
APPENDIX 3.8-1

TRAFFIC/CIRCULATION ANALYSIS



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TRAFFIC/CIRCULATION ANALYSIS
FOR THE PROPOSED
PAUL ECKE CENTRAL ELEMENTARY SCHOOL RECONSTRUCTION PROJECT
ENCINITAS

Prepared for
ENCINITAS UNION SCHOOL DISTRICT
&
PLACEWORKS

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I. INTRODUCTION AND STUDY METHODOLOGY

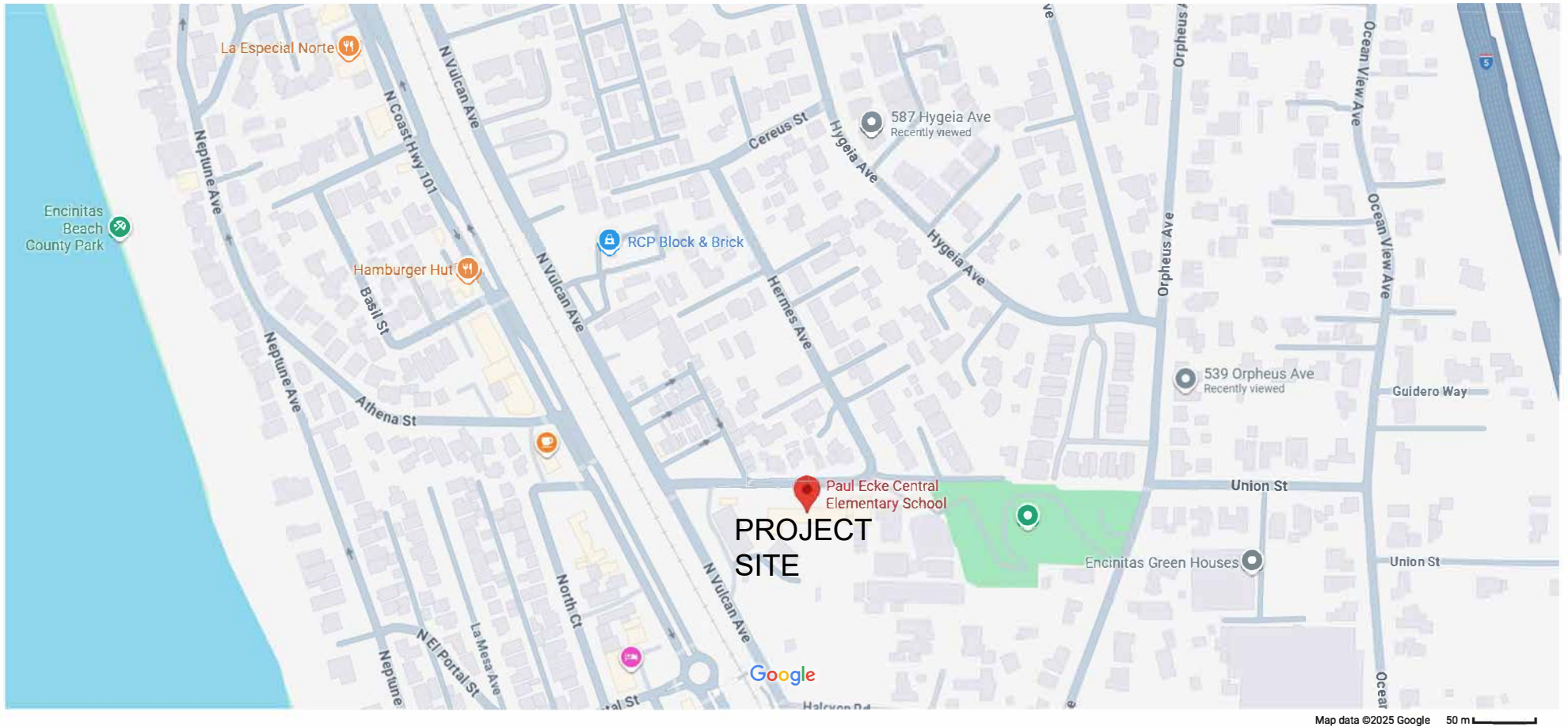
This report summarizes the results of a traffic/circulation analysis that was conducted for the Paul Ecke Central Elementary School reconstruction project proposed by Encinitas Union School District. The school is located on the south side of Union Street in Encinitas. The campus is bounded by Vulcan Avenue on the west, Union Street on the north, Orpheus Park on the east, and residential properties on the south.

