportation impacts of land development projects under CEQA. Instead, an alternative metric that supports the goals of the SB 743 legislation is necessary. CEQA Guidelines Section 15064.3 provides requirements for determining the significance of transportation impacts and states, "This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts." VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency, especially if expressed as a function of population or employment (e.g., VMT/capita or VMT/employee). The traditional use of VMT in environmental impact analysis is to estimate mobile air pollution emissions, GHGs, and energy consumption. Note that VMT can be reported and defined in multiple ways and the VMT metric that is used for calculations in other environmental impact analysis resource areas differs from the VMT metric used for transportation impact analysis purposes.

SB 743 does not prevent an agency from continuing to analyze local mobility in terms of delay or LOS as part of other plans (e.g., general plans); studies; congestion management plans; or transportation improvement plans, but these metrics may no longer constitute the basis for CEQA transportation impacts as of July 1, 2020. CEQA requires VMT analysis for compliance with state policies to evaluate a project's potential impacts related to VMT significance criteria. Projects that have been deemed complete prior to the adoption of these VMT guidelines are not subject to the regulations herein, unless the project description has changed such that impacts need to be reassessed.

The VMT analysis will:

- Enable proposed development projects to comply with current CEQA requirements as a result of the implementation of SB 743.
- Outline the City's VMT significance thresholds, screening criteria, and methodology for conducting the transportation VMT analysis.
- Help determine if mitigation is required to offset a project's significant VMT impacts.
- Identify VMT reduction measures and strategies to mitigate potential impacts below a level of significance.
- Reduce the need to widen or build roads through effective use of the existing transportation network and maximize the use of alternative modes of travel throughout the City.

To comply with the new legislation, the City of Encinitas has identified VMT analysis methodology, established VMT thresholds for CEQA transportation impacts, and identified possible mitigation strategies.

B. Metric and Methodology for Calculating VMT

In general, transportation VMT analysis for CEQA should be conducted using the SANDAG Regional Travel Demand Model, data from the model, or another appropriate data source (coordinated with City staff). The typical VMT metrics are VMT/capita, VMT/employee, and Total VMT.

There may be special circumstances under which other tools and techniques should be used to perform VMT analysis. There are unique land uses that are not appropriately modeled using the SANDAG model, such as uses that have the majority of their activity on the weekends (the SANDAG Model produces weekday results). The applicant's consultant should coordinate with City staff if a VMT estimate tool other than the SANDAG Model is proposed for use.

Summary of Metrics by Project Type

The following summarizes the appropriate metric for various types of projects. Detailed definitions of the metrics follow.

- **Residential:** VMT/capita
- **General Employment:** VMT/employee
- **Industrial Employment:** VMT/employee
- **Regional Retail, Regional Recreational, or Regional Public Facilities:** Change in total VMT (using the boundary method)
- **Mixed-Use:** Each project component is evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)
- **Transportation Project:** Change in total VMT (using the boundary method)
- Unique circumstances may require alternate metrics

VMT per Capita

VMT/capita is established by summing up the total daily VMT generated by residents of a geographic area and dividing it by the population of that geographic area. Total daily VMT includes all trip tours made by residents: home-based and non-home-based trip tours (i.e., all VMT for a resident for the entire day regardless of trip purpose or origin/destination).

To analyze the VMT/capita for a proposed project, the total daily VMT generated by project residents is divided by the project resident population.

SANDAG has a procedure to produce VMT/capita; however, the SANDAG procedure to produce this metric only includes VMT generated within the SANDAG region by residents of the SANDAG region. If a project is expected to produce consistent travel outside of the SANDAG region, the VMT outside of the region should be included in the analysis. To account for VMT generated by residents of the SANDAG region traveling outside of the region, the SANDAG model data should be appended with the VMT that occurs by SANDAG region residents outside of the region. The Institute of Transportation Engineers (ITE) San Diego Section has a Task Force Committee that provides recommendations for performing various transportation analyses in our region. The San Diego Section task force has produced a white paper[1] on accounting for VMT produced outside of the SANDAG region. The paper can be found on the San Diego ITE Section website at https://sandiegoite.org/tcm-task-force.

VMT per Employee

VMT/employee is established by summing the total daily VMT generated by resident employees of a geographic area and dividing it by the number of employees in that geographic area. The SANDAG ABM 2+ VMT/employee metric is for all work-related trips (i.e., commute, trips to and from work to lunch/meetings, etc.). Employees whose work location is specified as home are not included in the calculations. To analyze the VMT/employee for a proposed project, the total daily work-related VMT produced by the project's employees is divided by the total number of employees.

The procedure developed by SANDAG to calculate VMT/employee by transportation analysis zone (TAZ) only accounts for VMT generated within the SANDAG region by employees who are also residents of the SANDAG region. Employees that live outside of the region and travel into the SANDAG region for work are not accounted for because of the nature of the calculation. The ITE San Diego Section Task Force white paper also describes an approach for accounting for external VMT related to the VMT/employee metric.

Total VMT

Total VMT can be calculated by either of two methods – the Boundary Method or the Origin-Destination Method.

[1] https://static1.squarespace.com/static/5ab6b8a33e2d09b08935bcb1/t/6282d9a488d5197792120f5a/1652742581779/SANDAG+Model+External+VMT+Adjustment+Methodology+5-9-22.pdf

Boundary Method

Total daily VMT (Boundary Method) within a given area can be measured by multiplying the daily volume on every roadway segment by the length of every roadway segment within the area. This is called Boundary Method VMT. Examples of Total VMT (Boundary Method) are VMT within the SANDAG region, VMT within a defined planning area, or VMT within the market area to be served by the project. This metric is used to analyze regional retail, service, recreational, regional public facilities, and transportation infrastructure projects.

