

# **2014 Validation of the 2006 "City of Fullerton West Coyote Hills Specific Plan Amendment Traffic Impact Analysis"**

## **1. Purpose**

The purpose of the validation study is to determine if the overall findings and recommended mitigation in the March, 2006 **"City of Fullerton West Coyote Hills Specific Plan Amendment Traffic Impact Analysis"** (herein called 2006 Study) is consistent with what would be determined if the traffic study is redone now.

## **2. Methodology**

The methodology used in the 2006 Study is the same as the methodology that would be used today. Traffic generation rates, volume-to-capacity analysis, Level of Service analysis, and geographical area covered in the 2006 Study are consistent with, meet, or exceed current traffic study requirements. The Highway Capacity Manual methodology and its Level of Service definitions were used.

## **3. Traffic Volumes Have Gone Down**

The daily traffic volumes contained in the March 2006 Study (which were collected near the end of 2005) are compared to the latest available daily traffic volumes that the City of Fullerton has in its database. Table A shows the comparison.

The City of Fullerton maintains a traffic volume database for the 32 most traveled streets in the City. Daily traffic volumes are available for 2012 from the City's traffic volume database. This is the best traffic volume information available per the City's Traffic Engineer, Mark Miller.

The volumes presented in Table A are for streets generally bordering and traversing the Specific Plan. Beach Boulevard and Imperial Highway are State routes, and 2012 data were obtained from Caltrans for these streets.

The 2006 daily traffic volumes, those actually on the street in 2006, were higher than the traffic volumes in 2012. Traffic volumes have gone down, as can be seen in Table A when the 2006 daily traffic volumes are compared to the 2012 daily traffic volumes. The 2006 daily traffic volumes are from Figure 5 of the 2006 Study.

In Table A it can be seen that the volumes on average have gone down significantly in 6 years. All but 2 of the 24 counts have gone down. One count went up 1.9 percent and one count went up 6.0 percent. Overall, the counts went down more than 12 percent. The two locations that went up were probably the result of counts being made at different

locations on the same street, with intervening streets in between. For instance, the 6.0 percent increase was on Gilbert between of Castlewood and the north City Limit. The maximum variation of plus 6.0 percent in one count, with 22 of the 24 counts going down, is not noteworthy.

The primary reason traffic volumes have gone down is because of the economic recession, which began in 2007/2008, and is still impacting economic activity today. The reported unemployment rate, per the U.S. Bureau of Labor Statistics, was 4.8 percent in 2006 and was 10.4 percent in 2012.

#### **4. Specific Plan Traffic Generation Will Be Less**

The Specific Plan traffic generation will go down because the assumed elementary school within the Specific Plan will not occur. In the 2006 Study it was assumed a 600 student elementary school would be built and would generate approximately 681 trips per day per Table 9 of the 2006 Study. It is now known that the elementary school will not be built. Per Table 9, the estimated total traffic generation for the Specific Plan is 8,584 daily trips. The reduction of 681 daily trips out of 8,584 is a 7.9 percent reduction in traffic generation.

#### **5. MultiModal Traffic**

After 2006, the City changed its General Plan. The new General Plan includes MultiModal traffic.

The 2006 Study was heavily coordinated with the City Traffic Engineer, Mark Miller, and the MultiModal traffic section of the General Plan deals with MultiModal issues that have always been considered by the City dating back to pre 2006.

The MultiModal component of the General Plan is to "Support programs, policies and regulations to analyze and evaluate urban streets using an integrated approach from points of view of automobile drivers, transit passengers, bicyclist, and pedestrians ..."

The 2006 Specific Plan Amendment includes bike trails, pedestrian facilities, and public transit service within the plan. In the 2006 Study, no reduction in traffic generation was assumed because of the non-automobile transportation facilities that were incorporated into the Specific Plan. Generally speaking, as non-automobile modes of transportation improve, there will be less automobile traffic. Thus, from a MultiModal point of view, the 2006 Study presents a maximum likely case of automobile traffic volumes. Future automobile traffic volumes may be less.

Specifically, the Specific Plan includes bike trails and sidewalks on the entire length of the collector street. The bike trails and sidewalks link the neighborhoods to each other, to parks, to the nearby arterial roadway system, and to commercial opportunities. The main east-west Specific Plan spine road bridge over Gilbert Street will be widened to accommodate the trails.

Current bus routes are on the following streets: Route 29 on Beach Boulevard, Route 37 on Euclid Street, Route 30 on Imperial Highway, and Route 24 on Malvern / Chapman.

The Fullerton Transportation Center is at 120 East Santa Fe Avenue, just east of Harbor Boulevard and south of Chapman Avenue. This facility accommodates 3,000 passengers on weekdays and is the busiest Amtrak Metro Link Station in Orange County. There is an enclosed waiting area. There is free parking for 1321 cars, including a new 814-space garage just east of the Fullerton Transportation Center. Orange County Transit Authority buses inter-face with the Fullerton Transportation Center making the worker commute via Amtrak Metro Link trains feasible not only to/from Los Angeles, but also to/from points south and east.

