



## General Plan Amendment to Transportation Element Policy



Benjamin Moody, Development Services Director  
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# Project



- **General Plan Amendment (GPA) 19-03:** A proposal amending Policy No. 5.2-I-12 of the Yuba City General Plan Transportation Element to add the segment of Bridge Street between North Palora Avenue and Second Street to the list of streets where exceptions to the minimum Level of Service (LOS) D are allowed. LOS F is proposed.
- The policy amendment would provide for a LOS F on this street segment, where LOS A represents uncongested traffic operations and LOS F represents potential stop-and-go traffic operations.



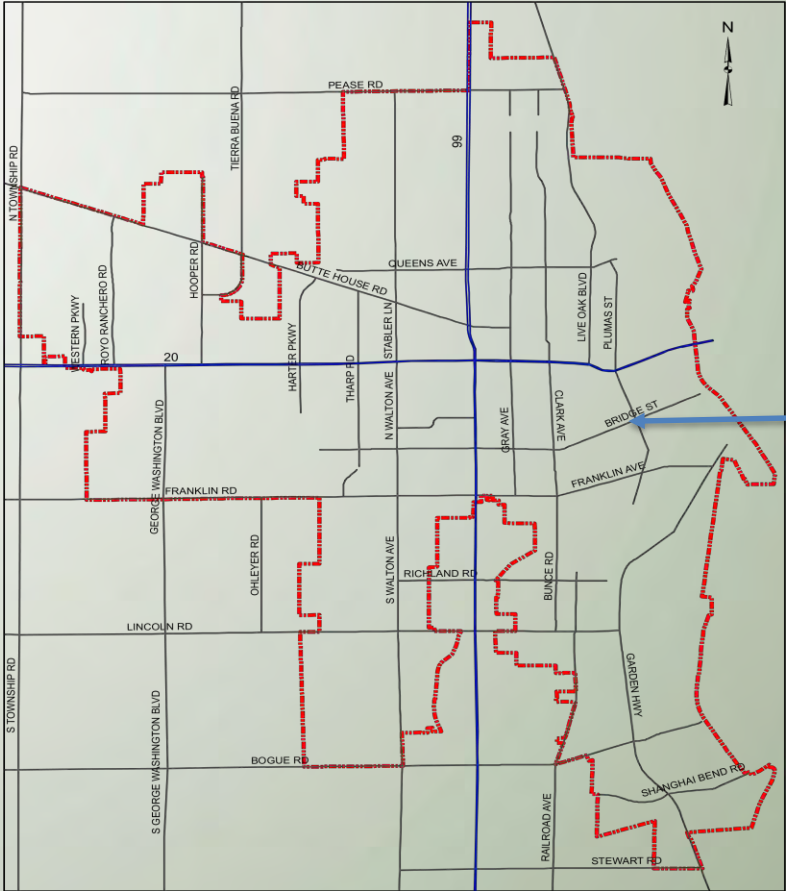
# LOS Definitions

**TABLE 1  
LEVEL OF SERVICE DEFINITIONS**

| <b>Level of Service</b> | <b>Signalized Intersections</b>   | <b>Unsignalized Intersection</b>   |
|-------------------------|---|--|
| “A”                     | Uncongested operations, all queues clear in a single-signal cycle. Delay $\leq 10.0$ sec  | Little or no delay.<br>Delay $\leq 10$ sec/veh   |
| “B”                     | Uncongested operations, all queues clear in a single cycle. Delay $> 10.0$ sec and $\leq 20.0$ sec  | Short traffic delays.<br>Delay $> 10$ sec/veh and $\leq 15$ sec/veh                                  |
| “C”                     | Light congestion, occasional backups on critical approaches.<br>Delay $> 20.0$ sec and $\leq 35.0$ sec  | Average traffic delays.<br>Delay $> 15$ sec/veh and $\leq 25$ sec/veh                                |
| “D”                     | Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed.<br>Delay $> 35.0$ sec and $\leq 55.0$ sec  | Long traffic delays.<br>Delay $> 25$ sec/veh and $\leq 35$ sec/veh                                   |
| “E”                     | Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).<br>Delay $> 55.0$ sec and $\leq 80.0$ sec | Very long traffic delays, failure, extreme congestion.<br>Delay $> 35$ sec/veh and $\leq 50$ sec/veh |
| “F”                     | Total breakdown, stop-and-go operation.<br>Delay $> 80.0$ sec   | Intersection blocked by external causes.<br>Delay $> 50$ sec/veh                                     |

Source: *Highway Capacity Manual (6<sup>th</sup> Edition)*

# Project Setting



Project Location





# Past Action

- Planning Commission - January 8, 2020
  - Recommended approval of Supplemental Environmental Impact Report (SEIR)  
EA 19-08 and GPA 19-03



# Environmental

- Traffic study by KD Anderson (2019) analyzed existing conditions, as well as projected future conditions both with and without the project (LOS change).
- Findings: Future cumulative conditions show LOS F will occur with or without project.

# Public Benefit Findings



- Adjusting LOS under Policy 5.2-I-12 requires Council to make findings of “clear public benefit.” Consistent with the General Plan goals:
  - Increased economic development potential
  - Creation of jobs for Yuba City residents.
  - Opportunities for this segment of Bridge Street for commercial, office, and related uses.
  - Implementation of City vision for development of the greater downtown established by the Central City Core Specific Plan.
  - Further recognizes existing and anticipated traffic conditions (LOS F) along Bridge Street through downtown area.



# Project Recommendations



The Planning Commission recommends to City Council approval of:

- Environmental Assessment (EA) 19-08; for adoption of the Supplemental EIR; and
- GPA 19-03 amending the existing General Plan Transportation Element Policy 5.2-I-12, allowing LOS F on the segment of Bridge Street between North Palora Avenue and Second Street.



Questions?