SECTION 3.14
Transportation

3.14.1 Introduction

This section describes the potential for the proposed program to affect transportation and circulation. The section includes a description of the environmental setting to establish baseline conditions for transportation and traffic; a summary of the regulations related to transportation and traffic; and an evaluation of the proposed program's potential effects on transportation and circulation.

The analysis is based on review of applicable traffic and circulation plans to the program area and vicinity, the relevant regulatory ordinances, and a discussion of the methodology and thresholds used to determine whether the proposed program would result in significant impacts. This section analyzes the potential for both program-level and cumulative environmental impacts. All information sources used are included as citations within the text; sources are listed in Section 3.14.7, *References*.

3.14.2 Environmental Setting

3.14.2.1 Regional Setting

Existing Regional Traffic Circulation System

The program area is located in Orange and Los Angeles Counties, specifically in the cities of Seal Beach and Long Beach, respectively. The regional circulation system within which construction vehicles (i.e., trucks that would transport equipment and material as well as individual construction workers trips) and operational vehicles (i.e., routine maintenance workers and visitors to the Seal Beach Visitor Center and passive recreational trails), would travel to access the program area consists of the following regional highways:

- **San Diego Freeway (I-405)** is classified as a State Freeway in the Los Angeles Congestion Management Plan (CMP). I-405 runs from Irvine to San Fernando, cutting through the cities of Seal Beach and Long Beach. The City of Seal Beach designates I-405 as an official truck route through the city.
- **San Gabriel River Freeway (I-605)** is classified as a north–south State Freeway in the Los Angeles CMP. I-605 runs from I-405 and SR 22 in Seal Beach into Los Angeles County to Interstate 210 in Duarte. The City of Seal Beach designates I-605 as an official truck route through the city.
- **Pacific Coast Highway (SR 1)** is classified as a State Highway (Arterial) in the Los Angeles CMP and is considered a highway in the Orange County CMP. The roadway extends south

from SR 101 in Leggett, California, along the Pacific Coast over 650 miles before terminating at Interstate 5 in Dana Point, California. The City of Seal Beach designates PCH as an official truck route through the city.

- **Garden Grove Freeway (SR 22)** is classified as a State Freeway in the Los Angeles CMP. The roadway begins at SR 55 and ends at PCH in Long Beach. The City of Seal Beach designates SR 22 as an official truck route through the city.
- **SR 19** is classified as a north–south State Highway in the Los Angeles CMP and begins at the Long Beach Traffic Circle, where PCH heads west and southeast, and Los Coyotes Diagonal heads northeast. SR 19 extends north and connects with I-405.

3.14.2.2 Program Area Setting

City of Seal Beach

Local Circulation System

The South Area is the only portion of the program area that is located within the City of Seal Beach. The Circulation Element of the Seal Beach General Plan separates the city into four planning areas for transportation planning purposes. The South Area is located in Planning Area 2 (City of Seal Beach 2003). In addition to the regional roadways, the following local roadways provide local access to the South Area:

- **Seal Beach Boulevard** is classified as a north–south Major Arterial in the Orange County Master Plan of Arterial Highways (MPAH), which connects with SR 22 and I-405 in the City of Seal Beach (OCTA, 2019b). Seal Beach Boulevard is a six lane divided roadway that provides coastal access within Seal Beach. The City of Seal Beach designates Seal Beach Boulevard as an official truck route through the city. Seal Beach Boulevard runs roughly parallel to the south of the South Area.
- **Westminster Avenue** is classified as an east–west Primary Arterial in the MPAH. The City of Seal Beach designates Westminster Avenue as an official truck route through the city. Westminster Avenue extends just north of the South Area and bound the northern end of the Isthmus Area.
- **Bolsa Avenue** is classified as an east–west Major Arterial in the MPAH. This roadway provides an alternative connection through residential uses between Seal Beach Boulevard and PCH.
- **1st Street** is classified as an east–west Primary roadway in the Seal Beach General Plan. This roadway extends into the South Area from its intersection with PCH.
- **Adolfo Lopez Drive** is a neighborhood street that provides permitted access directly to the South Area via private roadways.
- **Avalon Drive** is a neighborhood street that provides permitted access directly to the South Area via a dirt path that leads to Gum Grove Park.

Public Transportation

Public transportation in the City of Seal Beach consist of bus service throughout the city and surrounding region, which is provided by OCTA. In the vicinity of the program area, specifically the South Area, OCTA operates Route 1 along PCH, Route 42 along Seal Beach Boulevard and PCH, and Route 60 along Westminster Avenue (City of Seal Beach, 2003; OCTA, 2019a). In

addition, OCTA operates three services as part of its Senior Mobility Program, including weekday, daytime transportation to and from the North Seal Beach Community Center; Dial-A-Ride trips for non-emergency medical appointments; and daytime retail/grocery shopping on Thursdays (OCTA, 2019c).

