

**PLANNING COMMISSION MEETING
THURSDAY, MARCH 12, 2020**

PRESENTATIONS

STAFF PRESENTATION

ITEM #1 WORK SESSION WS 20-012

SB743 Work Session on Level of Service (LOS) to Vehicle Miles Traveled (VMT) Analysis



SB 743 Implementation

City of Hayward

Planning Commission Meeting
March 12, 2020



WE PUT PEOPLE FIRST

Developing transportation systems to promote broader community goals of mobility, equality, economic development, and health.



TRANSIT



CITIES AND STREETS



**ACTIVE
TRANSPORTATION
AND SAFETY**



MOBILITY



**EMERGING MOBILITY AND
ON-DEMAND SERVICES**



**ENGINEERING DESIGN
AND DEVELOPMENT**



**PARATRANSIT AND
COMMUNITY
TRANSPORTATION**



CAM

The background image shows a city street scene. At the top, a bridge structure with the words "DOWNTOWN HA" is visible. Below the bridge, there's a street sign for "A STREET". The street is filled with cars, including a white pickup truck and a dark sedan. A "U-HAUL" sign is visible on a building in the background. The overall scene is in black and white with a blue tint.

AGENDA

Senate Bill 743

Why Stop Using LOS in CEQA

VMT per Capita

VMT Mitigations

Implementation

Questions and Discussion

SENATE BILL 74

CHANGES TO CEQA TRANSPORTATION ANALYSIS UNDER SB 743

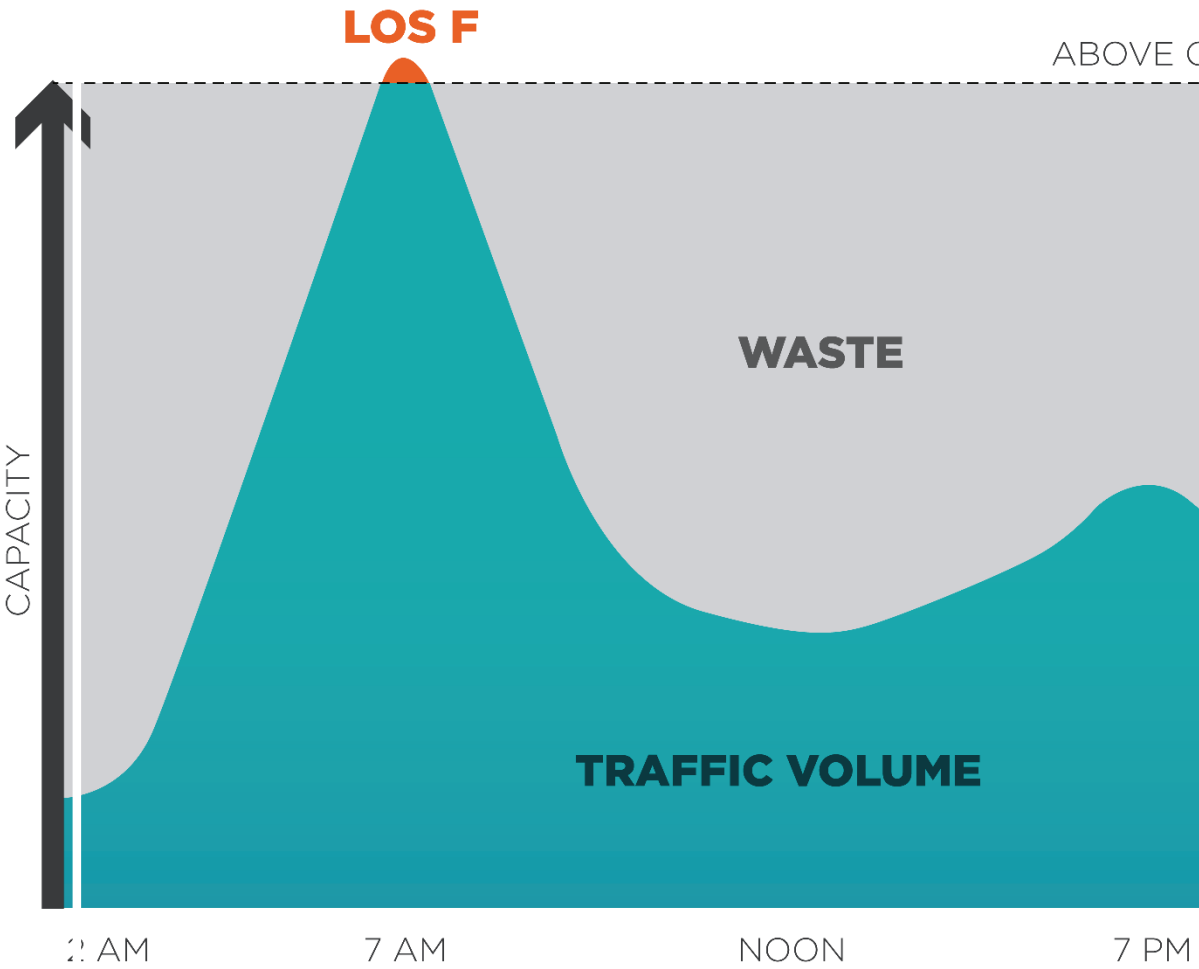
- The California Environmental Quality Act (CEQA) requires analysis of a project's environmental impacts, including impacts from transportation.
- SB 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving.
- The Governor's Office of Planning and Research (OPR) recommends that Vehicle Miles Traveled (VMT) be used to measure transportation impacts under CEQA, replacing Level of Service (LOS).
- Allows for streamlined review of land use and transportation projects that will help reduce future VMT growth.
- Cities have until July 1, 2020 to comply with SB 743.
- Other cities have adopted this such as: Pasadena, San Francisco, Oakland, San Jose, and Los Angeles.

