

## Transportation Project Screening Criteria

This appendix provides a complete list of transportation projects that are presumed to have a less than significant impact, and therefore, would not be required to conduct VMT analysis.

Project types that would not result in increased vehicle travel have a less than significant impact and can be screened out from performing VMT analysis. These types of projects include:

- Rehabilitation/maintenance projects that do not add motor vehicle capacity
- Addition of bicycle facilities
- Intersection traffic signal improvements/turn-lane configuration changes
- Installation of roundabouts and traffic calming devices
- Additional capacity on local/collector streets if conditions are substantially improved for active transportation modes
- Implementation of roadways that are included in community plans approved after the comprehensive General Plan Update in 2008 if conditions are substantially improved for active transportation modes

The following specific project types are presumed to have a less than significant impact to VMT:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than two miles in length

- Installation, removal, or reconfiguration of traffic lanes at intersections that are intended to provide operational or safety improvements
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage

- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor
- Roadway striping modifications that don't change the number of vehicle through lanes

Additionally, City of San Diego roadway projects classified as major or primary arterials included in Community Plans updated after the 2008 General Plan Update would be presumed to have a less than significant impact. As such, no additional transportation analysis of induced VMT is necessary because these roadway projects are required to support citywide planned growth and implement the General Plan Goals, identified in **Table 2 of the TSM**, which are consistent with the intent of SB 743.

The legislative intent of SB 743 includes the following:

- Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act.
- More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas (GHG) emissions.

The City's Community Plan Updates, occurring after the City's General Plan Update in 2008, have provided for land uses that bring origins and destinations closer together and focused on providing for enhanced active mobility networks to promote pedestrian, bicycle, and transit travel in order to reduce VMT impacts while still meeting other City goals. Roadways proposed in these Community Plans are necessary to provide multi-modal access to these land uses and access to the wider San Diego active mobility network.

As transportation and land use are inextricably connected, roadways that are included in community plans are essential components of the City's comprehensive plans, programs, and regulations, which taken all together, will help the City meet and exceed City VMT targets. The City of San Diego's Planned (2050) Citywide average VMT efficiency of land uses compared to the base year Regional Average VMT efficiency is approximately 73% for Residential and 80% for Employment. These estimates include the roadway network as identified in the General Plan (2008) and the subsequent community plan updates. Therefore, with the planned land uses and roadway network in place, the VMT calculations indicate that the citywide VMT is reduced. Given this outcome it is reasonable to conclude that roadway projects identified in the City's Community Plan Updates have a less than significant impact on VMT.

Additionally, since the City's Community Plans were updated after 2008 after the adoption of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006, the associated environmental documents were required to analyze Greenhouse Gas (GHG) Emissions. As a part of the GHG emissions analysis, VMT analysis was required to determine the expected amount of GHG production from vehicular sources associated with each community plan. As such, all of the City's Community Plans have previously analyzed the VMT associated with the future roadway network and their environmental documents have already disclosed GHG related impacts.