

# City of Oceanside General Plan Circulation Element Update Program Environmental Impact Report (EIR)

February 2, 2010

Economic Development Commission Workshop



## Agenda

- I. What is a Circulation Element?
- II. Why Update the Circulation Element?
- III. Project Background
- IV. Components of our Circulation Element
- V. Next Steps



Circulation Element Update

# WHAT IS A CIRCULATION ELEMENT?



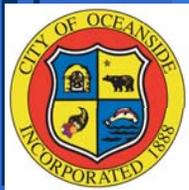
## What is a Circulation Element?

- It consists of the location and extent of existing and proposed major thoroughfares & transportation routes.
- The Circulation Element correlates with the Land Use Element of the General Plan.
- It is required by State law.
- Components of the Circulation Element:
  - Master Transportation/Circulation Plan
  - Level of Service Policies
  - Transportation Demand Management
  - Public Transit & Railway Systems
  - Bicycle & Equestrian Facilities
  - Pedestrian Facilities
  - Intelligent Transportation System Technologies
  - Neighborhood Traffic Calming



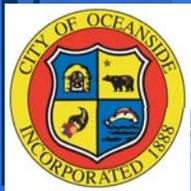
Circulation Element Update

# WHY UPDATE THE CIRCULATION ELEMENT?



## Why Update the Circulation Element

- The Circulation Element has not kept pace with land use zoning changes in last 20 years.
- The current goals and policies are outdated.
- Operational standards for intersections and roadways have changed.
- Circulation Elements should be updated at least every 10 years to keep pace with the needs of the community.
- Reduce transportation related impacts through programmatic EIR.



Circulation Element Update

# PROJECT BACKGROUND



## Project Background

- In 1995, the current Circulation Element was amended.
- In 2005, City Council authorized the Circulation Element update.
- In 2005, the Neighborhood Traffic Calming Program was established (currently under revision).
- In 2006, four community meetings were conducted for public input:
  - local streets and highways
  - bicycle and pedestrian trails
  - equestrian trails
  - bus and rail transit services
  - neighborhood speeding
  - regional plans



## Project Background Cont.

- Based on significant public input, numerous network alternatives were identified.
- In 2007, a revised scope of work was approved by City Council to include development and use of the Series 11 North County Sub Area Model.
- In 2008, the Comprehensive Bicycle Master Plan was updated & approved by City Council.
- In 2009, the Series 11 North County Sub-Area Model was completed.
- In 2009, the Pedestrian Master Plan was updated.
- In 2010, PEIR Public Scoping meetings held



Circulation Element Update

# COMPONENTS OF OUR CIRCULATION ELEMENT



# Circulation Element Key Components

- **Level of Service Policies**
  - Establishes the level of service standards for roadways and intersections throughout the City.
- **Transportation Demand Management (TDM)**
  - Identifies opportunities & actions to be taken for the City to establish effective TDM programs.
- **Public Transit & Railway Systems**
  - Details the public transit and railway systems available and how the City and its residents can benefit from them.
- **Neighborhood Traffic Calming Program**
  - Establishes goals & policies to promote safer streets for motorists and pedestrians. This will incorporate the existing neighborhood traffic calming program policies currently being updated by the City.



# Circulation Element Key Components

- **Bicycle & Equestrian Facilities**
  - Identifies the existing and future bicycle and equestrian network and establishes policies for bicycling as a form of transportation. The Bicycle Master Plan (December 2008) will be incorporated.
- **Pedestrian Facilities**
  - Establishes policies to support a pedestrian-friendly, walkable environment. The Pedestrian Master Plan (November 2009) will be incorporated.
- **Intelligent Transportation System (ITS) Technologies**
  - Identifies and incorporates pertinent ITS technologies that the City could utilize to enhance traffic management, transit operations, & traveler information. Supporting goals and policies will be provided.



## Existing and Proposed Roadways

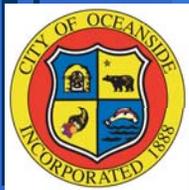
### Traffic Model:

- In 2009, Series 11 Sub-Area Model for North County was completed, representing the future 2030 roadway network conditions.