Bicycle and Pedestrian Facilities

The City of Seal Beach General Plan designates three categories of bicycle facilities: Class I, Class II, and Class III. Class I bikeways provide for bicycle travel on a right-of-way completely separated from the roadway. Class II bikeways provide for a striped lane for one-way travel within the street right-of-way. Class III bikeways provides for on-road, signed only bikeways. In the vicinity of the South Area, Class II bikeways are provided along Westminster Avenue, Seal Beach Boulevard, PCH, and Bolsa Avenue (City of Seal Beach 2003). Pedestrian facilities within the immediate vicinity of the South Area consist of sidewalks along segments of the following streets: Seal Beach Boulevard, PCH, and Bolsa Avenue.

The Orange County (OC) Loop is a vision for 66 miles of seamless connections and an opportunity for people to bike, walk, and connect to some of California's most scenic beaches and inland reaches (OCTA, 2019d). About 80 percent of the OC Loop is already in place and is used by thousands of people. Currently, nearly 54 miles use existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River, and the Coastal/Beach Trail. The San Gabriel River Bike Trail, located along the southern edge of the Central Area, is part of the OC Loop. The OC Loop proposes to make enhancements to existing bicycle/pedestrian facilities between the San Gabriel River Bike Trail and Sunset Beach via 1st Street, Marina Drive, Electric Avenue, Seal Beach Boulevard, and PCH in the future.

City of Long Beach

Local Circulation System

While the majority of the South Area is located in the City of Seal Beach, the remainder of the program area is located in the City of Long Beach. The following roadways in the City of Long Beach provide local access to the program area:

East 2nd Street is an east–west major roadway that turns into Westminster Avenue going east into the City of Seal Beach. The City of Long Beach General Plan identifies this roadway as one of the City's east/west congested corridors (City of Long Beach 2013). East 2nd Street runs through the northern portion of the program area between the Central and North Areas.

North Studebaker Road is a north–south roadway that runs parallel to the eastern boundary of the North Area of the program area. North Studebaker Road connects with East 2nd Street in the south and SR 22 to the north.

Loynes Drive is an east–west neighborhood roadway that runs just north of the program area between North Studebaker Road and PCH.

East 7th Street is an east–west major roadway that connects with PCH to the west and I-405 and SR 22 to the east just north of the program area. The City of Long Beach General Plan designates this roadway as a truck route throughout the city.

Public Transportation

Public transportation in Long Beach consist of bus service and light rail (i.e., the Blue Line) throughout the city and surrounding region. Bus service is provided by the Orange County Transportation Authority (OCTA), Los Angeles County Metropolitan Authority (Metro), and Long Beach Transit. OCTA operates Route 1 along PCH, Studebaker, and Loynes Drive, and Routes 50, 60, and 560 along SR 22 and 7th Street (OCTA, 2019a). Metro operates Express Route 577 along I-605 and SR 22 in the vicinity of the program area (Metro, 2018). Long Beach Transit operates Routes 121 and 171 along Loynes Drive and PCH in the vicinity of the program area (Metro, 2018).

Bicycle and Pedestrian Facilities

The City of Long Beach Bicycle Master Plan identifies bicycle facilities throughout the city and classifies the facilities into four categories: bike boulevard, Class I bike path/protected lanes, Class II bike lanes, and Class III bike routes/sharrows (City of Long Beach 2013). In the program area, a Class II bike lane runs along 2nd Street and Class I bike path/protected lanes along Loynes Drive and through the Isthmus Area, known as the San Gabriel River Trail, along the eastern boundary of the San Gabriel River (City of Long Beach 2013).

Pedestrian facilities within the immediate vicinity of the South Area consist of sidewalks along segments of the following streets: East 2nd Street and East 7th Street.

3.14.3 Regulatory Framework

The program shall be required to comply with the following laws, statutes, regulations, codes, and policies.

3.14.3.1 Federal

Federal Aviation Administration

All airports and navigable airspace not administered by the United States Department of Defense are under the jurisdiction of the Federal Aviation Administration (FAA). Federal Regulation Title 14 Section 77 establishes the standards and required notification for objects affecting navigable airspace. In general, projects involving features exceeding 200 feet in height above ground level or extending at a ratio greater than 50:1 (horizontal to vertical) from a public or military airport runway less than 3,200 feet long out to a horizontal distance of 20,000 feet are considered potential obstructions, and require notification to the FAA. In addition, the FAA requires a congested area plan (CAP) for operating a helicopter (with external load) near residential dwellings (FAA, 2012).

