Comprehensive Multimodal Corridor Plans
Board of Directors | July 10, 2020
Previous Actions

• **July 12** - Board direction to develop a Regional Plan that meets federal and state laws/targets, assumes realistic and transparent revenues, utilizes the 5 Big Moves and Complete Corridors model, and prioritizes corridors previously scheduled for investment such as SR 78, 52, 67, and 94/125.

• **September 27** - Board approves $40 million for Comprehensive Multimodal Corridor Plans/Advanced Planning over the next 5 years.
Why Comprehensive Multimodal Corridor Plans (CMCPs)?

- Integrated multimodal transportation corridor planning, aligned with state goals and funding.
- Details Complete Corridors included in the Regional Plan
- CMCPs suggested by California Transportation Commission to be competitive for SB1 and other state and federal funding
North Coast Corridor Plan – First Generation CMCP
Fully Integrated CMCP
CMCPs - Phase One

- Purple Line/I-805
- Blue Line/I-5 South
- High Speed Transit/SR 52/SR 67
- SPRINTERTER/Palomar Airport Road/SR 78
- Central Mobility Hub and Connections
CMCP Work Underway

• Workshop held with Caltrans District 11
• Teams formed and work plans established
• Geographical areas defined
• Issues and opportunities statements drafted for discussion
CMCP Draft Study
Area Boundaries

1. Purple Line/I-805/
   Blue Line/I-5 South
2. Sea to Santee
   (SR 52)
3. San Vicente
   Corridor (SR 67)
4. North County
   Corridor (SR 78)
5. Central Mobility Hub
   and Connections
Policy Considerations

1. Public safety and security
2. Preserve existing transportation infrastructure
3. Multimodal focus
4. Economic development and goods movement
5. System operations and congestion relief
6. Low income and disadvantaged communities
7. Reduce greenhouse gas emissions/vehicle miles traveled
8. Improve air quality and public health
9. Active transportation and micromobility
10. Prevent residential and small business displacement
11. Increase supply of affordable housing
12. Improve jobs-housing balance
### Implementation Schedule

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Activities</th>
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<tr>
<td>Spring 2020</td>
<td>Develop Work Plans</td>
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<tr>
<td>Summer/Fall 2020</td>
<td>Data Analysis</td>
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<tr>
<td>Fall/Winter 2020/21</td>
<td>Community Outreach</td>
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<tr>
<td>Spring/Summer 2021</td>
<td>Draft and Final Plans</td>
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### Planned Check-ins

- **Summer/Fall 2020**
  - Present data analysis and stakeholder engagement findings for review and discussion

- **Fall/Winter 2020/2021**
  - Conduct community outreach

- **Spring/Summer 2021**
  - Present draft and final CMCPs
Phase 2 CMCPs

1. North Coast Corridor/I-5 North
2. High Speed Transit/I-8
3. High Speed Transit/I-15
4. High Speed Transit/SR 56
5. High Speed Transit/SR 94
6. High Speed Transit/SR125
7. Airport to Airport
   (Cross Border Xpress to San Diego Airport)
Presentation Outline

• **Introduction and Background**  
  (Keith Greer, SANDAG)

• **Regional Implementation Guidelines**  
  (Erik Ruehr, Institute of Transportation Engineers)

• **Implementation Land Use**  
  (Alyssa Muto, City of San Diego)

• **Implementation Transportation**  
  (Chris Schmidt, Caltrans)

• **Resources and Tools**  
  (Mike Calandra, SANDAG)
What is SB 743?

- Signed into law in 2013
- Legislative intent:
  - New methodologies evaluating transportation impacts under CEQA
  - Promote statewide goals “reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land.”
  - OPR to amend the CEQA Guidelines

July 1, 2020 statewide implementation
What did it do?

“Automobile delay shall not be considered a significant impact on the environment” (PRC § 21099(b)(2))

Level of Service (LOS)  Vehicle Mile Traveled (VMT)

Source: Orange County Register
Why?

Good Grade in LOS ≠ Success in Transportation Planning

Good LOS  
Low Accessibility

Bad LOS  
High Accessibility
“During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions.”
“OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable (CEQA) threshold.”
Regional Implementation Guidelines

(Erik Ruehr, Institute of Transportation Engineers)
Guidelines and More Guidelines

- **March 2000**
  - ITE/SANTEC
  - LOS-Based
  - Traffic Impact Study Guidelines for the San Diego Region

- **Dec 2018**
  - OPR
  - Statewide SB 743 Technical Advisory

- **May 2019**
  - ITE
  - SB 743 Guidelines for the San Diego Region
Key Aspects of Regional Guidelines

- VMT Analysis Methodology
- Minimum Project Size for Land Development Projects
- VMT Methodology For Transportation Projects
Key Aspects of Regional Guidelines (Continued)

- Recommended VMT Thresholds
  - Not Specified in Statewide Guidance
  - Additional Detail
  - For CEQA Significant Impact

VMT Threshold for CEQA Significant Impact

Project VMT

Recommended VMT Thresholds

Additional Detail
Not Specified
In Statewide Guidance
Agency – Specific SB 743 Guidelines

