INTEROFFICE MEMORANDUM

TO: PLANNING DEPARTMENT

FROM: ROB OLSON, TRAFFIC ANALYST

SUBJECT: MA21272 – LAS PALMAS

DATE: APRIL 17, 2023

CC: FILE

I've reviewed the memorandum submitted by RK Engineering Group, Inc. (RK), and dated January 9, 2023, for the above project related to the need for a Vehicle Miles Traveled (VMT) analysis. The following are my comments related to that memorandum and my recommendations regarding any significant VMT impacts generated by the proposed project.

The above referenced VMT analysis memorandum was reviewed by the city's traffic consultant and comments were provided stating that the project would require a full VMT analysis since it was requiring a General Plan amendment (GPA). The RK memo stated that since the traffic analysis zone (TAZ) in the RIVCOM model was identified as a low VMT generating zone that the project could be considered to have a less than significant impact per the city's traffic analysis guidelines. However, when a GPA is required, the WRCOG screening tool no longer applies because the proposed land use would not be consistent with the land use included in the RIVCOM model. Therefore, an additional analysis is required.

The city conducted that analysis using the socio-economic data (SED) for the same type of land use as is proposed. The factors were provided by WRCOG as part of their modeling data. Based on the SED modeled for that TAZ, residential trip lengths are projected to be higher than the city's baseline per-capita average. When looked at on the adjusted SED level as part of the GPA the trip length of residential trips to/from this TAZ are expected to be higher than the city's baseline average. Therefore, it is expected that the per capita trip lengths for residents in this project will also be higher than the baseline average.

General Plan project VMT per capita is projected to be 16.3 vehicle miles travelled, or 3.8% above the city's baseline average of 15.7 miles per capita. As a result, the project is projected to have a significant VMT impact and will be responsible for mitigation to reduce the VMT impact to a less than significant level. To address this impact, the city recommends the following VMT mitigation measures. The measures were based on:

- The scale of the project,
- The level of VMT impact,
- The proximity to community uses that generate non-motorized travel to and from those sites,
- The extent that reducing non-motorized travel would improve air quality and encourage additional non-motorized travel in the area.

The proposed VMT mitigation is to provide a new mini roundabout at the intersection of 45th Street and Saxon Court and to add bicycle sharrows to both directions of 45th Street between Opal Street and Pacific Avenue. The proposed improvements will act both as a traffic calming device slowing traffic along the site frontage and adjacent segments to promote a more walkable environment and add bicycle facilities to the area streets that will expand the cities bicycle network. There is currently a project under construction and future projects planned that will add Class II bike lanes onto Pacific Avenue, bike sharrows onto Opal Street,

and extend bicycle facility connections to other area corridors. The various types of potential mitigation measures is presented in the California Air Pollution Control Officers Association (CAPCOA) publication *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Final Draft 2021*. The measure related to traffic calming and the potential types of measures that may be applicable under that measure is provided in Figure 1.

With the proposed mitigation measures the project's VMT impact would be considered to be mitigated to a less than significant level.

Please let me know if there are any questions regarding the above comments. I can be reached at either the City Hall phone number (951)-332-6464, or via email at rolson@jurupavalley.org.

Figure 1: VMT Mitigation Description

T-35. Provide Traffic Calming Measures

This measure requires projects to include pedestrian/bicycle safety and traffic calming measures above jurisdictional requirements. Roadways should also be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in vehicle miles traveled. In 2017, 3,904 people were killed and 277,160 injured by vehicle collisions in California; traffic calming can reduce injuries and death, which improves health (State of California et al., 2018). Traffic calming also promotes active transportation, which improves physical health.

Source: "Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Final Draft 2021"; California Air Pollution Control Officers Association.