The proposed project involves the demolition of the existing buildings and the installation of new replacement buildings that will accommodate the same number of students, teachers, and administrative staff as the existing school. The project site also includes athletic fields, hard courts, a library, expanded parking lots, and a student drop-off/pick-up area. A map showing the location of the school site is provided on Figure 1 and an aerial photograph of the existing school and the nearby streets is shown on Figure 2. The site plan for the proposed school is shown on Figure 3.

A qualitative analysis has been conducted to evaluate the effects of the revised parking, access, and circulation layout for the reconstructed school. The analysis addresses the impacts on vehicular and pedestrian circulation, access, and safety. The analysis documents the existing traffic conditions on the streets that provide access to the school site and provides an evaluation of the proposed improvements at the school. A before-and-after analysis of traffic volumes on the study area streets was not conducted because the project would not result in an overall increase in the number of students or staff at the school or an increase in the level of school-generated traffic.

In addition to the traffic/circulation analysis, the study also addressed the transportation issue areas of the CEQA environmental checklist, which includes an evaluation of the project's impacts on 1) a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, 2) vehicle miles traveled (VMT), 3) increased hazards or incompatible uses, and 4) emergency access.

To establish the existing conditions, an inventory was taken of the streets, sidewalks, bike lanes, and public transit routes in the vicinity of the school site. The inventory included physical features such as the number of lanes, types of traffic control devices, and crosswalk locations.



**FIGURE 1
LOCATION MAP
PAUL ECKE CENTRAL ELEMENTARY SCHOOL
ENCINITAS UNION SCHOOL DISTRICT**



**FIGURE 2
AERIAL PHOTOGRAPH OF EXISTING SCHOOL
PAUL ECKE CENTRAL ELEMENTARY SCHOOL
ENCINITAS UNION SCHOOL DISTRICT**



FIGURE 3
SITE PLAN
PAUL ECKE CENTRAL ELEMENTARY SCHOOL
ENCINITAS UNION SCHOOL DISTRICT

II. EXISTING TRAFFIC/TRANSPORTATION CONDITIONS

The street network in the vicinity of the school site (which includes sidewalks, bike lanes, and on-street parking areas), an inventory of the types of traffic control devices and crosswalk locations, the nearby transit routes, the existing traffic volumes, and the existing access, parking, and circulation system at the school are described below.

Street Network

The streets that provide access to the project area include Union Street, Vulcan Avenue, Hermes Avenue, Cereus Street, and Hygeia Avenue. The following paragraphs provide a brief description of the characteristics of these streets.

Union Street

Union Street is a two lane east-west street that abuts the north side of the school site. It has parking on both sides of the street, although the north side has parking restriction signs that state “No Parking – 7:30–8:30 Mon-Fri, 2:00-3:00 Mon-Thurs, 12:30-1:30 Friday, and 10:00 AM-2:00 PM Sunday. Union Street has a sidewalk on the south side of the street and no sidewalk on the north side. There are no bike lanes on Union Street and the speed limit is 20 miles per hour (mph).

Vulcan Avenue

Vulcan Avenue is a two lane north-south street that abuts the west side of the school site. Parking is prohibited on both sides of the street except on the shoulders on the east side of the street south of Union Street where shoulders are available. There are no sidewalks on Vulcan Avenue north of Union Street except for short segments on the east side of the street and there are intermittent sidewalks on Vulcan Avenue south of Union Street. There are no bike lanes on Vulcan Avenue and the speed limit is 25 mph, but there are signs near the school site that state “School – Speed Limit 20 – When Children Are Present.”