Transportation of Hazardous Materials

The U.S. Department of Transportation (USDOT) is the administering agency for the following regulations:

- Title 49 Code of Federal Regulations (CFR) Sections 171 through 177 (49 CFR 171–177), which govern the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of transportation vehicles.
- Title 49 CFR 350–399 and Appendices A through G, Federal Motor Carrier Safety Regulations, which address safety considerations for the transport of goods, materials, and substances over public highways.
- Title 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, which directs USDOT to establish criteria and regulations for the safe transportation of hazardous materials.

3.14.3.2 State

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for planning, designing, building, operating, and maintaining California's transportation system. Caltrans sets standards, policies, and strategic plans that aim to do the following: (1) provide the safest transportation system for users and workers; (2) maximize transportation system performance and accessibility; (3) efficiently deliver quality transportation projects and services; (4) preserve and enhance California's resources and assets; and (5) promote quality service. Caltrans has the discretionary authority to issue special permits for the use of State Highways for other than normal transportation purposes. Caltrans also reviews all requests from utility companies, developers, volunteers, nonprofit organizations, and others desiring to conduct various activities within the State Highway right-of-way. In the program area, Caltrans maintains jurisdictional authority over PCH, I-405, and SR-22.

The following Caltrans regulations apply to potential transportation and traffic impacts associated with the proposed program.

California Vehicle Code (CVC), Division 15, Chapters 1 through 5 (Size, Weight, and Load). Includes regulations pertaining to licensing, size, weight, and load of vehicles operated on highways.

California Street and Highway Code Sections 660 through 711. Caltrans encroachment regulations would apply to the transportation of construction crews and construction equipment throughout the program area. Caltrans requires that permits be obtained for transportation of oversized loads, certain materials, and construction-related traffic disturbance.

3.14.3.3 Regional

Southern California Association of Governments

2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization for Imperial, Los Angeles, Orange, Riverside, Ventura, and San Bernardino Counties. On April 7, 2016, SCAG adopted its 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS presents the transportation vision for the SCAG region through the year 2040 and provides a long-term investment framework for addressing the region's transportation needs and related challenges. The RTP/SCS focuses on maintaining and improving the transportation system through a balanced approach and considers economic, environmental, public health, improved coordination between land-use decisions and transportation investments, and strategic expansion of the system to accommodate future growth (SCAG, 2016).

Orange County

Orange County Transportation Authority

The Orange County Transportation Authority (OCTA) was formed in 1991 with the responsibility for reducing freeway congestion, improving safety and efficiency on local roads, providing bus service and regional multimodal connections, helping people find ways to leave their cars home, and providing safe, convenient transportation to those with special needs. OCTA funds improvements to all modes of transportation through several programs, including the Transportation Improvement Program, the CMP, and alternative transportation planning, including the Commuter Bikeways Strategic Plan. OCTA operates rail and bus transit services throughout Orange County, including the City of Seal Beach.

Orange County Congestion Management Program

The Orange County CMP was enacted by the state legislature in 1989 to improve traffic congestion in California. The CMP is funded by Proposition 111, passed in 1990, which increased the state gas tax by 9 cents over a 5-year period. The CMP provides cities and counties who are in compliance with the CMP with funds for regional road improvements. The OCTA adopted the most current CMP for Orange County in October 2017; however, it is anticipated that the OCTA will be adopting the next iteration of the plan in fall of 2019. The goals of the Orange County CMP are to support regional mobility objectives by reducing traffic congestion, to provide a mechanism for coordinating land use and development decisions that support the regional economy, and to support gas tax funding eligibility. To meet these goals, the Orange County CMP contains a number of policies designed to monitor and address system performance issues. OCTA developed the policies that makeup the Orange County CMP in coordination with local jurisdictions, the Caltrans, and the South Coast Air Quality Management District (OCTA, 2017).

Los Angeles County

Los Angeles County Metropolitan Transportation Authority

Los Angeles County Metropolitan Transportation Authority (Metro) serves as transportation planner and coordinator, designer, builder, and operator for Los Angeles County. Metro funds improvements to all modes of transportation through several programs, including the Transportation Improvement Program, the Congestion Management Program, and Bicycle Transportation Strategic Plan. Metro operates rail and bus transit services throughout Los Angeles County, including the City of Long Beach.

