

NACTO Designing Cities Conference CEQA Reform: Supplanting Auto Level of Service in CA

Other East Bay Cities Perspectives

Overview

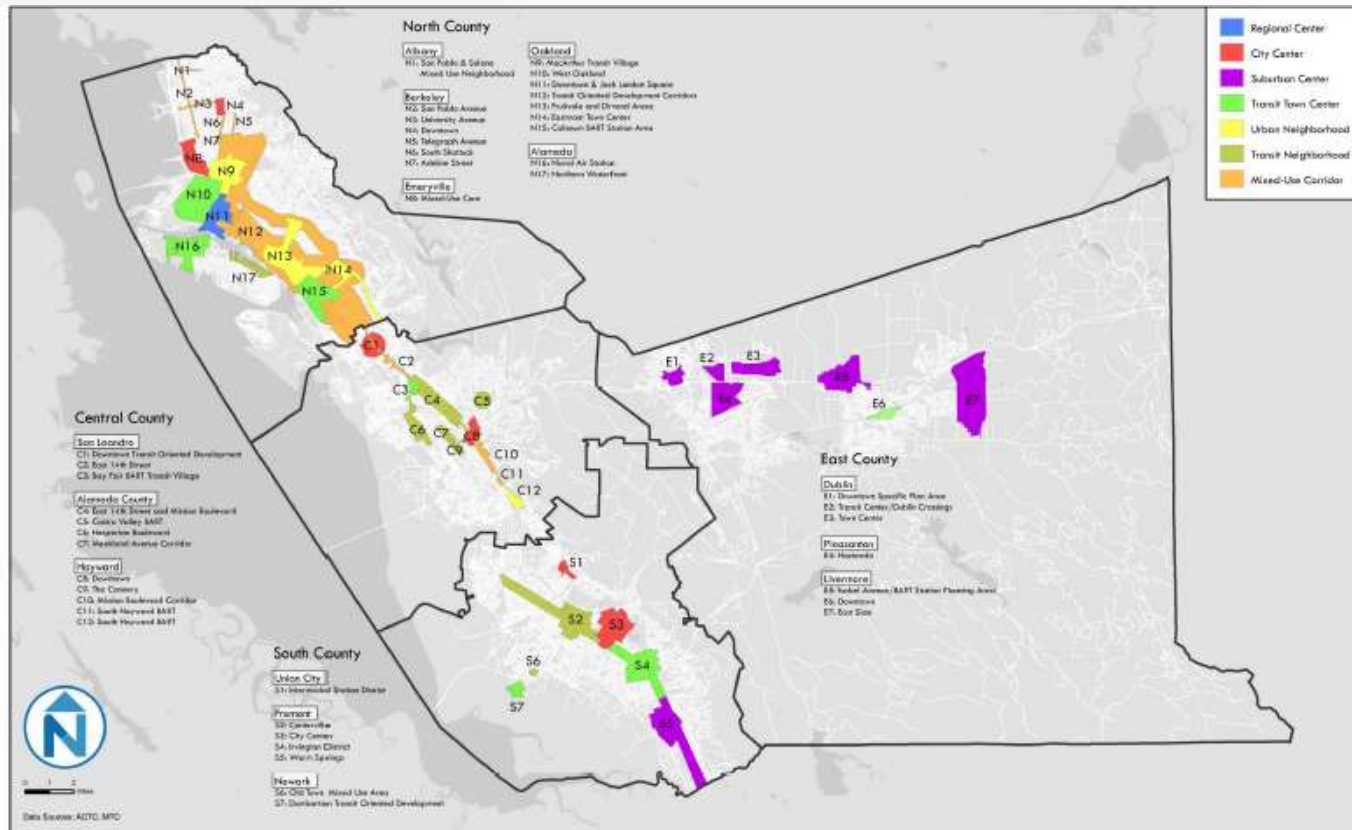
- Transit Priority Areas
- Policy Context
- Current Practice
- CEQA Reform and Beyond