Hermes Avenue

Hermes Avenue is a two lane north-south street that extends north from Union Street near the northeast corner of the school site. It has on-street parking and a sidewalk on the east side of the street and shoulder parking on the west side of the street. There is no sidewalk on the west side of the street. There are no bike lanes on Hermes Avenue and the speed limit is 20 mph.

Cereus Street

Cereus Street is a two lane east-west street that intersects with Hermes Avenue approximately 950 feet north of the school site. It has parking on both sides of the street, although the north side has

parking restriction signs that state “No Parking – 7:30–8:30 Mon-Fri, 2:00-3:00 Mon-Thurs, 12:30-1:30 Friday – School Days.” It has a sidewalk on the south side of the street and no sidewalk on the north side. There are no bike lanes on Cereus Street and the speed limit is 20 mph.

Hygeia Avenue

Hygeia Avenue is a two lane north-south street that intersects with Cereus Street approximately 1,000 feet north of the school site. It has intermittent parking and sidewalks on both sides of the street. There are no bike lanes on Hygeia Avenue and the speed limit is 20 mph.

Traffic Control and Crosswalks

The existing traffic control devices and crosswalks at the study area intersections are shown in Table 1.

<i>Intersection</i>	<i>Traffic Control</i>	<i>Crosswalks</i>
Union Street at Vulcan Avenue (T intersection)	3-Way Stop Signs	On South Leg of Vulcan Ave
Union Street at Hermes Avenue (L-shaped)	No Traffic Control	No Crosswalks
Hermes Avenue at Cereus Street (L-shaped)	No Traffic Control	No Crosswalks
Cereus Street at Hygeia Avenue (T-intersection)	3-Way Stop Signs	On West Leg of Cereus St

Transit Service

There are no public transit routes or bus stops in the immediate vicinity of the school site. North County Transit District (NCTD) operates Bus Route 101 along Coast Highway west of the railroad tracks west of Vulcan Avenue and along Vulcan Avenue south of Encinitas Boulevard. Bus Routes 304 and 309 run along Encinitas Boulevard and Vulcan Avenue south of Encinitas Boulevard. The bus stops nearest the school site are at the intersection of Encinitas Boulevard and Vulcan Avenue, which is approximately two-thirds of a mile south of the school site. Route 101 has a bus stop at the intersection of Coast Highway and El Portal Street, which is only 200 feet west of the school site, but Amtrak/Coaster railroad tracks run along an alignment that separates the school site from Coast Highway. Therefore, this bus stop is not readily accessible from the school for pedestrians.

In addition to bus service, the Amtrak/Coaster heavy rail lines run along railroad tracks on the west side of Vulcan Avenue. The nearest train station is the Encinitas station, which is located approximately one mile south of the school site.

Traffic Volumes

Manual traffic counts were taken on the study area streets during the weekday morning peak period on Thursday, August 28, 2025, when school was in session. The traffic counts for this analysis were taken from 7:00 to 9:00 a.m. and the peak hour was observed to occur from 7:15 to 8:15 a.m.

The morning peak period for the school generally coincides with the peak hour for commuter traffic. The existing peak hour traffic volumes are shown in Table 2 for the study area streets.

Street Segment	Morning Peak Hour Traffic Volume (vehicles per hour)
Vulcan Avenue	
North of Union Street	238
South of Union Street	290
Union Street East of Vulcan Avenue	150
Hermes Avenue North of Union Street	320
Cereus Street East of Hermes Avenue	322
Hygeia Avenue	
North of Cereus Street	280
South of Cereus Street	112

Existing Access, Parking, and Circulation System at the School

Access to the school site is currently provided by one driveway on Vulcan Avenue and four driveways on Union Street. The driveway on Vulcan Avenue provides access to a parking lot and student drop-off/pick-up area on the west side of the school site. It is an ingress-only driveway. The west driveway on Union Street is the exit-only driveway from this parking lot and drop-off/pick-up zone.