Los Angeles County Congestion Management Program

In 2010, the County of Los Angeles updated its CMP to assess the overall performance of the highway system, which provides quantitative input for funding improvements and programs. This is the eighth CMP adopted for Los Angeles County since the requirement became effective with the passage of Proposition 111 in 1990. The Los Angeles CMP covers approximately 500 miles of freeway facilities, which are divided into 81 key segment pairs (eastbound/westbound or northbound/ southbound). The traffic operations at each segment are evaluated every 2 years by Caltrans and published in the Los Angeles CMP. The Los Angeles CMP arterial streets in Long Beach consist of PCH, 7th Street, Alamitos Avenue, and Lakewood Boulevard. The Los Angeles CMP freeway segments in Long Beach include I-710, I-605, I-405, and SR-91.

3.14.3.4 Local

City of Seal Beach

General Plan

The Circulation Element of the City of Seal Beach General Plan serves as the City's primary guide for transportation planning, where the main objective is to ensure the ongoing development and maintenance of a comprehensive circulation network that will efficiently move people and goods throughout the city and region. The Circulation Element includes the following applicable circulation goals, objectives, and policies related to the proposed program:

- General Goal: Provide and maintain a comprehensive circulation system that facilitates the efficient movement of people and goods throughout the City and near open space habitats for wildlife, while minimizing environmental impacts (including air, light, and noise pollution).
  - Objective: Provide adequate capacity for the City's circulation needs while minimizing negative impacts, including environmental impacts needing mitigation.
    - Policy: Develop a circulation system that enhances environmental amenities and scenic areas.
- Coastal Access Goal: Maintain Local Coastal Program standards, including the improvement of public coastal access wherever possible.

Municipal Code

The Seal Beach Municipal Code establishes the City's regulations and requirements. Title 8, Vehicles and Traffic, of the Municipal Code contains the City's traffic requirements, such as

traffic control during construction and operation, bicycle and pedestrian facilities and safety, and establishes the official truck routes that extend through the city.

Local Coastal Program

The City of Seal Beach is in the process of preparing its Local Coastal Program (LCP) and does not currently have a certified LCP at this time. Therefore, the proposed program will not be evaluated for consistency with this plan.

City of Long Beach

General Plan

The City of Long Beach Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation system. The applicable strategies and policies related to the proposed program include the following:

Strategy No. 2: Reconfigure streets to emphasize their modal priorities

> **MOP Policy 2-18:** Provide adequate sidewalk widths and clear path of travel as determined by street type classification, adjoining land uses, and expected pedestrian usage.

Strategy No. 14: Reduce the air quality impacts of freight transportation and Port-related traffic.

> **MOG Policy 14-2:** Adopt and enforce truck routes to minimize the impacts of truck emissions on the community.
>
> **MOG Policy 14-3:** Reduce congestion on freeways and designated truck routes.

Municipal Code

The City's Municipal Code includes regulations related to pedestrian, bicycle, and vehicular mobility. Title 10, Vehicles and Traffic, contains the following various chapters that are applicable to the proposed program: Chapter 10.08 (Traffic Control Devices); Chapter 10.58 (Pedestrians); Chapter 10.48 (Bicycles); and Chapter 18.17 (Transportation Improvement Fee).

Local Coastal Program

The City of Long Beach Local Coastal Program includes the following measures and restrictions related to traffic and transportation in the City's coastal zone that apply to the proposed program:

a. In the interest of preserving the character, of the residential area and property values, as well as the requirement for consolidation of oil activities in the coastal zone, access to and egress from all oil operations in the coastal zone be limited to the use of streets specified in permits for operations. Access to oil operations need not impact residential streets. In the SEADIP area, Bellflower Boulevard, Pacific Coast Highway, Loynes westerly extension, and Eliot Street should carry oil trucks involved in oil operations.

b. All driveway access roads shall be of sufficient length to allow all trucks and machinery to enter, depart, and park without impacting public streets.

c. Gates of access roads shall be kept closed and be placed a sufficient distance from the public street so that all entering and departing vehicles and machinery can safely stop to secure such gate without extending onto the shoulder of any public street.

d. Any violation of these mitigating conditions shall carry substantial fines and continued violations shall result in revocation of operating permits.

Adopted Southeast Area Development and Improvement Plan

Development Districts in the City of Long Beach are special districts that have more comprehensive land use regulations than conventional zoning and are intended to achieve a specific outcome in a geographic area, similar to a Specific Plan. Approved in 1977, the SEADIP was the first PD-1 district in the City of Long Beach and also provided zoning for the covered properties. The SEADIP document was intended to guide land use and development in an area that was experiencing a period of rapid growth. The SEADIP does not contain standards relative to traffic/transportation.