Origin-Destination Method

Total daily VMT (Origin-Destination Method) within a given area can be calculated directly from model outputs by multiplying the origin-destination (O-D) trip matrix by the final assignment skims (O-D Method VMT). The total VMT value should be appended to include VMT from all trips that enter or exit the SANDAG region. This metric is used to evaluate a regional project if that project is expected to draw trips from outside the region (e.g., an amusement park).

Other VMT Metrics

There may be circumstances where other types of VMT metrics may be appropriate, such as projects that draw people from outside of the SANDAG region. One of these is the VMT/service population metric. VMT/service population is established by dividing the total VMT with at least one trip end in a geographic area by the population plus employment of that geographic area. The total VMT includes all internal VMT, internal-to-external, and external-to-internal VMT (i.e., all VMT regardless of geographic boundaries). Since this metric combines VMT for residents and employees and reflects how accessible all land uses are (e.g., geographies with higher density, more shopping, and more jobs will have lower VMT/service population) it can be useful to understand a variety of project types. To analyze the VMT/service population for a proposed project, the project's total VMT (using the origin-destination method) is divided by the project population plus employment. Use of an alternate metric, such as VMT/service population, should be used only when standard metrics are not applicable and after coordinating with City staff in advance.

C. VMT Analysis for Land Use Projects

Screening Criteria for CEQA VMT Analysis

The requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except those that meet at least one of the screening criteria. A project that meets at least one of the screening criteria below would be presumed to have a less than significant VMT impact due to project characteristics and/or location. **Appendix B** provides information/evidence to support these screening criteria.

Small Project Daily Vehicle Trip Screening

Per OPR's Technical Advisory and SANDAG's trip generation rates, projects that generate less than 200 ADT would be presumed to have a less than significant transportation impact. Projects that can demonstrate that they would generate an ADT of less than 200 after applying trip-reduction strategies would be screened out from performing additional analysis.

Projects Located in a Transit-Accessible Area

Projects located within a half-mile radius of an existing major transit stop or an existing stop along a high-quality transit corridor[2] may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Distance to transit shall be determined with radius or "as the crow flies" measurements and shall be measured from the edge of the transit platform. Any portion of the project site may be located within such radius to be considered. Note that the Coaster Rail Station is considered a major transit stop. A map of existing major transit stops and existing stops along high-quality transit corridors is provided in **Appendix C**.

The presumption of a less-than-significant impact near these transit stops may not be appropriate if the project:

- Has a Floor Area Ratio of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the City
- Is inconsistent with SANDAG's most recent Sustainable Communities Strategy or the land use growth assumption accommodated by the Land Use Element portion of the General Plan
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units
- Does not have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)

Projects in a VMT-Efficient Area

A VMT-efficient area is any area within the City with an average VMT/capita or VMT/employee below the thresholds as compared to the baseline regional average for the TAZ it is located within, as provided on the City's VMT screening maps that are produced using current City land use data and the SANDAG model. When TAZ data is unavailable, census tract data shall be used. Note that the data on the SANDAG "San Diego Region SB 743 Maps" website[3] does not reflect the latest land use information for the City. The City-specific VMT screening maps (available through consultation with City staff) should be

[2] Major transit stop: a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. High quality transit corridor: a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute periods.

[3] The VMT/Capita and VMT/Employee screening maps are created using information from the current version of the SANDAG model at the time a project notice of preparation (NOP) is produced. The SANDAG "San Diego Region SB 743 Maps" are available at: https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=bb8f938b625c40cea14c825835519a2b. As SANDAG updates the model to reflect development and planning throughout the region, the screening maps will be updated and may change resulting in development that may have at one time been screened to no longer be screened and vice versa. As the model is updated, earlier versions of the model will also cease to be supported by SANDAG, meaning that model runs can no longer be completed with the previous versions of the model. If a project begins the transportation study process using one version of the model that becomes unsupported during the process, the project can utilize model outputs from the older model version, as long as no additional modeling work will be done. Projects cannot complete their transportation analysis using multiple model versions.

utilized until the data provided on SANDAG's website reflects the latest City land uses, which is expected to occur with the SANDAG 2025 Regional Plan model.

Residential projects located within a VMT-efficient area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for residential projects is any area with an average VMT/capita 15% below the baseline City average based on the TAZ it is located within. When TAZ data is unavailable, census tract data shall be used.

Employment projects located within a VMT-efficient area may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for employment projects (excluding industrial employment projects) is any area with an average VMT/employee at or below the baseline regional average based on the TAZ it is located within. When TAZ data is unavailable, census tract data shall be used.

Mixed-Use projects located within a VMT-efficient area for each of its land uses may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Refer to the appropriate section for each land use included as a part of the mixed-use project to determine the definition of a VMT-efficient area for each land use.

Locally-Serving Retail Projects

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.

Locally-Serving Public Facilities

Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. The following are considered locally serving facilities:

- Transit centers
- Public schools
- Libraries
- Post offices
- Park-and-ride lots
- Police and fire facilities
- Parks and trailheads
- Government offices
- Passive public uses, including communication and utility buildings, water sanitation, and waste management
- Other public uses as shown in **Appendix D** or determined by City staff

Redevelopment Projects with Lower Total VMT

A redevelopment project may be presumed to have a less-than-significant impact absent substantial evidence to the contrary if the proposed project's total project VMT is less than the existing land use's total VMT and the CEQA action includes closing the existing land use.

For projects that meet one of the screening criteria for CEQA VMT analysis, a detailed VMT analysis is not necessary. The Transportation Impact Analysis must include a technical memorandum to document the screening process and findings, including attaching screening maps and/or other relevant supporting data. Additionally, the Transportation Impact Analysis must include a conclusion that the transportation impact is presumed to be less than significant in accordance with criterion b, Section XVII of Appendix G to the CEQA Guidelines.

Affordable Housing

An affordable housing project may be presumed to have a less than significant impact absent substantial evidence to the contrary if 100 percent of units are affordable.