### Potential Model Alternatives Developed:

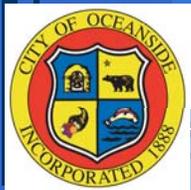
- Potential alternatives were developed based on variations of the roadway network between the existing network and adopted 1995 Circulation Element network.
- Potential alternatives were run using the Series 11 Model.
- All potential alternatives were compared against the adopted 1995 Circulation Element.

**The Updated Circulation Element will be used by the City to compare all future projects.**

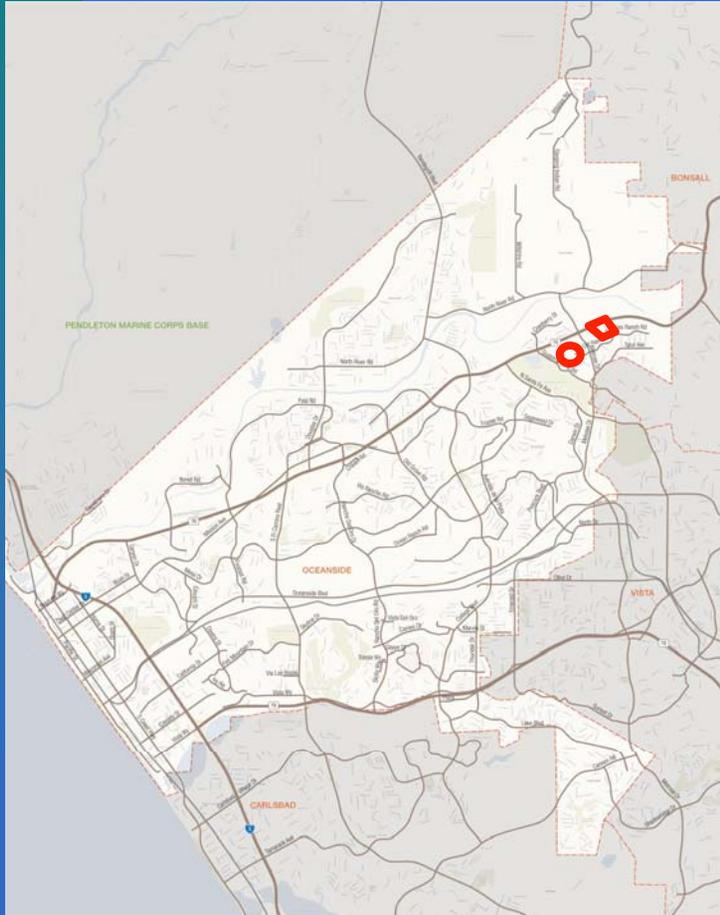


## Key Transportation Network Issues

- Melrose Drive (northerly & southerly extensions)
- College Boulevard between Waring Road and Old Grove Road (6 or 4 lanes)
- Rancho Del Oro Road
- SR 76 (6 or 4 lanes)
- Rancho Del Oro at SR78 Interchange
- I-5 at SR 78 Interchange
- Pala Road Extension
- Downtown: Coast Highway & Mission Avenue