The second driveway on Union Street provides access to a parking lot and student drop-off/pick-up area on the north side of the school site adjacent to the school’s primary entrance. It is an ingress-only driveway. The third driveway on Union Street is the exit-only driveway from this north parking lot and student drop-off/pick-up area. The east driveway on Union Street provides access to and from a parking lot that is located at the northeast corner of the school site. In addition, there is a row of five parking spaces that are perpendicular to Union Street near the northwest corner of the school campus that are accessed directly from Union Street.

There are four parking lots at the school with a total of 39 parking spaces. The parking lot on the west side of the school has angled parking spaces on the west side of the lot adjacent to Vulcan Avenue and a vehicle queuing area/student drop-off/pick-up area on the east side of the lot. It has a one-way northbound circulation aisle. The second parking lot is the row of five parking spaces adjacent to Union Street cited in the previous paragraph. The third parking lot is on the north side of the school site. It has angled parking spaces on the north side of the lot adjacent to Union Street and a student drop-off/pick-up area on the south side of the lot. It has a one-way eastbound circulation aisle. The fourth parking lot is located at the northeast corner of the school site. It has parking spaces around the perimeter of the lot and a two-directional circulation aisle/maneuvering area in the center of the lot.

III. TRAFFIC/CIRCULATION ANALYSIS

A qualitative analysis has been conducted to evaluate the effects of the revised parking, access, and circulation layout proposed for the school. The analysis addresses the impacts on vehicular and pedestrian circulation, access, and safety. The findings regarding the CEQA transportation issues are also presented. A before-and-after analysis of traffic volumes on the study area streets was not conducted because the project would not result in an increase in the number of students or staff at the school. The school-generated traffic volumes would not increase as a result of the project.

Proposed Access, Parking, and Circulation System at the School

An architectural rendering of the site plan showing the layout of the proposed school and the modified parking lots is provided on Figure 3. Vehicular access and circulation at the school would be improved by implementing the proposed design.

The proposed site plan indicates that the school would have three parking lots. The west parking lot would be similar to the existing parking lot adjacent to Vulcan Avenue, but it would be longer and wider. It would have an entry-only driveway on the east side of Vulcan Avenue near the southwest corner of the school campus and an exit-only driveway on the east side of Vulcan Avenue near the northwest corner of the campus. It would have angled parking spaces on the west side of the parking lot and a student drop-off/pick-up area on the east side of the parking lot. Because of the expanded width as compared to the existing lot, it would have two northbound circulation aisles: one to provide access to the row of angled parking spaces on the west side of the lot and one to serve as a circulation/bypass aisle adjacent to the student drop-off/pick-up area.

The second parking lot would be a row of angled parking spaces on the south side of Union Street. As currently proposed, these parking spaces would be accessed directly from Union Street and the eastbound lane of Union Street would serve as the circulation aisle for vehicles entering and backing out of the parking stalls.

The third parking lot would be located at the northeast corner of the school campus in the same location as the existing parking lot. Its driveway would be at the same location as the existing driveway at the intersection of Union Street and Hermes Avenue and it would have perpendicular parking spaces and two north-south circulation aisles.

In conjunction with the modifications to the three parking lots, there would be several revisions to the school's access facilities as detailed below.

- The existing driveway at the northeast corner of the school site at the intersection of Union Street and Hermes Avenue would be widened to improve ingress and egress at this parking lot.
- Three existing driveways on the south side of Union Street on the north side of the campus would be eliminated.

- Stop signs would be installed on the north and south approaches of Vulcan Avenue at the entry driveway to the parking lot and drop-off/pick-up area on the west side of the campus. In addition, a painted pedestrian crosswalk would be installed on the south side of this intersection on Vulcan Avenue. These improvements would facilitate pedestrian access from the El Portal Street area on the west side of the railroad tracks. There is a pedestrian underpass approximately 200 feet south of the school site that accommodates pedestrian movements across the tracks from Coast Highway to a pedestrian trail on the west side of Vulcan Avenue. These improvements are subject to approval by the City of Encinitas.
- Vulcan Avenue would be restriped to provide a combination through/left-turn arrow on the southbound lane at the entrance to the parking lot and drop-off/pick-up area. This action is subject to approval by the City of Encinitas.
- An existing driveway on the east side of Vulcan Avenue would be eliminated and replaced with a new entry driveway to the parking lot and drop-off/pick-up area.
- Vulcan Avenue and Union Street would be repaved along the school site frontage.