VMT Thresholds of Significance

Projects that do not meet the above screening criteria must include a detailed evaluation of the VMT produced by the project. The significant thresholds and specific VMT metrics used to measure VMT are described by land use type below. Justification for these thresholds is provided in **Appendix B**.

- **Residential**: 15% below the existing citywide average
- **Employment (Includes all employment types: office, commercial, hotel, industrial, etc.):** At or below the regional average
- **Mixed-Use:** Each project component is evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail)
- **Regional Retail, Regional Recreational, or Regional Public Facilities:** A net increase in total regional VMT using the boundary method

Appendix D provides a list of unique project types and which land use category is appropriate for VMT analysis purposes.

Specific Plans or General Plan Amendments: The land use plan should be compared to the region overall. Comparison to the region is appropriate because large land use plans can have an effect on regional VMT (akin to how a regional retail project affects regional VMT). The significance thresholds described above apply to specific plans or General Plan Amendments. In addition, plan buildout/cumulative analysis is needed.

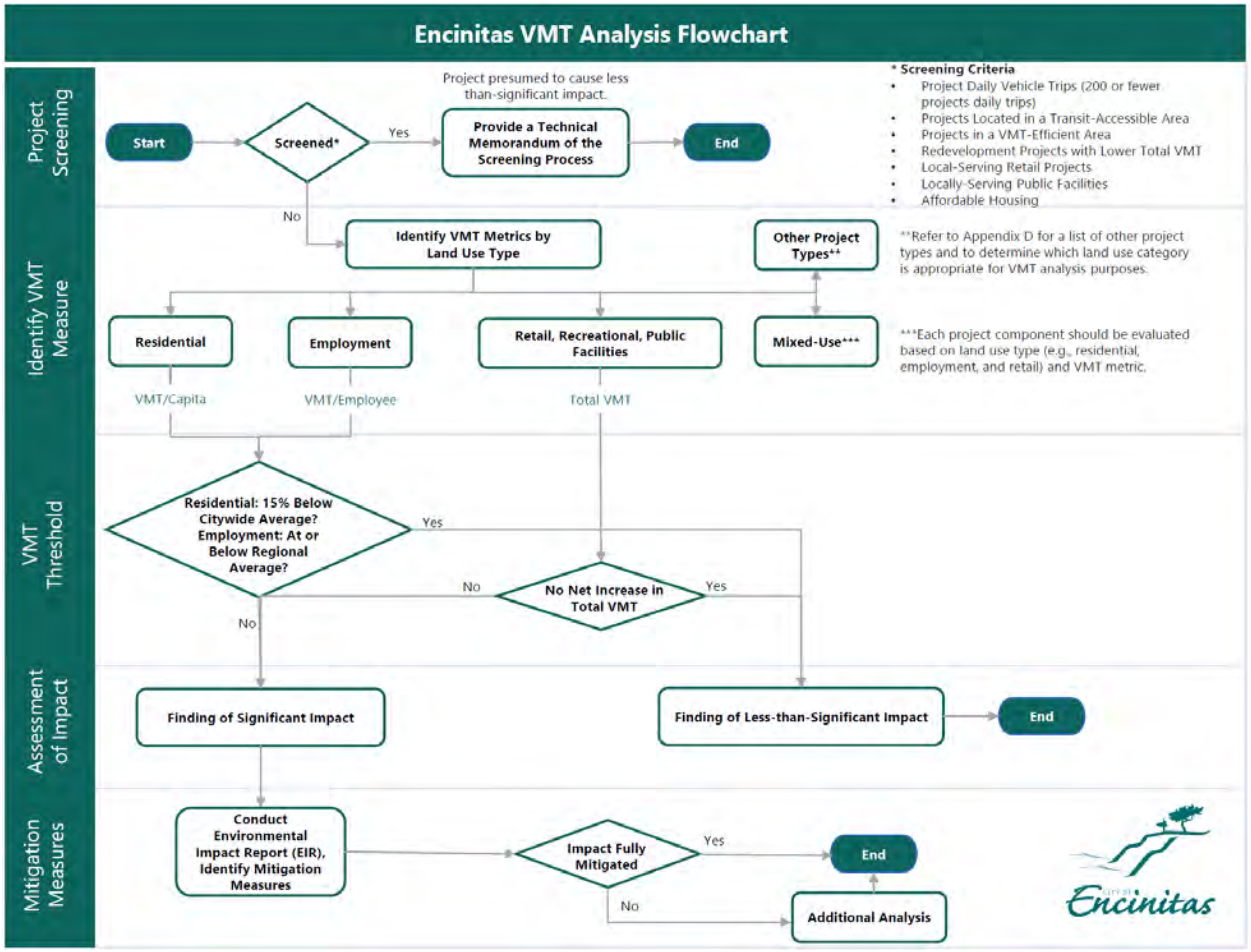
Additional information regarding the significance thresholds presented here is provided in **Appendix B**.

VMT Analysis Procedures

For projects that are not screened and must provide a detailed evaluation of the VMT produced by the project, guidance is provided below on how to conduct transportation VMT analysis by project type. In addition, **Figure 1** displays the VMT analysis process.

Note that there may be unique circumstances that require the use of tools/techniques other than the SANDAG Regional Travel Demand Model. The use of a tool other than the SANDAG Model shall be discussed, documented, and approved by City staff in advance.

Figure 1: VMT Analysis Process



Residential Projects

For projects that generate fewer than approximately 2,400 daily[4] unadjusted driveway trips: Identify the location of the project on the City's VMT screening maps that are produced using current City land use data and the SANDAG model (consult City staff for appropriate map to use). The project's opening year VMT/capita will be considered the same as the VMT/capita of the TAZ in which it is located. When TAZ data is unavailable, census tract data shall be used. Compare the project's VMT/capita to the

[4] 2,400 daily trips is a historical "rule of thumb" number that may be updated periodically based on the travel demand model sensitivity. Applicants should coordinate with City staff to confirm the project size at which the travel demand model should be run. As described, a variety of considerations go into the selection of which VMT modeling tool should be used.

threshold to determine if the impact is significant, or input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/capita.