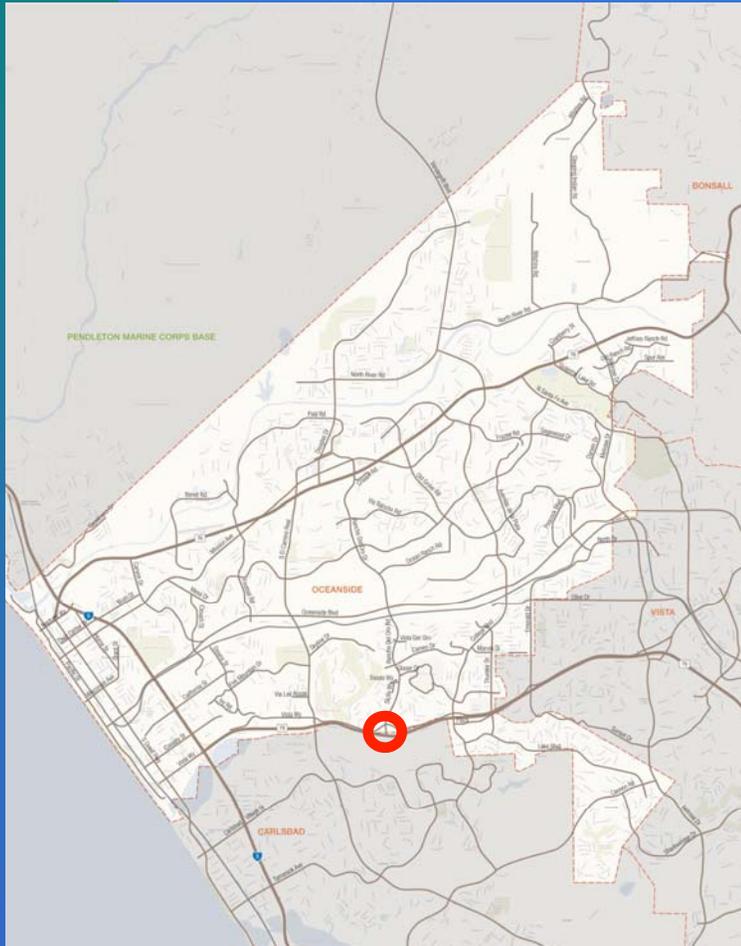
# Current Circulation Element (Baseline Components)



- SR78 / I-5 Interchange Improvements Included
- SR76 Improvements – Six Lanes
- Includes Interchange at Rancho Del Oro Rd/SR78
- College Blvd – Six Lanes
- Melrose Drive Extensions Included
- Pala Road Connection Included
- Old Ranch Road Not Connected
- Jeffries Ranch Road Not Connected



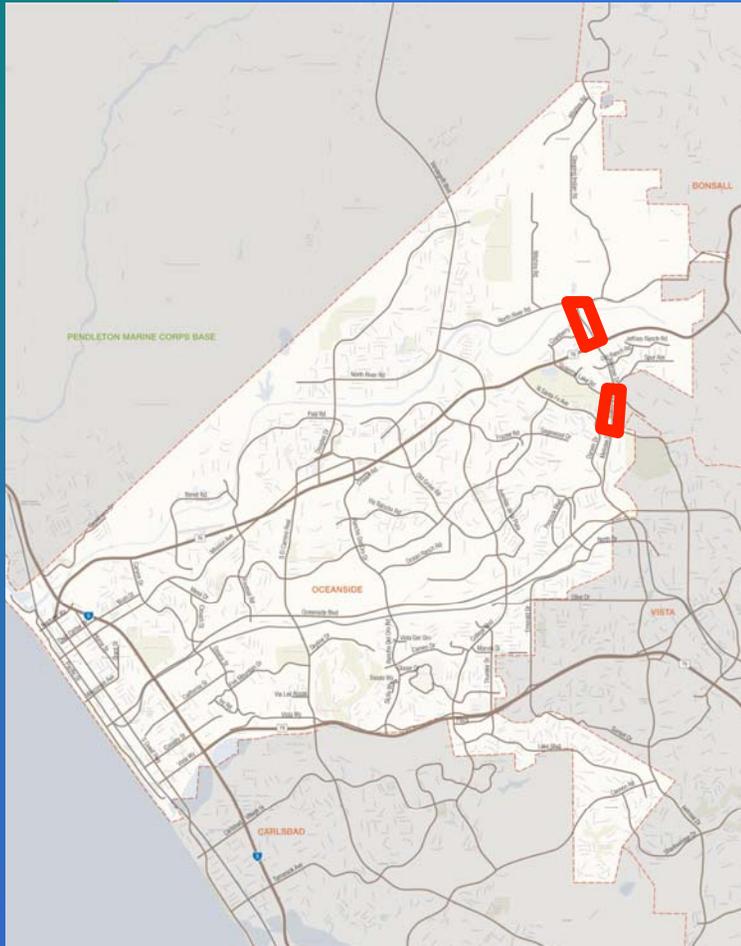
# Alternative A Components



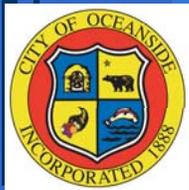
- No Interchange at Rancho Del Oro Rd/SR78
- SR78/I-5 Interchange Improvements Included
- SR76 Improvements – Six Lanes
- College Blvd – Six Lanes
- Melrose Drive Extensions Included
- Pala Road Connection Included