Transit Priority Areas

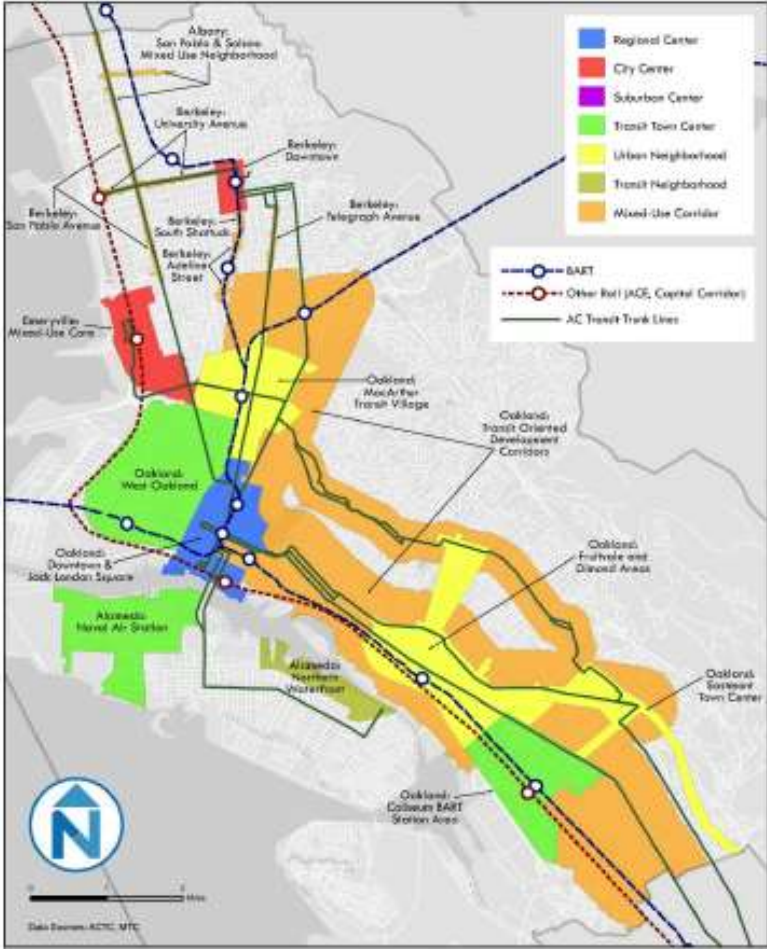
- SB 743 **requires** OPR to develop criteria for determining the significance of transportation impacts of projects **within transit priority areas**.
- SB 743 provides OPR with **discretion** to develop such criteria for projects **outside of transit priority areas**.
- Areas located within one-half mile of major transit stops or high quality transit corridors
- As currently proposed, the new VMT metric would apply statewide after January 1, 2016

Transit Priority Areas in San Francisco East Bay

- MTC's Priority Development Areas (PDAs)



PDAs in North Alameda County



Source: Alameda CTC. Alameda County PDA Investment and Growth Strategy, p., 2-10.

Policy Context

- General Plan Policies
 - Circulation Element
 - Include level of service to measure performance and auto LOS standard
 - Meet Complete Streets Act (AB1358) requirements
 - Complementary metrics to auto LOS
 - Multi-modal Level of Service (MMLOS)
 - Alternative performance measures

Current Practice

- Transportation Impact Analysis Guidelines
 - Complementary metrics to Auto LOS
 - Multi-modal Level of Service (MMLOS)
 - 2010 Highway Capacity Manual methodology
 - Active transportation quality of service measures
 - Safety
 - Design-based
 - Qualitative
 - Alternative performance measures

City of Oakland – Policy Context

Land Use and Transportation Element (March 1998)

- Objective T3: Provide a hierarchical network of roads that reflect desired land use patterns and strives for acceptable **levels of service** at intersections.
- “ensure that measures to reduce congestion do not inadvertently encourage the use of single occupant vehicles”
- “a **certain level of traffic congestion may be desirable** in some locations to slow traffic and promote a more bicycle and pedestrian-oriented environment”

Oakland Transportation Impact Study Guidelines

- Distinguishes between TIS or EIR Chapter and CEQA and non-CEQA impacts
- CEQA thresholds measure impacts with respect to LOS and v/c of intersections and roadways and safety for all users
- Updated April 4, 2013
 - Extended lower auto LOS standard to apply to key arterials into Downtown

Oakland TIS Guidelines – CEQA measures

- Transit
 - Qualitative analysis of effects on transit travel times
- Safety
 - Creates hazardous conditions due to physical design features
 - Adds substantial users to a pre-existing physical condition
 - Generate substantial multi-modal traffic across at-grade railroad crossings
 - Remove or degrade existing pedestrian facilities, bus stops, and bicycle facilities
 - Quantitative analysis using PedLOS in HCM for projects in CBD and at BART stations

Oakland TIS Guidelines – Non-CEQA Issues

- Transportation topics not considered under CEQA, but to inform decision makers and public
 - Parking
 - Loading
 - Transit Ridership
 - Queuing
 - For closely spaced intersections or individual movements operating at LOS D or below