For projects that generate 2,400 or greater daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/capita. Consult City staff on version of model to use. To perform the analysis, all project land uses should be inputted, and the VMT/capita should be determined using the same method/scripts that SANDAG utilizes to calculate the VMT/capita metric. Note that there may be some circumstances where use of the screening maps or other sketch modeling tools are appropriate for larger projects.

Employment Projects

For projects that generate fewer than 2,400 daily[5] unadjusted driveway trips: Identify the location of the project on the City's VMT screening maps that are produced using current City land use data and the SANDAG model (consult City Staff for appropriate map to use). The project's opening year VMT/Employee will be considered the same as the VMT/Employee of the TAZ in which it is located. When TAZ data is unavailable, census tract data shall be used. Alternatively, the project's VMT can be determined by inputting the project into the SANDAG Regional Travel Demand Model in the manner previously described. Compare the project's VMT/Employee to the threshold to determine if the impact is significant.

For projects that generate 2,400 or greater daily unadjusted driveway trips: Input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/Employee. Consult City staff on version of the model to use. To perform the analysis, all project land uses should be inputted, and the VMT/Employee should be determined using the same method/scripts that SANDAG utilizes to develop the VMT/Employee metric. Note that there may be some circumstances where use of the screening maps or other sketch modeling tools are appropriate for larger projects.

Retail Projects

Calculate the change to area VMT using the SANDAG Travel Demand Model (or other appropriate sketch model as coordinated with City Staff). To calculate the change in area VMT, the regional retail component of the project should be inputted into the travel demand model (year that is used to determine the VMT thresholds). The "with project regional retail" area VMT produced by the model run is compared to the "no project" area VMT.

Mixed-Use Projects

Evaluate each individual project component per the appropriate metric based on land use type (e.g., residential, employment, and retail) as described above.

[5] 2,400 daily trips is a historical "rule of thumb" number that may be updated periodically based on the travel demand model sensitivity. Applicants should coordinate with City staff to confirm the project size at which the travel demand model should be run. As described, a variety of considerations go into the selection of which VMT modeling tool should be used.

Other Projects

Input the project into the SANDAG Regional Travel Demand Model or coordinate with City staff on an appropriate sketch modeling tool to utilize for the analysis. To perform the analysis using the SANDAG model, all project land uses should be inputted, and the VMT metric that is appropriate based on the land use type should be determined using the methodology described in Section B.

VMT Reductions

If the project includes transportation demand management (TDM) measures, the reduction in VMT due to each measure shall be calculated and can be applied to the project analysis. See Section E for resources for determining the reduction in VMT due to TDM measures.

The VMT reductions associated with project TDM should be applied to the appropriate metrics based on the project land uses. If the project does not include any TDM, then no reduction is taken.

The resulting VMT values should be compared to the appropriate threshold (described previously under **VMT Thresholds of Significance**) to determine whether the project results in a significant CEQA transportation impact due to VMT.

D. VMT Analysis for Transportation Projects

Projects that result in an increase in additional motor vehicle capacity (such as constructing a new roadway or adding more vehicle travel lanes to an existing roadway) have the potential to increase vehicle travel, referred to as “induced vehicle travel.”

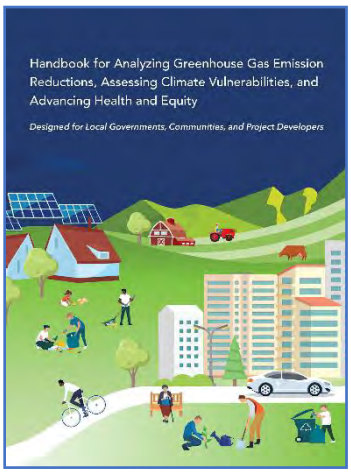
Appendix E contains a list of transportation projects that, absent substantial evidence to the contrary, do not require an induced travel/VMT analysis since they typically do not cause substantial or measurable increases in VMT.

For all other projects, a VMT analysis must be done. To calculate the change in area VMT (boundary method), the project should be inputted into the travel demand model. The “with project” area VMT produced by the model run is compared to the “no project” area VMT. A net increase in area VMT indicates that the project has a significant impact.

E. VMT Reduction and Mitigation Measures

To mitigate VMT impacts, the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by the project or by reducing the distance that people drive. The following strategies are available to achieve this:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.
2. Implement TDM measures to reduce VMT generated by the project.



CAPCOA GHG Handbook, which includes quantification of VMT reducing measures.

Strategies that reduce single-occupant automobile trips or reduce travel distances are called TDM strategies. There are several resources for determining the reduction in VMT due to TDM measures, such as the California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (2010) (Quantification Report).

- CAPCOA Quantification Report
  - Original 2010 version: http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf
  - Updated Handbook released in December 2021: https://www.airquality.org/air-quality-health/climate-change/ghg-handbook-caleemod

All resources above include equations that address the diminishing value or decreased effectiveness of TDM measures when those measures are used in combination. The equation below should be used by applicants to accurately quantify the effectiveness of a proposed TDM program.

$$\text{Total VMT Reduction} = 1 - (1 - P_a) * (1 - P_b) * (1 - P_c) * \ldots$$

where:

P_x = percent reduction of each VMT reduction strategy

Additionally, applicants should be aware of limits to overall program effectiveness (i.e., VMT reduction) that may be achieved from TDM strategies dependent on the project's land use context. Projects that are in urban areas have a higher limit of effectiveness (i.e., they can result in higher VMT reductions) than those in suburban areas. The formula defines the particular conditions that lead to different ways that the TDM measure may be applied or how a TDM measure might be applied in different circumstances. That is, the proposed effective and appropriate TDM measures are based on the project's size, location, and land uses for varying levels of implementation.