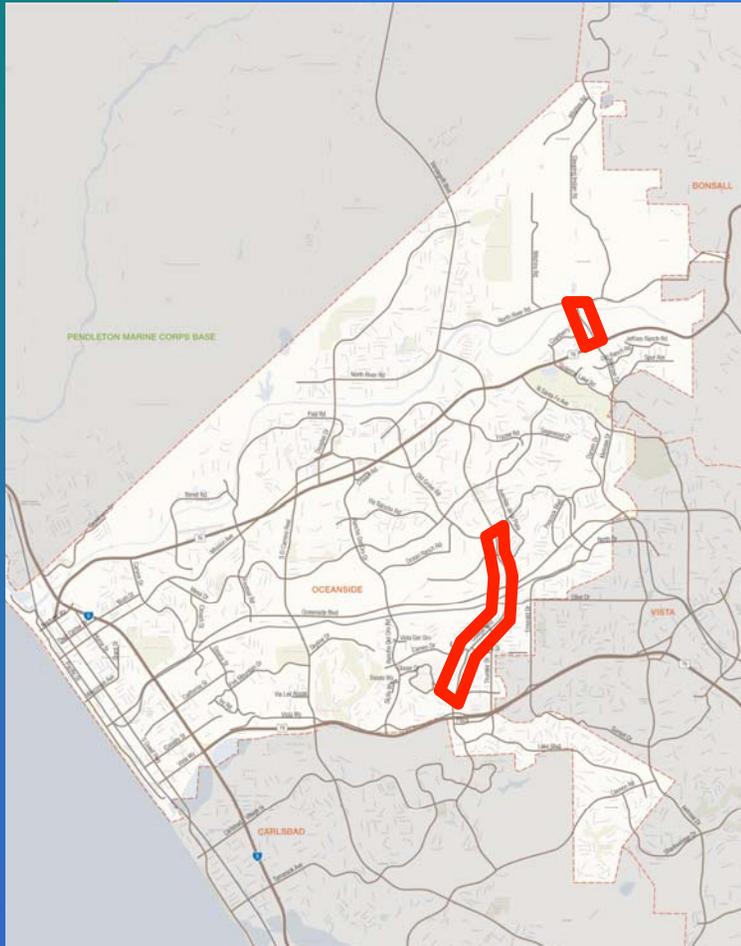
# Alternative B Components



- Melrose Drive Extensions - Not Included
- SR78/I-5 Interchange Improvements Included
- SR76 Improvements – Six Lanes
- Includes Interchange at Rancho Del Oro Rd/SR78
- College Blvd – Six Lanes
- Pala Road Connection Included



