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California's Paradigm Shift from LOS to VMT as a Transportation Impact Metric: Policies, Politics, and Possibilities

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CALIFORNIA SB 743

USING VEHICLE MILES TRAVELED TO EVALUATE
TRANSPORTATION IMPACTS IN CEQA

Lynn Peterson and Robert Liberty

November 17th, 2017

PSU





LOS

Planning

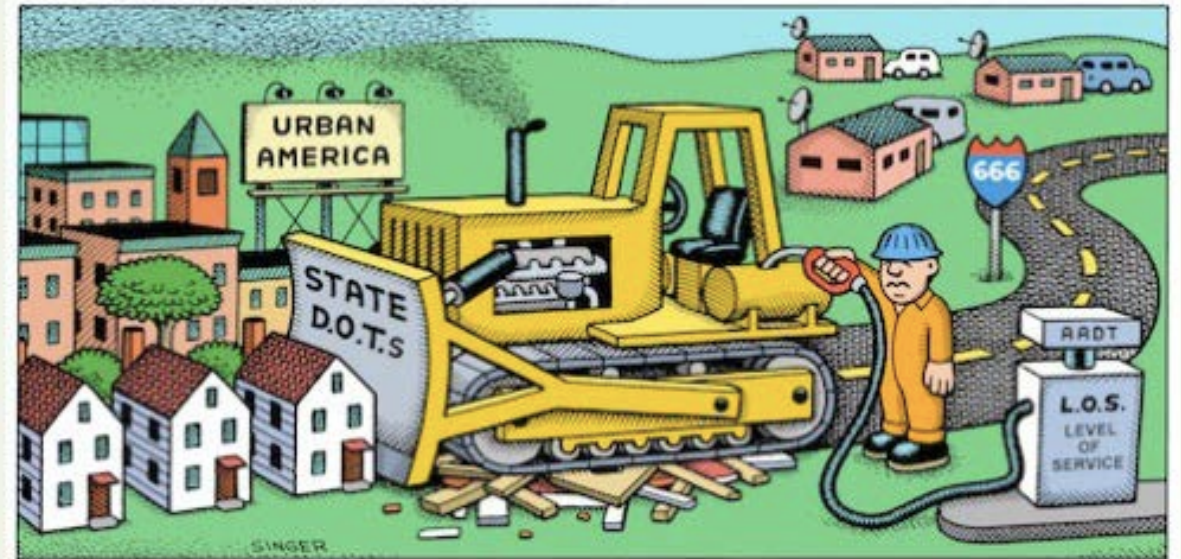
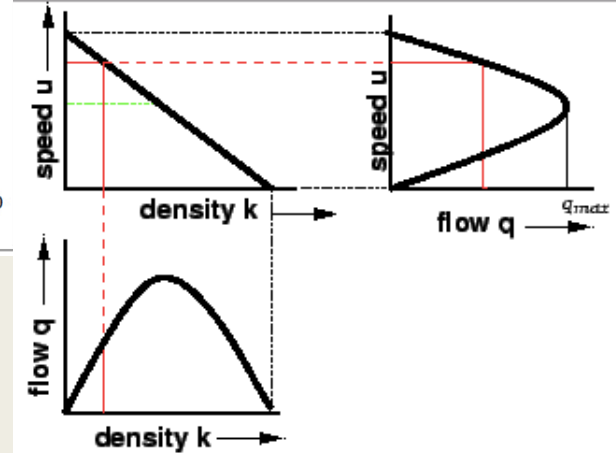
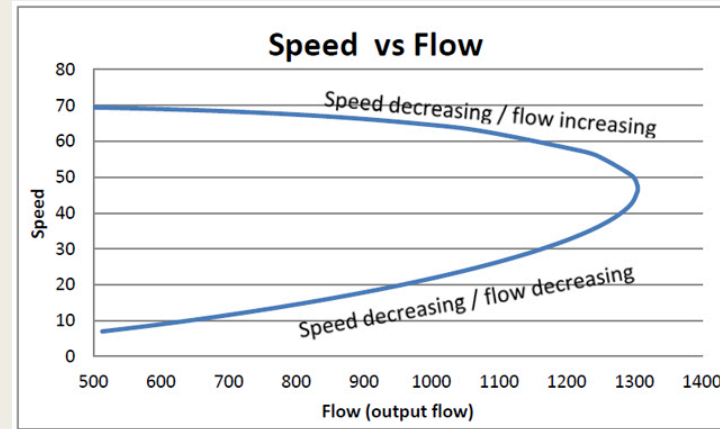
Design