## **6. Conclusion**

The 2006 Study is still valid. The existing traffic volumes used in the 2006 Study were higher than the most recently available traffic volumes contained in the City's daily traffic volume database today.

The conclusions in the 2006 Study on traffic impacts and recommended mitigation measures are still valid. The traffic study is valid in methodology, geographical territory covered, and base traffic volumes to which the Specific Plan traffic was added. The cumulative traffic volumes are, if anything, over estimated.

The 2006 Study meets all requirements set forth in the current City's General Plan, including the MultiModal traffic considerations.

The 2006 Study assumed a 600 student elementary school within the Specific Plan and it is now known that Specific Plan will not have an elementary school. This reduces the Specific Plan's traffic generation by 7.9 percent.

Although a new concept called MultiModal traffic is now included in the General Plan, the 2006 Study assumed no reduction in traffic generation because of the existence of public transportation, bicycle facilities, and pedestrian facilities.

**Table A - Daily Traffic Volume Change Between 2006 and 2012**

| <u>Street</u>                            | <u>2006 Volume</u> | <u>2012 Volume</u> | <u>%Change</u> |
|--|--------------------|--------------------|----------------|
| <b>Bastanchury Road</b>                  |                    |                    |                |
| Malvern Ave. to Euclid St.               | 20,700             | 16,500             | -20.3          |
| Euclid St. to Harbor Blvd.               | 32,000             | 30,800             | -3.8           |
| Harbor Blvd. to Brea Blvd.               | 44,200             | 34,700             | -21.5          |
| Total for Street                         | 96,900             | 82,000             | -15.4          |
| <b>Beach Boulevard (State Route 39)</b>  |                    |                    |                |
| Malvern Ave. to Rosecrans Ave.           | 47,500             | 45,000             | -5.3           |
| Rosecrans Ave. to Imperial Hwy.          | 47,100             | 48,000             | 1.9            |
| Total for Street                         | 94,600             | 93,000             | -1.7           |
| <b>Commonwealth Avenue</b>               |                    |                    |                |
| Date St. to Magnolia Ave.                | 19,700             | 14,000             | -28.9          |
| Magnolia Ave. to Gilbert St.             | 29,000             | 22,300             | -23.1          |
| Gilbert St. to Brookhurst Rd.            | 24,000             | 17,200             | -28.3          |
| Brookhurst Rd. to Euclid St.             | 19,000             | 11,400             | -40.0          |
| Euclid St. to Harbor Blvd.               | 19,200             | 15,500             | -19.3          |
| Total for Street                         | 110,900            | 80,400             | -27.5          |
| <b>Euclid Street</b>                     |                    |                    |                |
| Malvern Ave. to Bastanchury Rd.          | 30,700             | 28,700             | -6.5           |
| Bastanchury Rd. to Rosecrans Ave.        | 33,200             | 29,500             | -11.1          |
| Rosecrans Ave. to City Limit             | 24,000             | 19,300             | -19.6          |
| Total for Street                         | 87,900             | 77,500             | -11.8          |
| <b>Gilbert Street</b>                    |                    |                    |                |
| Malvern Ave. to Rosecrans Ave.           | 22,700             | 19,000             | -16.3          |
| Rosecrans Ave. to Castlewood Dr.         | 12,900             | 9,700              | -24.8          |
| Castlewood Dr. to City Limit             | 15,100             | 16,000             | 6.0            |
| Total for Street                         | 50,700             | 44,700             | -11.8          |
| <b>Imperial Highway (State Route 90)</b> |                    |                    |                |
| Beach Blvd. to Euclid St.                | 47,800             | 45,500             | -4.8           |
| Euclid St. to Harbor Blvd.               | 46,800             | 45,500             | -2.8           |
| Total for Street                         | 94,600             | 91,000             | -3.8           |
| <b>Malvern Avenue</b>                    |                    |                    |                |
| City Limit to Gilbert St.                | 27,300             | 26,700             | -2.2           |
| Gilbert St. to Bastanchury Rd.           | 33,800             | 30,900             | -8.6           |
| Bastanchury Rd. to Euclid St.            | 23,400             | 21,700             | -7.3           |
| Total for Street                         | 84,500             | 79,300             | -6.2           |
| <b>Rosecrans Avenue</b>                  |                    |                    |                |
| City Limit to Gilbert St.                | 22,600             | 18,700             | -17.3          |
| Gilbert St. to Parks Rd.                 | 18,300             | 12,600             | -31.1          |
| Parks Rd. to Euclid St.                  | 20,300             | 15,900             | -21.7          |
| Total for Street                         | 61,200             | 47,200             | -22.9          |
| <b>TOTAL ALL STREETS</b>                 | <b>681,300</b>     | <b>595,100</b>     | <b>-12.7</b>   |