City of Carlsbad

City of Chula Vista

Oceanside

The City of San Diego

City of San Marcos
Implementation Land Use

(Alyssa Muto, City of San Diego)
Planning Blueprint

City of Villages

Policy

CAP

Planning

Complete Communities

Community Plan Updates

Zoning

Implementation
Development Process Aligned with Climate Goals
How do we make it happen?
Complete Communities!
Mobility Choices

- Strategic investments in biking, walking, and transit
- Equitable investments
- Safe and convenient mobility options
- Reduce GHG emissions
- Cleaner air
- Streamlined development near transit
Mobility Choices includes:

- Mobility Choices Regulations
- Guidelines & CEQA threshold
- Active Transportation
- In Lieu Fee
- Active Transportation In Lieu Fee Calculator
Why Mobility Choices?
A Safer, Healthier City

- Fewer cars means safer roads
- Safer roads means more space for recreation & exercise
- Safer roads means more connected neighborhoods
Strategic Transportation Investments

Funding facilities where will be used the most

Focused investments where need is greatest
Mobility Choices Regulations
Aligning with Equity Goals

50% of the funds collected will be spent within Community of Concern
Implementation Transportation

(Chris Schmidt, Caltrans)
TRANSPORTATION PROJECTS – What is a Capacity Increasing Project?

THIS

North Coast Corridor
I-5 Widening

NOT THIS

Mid Coast Trolley Extension
TRANSPORTATION PROJECTS – What is a Capacity Increasing Project?

THIS

SR-76 Widening

NOT THIS

Roundabouts and Traffic Calming
NON-CAPACITY INCREASING PROJECTS
(No VMT Analysis Required)

- SB 1 Projects
- SHOPP
- Reconfigurations, Traffic Calming
- Safety Improvements
- Pedestrian, Bicycling and Transit Enhancements
- Rehabilitation/Maintenance
CAPACITY INCREASING – ON STATE HIGHWAY SYSTEM

2019 Federal Regional Transportation Plan: Additional General Purpose Lanes
CAPACITY INCREASING TRANSPORTATION PROJECTS: ANALYSIS PROCESS

Guidance Documents:

• Transportation Analysis Framework (TAF)
  – Induced Travel Analysis (OPR Technical Advisory)
  – Two Methodologies (Expert Panel Input)

• Transportation Analysis under CEQA (TAC)
  – Process Includes: Screening, Establishing Baseline, Direct VMT Impact (including Induced Travel), Determining Significance, VMT Mitigation & Statement of Overriding Considerations

Informal comment period ended in June
PROJECT-LEVEL MEASURES TO REDUCE VMT ON THE STATE HIGHWAY SYSTEM

- Facilities for bicycles and pedestrians
- Incorporation of Complete Streets elements
- Support multi-modal transportation: Park & Ride lots
- Marketing and incentives: transit, carpooling, improved driving habits
- Electrification in project design (electric charging for cars and bikes)
- Intelligent Transportation Systems and Transportation Demand Management
- Traffic Management Strategies:
  - Bus operation, bus lanes and signal priority
  - Coordinate improvements on the SHS with arterials roadways
- Interconnected system: from passenger vehicles to alternate modes
- VMT Mitigation resources: TAC Appendix 3 and SANDAG Toolbox
Resources and Tools
(Mike Calandra, SANDAG)
Travel Demand Modeling

- New Transportation Facilities
- Environmental Constraints
- Policies
- Demographics
- Transportation System
- Growth Forecast
- Land Use
- Surveys
- Economics
- Geography

Model Runs
Travel Demand Modeling

Regional Travel Demand Model

Regional Plan
- RTIP
- Air Quality Conformity

Sub-regional Analysis
- Corridor Studies
- General / Community Plan Updates
- Climate Action Plans
- Private Developments
Regional Tools & Resources

• SB743 VMT Maps
Regional Tools & Resources

- Traffic Forecast Information Center (TFIC)
Regional Model Tools & Resources

- Climate Action Plan (CAP) Portal
Regional Model Tools & Resources

- Mobility Management Toolbox
  - Help jurisdictions implement SB743
  - Support CAP implementation and monitoring
  - Quantify VMT reductions resulting from TDM and TSM implementation at project/community level
Customized Travel Model Analysis

• Experienced model application staff dedicated to refining the regional model for sub-regional analysis
• SANDAG Service Bureau & TAM team
SANDAG ABM Clients

Private Developers
Customized Travel Model Analysis

Model Products:

• Average Daily Traffic (ADT)
• Peak Period Traffic
• Trip Distribution (Select Link / Zone)
• Mode Choice Reports
• Transit Ridership
• Vehicle Miles of Travel (VMT)
  – SB 743
  – Climate Action Plans
  – Greenhouse Gas Emissions
• Travel time contours
### Regionwide
- **Jurisdiction**: SAN DIEGO
- **CPA**: Peninsula
- **Site**: District 1 - Shelter Island

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#### VMT per Resident
- **14.4**
- **12.3**
- **13.0**
- **12.6**

#### VMT per Employee
- **21.2**
- **19.6**
- **18.2**
- **22.5**

**Report Generated:** 11/27/19

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QUESTIONS?

• Introduction and Background
  (Keith Greer, SANDAG)

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