Special attention should be given to ensuring that measures are not double-counted through the transportation analysis process. For example, if a project identifies telecommuting as a reduction strategy, care should be taken to identify the level of telecommuting that has already been assumed as part of the

travel demand model through coordination with SANDAG modeling staff or review of SANDAG model documentation available on SANDAG's website.

The City of Encinitas is considering programmatic VMT mitigation strategies that would provide a mechanism to reduce VMT citywide or regionwide and take credit for the reductions at a project level. The following are descriptions of programmatic VMT options that are being considered throughout the state:

- VMT Impact Fee Program – This concept resembles a traditional impact fee program in compliance with the mitigation fee act and uses VMT as a metric. The nexus for the fee program could be a VMT reduction goal consistent with the CEQA threshold established by the City. The main difference from a fee program based on a metric such as vehicle LOS is that the VMT reduction nexus results in a capital improvement program (CIP) consisting largely of transit, bicycle, and pedestrian projects. These types of fee programs are recognized as an acceptable program to be included in CEQA analysis if they can demonstrate that the CIP projects will be fully funded and implemented.
- VMT Exchanges – This concept (along with VMT banks) borrows mitigation approaches from other environmental analysis such as wetlands. The concept relies on an applicant agreeing to implement a predetermined VMT reducing infrastructure project or program or proposing a new one in exchange for applying the VMT reduction achieved to the VMT-generating land development project. The exchange program projects/programs may or may not be located near the applicant's land development project site. The concept requires a facilitating entity (such as the City) to match the VMT generator (the development project) with the VMT reducing project and ensure through substantial evidence that the VMT reduction is valid.
- VMT Banks – This concept attempts to create a monetary value for VMT reduction (e.g., credits) such that an applicant could purchase VMT reduction credits. For example, a program might offer subsidized transit passes to the existing community, bank the VMT reduction achieved through converting vehicle trips to transit trips due to the passes as a credit, and sell the VMT credit to applicants that have VMT impacts.

Until such a program is explored and adopted, project site specific VMT mitigation is required to reduce significant VMT impacts.

F. Cumulative VMT Impacts

Since VMT is a composite metric that will continue to be generated over time, a key consideration for cumulative scenarios is whether the rate of VMT generation gets better or worse in the long term. If the rate is trending down over time consistent with expectations for air pollutants and GHGs, then the project-level analysis may suffice. However, the trend direction must be supported with substantial evidence. A project would result in a significant project-generated VMT impact under cumulative conditions if the applicable cumulative project-generated VMT thresholds are exceeded.

Measuring the project's effect on VMT is necessary especially under cumulative conditions to fully explain the project's impact. A project effect on VMT under cumulative conditions would be considered significant if the cumulative link-level boundary VMT/capita or VMT/employee for the San Diego region increases under the "plus project" condition compared to the "no project" condition.

Please note that the cumulative “no project” condition shall reflect the adopted Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS); as such, if a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant.

Appendix A: Scoping Agreement Form

APPENDIX A

Project Information Form for VMT Analysis Studies

The Project Information Form (PIF) is to be completed by the applicant. The PIF is subject to change.

General Project Information and Description

Owner/Applicant Information

Name:	
Address:	
Phone Number:	
Email:	

Project Information

Project Name:		
Project Address:		
APN:		
Land Use Designation:	Zoning Designation:	

Project Description

Land Uses and Intensities *(units, square feet, etc.)*:	

Consultant

Name of Firm:		
Project Manager:	Credentials:	
Address:		
Telephone:		

Trip Generation

[Use the SANDAG (Not So) Brief Guide of Vehicular Trip Generation]

Total Unadjusted Daily Trips:
Internal Capture:
Alternative Modes:
Pass-By Trips:
Total Net New Project Trips (used for small project screening):
If Redevelopment, Existing Site Trip Generation:

Site Plan

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation

- Location and distance to closest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of any planned sidewalks or bikeways identified in the City of Encinitas Active Transportation Plan within ½ mile of the project

CEQA Transportation Analysis Screening

To determine if your project is screened from VMT analysis, review the Project Type Screening and the Project Location Screening tables below, based on recommendations provided by the Governor's Office of Planning and Research (OPR) Technical Advisory[1]. If "No" is checked for any project type or land use applicable to your project, the project is not screened out and must complete VMT analysis in accordance with the analysis requirements outlined in the City of Encinitas *Mobility Analysis Guidelines (MAGs)*.

Project Type Screening

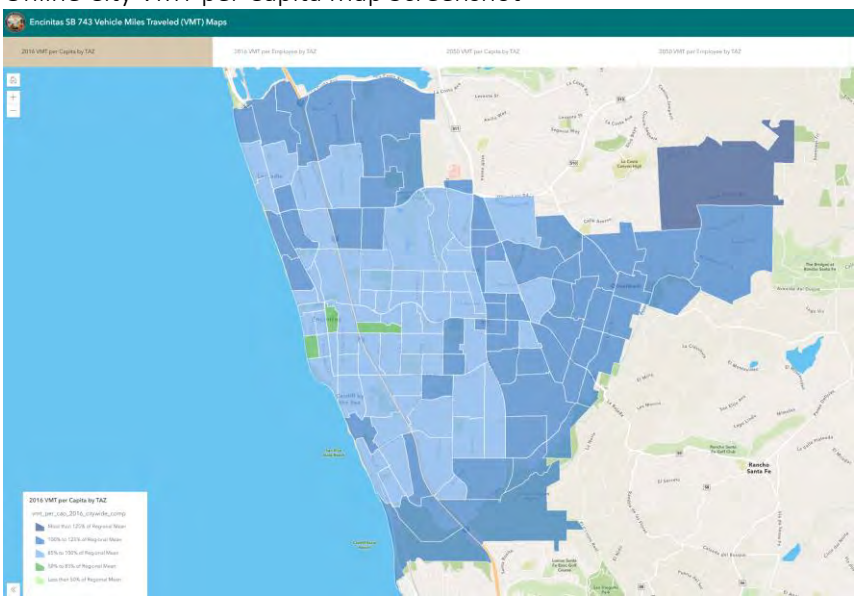
1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)* *Note: All responses must be documented and supported by substantial evidence.*	Screened Out Yes	Not Screened Out No
☐ **1. Locally Serving Retail Project** a. Is the project less than 50,000 square feet and serving the local community? The City may request a market capture study that identifies local market capture to the City's satisfaction.	☐	☐
☐ **2. Locally Serving Public Facility or Community Purpose Facility** a. Is the project a public facility or Community Purpose Facility that serves the local community?	☐	☐
☐ **3. Daily Vehicle Trips** a. Does the project generate less than 200 net daily trips?	☐	☐
☐ **4. Redevelopment Project** a. Is the proposed project's total project VMT less than the existing land use's total VMT? And the CEQA action includes closing the existing land use?	☐	☐