Proposed Southeast Area Specific Plan 2060

The City unanimously approved the SEASP 2060 on September 19, 2017, a new specific plan with conventional zoning on a few select parcels. Note that at the time of writing this PEIR, the California Coastal Commission (CCC) has yet to certify the proposed SEASP 2060; however, it is anticipated that the SEASP 2060 will be completed and issued in its final form within the lifetime of the proposed program The SEASP 2060 area consists of 1,472 acres and includes 1,381 acres currently zoned PD-1 (SEADIP), 94 acres of the San Gabriel River and Los Cerritos Channel, and 6 acres along the southeast edge of the current PD-1 (SEADIP) boundary.

The proposed SEASP 2060 guiding principles and development standards related to traffic/transportation include the following:

- Expand multi-modal transportation options through enhanced pedestrian and bicycle connectivity without compromising vehicular traffic flow;
- Provide options to increase public connectivity to open space, including the marina, other waterways, the wetlands, and parks; and

Under the proposed SEASP 2060, a majority of the individual sites have a land use designation of Coastal Habitat, Wetlands, and Recreation (CHWR). In addition, the Los Alamitos Pump Station site and the portion of the Los Alamitos Retarding Basin site within the City of Long Beach have a land use designation of Public. Furthermore, a portion of the Long Beach Property site is designated as Dedicated Right of Way (not built). The CHWR land use designation provides for coastal restoration, access, visitor-serving recreation (boating, public launching, kayaking, paddle boarding, etc.), and biological reserves. Public access to coastal water is encouraged and uses such as interpretive centers and public parking associated with coastal resources are permitted. The Public land use designation provides more public and institutional uses such as elementary schools, museums, and interpretive centers, parking, water tanks and retention basis. Uses in this designation shall comply with provisions of Long Beach Municipal Code Chapter 21.34, Institutional Districts. The Dedicated Right of Way (not built) designation is intended for the extension of Shopkeeper Road which currently dead-ends into the Pumpkin Patch site in the

Central Area. The proposed SEASP 2060 indicates that the ultimate alignment of Shopkeeper Road shall be designed to avoid impacting a delineated wetland.

3.14.4 Significance Thresholds and Methodology

3.14.4.1 Significance Thresholds

For the purposes of this Program Environmental Impact Report (PEIR) and consistency with Appendix G of the *CEQA Guidelines*, the proposed program would have a significant impact on traffic and transportation if it would:

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

b. Would the project conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b);

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

d. Result in inadequate emergency access.

As detailed in the Initial Study (refer to Appendix A of this PEIR), the proposed program would result in less than significant impacts to threshold "d." No further analysis is provided herein.

3.14.4.2 Methodology

This analysis of potential proposed program impacts to transportation and traffic is based on the review of the applicable transportation and traffic plans, as described above, to determine the proposed program's consistency with these established plans. A significant impact to transportation and traffic would occur if the proposed program was determined to conflict with the standards, regulations, or requirements of the applicable plans.

As stated in Chapter 1, *Introduction*, on March 8, 2019, the Los Cerritos Wetlands Authority sent a Notice of Preparation to responsible, trustee, and federal agencies, as well as to organizations, and individuals potentially interested in the proposed program to identify the relevant environmental issues that should be addressed in the PEIR. Issues related to transportation were identified.

3.14.5 Program Impacts and Mitigation Measures

Impact TRA-1: The proposed program would result in a significant impact if the proposed program would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

Construction

Construction of the program components would occur intermittently over near-term (within approximately 10 years), mid-term (between approximately 10-20 years), and long-term (20 years or longer) periods throughout the program area, where construction of the various program

components would depend on location, phasing, and timing of funding. A detailed description of program phasing and specific construction activities at each of the individual sites is provided in Chapter 2, *Project Description*. Construction of the proposed program has the potential to affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials, and travel by construction workers to and from the program area.[1] Construction trucks and vehicles would use the regional circulation system as well as the local circulation systems of both the cities of Seal Beach and Long Beach. Based on the designated truck routes established in the Seal Beach and Long Beach General Plans, construction trucks would primarily use I-405, I-605, PCH, SR 22, Seal Beach Boulevard, Westminster Avenue, and East 7th Street.

Construction of the program components would add temporary construction-related traffic to nearby roadways over the course of the construction periods of the proposed program. While construction of the program components would temporarily generate additional truck and vehicle trips within the cities of Seal Beach and Long Beach and on the regional circulation system, traffic levels would not substantially increase and would be temporary in nature as traffic levels would return to pre-construction conditions once construction is complete. Moreover, due to typical construction start and finish times (i.e., arrive before 7:00am, depart after 6:00pm), construction trips would occur outside the heavily-congested peak traffic periods and would, therefore, not contribute to delay currently experienced by vehicles traveling through the local and regional circulation systems. Additionally, delivery and hauling of construction materials to and from the program area would be scheduled outside of peak hours to the greatest extent feasible to reduce the effects to the local and regional circulation systems.