During the construction phase at Paul Ecke Central Elementary School, students would be bused from the school site to two other elementary schools in the area. The temporary replacement schools would be Park Dale Lane Elementary School, which is located approximately four miles east of Paul Ecke school, and El Camino Creek Elementary School, which is located approximately 3.5 miles northeast of Paul Ecke school. It is anticipated that the buses would be staged on the east side of Vulcan Avenue adjacent to the school site. If it is assumed that 50 percent of the students would use the buses (based on information provided by Del Mar Union School District for a similar project) and that the buses would transport 50 students per bus, this would result in three buses traveling to Park Dale Lane school and three buses traveling to El Camino Creek school. This is based on the assumption that approximately 265 students would be temporarily relocated to Park Dale Lane school (50 percent is 133 students using the bus) and that 300 students would be temporarily relocated to El Camino Creek school (50 percent is 150 students).

Findings Regarding Revised Access, Parking, and Circulation

There are several key advantages associated with the proposed layout of the parking lots at the school, as outlined below.

- It would improve access and circulation at the school because the parking areas would be readily accessible from Vulcan Avenue and Union Street.
- The student drop-off/pick-up area would be expanded.
- Pedestrian safety would be improved because the expanded student drop-off/pick-up area in the west parking lot would provide the opportunity for an increased number of students to walk between the vehicles and the school without crossing the path of moving traffic.
- Pedestrian and vehicular safety would be improved because of the stop signs and painted pedestrian crosswalk that would be provided on Vulcan Avenue at the entrance to the parking lot and drop-off/pick-up area on the west side of the school site.

- The number of parking spaces would be increased (39 existing spaces, 57 proposed spaces). These additional on-site parking spaces would reduce the parking impacts on the nearby residential streets.

The only disadvantage associated with the proposed site plan is that the angled parking spaces on the south side of Union Street would result in drivers backing out into the eastbound lane of Union Street. This could potentially result in safety issues and would be subject to review and approval by the City of Encinitas. It is not anticipated to result in a significant adverse impact, however, because of the relatively low traffic volumes on Union Street.

Non-Motorized Transportation and Transit

The proposed project would generate a demand for non-motorized travel as some students would travel to and from the school as pedestrians or on bicycles. Union Street, Hermes Avenue, and Cereus Street have sidewalks on one side of the street and Vulcan Avenue has a sidewalk on the east side of the street along the school frontage. There are yellow school area crosswalks at the Union Street/Vulcan Avenue and Cereus Street/Hygeia Avenue intersections and these intersections both have 3-way stop signs. In addition, the proposed stop signs and crosswalk on Vulcan Avenue at the parking lot entrance would improve pedestrian access and safety. So pedestrian travel would be accommodated in the school vicinity. While there are no bike lanes on the streets in the immediate vicinity of the school, the speed limits are 20 mph, which makes bike travel relatively safe.

With regard to public transit, there are no convenient bus routes in the immediate vicinity of the school site.

Findings Relative to CEQA Transportation Issues

For the transportation analysis, Appendix G of the CEQA Guidelines states that a proposed project could have a significant effect on the environment if the project would:

- a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,
- b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT),
- 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.

The findings regarding each of these issues are presented in the following sections.

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

CEQA Finding: No Impact

The Mobility Element of the City of Encinitas General Plan has an overall strategy to provide a safe, efficient, and adequate circulation system that responds to the transportation and infrastructure needs of all modes and users, including drivers, cyclists, pedestrians, transit users, and rail users. The document includes specific goals and policies for achieving the overall strategy. The goals in the Mobility Element that are applicable to the proposed project include:

- Develop and maintain a mobility system that accommodates the City's diverse needs and land uses, including planned growth.
- Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and goods movements.
- Maximize the safety of the mobility system through design best practices, regular maintenance, community education, and consistent enforcement.