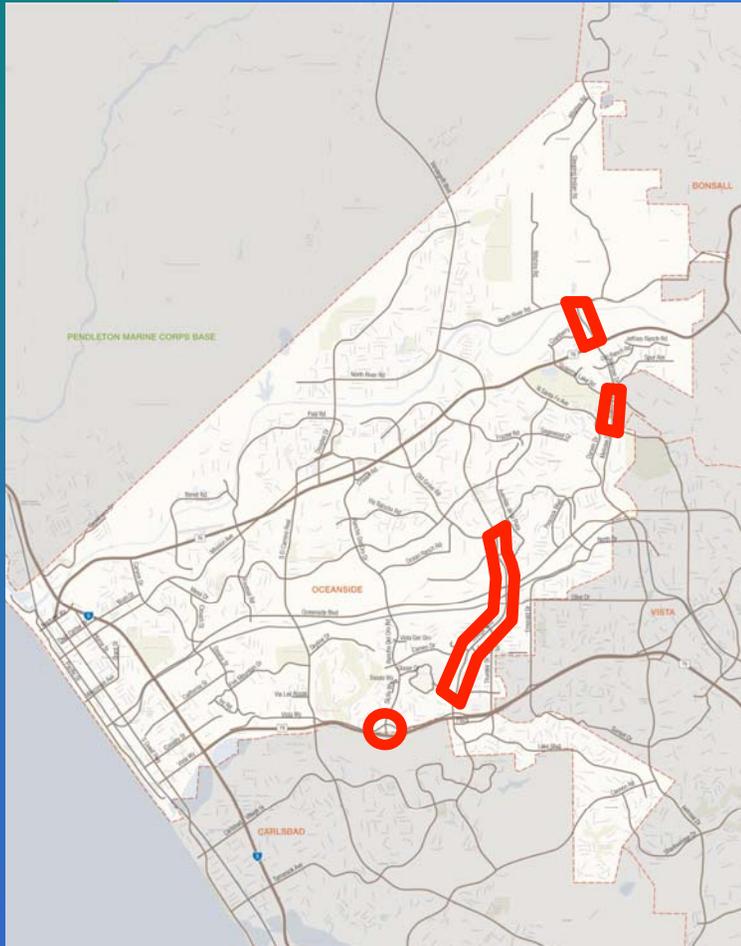
# Alternative C Components



- College Blvd – 4- and 6-lane Hybrid
- Melrose Drive Northern Extension - Not Included
- SR78/I-5 Interchange Improvements Included
- SR76 Improvements – Six Lanes
- Includes Interchange at Rancho Del Oro Rd/SR78
- Pala Road Connection Included



# Alternative D Components



- No Interchange at Rancho Del Oro Rd/SR78 Interchange
- College Blvd – 4- and 6-lane Hybrid
- Melrose Drive Extensions - Not Included
- SR78/I-5 Interchange Improvements Included
- SR76 Improvements – Six Lanes
- Pala Road Connection Included



# Alternative E Components



- No Interchange at Rancho Del Oro Rd/SR78 Interchange
- College Blvd – 4- and 6-lane Hybrid
- Melrose Drive Extensions - Not Included
- Pala Road Connection – Not Included
- Mission Avenue Improvements – Not Included
- SR78/I-5 Interchange Improvements Included
- SR76 Improvements – Six Lanes



