

FIVE YEARS LATER: HOW HAVE TRAFFIC STUDIES EVOLVED IN RESPONSE TO SB 743

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WHAT DID SB 743 SAY?

WHAT WAS INCLUDED IN SB 743

- Passed in 2013, Implemented in 2018, Local jurisdictions had Until July 1, 2020 to adopt updated standards
- Three Main Goals:
 - **Reduce Greenhouse Gases**
 - **Encourage Infill**
 - **Promote Multi-Modal Transportation**
- Achieved these Goals by Eliminating LOS as a CEQA Impact Criteria and adding VMT
- Also Fast-Track Major Developments with over \$100 Mil investment into the state. Specifically, the Sacramento Kings Arena

STATE LEVEL GUIDANCE

- Governor's Office of Planning and Research Released Guidelines to help Local Agencies Develop VMT Standards
- Suggested Target of 15% reduction to VMT below existing levels of development
- Suggested Several Screening Criteria

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION
IMPACTS IN CEQA



December 2018

STATE LEVEL GUIDANCE

- Development Project Screening Criteria
- Small Projects- Less than 110 Trips per day
- Map Based Screening
- Near Major Transit- Within ½ mile of bus or rail station with 15-minute headways or less during peak periods
- Affordable Housing Infill Projects
- Local Serving Retail- Generally less than 50,000

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December 2018

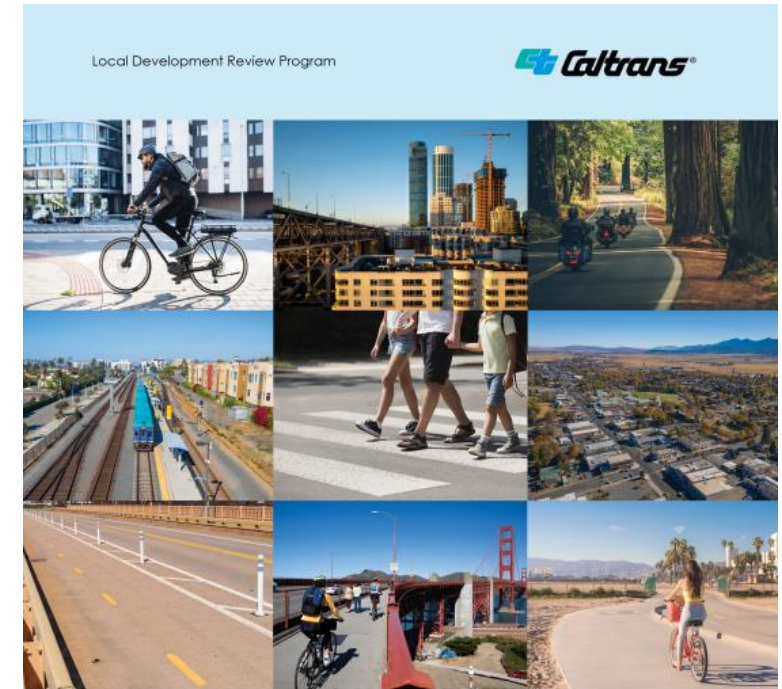


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**HOW HAVE AGENCIES
INTEGRATED THIS GUIDANCE**

CALTRANS IMPLEMENTATION

- Updated Transportation Impact Study Guidelines Document in May 2020
 - > Further defined and streamlined the guidance released by OPR in 2018
- Created the Local Development Review (LDR) Safety Review Practitioner's Guidance in February 2024
 - > Focus on project impacts to safety
 - > Identify risks for high speed differentials
 - > Identify conflicts between vehicle traffic and those walking, biking, or taking transit