The proposed school project is consistent with the goals and policies presented in the Mobility Element and the project would not adversely affect the performance of any roadway, transit, or non-motorized (pedestrian and bicycle) transportation facilities. Based on the traffic/circulation analysis, the discussion of non-motorized transportation and transit, and a review of the Mobility Element of the City's General Plan, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Issue: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT).

CEQA Finding: Less Than Significant Impact

Vehicle delays and levels of service (LOS) have historically been used as the basis for determining the significance of traffic impacts as standard practice in California Environmental Quality Act (CEQA) documents. On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analyses as part of CEQA compliance. SB 743 eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the current CEQA Guidelines, the criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses” (Public Resources Code Section 21099(b)(1)). Pursuant to SB 743, the California Natural Resources Agency adopted revisions to the CEQA Guidelines on December 28, 2018, to implement SB 743. CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed after SB 743. Under the Guidelines, metrics related to “vehicle miles traveled” (VMT) were required beginning July 1, 2020, to evaluate the significance of transportation impacts under CEQA for development projects, land use plans, and transportation infrastructure projects. State courts ruled that under the Public Resources Code Section 21099, subdivision (b)(2), “automobile delay, as described solely by level

of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” under CEQA, except for roadway capacity projects.

SB 743 eliminates the need for some projects to be analyzed for CEQA purposes and these projects can be screened out from requiring a VMT analysis. “Screened out” is defined as projects that do not need to be analyzed for CEQA purposes. The City of Encinitas’s “VMT Analysis Guidelines” (November 2023) include screening criteria that can be used to identify when a proposed land development project is anticipated to result in a less than significant VMT impact. The guidelines state that a project is presumed to have a less than significant impact on VMT if the project is a locally serving public facility. Included in the list of screened out land use projects are public schools. As the proposed project is a public elementary school, it can be screened from requiring a detailed VMT analysis. In addition, the guidelines state that projects that generate less than 110 vehicle trips per day can be screened from requiring a VMT analysis. As the proposed school project would not result in an increase in site-generated traffic, it falls into this category. Based on these guidelines, this school project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT), and would not have a significant VMT impact.

During construction of the new school, students would be transported to other school sites in parents’ vehicles and buses. This could potentially result in a temporary increase in VMT. The impacts would not be significant, however, because it does not represent a permanent change in travel behavior and because temporary construction impacts are not considered to be significant according to CEQA VMT guidelines.

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

CEQA Finding: No Impact

The proposed project would not provide any on- or off-site access or circulation features that would create or increase any design hazards or incompatible uses. Access to the project site would be provided by two driveways on the east side of Vulcan Avenue and a driveway at the intersection of Union Street and Hermes Avenue (which is an existing driveway). It would also have a row of angled parking spaces on the south side of Union Street. There would be one roadway modification in the public right-of-way other than the two driveways on Vulcan Avenue, which would be designed and constructed in accordance with the City’s criteria. The modification would be the addition of stop signs on the north and south approaches of Vulcan Avenue at the entry driveway to the parking lot as well as a new painted pedestrian crosswalk. These features would improve vehicular and pedestrian safety and are subject to approval by the City of Encinitas. All improvements within the school site would be consistent with the criteria of the California Division of the State Architect.

The levels of school-generated traffic, the number of pedestrians and bicyclists, and the number of vehicular turning movements that would occur at the driveways and at the nearby intersections would remain unchanged as a result of the project and there would be no increase in the probability

of an accident occurring. So the impacts would not be significant because the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity. These streets and intersections have historically been accommodating school-related traffic on a daily basis for the existing school. The proposed project would be compatible with the design and operation of a school and the proposed project would not result in any major modifications to the access features at the project site other than the construction of new driveways on Vulcan Avenue.

As the existing street network could readily accommodate the school's vehicular, pedestrian, and bicycle activity, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses.

Issue: Result in inadequate emergency access.