WHY STOP USING LOS I

MEASURING TRANSPORTATION: LEVEL OF SERVICE

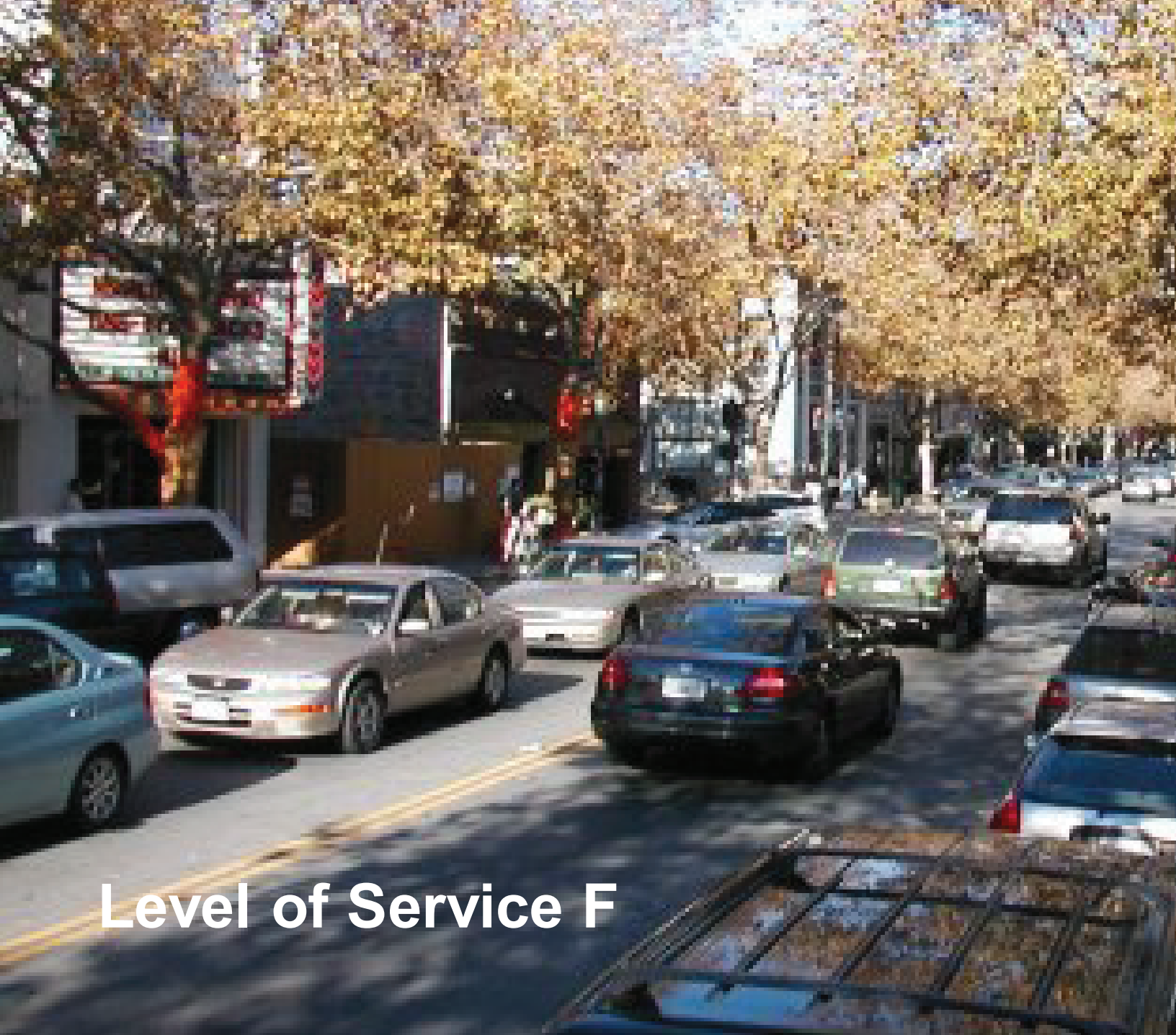
- Level of service (LOS): measures the convenience of traveling in an automobile
- Measures automobile delay at intersections and speed reductions caused by the addition of more vehicles
- Intersections are rated from “A” to “F” with “F” having the greatest delay
- Current CEQA threshold for Hayward is LOS E