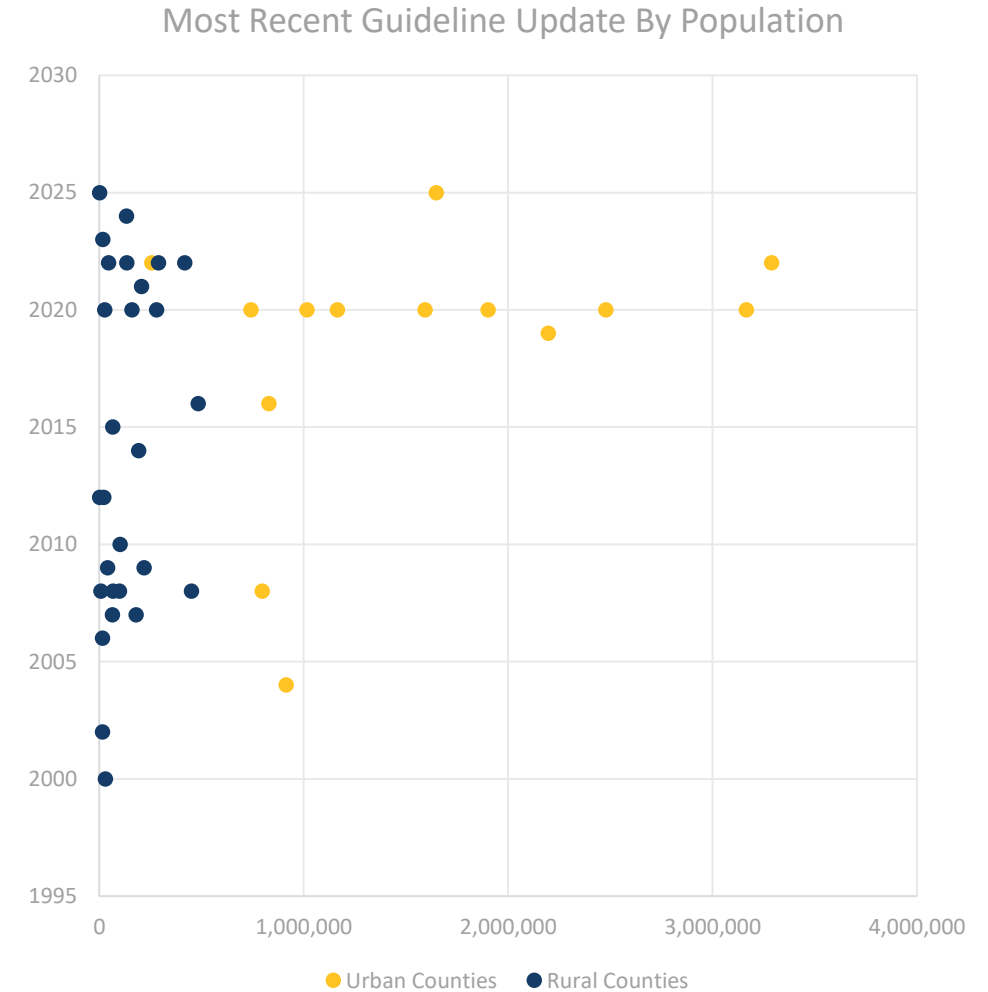


LOCAL DEVELOPMENT REVIEW (LDR) SAFETY REVIEW PRACTITIONER'S GUIDANCE

Prepared by the Caltrans Division of Safety Programs

COUNTY LEVEL IMPLEMENTATION

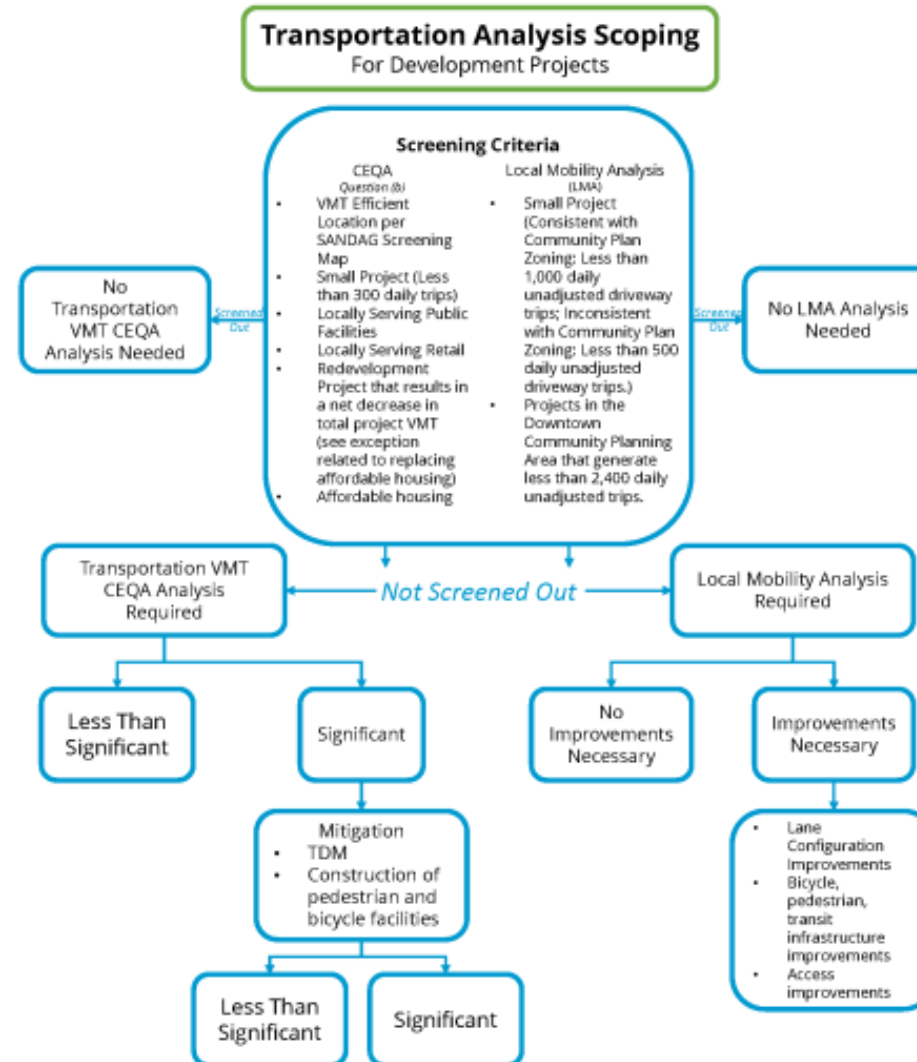
- Most Counties adopted the State Guidance
 - > If a formal adoption has not happened, the state guidance was presumed to be adopted
- Almost none of the rural counties in the state deviated from the state guidance
- Some urban counties deviated from state guidance, generally to adopt more aggressive targets
- Some variation in how projects are screened, but generally close to the OPR recommended screening criteria



Los Angeles County Removed from chart as a population outlier, guidelines implemented in 2020
Urban vs Rural based on membership in Rural County Representatives of California

CITY LEVEL IMPLEMENTATION

- In Reviewing City Guidelines, most cities adopt their local county or state guidelines
- In reviewing the 100 largest cities in California by population size ~40 had guidelines posted online
- In most cases, a 2-Tiered analysis structure has been developed
 - > A CEQA/VMT assessment document
 - > A Local needs assessment which continues to use Level of Service





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WHAT HAS SB 743 DONE FOR TRAFFIC STUDIES

WHAT CHANGED BASED ON SB 743

- VMT Analysis was added to all development traffic studies
- New Screening Criteria were added that streamlined the process for infill and transit-oriented developments
- Traffic studies got more complex and less standardized