City of Oakland

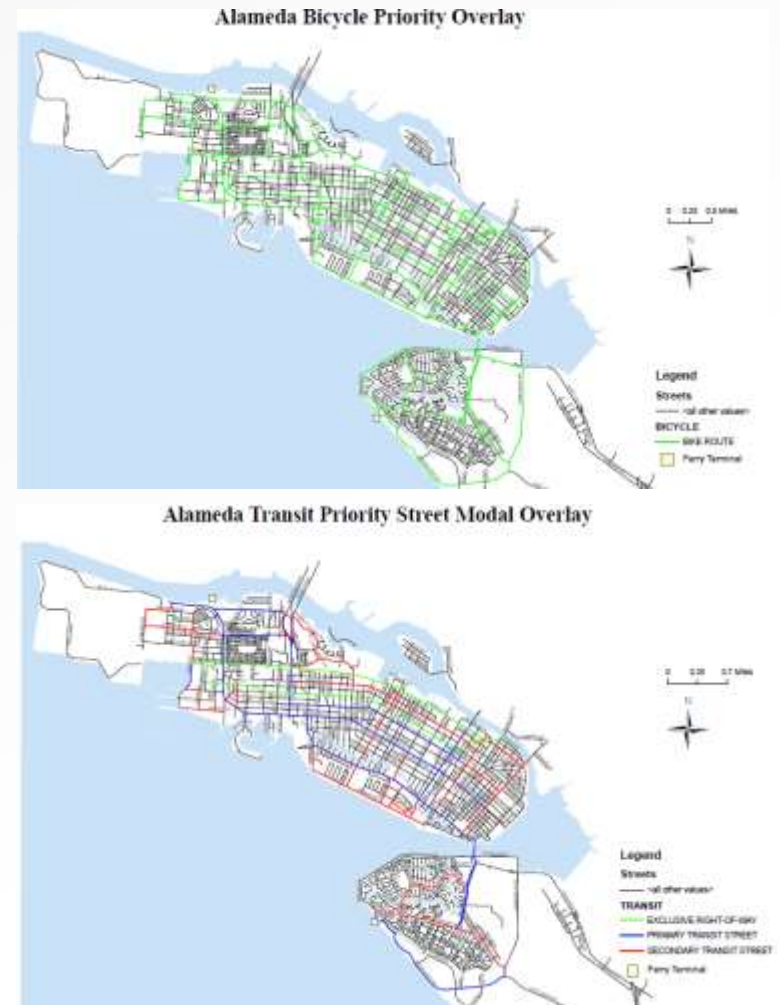
- Expects to be lower than regional VMT/capita; flexibility in setting thresholds
- Timing of implementation with proposed difference for projects within TPAs and outside of TPAs

Next Steps

- Updating/Streamlining TIS Guidelines
- Developing Citywide Development Impact Fee

City of Alameda – Policy Context

- Transportation Master Plan
 - Roadway Classifications
 - Modal Priorities
 - Land Use Context
- Balance mobility needs with quality of life



City of Alameda Multimodal LOS Standards

Objective 4.1.2: Protect and enhance the service level of the transportation system

Policy 4.1.2.a Develop multimodal level of service (LOS) standards that development will be required to maintain by encouraging the use of non-automotive modes.

- Multimodal Level of Service Standards
 - Pedestrian – LOS B based on average delay for pedestrian at a signalized intersection using HCM 2000
 - Bicycle – LOS B on roadway segment using FDOT Quality of Service
 - Transit – 10 % or more degradation in bus speed along affected route
 - Auto – LOS D at intersections using HCM 2000

City of Alameda EIR Policies

- 4.4.2.d All EIRs must include **analysis of the effects of the project on the city's transit, pedestrian and bicycling environment**, including adjacent neighborhoods and the overall City network.
- 4.4.2.e EIRs will **not propose mitigations that significantly degrade the bicycle and pedestrian environment**...staff should identify "Levels of Service" or other such measurements to ensure that the pedestrian and bicycling environment will not be significantly degraded as development takes place.

Other East Bay Cities

- Dublin, CA
 - Suburban perspective, includes outside of TPAs
 - Local VMT threshold vs regional VMT threshold
 - Mitigation measures for suburban communities with limited travel options
 - Safety analysis should include queuing on local arterials, which requires intersection delay calculations
- Hayward, CA
 - Recently adopted GP update with LOS standard
 - TIS guidelines focuses on auto LOS as metric

CEQA Reform and Beyond

- Incorporating VMT metric into current transportation planning processes
 - Environmental/Development Review
 - General Plans / TIS Guidelines
 - Congestion Management Programs
- Developing tools and guidelines to “keep it simple” but allowing for flexibility
- Providing the opportunity for public disclosure and engagement in the planning process

Thanks!

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