Project Location Screening

1. Select the Land Uses that apply to your project 2. Answer the questions for each Land Use that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)*	Screened Out Yes	Not Screened Out No
☐ **1. Residential** a. Is the project located in a VMT-efficient area (15% below the citywide average) using the City's VMT screening maps that are produced using current City land use data and the SANDAG model? View VMT/Capita map here: https://encinitas.maps.arcgis.com/apps/instant/portfolio/index.html?appid=3438047095e34295989c18f397017379	☐	☐

[1] https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

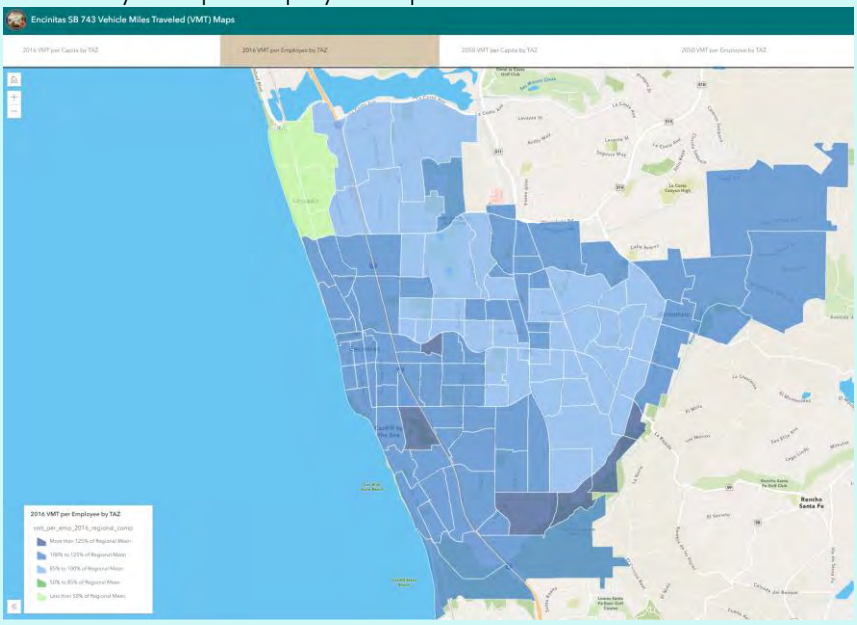
Online City VMT per Capita Map Screenshot



☐ ☐ ☐

2. **Employment** *(not including Industrial Employment)*
   a. Is the project located in a VMT-efficient area (at or below the regional average) using the City's VMT screening maps that are produced using current City land use data and the SANDAG model? View VMT/Employee map here: https://encinitas.maps.arcgis.com/apps/instant/portfolio/index.html?appid=3438047095e34295989c18f397017379

Online City VMT per Employee Map Screenshot



☐ ☐ ☐

3. Within a transit area
   a. Is the project within ½ mile of a major transit stop or within ½ mile of a stop along a high quality transit corridor, and has the following project characteristics?
      i. Has a Floor Area Ratio (FAR) of more than 0.75
      ii. Includes no more than the minimum parking for use by residents, customers, or employees of the project than required by the jurisdiction
      iii. Is consistent with the City of Encinitas General Plan
      iv. Does not replace affordable residential units with moderate- or high-income residential units

Appendix B: Screening Criteria and Threshold Evidence

SCREENING CRITERIA AND THRESHOLD EVIDENCE

This appendix provides context and evidence for the transportation VMT metrics screening criteria and threshold evidence.

Screening Criteria

Certain types of development projects are presumed to have less than significant impacts to the transportation system, and therefore would not be required to conduct a detailed VMT analysis, if any of the following criteria are established, based on substantial evidence.

Small Residential and Employment Projects

Small projects, which are whole residential and/or employment projects with independent utility that would generate less than 200 net average daily vehicle trips (ADT), would not result in significant VMT impacts on the transportation system.

Evidence – The OPR Technical Advisory states that, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant impact." This is supported by the fact that CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development, and the project is not in an environmentally sensitive area [CEQA Guidelines, § 15301(e)(2)]. Typical project types for which trip generation increases relatively linearly with building footprint (e.g., general office building, single tenant office building, office park, or business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

The OPR Technical Advisory uses the Institute of Transportation Engineers (ITE) trip generation rates. In Encinitas, the trip generation for a small project was determined utilizing the SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* trip generation rates for Standard Commercial Office following the same OPR Technical Advisory rationale. These rates are listed below.

Trip Generation Rate

Land Use	Unit	Rate
Standard Commercial Office	1,000 square feet (KSF)	20 Trips
Trip Generation for 10,000 SF Office		
Standard Commercial Office	10 KSF	200 Trips

Using SANDAG's trip generation rates for a 10,000 square-foot standard commercial office, the daily trip generation is calculated as 200. This number was used to define a small residential or employment project.