To further decrease effects to existing traffic operations, construction trucks accessing the program area would use designated truck routes to the extent feasible, which would keep heavy trucks moving at slower speeds along roadways that have been designed to accommodate these types of vehicles. While local drivers could experience increased travel times if they were traveling behind a heavy truck due to slower movement and turning radii compared to passenger vehicles, these delays would be intermittent throughout the day, where the majority of these trips would occur outside peak hours, and would cease once construction activities are completed. All construction trucks traveling on Caltrans facilities would be required to comply with CVC, division 15, chapters 1 through 5 (Size, Weight, and Load) and California Street and Highway Code Sections 660 through 711, as applicable, to minimize impacts to roadway operations.

In addition, while full or partial roadway closures are not anticipated at this time to be required during construction of the program components, there could be the need for a roadway closure as the design process progresses. If a full or partial roadway is required during construction, a significant impact to roadway operations could occur. In order to reduce impacts to roadway performance during construction activities that could require roadway lane closures, LCWA would be required to implement Mitigation Measure TRA-1, which would require the preparation and implementation of a traffic control plan. The traffic control plan would include, but not be limited to, signage, striping, delineated detours, flagging operations, changeable message signs,

[1] Barges may also be used to transport materials and equipment between sites.

delineators, arrow boards, and K-Rails that would be used during construction to guide motorists, bicyclists, and pedestrians safely through the construction area and allow for adequate access and circulation to the satisfaction of the local jurisdictions. Approximately two to four construction workers would be required to implement the traffic control plan during construction. The traffic control plan for the proposed program would be coordinated with Los Angeles and Orange Counties when construction activities affect roadways under their jurisdictions. Therefore, with implementation of Mitigation Measure TRA-1, impacts to the local and regional circulation systems, including bike lanes and pedestrian facilities, from potential roadway closures during construction of the proposed program would be reduced to less than significant levels.

In summary, while construction of the proposed program would temporarily increase traffic volumes on the local and regional circulation systems, roadway operations would return to pre-construction levels once construction is complete. All construction trucks would utilize designated truck routes and comply with all applicable roadway regulations and guidance to minimize effects to roadway operations. In addition, implementation of Mitigation Measure TRA-1 would reduce potentially significant impacts related to roadway closures in the local circulation systems by requiring the preparation and implementation of a traffic control plan. Therefore, for these reasons, the proposed program's effects on the local and regional circulation systems during construction would be less than significant.

Operation

Operation and maintenance of the proposed program consists of maintenance activities associated with the restored wetlands and other habitats, flood management facilities, Seal Beach Visitor Center, and other public access amenities. A detailed description of operation and maintenance associated with the proposed program for each of the individual sites is provided in Chapter 2, *Project Description*. Once construction is complete, operation of the proposed program would include routine maintenance activities as well as operation of the Seal Beach Visitor Center and passive recreational trails. Maintenance activities would be conducted by the Los Angeles County Flood Control District in combination with LCWA, where maintenance workers would drive passenger vehicles to the program area. Operation and maintenance of the restored habitats and flood management facilities would generate minimal operational trips, and the majority of the operational activities would occur infrequently (i.e., not a daily basis).

The other trip-generating component of the proposed program is the Seal Beach Visitor Center, which could be up to 2,000 square feet and provide a maximum of 60 parking spaces for employees and visitors; however, the maximum building envelope was developed as a conservative estimation for CEQA purposes. The Institute of Transportation Engineers (ITE) Trip Generation Manual does not provide a specific trip generation rate for the visitor center land use. However, it does provide a trip generation rate for Public Park (Land Use Code 411) (ITE, 2017). Therefore, the amount of operational trips generated by the proposed program overall was calculated by applying the trip generation rate of the Public Park land use by the total acreage of the program area (503 acres).[2] It should be noted that the Public Park land use provides a

[2] The trip generation rate for the Public Park land use is 0.78 trips per acre for weekdays, 1.96 trips per acre for Saturdays, and 2.19 trips per acre for Sundays.

conservative estimation of the operational trips generated as that land use is a more intense land use than the proposed land use under the proposed program.

Based on that calculation, the proposed program is anticipated to generate approximately 393 trips on weekdays, 986 trips on Saturdays, and 1,102 trips on Sundays. Based on knowledge of operations at similar, nearby visitor centers such as the San Joaquin Marsh in Irvine, the Back Bay in Newport Beach, and the Bolsa Chica State Park in Huntington Beach, the majority of these trips are not anticipated to occur during the peak traffic hours and would be spread out throughout the day.