CEQA Finding: No Impact

Emergency access to the school site will be provided by two driveways on the east side of Vulcan Avenue and a driveway at the intersection of Union Street and Hermes Avenue. The proposed access and circulation features at the school site, including the driveways, parking lots, on-site roadways, and fire lanes, would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. The proposed project would be designed to accommodate emergency access to the school buildings, the athletic fields, and the hard courts. The access/circulation features at the project site are subject to and must satisfy the District's design requirements and would be subject to approval by the Fire Department and the California Division of the State Architect. Emergency vehicles could easily access the buildings and all other areas of the campus via on-site travel corridors. The proposed project would not, therefore, result in inadequate emergency access.

IV. SUMMARY OF IMPACTS AND CONCLUSIONS

The key findings of the traffic impact analysis are presented below.

- The proposed school reconstruction project would not result in an increase in site-generated traffic, pedestrian, or bicycle volumes because the project would not result in an increase in the number of students or staff at the school.
- The project would result in several buses temporarily transporting students from Paul Ecke Central Elementary School to other existing schools during the construction phase. The temporary replacement schools would be Park Dale Lane Elementary School, which is located approximately four miles east of Paul Ecke school, and El Camino Creek Elementary School, which is located approximately 3.5 miles northeast of Paul Ecke school. If it is assumed that 50 percent of the students would use the buses and that the buses would transport 50 students per bus, this would result in three buses traveling to Park Dale Lane school and three buses traveling to El Camino Creek school. There would, therefore, be an increase in traffic at the two schools associated with parents' vehicles and buses, but the impacts would not be significant because it would be a temporary situation during construction.
- CEQA threshold of significance T-1 asks if the proposed project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The analysis indicates that there would be **no impact** because:
 - The proposed project would not adversely affect the performance or safety of any transit or non-motorized transportation facilities (pedestrians and bicycles) and would not conflict with any adopted plans, policies, or programs relative to these alternative transportation modes.
 - The Mobility Element of the City of Encinitas General Plan has an overall strategy to provide a safe, efficient, and adequate circulation system that responds to the transportation and infrastructure needs of all modes and users, including drivers, cyclists, pedestrians, transit users, and rail users. The document includes specific goals and policies for achieving the overall strategy. The proposed school project is consistent with the goals and policies presented in the Mobility Element and would not conflict with a program, plan, ordinance, or policy of the General Plan, including transit, roadway, bicycle, and pedestrian facilities.
- CEQA threshold of significance T-2 asks if the proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), which addresses vehicle miles traveled (VMT). The analysis indicates that there would be no VMT impact because the proposed project is a locally serving public facility that would not result in an increase in site-generated traffic volumes because there would be no increase in the number of students or staff. The City of Encinitas's guidelines state that locally service public facility projects, which

includes public schools, can be screened from requiring a VMT analysis. So the proposed project would have a **less than significant impact** relative to VMT.

- During construction of the new school, students would be transported to other school sites in parents' vehicles and buses. This could potentially result in a temporary increase in VMT. The impacts would not be significant, however, because it does not represent a permanent change in travel behavior and because temporary construction impacts are not considered to be significant according to CEQA VMT guidelines.
- CEQA threshold of significance T-3 asks if the proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The analysis indicates that the streets, intersections, and driveways are designed to accommodate the anticipated levels of vehicular and pedestrian activity and have historically been accommodating school-related traffic generated by the existing school. The proposed project would be compatible with the design and operation of the study area streets and would not result in any major modifications to the existing access features at the school site other than the construction of two new driveways on Vulcan Avenue and the installation of stop signs and a painted crosswalk on Vulcan Avenue at the parking lot entrance. The proposed project would not, therefore, substantially increase hazards due to a geometric design feature or incompatible uses and would have **no impact**.
- CEQA threshold of significance T-4 asks if the proposed project would result in inadequate emergency access. The proposed access and circulation features at the school site, including the driveways, parking lots, on-site roadways, and fire lanes, would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. The proposed project would be designed to accommodate emergency access to the school buildings, the athletic fields, and the hard courts. The proposed project would not result in inadequate emergency access and there would be **no impact**.