Circulation Element Update  
**NEXT STEPS**

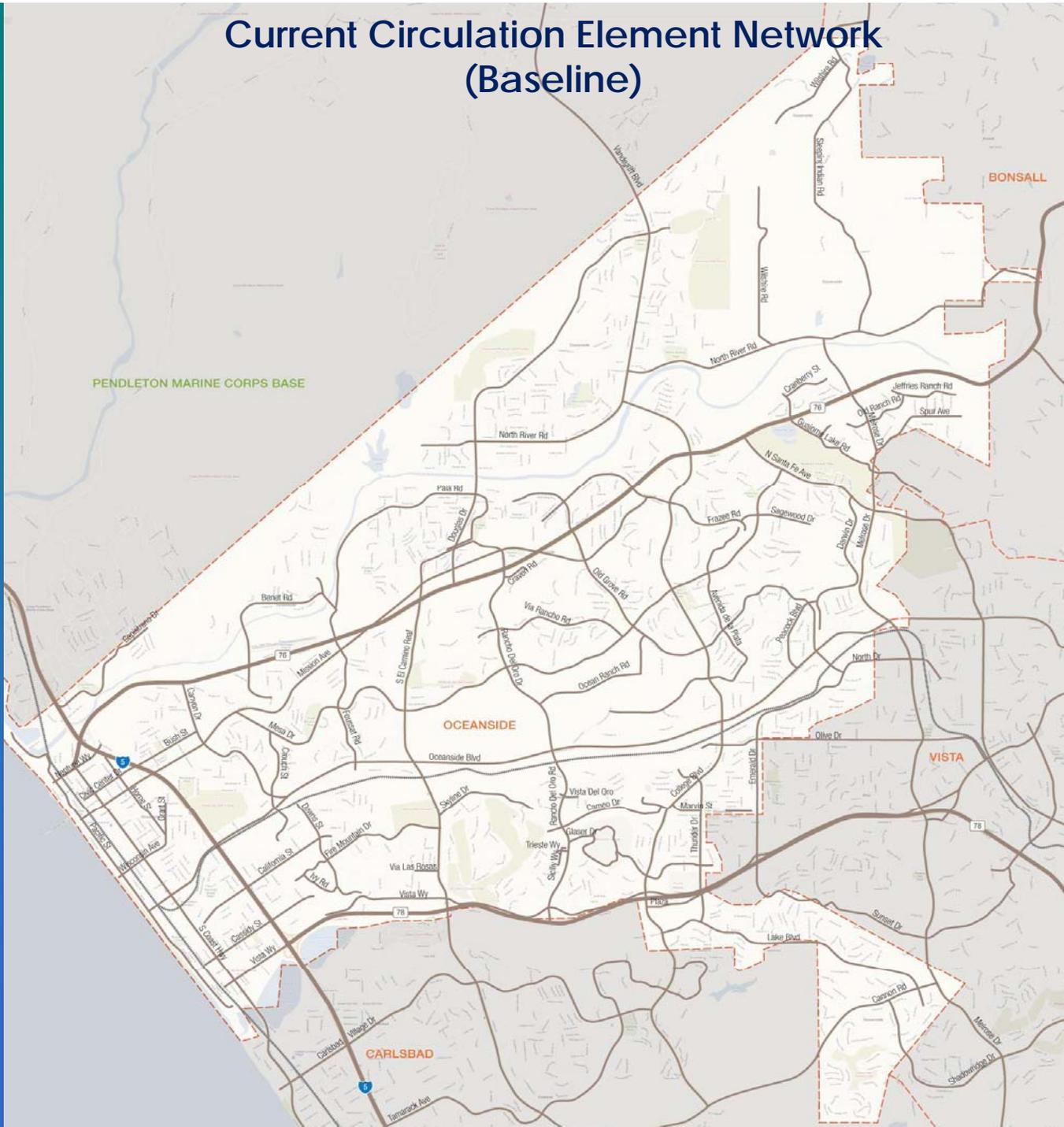


## Next Steps

- Review public comments from CEQA Scoping Meeting to help focus the environmental analysis
- Include public comments as part of the Program EIR Process
- Additional Public Scoping Meeting will be held on February 8<sup>th</sup>
- Complete Traffic Impact Study – Spring 2010
- Draft Program EIR – Late Summer 2010
- Presentation to Transportation Commission & Planning Commission
- City Council selects new Circulation Element Network



# Current Circulation Element Network (Baseline)



Circulation Element Update

# ENVIRONMENTAL PROCESS



# General Plan – Circulation Element Update Program Environmental Impact Report

The following environmental topics will be analyzed in the Environmental Impact Report at a Program Level:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use
- Noise
- Paleontological Resources
- Public Services and Utilities
- Traffic/Transportation
- Greenhouse Gas Emissions

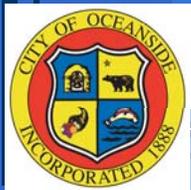


# Purpose of this CEQA Scoping Meeting

## Solicit Comments as to the:

- Scope and Content of the Environmental Analysis
- Potential Alternatives to Avoid or Reduce Environmental Impacts
- Potential Measures to Reduce Environmental Impacts

Comments will Assist with Preparation of the Draft Program EIR



# Potential Network Alternatives

## Reviewed 14 Potential Network Alternatives

- Developed potential network alternatives based on potential projects, discussions with City Staff, and input received from previous community meetings.
- Variations of the potential network alternatives includes:
  - College Blvd (either 4 or 6 lanes or hybrid)
  - Melrose Drive Extension options
  - Rancho Del Oro Road/SR78 Interchange (either in or out)
  - Mission Avenue (one-way couplet)
- Filtered out several alternatives to focus on 5 potential network alternatives.