The amount of trips generated by operation and maintenance of the proposed program would not result in a substantial increase to existing traffic volumes and would vary throughout the week as well as the year due mainly to the daily and seasonal variability of visitors. The proposed program would not alter the local roadway configuration or permanently disrupt bus stops or bike lanes once operational, and therefore would be consistent with all applicable transportation and traffic plans. Furthermore, the proposed program could install new sidewalks around the perimeter of the program area where there are currently none and a crosswalk at the intersection of Shopkeeper Road and 2nd Street to improve public access between the North Area, Long Beach Visitor Center, and Central Area. These components would increase connectivity and safety for pedestrians and bicyclists. Thus, operation of the proposed program would not affect the performance of the local or regional circulation systems. Operational impacts would be less than significant.

Mitigation Measure

Mitigation Measure TRA-1: Prior to the start of construction of the program component(s) that require a full or partial roadway closure, LCWA shall require the construction contractor(s) to prepare a traffic control plan. The traffic control plan will show all signage, striping, delineated detours, flagging operations and any other devices that will be used during construction to guide motorists, bicyclists, and pedestrians safely through the construction area and allow for adequate access and circulation to the satisfaction of the cities of Seal Beach and Long Beach and Orange and Los Angeles Counties, as applicable. The traffic control plan shall be prepared in accordance with the applicable jurisdiction's traffic control guidelines and will be prepared to ensure that access will be maintained to individual properties, and that emergency access will not be restricted. Additionally, the traffic control plan will ensure that congestion and traffic delays are not substantially increased as a result of the construction activities. Furthermore, the traffic control plan will include detours or alternative routes for bicyclists using on-street bicycle lanes as well as for pedestrians using adjacent sidewalks. LCWA shall provide written notice at least two weeks prior to the start of construction to owners/occupants along streets to be affected during construction.

During construction, LCWA will maintain continuous vehicular and pedestrian access to any effected residential driveways from the public street to the private property line, except where necessary construction precludes such continuous access for reasonable periods of time. Access will be reestablished at the end of the workday. If a driveway needs to be closed or interfered with as described above, LCWA shall notify the owner or occupant of the closure of the driveway at least five working days prior to the closure. The traffic control plan shall include provisions to ensure that the construction of the

proposed program does not interfere unnecessarily with the work of other agencies such as mail delivery, school buses, and municipal waste services.

LCWA shall also notify local emergency responders of any planned partial or full lane closures or blocked access to roadways or driveways required for program construction. Emergency responders include fire departments, police departments, and ambulances that have jurisdiction within the program area. Written notification and disclosure of lane closure location must be provided at least 30 days prior to the planned closure to allow emergency response providers adequate time to prepare for lane closures.

Significance after Mitigation

Less than Significant with Mitigation

Impact TRA-2: The proposed program would result in a significant impact if the proposed program would conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b).

In accordance with Senate Bill (SB) 743, the new *CEQA Guidelines* Section 15064.3, subdivision (b), was adopted in December 2018 by the California Natural Resources Agency. These revisions to the *CEQA Guidelines* criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas, and shifts the focus from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses. Vehicle miles traveled, or VMT, is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person. The newly adopted guidance provides that a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide. The cities of Seal Beach and Long Beach as well as the Counties of Los Angeles and Orange have not yet formally adopted their updated transportation significance thresholds or their updated transportation impact analysis procedures. Since the regulations of SB 743 have not been finalized or adopted by the Cities or Counties, a qualitative traffic analysis was used in this PEIR to determine significance of transportation impacts (see Impact TRA-1 discussion, above).

In addition, Section 15064.3 of the *CEQA Guidelines* suggests that the analysis of VMT impacts applies mainly to land use (i.e., residential, commercial, industrial) and transportation projects. Per this guidance, since the proposed program is neither a land use nor a transportation project, it can be assumed to have a less than significant impact with respect to VMT. It should be noted that while *CEQA Guidelines* Section 15064.3, subdivision (b), is not applicable to the proposed program at this time, the proposed program does have the potential to generate operational trips associated with people visiting the Seal Beach Visitor Center and utilizing the proposed recreational trails and other public access amenities throughout the program area. However, it is anticipated that local residents and visitors staying in the area would travel to the program area, with trips originating from the surrounding communities, resulting in low vehicle miles traveled to get to and from the program area. As such, the proposed program is anticipated to result in a less than significant impact with respect to VMT.

Mitigation Measure

No mitigation is required.

