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TRAFFIC AND TRANSPORTATION

Testimony of Lisa Worrall

During the October 10, 2016 Committee Status Conference, the Committee asked for clarification of information contained in Table 12 of the Traffic and Transportation section of the Final Staff Assessment, (FSA) Part 1 which addressed the project's consistency with the city of Seal Beach laws, ordinances, regulations, and standards (LORS) (FSA Part 1) (TN 213768, pg. 4.10-35).

The following testimony addresses the Committee's concerns and supplements and clarifies the Traffic and Transportation section of the FSA, Part 1, published on September 23, 2016. This supplemental information does not result in changes to any conditions of certification presented in the Traffic and Transportation section of the FSA.

The intersection of Pacific Coast Highway and Seal Beach Boulevard is in the city of Seal Beach and is also one of the eight study intersections analyzed in the Supplemental Application for Certification for the project and the FSA Part 1. The project would add trips to this intersection, making the city of Seal Beach's traffic-related LORS applicable to this project.

The city of Seal Beach's Circulation Element in the General Plan identifies a minimum standard of level of service (LOS) D during peak hours for city roadways and intersections (FSA Part 1 Traffic and Transportation section, pg. 4.10-9 and Seal Beach General Plan, Circulation Element, pg. C-50). Traffic volumes representing the existing conditions for the intersection of Pacific Coast Highway and Seal Beach Boulevard were obtained from a traffic study based on counts taken in 2009. This intersection in 2009 had an LOS of D. A growth rate of 1.2 percent (consistent with Southern California Association of Governments 2012-2035 Regional Transportation Plan) was applied to the volume at this intersection to bring volumes to 2021 estimated conditions. The year 2021 is when peak project construction activities would occur. Without the project trips added, this intersection is estimated to operate at LOS E in 2021.

The addition of the project trips would not worsen the LOS from E, but would change the volume to capacity ratio (V/C) by 0.012 during the a.m. peak period (as shown in Traffic and Transportation Table 5, pg. 4.10-17). The city's Traffic Impact Study Guidelines considers a project-related Intersection Capacity Utilization (ICU) V/C increase of 0.01, at intersections with an existing V/C of 0.90+, to be a significant impact requiring mitigation (FSA Part 1 Traffic and Transportation section, pg. 4.10-10 and City of Seal Beach Traffic Impact Study Guidelines, pg. 9).

This impact can be mitigated with the inclusion of staff's proposed Condition of Certification **TRANS-2**, which would require the applicant to stagger the arrival time of the project workforce during the a.m. peak period as part of the Traffic Control Plan (TCP). Implementation of the TCP would reduce the number of project trips at this intersection during the a.m. peak period to within Seal Beach standards; therefore, the project would be consistent with this standard and would not result in a project-related Intersection Capacity Utilization increase over the threshold of 0.01.