Modeling

Long Range

5-year growth forecast

DESIGN vs. POSTED SPEED



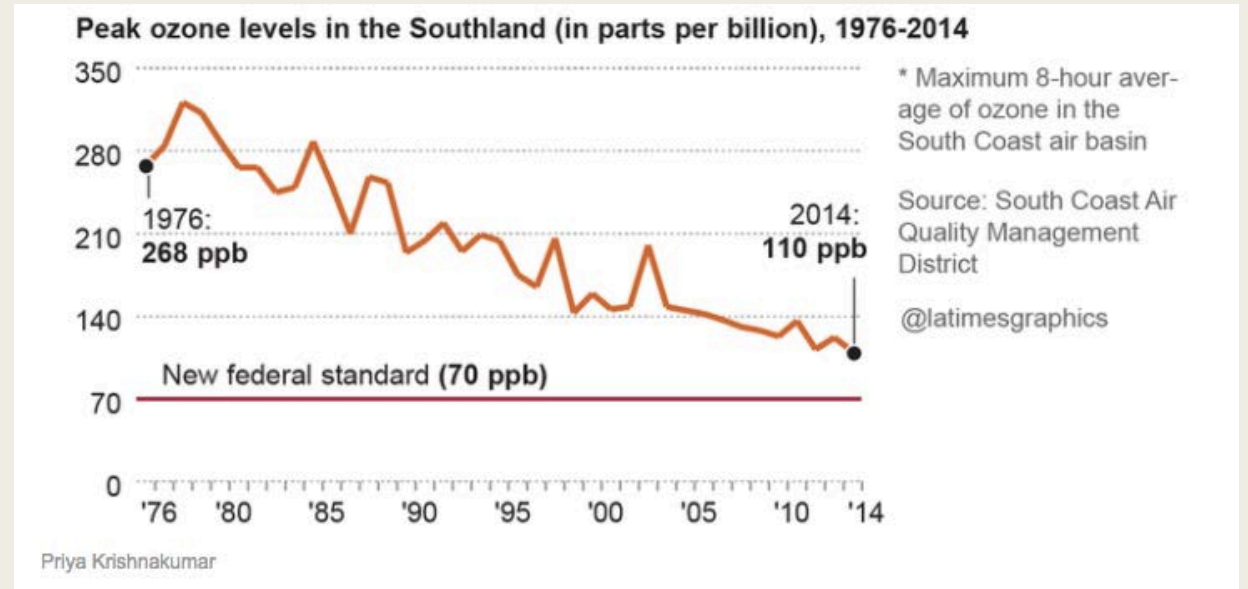
There is no national requirement or mandate to apply LOS standards and targets 20 years into the future for urban streets. Credit: Andy Singer

What is CA SB 743?

California Environmental Quality Act (C.E.Q.A.)

Before : LOS measurement

After : VMT measurement



Small projects: “projects that generate fewer trips 100 vehicle trips per day, may generally be assumed to cause a less than significant transportation impact.” (Revised Proposal, p. III:21)

Low-VMT areas: “For residential projects, this includes areas such as transportation analysis zones, or TAZs, that exhibit average VMT per capita below 85% of existing city or regional household VMT per capita. Numeric thresholds are described in greater detail in Section 1.3.2.

VMT Research Project

WHY?

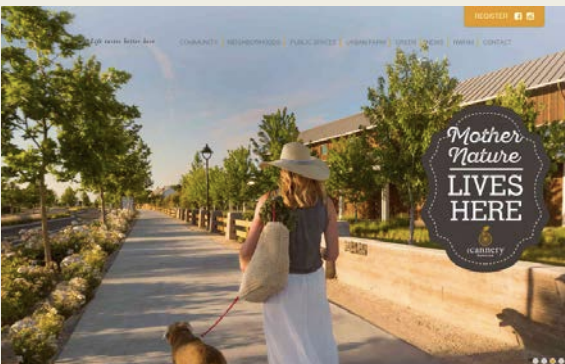
WHO?

WHAT?

WHEN?



The Cannery – Davis CA



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RESIDENCES

- GALA
- HEIRLOOM
- BEECH
- PERSIMMON
- TILTON
- SAGE
- BARTLETT

URBAN FARM

- THE FARM HOUSE
- THE BARN

PARKS & TRAILS

- HARVEST PARK
- MARKET PARK
- THE CANNERY LOOP TRAIL
- PIERCE PASEO
- CANNERY DOG PARK

TOWN CENTER

- STORES & RETAIL
- MIXED-USE OFFICES/LOFTS & FLATS




AMENITIES

- POOL & SPA

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SR 210 – San Bernardino, CA

SB 743 Case Study Project Examples (Regional Location Map)

-  SB 743 Case Study Land Use Projects
-  SB 743 Case Study Transportation Projects
-  County Boundaries