Projects Located in a Transit-Accessible Area

Per OPR's Technical Advisory projects whose project site boundaries are within a half mile of a major transit stop or a major stop along a high-quality transit corridor can be screened out of VMT analysis. Within the City of Encinitas, this would apply to projects within one half mile of the Encinitas Coaster station. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT. The presumption of a less-than-significant impact near these transit stops may not be appropriate if the project:

- Has a Floor Area Ratio of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the City
- Is inconsistent with SANDAG's most recent Sustainable Communities Strategy or the land use growth assumption accommodated by the Land Use Element portion of the General Plan
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units
- Does not have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)

Evidence – The OPR Technical Advisory states that "Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project will still generate significant levels of VMT." Pub. Resources Code, § 21064.3 clarifies the definition of a major transit stop (" 'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods."). Pub. Resources Code, § 21155 clarifies the definition of a major transit stop ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

Projects in a VMT-Efficient Area

If a residential or employment based development is located in an area where VMT/capita or VMT/employee is at or better than the significance threshold the project is presumed to result in a less-than-significant CEQA impact.

The City of Encinitas will determine VMT-efficient areas using the City's VMT screening maps that are produced using current City land use data and the SANDAG model. As new model versions are released (e.g., ABM 2+), SANDAG will produce VMT screening maps consistent with the final OPR Technical Advisory and Updated CEQA Guidelines (December 2018) for use by its member agencies. [1]

Evidence – This presumption is consistent with the Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (OPR Technical Advisory), which provides that, "residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model can illustrate areas that are currently below the significance threshold. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis."

Local-Serving Retail and Similar Uses

Local-serving retail is defined in the City of Encinitas as retail that is less than 50,000 square feet of total gross floor area or retail development that is greater than 50,000 square feet that has a market area study showing a market capture area that is primarily within Encinitas or the cities that share a boundary with Encinitas.

Evidence – The OPR Technical Advisory provides that "because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts." Local serving retail generally shortens trips as longer trips from regional retail are redistributed to new local retail. The OPR Technical Advisory states that stores larger than 50,000 square feet may be considered regional-serving. Since the type of retail influences whether it will be locally serving or retail serving (for example grocery, drug stores, convenience stores, etc.) and the size of these facilities may be above 50,000 square feet, an applicant can provide a market survey demonstrating that the project serves the local community if it is over 50,000 square feet.

Local-Serving Public Facilities

Similar to local-serving retail, local-serving public facilities serve the community and either produce very low VMT or divert existing trips from established local facilities.

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[1] The VMT/Capita and VMT/Employee screening maps are created using information from the current version of the SANDAG model at the time a project notice of preparation (NOP) is produced. As SANDAG updates the model to reflect development and planning throughout the region, the screening maps will be updated and may change resulting in development that may have at one time been screened to no longer be screened and vice versa. As the model is updated, earlier versions of the model will also cease to be supported by SANDAG, meaning that model runs can no longer be completed with the previous versions of the model. If a project begins the transportation study process using one version of the model that becomes unsupported during the process, the project can utilize model outputs from the older model version, as long as no additional modeling work will be done. Projects cannot complete their transportation analysis using multiple model versions.

Evidence – Similar to local serving retail, local serving public facilities would redistribute trips and would not create new trips. Thus, similar to local serving retail, trips are generally shortened as longer trips from a regional facility are redistributed to the local serving public facility. The evidence from the OPR Technical Advisory described above also applies to local-serving public facilities.

Affordable Housing Projects

Residents of affordable residential projects typically generate less VMT than residents in market rate residential projects. This pattern is particularly evident in affordable residential projects near transit. In recognition of this effect, and in accordance with the OPR Technical Advisory, deed- restricted affordable housing projects meet the City's screening criteria and would not require a VMT analysis.

Projects that provide affordable housing affordable to persons with a household income equal to or less than 50 percent of the area median income as defined by California Health and Safety Code Section 50093, housing for senior citizens (as defined in Section 143.0720(e)), housing for transitional foster youth, disabled veterans, or homeless persons (as defined in 143.0720(f)) are not required to complete a VMT analysis.

Evidence –Affordable residential projects generate fewer trips than market rate residential projects. This supports the assumption that the rate of vehicle ownership is expected to be less for persons that qualify for affordable housing. Additionally, senior citizens, transitional foster youth, disabled veterans, and homeless individuals also have low vehicle ownership rates.

Redevelopment Projects That Cause a Net Reduction in VMT

A redevelopment project that demonstrates that the total project VMT is less than the existing land use's total VMT is not required to complete a VMT analysis.

Evidence – Consistent with the OPR Technical Advisory, "[w]here a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply." Per CEQA, projects are considered to have a less than significant impact if they result in a net reduction in the relevant performance measure.

Thresholds

If a project is required to complete a VMT analysis, the project's impacts to the transportation system would be significant if the VMT would exceed any of the thresholds below.

Residential Projects

Threshold – 15% below City average household VMT/Capita.

Evidence – The OPR Technical Advisory provides that "residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT/capita, measured against the region

or City, may indicate a less-than-significant transportation impact." Additionally, the threshold supports the overall goal of the City's climate action plan to generally reduce VMT.

Employment Projects

Threshold – At or below regional average VMT/Employee.