TRAFFIC ECONOMICS





Level of Service A



Level of Service F

WHAT'S IMPORTANT DEPENDS UP



Traffic engineer:

F

Economist:

A

CITIES CAN STILL USE LOS OUTSIDE

- LOS can be included in the City's development review process outside of CEQA.
- LOS can still be used to ensure site access and optimize traffic operations.

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Example
Haywards
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VMT PER CAPITA

MEASURING TRANSPORTATION: VEHICLE MILES TRAVELED

- Vehicle miles traveled (VMT) counts the number of vehicle miles for trips that are generated by or attracted to the project
- Based on travel demand models that reflect transportation infrastructure, transit service, and existing land use
- Better captures the benefits of transit and active transportation trips
- Measuring *per capita* or *per worker* supports increase in total number of users/density
- Recommended CEQA threshold:
15% below existing average VMT per capita



WHY ADOPT VMT?

- Removes barriers to infill development
- Supports local development goals in the General Plan and Community Plans
- Provides a more accurate measure of the environmental impacts of driving
- VMT accounts for regional travel patterns rather than just local study intersection traffic volumes
- VMT data is available from regional travel models (does not require case-by-case data collection/modeling)
- Does not induce more vehicle travel, reduces road maintenance costs and encourages Smart Growth

VMT MITIGATION

VMT MITIGATION

- Transportation Demand Management (TDM)
- Land Use Changes
- Parking Management

Mitigations must be supported by research.

Long term management of VMT leads to Smart Growth



MITIGATION OPTIONS: TDM



Increasing mix of uses



Improving multimodal network



Transit passes or other incentives



Last mile shuttle



Transit improvements



Increasing affordable housing

IMPLEMENTATIO

HOW MUST THE CITY COMPLY WITH

In CEQA, the City will need to:

- Select new metrics to analyze impacts – replace LOS with VMT per capita/per worker
- Establish screening process – based on location, project size, etc.
- Define thresholds of significance – 15% below average
- Identify mitigation measures

Outside
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SB 743 IMPLEMENTATION PROCESS

Reviewed existing legal framework, policies, and goals. Coordinated across City departments

Learned from other jurisdiction's approach to implementing SB 743

Define new transportation analysis approach including metrics and thresholds of significance

Develop Policy Revisions and Guidelines

Consider complementary policy changes for parking and transportation demand management

QUESTIONS