Significance after Mitigation

Less than Significant

Impact TRA-3: The proposed program would result in a significant impact if the proposed program would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Construction

Construction of the proposed program would include the use of heavy trucks to bring construction materials to and from the program area. Construction trucks accessing the program area would use designated truck routes to the extent feasible, which would keep heavy trucks moving at slower speeds along roadways that have been designed to accommodate these types of vehicles. While local drivers could experience increased travel times if they were traveling behind a heavy truck due to slower movement and turning radii compared to passenger vehicles, these delays would be intermittent throughout the day, where the majority of the trips would occur outside of peak hours, and would cease once construction activities are complete. Furthermore, heavy trucks are typical of construction activities and are not considered a roadway hazard. Construction of the program components could require full or partial road closures, which could result in hazardous driving conditions. However, implementation of Mitigation Measure TRA-1 would require the preparation and implementation of a traffic control plan to minimize the effects on roadway safety. Therefore, construction of the proposed program would not result in a hazardous design feature within the program area. Impacts during construction would be less than significant with mitigation.

Operation

Once construction is complete, operation of the proposed program would include routine maintenance activities as well as operation of the Seal Beach Visitor Center and passive recreational trails. Maintenance activities would be conducted by the Los Angeles County Flood Control District in combination with LCWA, where maintenance workers would drive passenger vehicles to the program area. Operation of the proposed program would not require heavy equipment nor does it include a change to existing roadway configurations and as such, would not impact existing intersections or roadways. Access to the individual sites of the program area would likely be provided via existing driveways; however, if an existing driveway were to be reconstructed as part of the proposed program, it would be designed and constructed to comply with all relevant City standards to ensure that facilities operate safely and efficiently. Compliance with these established design standards would ensure that operation of the proposed program would result in a less-than-significant impact with regard to hazards and incompatible uses.

Mitigation Measure

Mitigation Measure TRA-1.

Significance after Mitigation

Less than Significant with Mitigation

3.14.6 Cumulative Impacts

The geographic scope for potential cumulative impacts to traffic and transportation is the regional and local roadways within the cities of Seal Beach and Long Beach and the surrounding portions of Orange and Los Angeles counties. Additionally, a network of bicycle lanes extends throughout the geographic scope and provide travel corridors for alternative transportation and pedestrians. Similar to the proposed program, cumulative projects, which are identified in Table 3-1, *List of Cumulative Projects*, would also have the capability to generate additional truck and vehicle trips on the regional and local circulation systems within the geographic scope. The amount of traffic which could be generated depends on the type and size of the project. Residential projects would consistently contribute very large amounts of additional vehicles to the regional and local circulation systems while smaller commercial projects would generate high amounts of traffic during peak times during the day and on weekends. Given the different types and size of the projects included in the cumulative scenario, it is reasonable to assume that when considering the amounts of additional truck and vehicle trips generated by all of the cumulative projects during construction and operation, a potentially significant cumulative impact could occur to the local and regional circulation systems.

In addition, with the contribution of additional trips added by each cumulative project, existing transit routes could experience increased congestion and slower overall travel times. Furthermore, some of the cumulative projects could also require partial or full lane closures. In combination, projects that involve lane closures could also result in a significant cumulative impact if multiple projects required simultaneous lane closures, which would adversely affect traffic volume levels resulting in increased congestion, and could restrict or block emergency responders, transit routes, and bicycle lanes within the program area. As a result, the combined effects from the construction or operation of projects within the geographic scope related to traffic and transportation would be considered cumulatively significant.

When added to the cumulative scenario described above, construction and operation of the proposed program would not substantially increase traffic volumes within the geographic scope. While the proposed program would temporarily generate additional truck and vehicle trips within the regional and local circulation systems during construction, traffic levels would not substantially increase and would be temporary in nature as traffic levels would return to pre-construction conditions once construction is complete. Although operational activities would generate additional trips on the surrounding local and regional circulation system, the number of peak hour trips would be minimal while the remainder of trips would be spread throughout the day. The amount of trips generated by operation and maintenance of the proposed program would

not result in a substantial increase to existing traffic volumes and would vary throughout the week as well as the year depending on seasons. The proposed program would not alter the local roadway configuration or permanently disrupt bus stops or bike lanes once operational, and therefore would be consistent with all applicable transportation and traffic plans.

Additionally, the proposed program would be required to implement Mitigation Measure TRA-1 that requires the preparation and implementation of a traffic control plan in the event of necessary lane closures, which would reduce all effects to the regional and local circulation system, including existing transit routes, bicycle lanes, and emergency response access, to a less than significant level. Therefore, the proposed program's contribution to cumulative impacts to traffic and transportation would not be cumulatively considerable. With implementation of mitigation measures, impacts would be less than significant.

Mitigation Measure

Mitigation Measure TRA-1.

Significance after Mitigation

Less than Significant with Mitigation

3.14.7 References

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