 - > LOS was kept at the local level, but more flexibility in LOS policy has been created
 - > Some trending towards increased analysis of walking, biking, and transit infrastructure, but still largely a qualitative assessment
 - > Additional focus on safety evaluation is being introduced
- Smaller and more rural agencies have been slow to adopt changes

NEXT STEPS FOR PUBLIC AGENCIES

- More than half of public agencies in the state do not have formal guidelines posted publicly for how to conduct a traffic study for their jurisdiction
- There is a trend towards having a local required traffic study and a state required traffic study
 - > Generally, the local study informs the CEQA study
- There is a trend developing to require specific safety evaluation in traffic studies, in part being lead by Caltrans review requirements

RECOMMENDED FRAMEWORK FOR STUDY GUIDELINES BASED ON CURRENT TRENDS

CEQA Traffic Impact Analysis Guidelines

Screening Criteria

VMT Analysis

Transit Access Review*

Pedestrian Access Review*

Bicycle Access Review*

Local Safety Review (Includes Queueing Analysis)

*Transit, Sidewalk, and Bike Lane Capacity Analysis should also be considered for projects as relevant

Local Traffic Analysis Guidelines

Screening Criteria

VMT Analysis

Transit Access Review*

Pedestrian Access Review*

Bicycle Access Review*

Local Safety Review (Includes Queueing Analysis)

Site Access/Site Circulation Review

Operations (LOS) Analysis

Truck Access Review

Queue Management Plan

Parking Management Plan

Always Include These Elements

THANK YOU

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