Evidence – The State of California Office of Planning and Research (OPR) has developed a potential threshold for consideration by local agencies that is almost exclusively based on GHG and air pollution reduction goals from the State's perspective and suggests a reduction in VMT/employee of 15% below the existing average. While this is one of the SB 743 legislative intent objectives, a less clear connection is made to the other legislative intent objectives to encourage infill development and promote active transportation. Since greenhouse gas (GHG) impacts are already addressed in other CEQA sections, utilization of a GHG reduction target as a transportation metric does not address how VMT can be used as an efficiency metric to inform the efficiency of the land use and transportation network (which is a key consideration and value for the City). Three additional concerns arise from reliance on the OPR recommendations:

- The OPR recommended threshold (of 15% below existing VMT/capita or VMT/employee) does not establish a level of VMT reduction that would result in the state meeting its air quality and GHG goals according to the California Air Resources Board (ARB) 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals (2019). The ARB Scoping Plan utilized a Department of Finance projection that has since been updated to decrease the state population by approximately 10%, indicating that the OPR recommendation and scoping plan thresholds may over-estimate the VMT reduction due to a forecast in population which is now outdated.
- The OPR recommended threshold does not illustrate a connection to the other SB 743 objectives related to statewide goals to promote public health through active transportation, infill development, multimodal transportation networks, and a diversity of land uses. Recommending a reduction below baseline levels is consistent with these objectives, but the numerical value has not been tied to specific statewide values for each objective or goal.
- State expectations for air quality and GHG may not align with local/lead agency expectations. Using state expectations for a local lead agency threshold may create inconsistencies with local city or county general plans.

Given these considerations and an impact under CEQA begins with a change to the existing or baseline environment. The baseline VMT per resident, VMT per employee, or VMT per service population could be used to establish an efficiency metric basis for impact evaluation. Using this form of VMT would mean that future land use projects would be expected to perform no worse than existing land use projects and only projects that cause an increase in the rate of VMT generation would cause significant impacts. Since VMT will increase or fluctuate with population and employment growth, changes in economic activity, and expansion of new vehicle travel choices (i.e., Uber, Lyft, AVs, etc.), expressing VMT measurement in an efficiency metric form allows for more direct comparisons to baseline conditions when it comes to land

use projects, land use plans, and transportation projects. In addition, the GHG sections also evaluate a project's impact as it relates to GHG and the City's Climate Action Plan sets citywide goals related to GHG and measures for achieving those goals.

Comparison to the regional average VMT/employee is used since employment tends to result in regional trips (i.e. people live in work in varied places around the region).

Regional Retail

Regional retail uses are retail uses that are larger than 50,000 square feet of total gross floor area and/or do not have a market study indicating that they are local-serving.

Threshold – A net increase in total regional VMT

Evidence – The OPR Technical Advisory provides that "because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts…Regional-serving retail development,… which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than- significant."

Appendix C: Existing Major Transit Stops and Existing High-Quality Transit Corridors

Major Transit Stop - Encinitas Station

2023-11-08

Item #10A

N

Half Mile Buffer

Encinitas Station

Appendix D: Land Use Designations

The following table provides a list of unique project types and the land use type they should be considered under for SB 743 screening and analysis.

Land Use Categories

Land Use Category for SB 743 Analysis for all Project Types	
Residential Projects	
• Estate, Urban, or Rural • Single Family Detached • Condominium • Apartment • Transitional Housing	• Military Housing (off-base, multi-family) • Mobile Home • Retirement Community • Congregate/Recuperative Care Facility
Employment Projects	
• Agriculture • Hospital: General • Hospital: Convalescent/Nursing • Industrial/Business Park (commercial included) • Science Research & Development • Hotel (with convention facilities/restaurant) • Motel • Resort Hotel • Business Hotel • Industrial Park (no commercial) • Industrial Plant (multiple shifts) • Manufacturing/Assembly	• Military • Standard Commercial Office • Large (High-Rise) Commercial Office • Office Park • Single Tenant Office • Corporate Headquarters (without commercial) • Government Offices (Use is primarily office with employees; no substantial in-person service) • Medical/Dental • Warehousing • Storage
Regional Retail Projects (includes Recreational Uses): Not Locally-Serving	
• Super Regional Shopping Center • Regional Shopping Center • Community Shopping Center	• Parks: Amusement • Golf Course (includes driving ranges)

Land Use Categories

Land Use Category for SB 743 Analysis for all Project Types	
Retail Projects (includes Recreational Uses): May qualify for locally-serving based on size/market study	
• Car Wash • Gasoline • Sales (Dealer & Repair) • Auto Repair Center • Auto Parts Sales • Quick Lube • Tire Store • Neighborhood Shopping Center • Commercial Shops • Mixed Use: Commercial (with supermarket)/ Residential: *consider each land use type separately for screening*	• Bowling Center • Multi-purpose (miniature golf, video arcade, batting cage, etc.) • Racquetball/Health Club • Tennis Courts • Sports Facilities (indoor/outdoor) • Theaters (multiplex with matinee) • Restaurant • Financial (Bank or Savings & Loan)
Regional Public Facilities: Generally Not Locally-Serving	
• Airport: Commercial • Airport: General Aviation • Airport: Heliports • Cemetery • Regional Church (or Synagogue) • University (4 years) • Junior College (2 years) • High School: Private • Middle/Junior High School: Private	• Elementary School: Private • Parks: Regional (developed) • Parks: State • Bus Depot • Truck Terminal • Beach, Ocean, or Bay • Beach, Lake (fresh water) • Landfill & Recycling Center
Locally-Serving Public Facilities	
• High School: Public • Middle/Junior High School: Public • Elementary School: Public • Day Care (Public or Private) • Library • Park: City • Park: Neighborhood/County	• Post Office • Department of Motor Vehicles • Government Offices (Providing primarily in-person customer service) • Transit Station (light rail with parking) • Park & Ride Lots

* Land use designations match the categories in SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*.

Appendix E: Transportation Project Screening

Transportation Project Screening Criteria

The following complete list is provided in the OPR Technical Advisory (December 2018, Pages 20-21) and refined for the City of Encinitas for transportation projects that, “would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis.”

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation, such as median barriers and guardrails
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Closing gaps in the transportation network in conformance with the Circulation Element of the General Plan where the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts, or traffic circles
- Traffic signal modifications and new traffic signals where warrants are met by existing levels of traffic and the project improves accessibility for active transportation.
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls

- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor