TECHNICAL MEMORANDUM

TO: ELMT CONSULTING, INC.

FROM: Po Leung, Giancarlo Ganddini | GANDDINI GROUP, INC.

DATE: July 9, 2025

SUBJECT: Ynez Road Widening Project Transportation Screening Assessment
GGI Project No. 19839

Ganddini Group, Inc. is pleased to provide this Transportation Screening Assessment for the Ynez Road Widening project in the City of Temecula. The purpose of this memorandum is to determine if the preparation of a traffic impact analysis with vehicle miles traveled (VMT) analysis is necessary based on the traffic impact guidelines and screening criteria established by the City of Temecula. We trust the findings of this analysis will aid you and the City of Temecula in assessing the project.

PROJECT DESCRIPTION

The project site is located on Ynez Road between Tierra Vista Road and Rancho Vista Road in the City of Temecula, California.

The proposed project involves adding a second northbound through lane on the approximately 0.3-mile segment of Ynez Road between Tierra Vista Road and Ranch Vista Road, along with bicycle lane and sidewalk improvements. The proposed improvement plans are shown in Attachment A.

VEHICLE MILES TRAVELED (VMT) SCREENING CRITERIA (CEQA)

The project VMT impact has been assessed in accordance with guidance from the *City of Temecula Traffic Impact Analysis Guidelines* ["TIA Guidelines"]. The City VMT Guidelines provide screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on recommendations provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) and additional substantial evidence documented in the City's VMT guidelines.

Vehicle Miles Traveled (VMT) Screening Criteria (CEQA) for Transportation Projects

Exhibit D of the City's TIA Guidelines contains the following list, based on guidance from the OPR Technical Advisory, for transportation projects that "would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis:"

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails

- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- **Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety**
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- **Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit**
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure

- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

Northbound Ynez Road currently provides two lanes south of the project limits (Rancho Vista Road), one lane through the project limits, and two lanes north of the project limits (Tierra Vista Road). There are currently no bicycle facilities or sidewalks provided on Ynez Road within the project limits. The proposed project would complete Ynez Road at its ultimate half-section width in accordance with the City's General Plan circulation element, including construction of a dedicated Class II bicycle lane with green rectangular markings at the intersection approach to Tierra Vista Road for enhanced safety and sidewalk improvements that would improve roadway safety.

Considering the relatively short distance (less than one mile), any potential near-term increase in VMT relating to additional vehicular capacity is expected to be minor and would be offset by the enhanced bike lane and sidewalk improvements. Furthermore, since the proposed project is consistent with the City of Temecula General Plan Circulation Element, the project would not increase VMT beyond long-range forecasts included the Southern California Associations of Government (SCAG) Regional Transportation Plan (Connect SoCal 2024). Thus, the proposed project generally aligns the City-established screening criteria for transportation projects that may be presumed to result in a less than significant VMT impact.

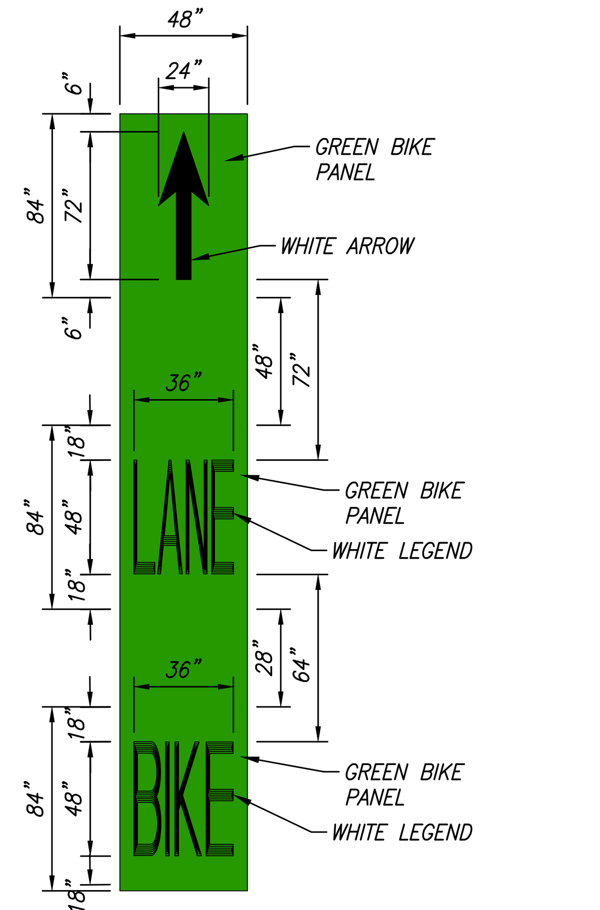
Conclusion

The proposed project generally aligns the City-established screening criteria for transportation projects that may be presumed to result in a less than significant VMT impact.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please contact us at (714) 795-3100.

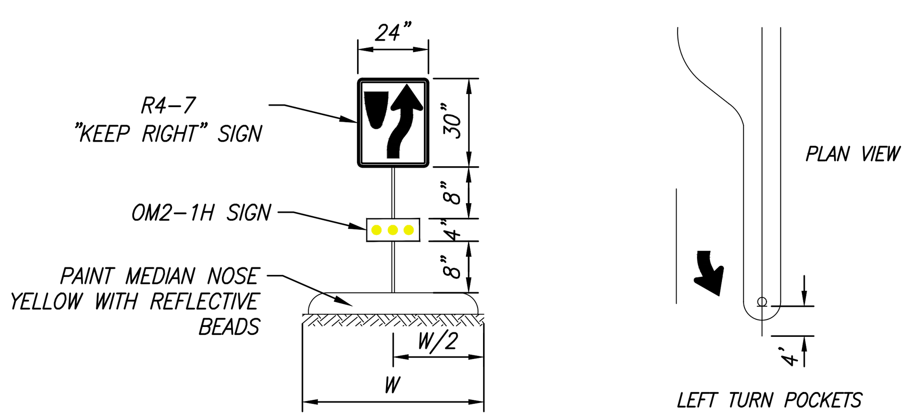
Attachment A

Improvement Plans

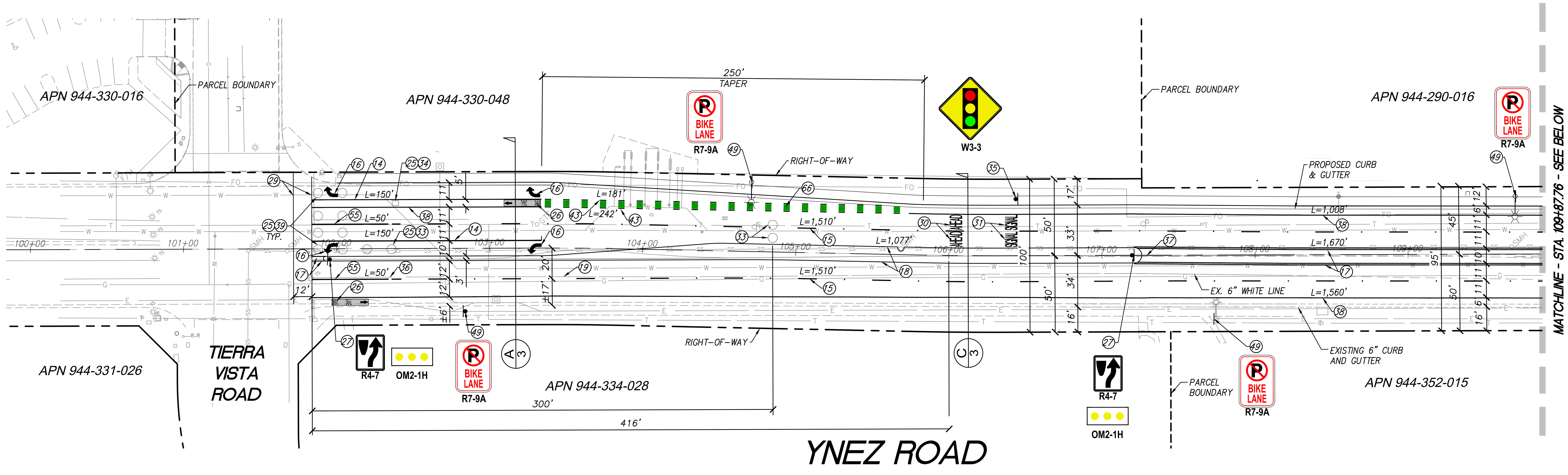


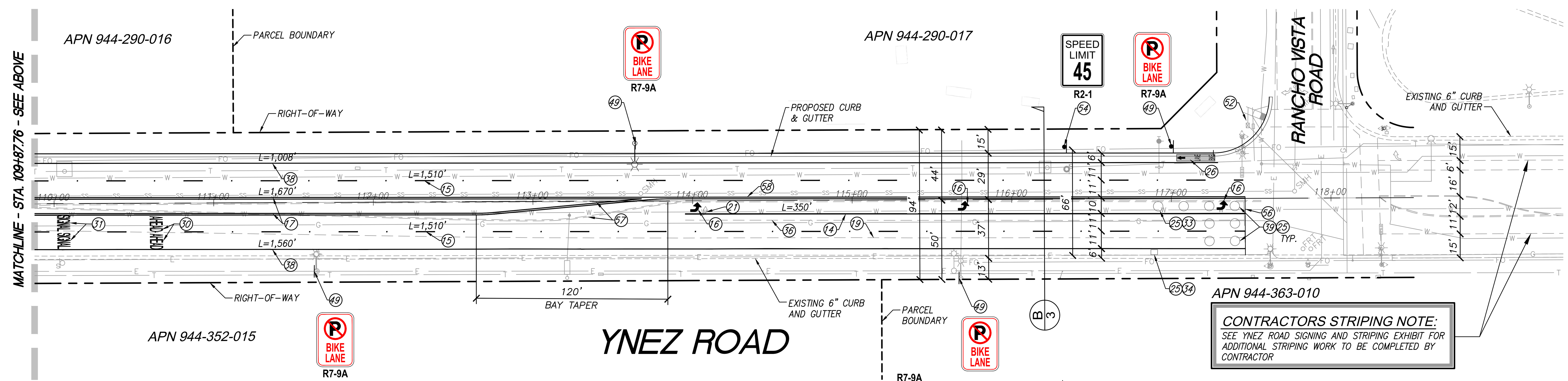
NOTE: NSTALL THERMOPLASTIC PAVEMENT MARKINGS WITH GREEN PANEL.

26 BIKE LANE PAVEMENT MARKING
N.T.S.



27 R4-7 AND OM2-1H SIGN ON SIGN POST
N.T.S.





CONTRACTORS STRIPING NOTE:
SEE YNEZ ROAD SIGNING AND STRIPING EXHIBIT FOR ADDITIONAL STRIPING WORK TO BE COMPLETED BY CONTRACTOR

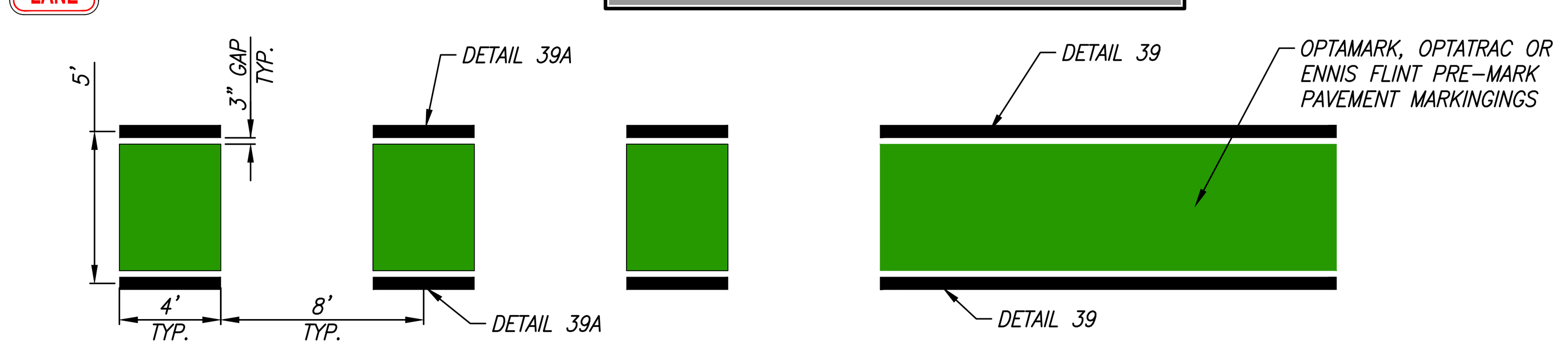
CONTRACTORS NOTE:
CONTRACTOR TO REFRESH CROSSWALK STRIPING AS DEEMED NECESSARY BY THE FIELD INSPECTOR AT TIERRA VISTA ROAD AND RANCHO VISTA ROAD INTERSECTIONS

SIGNING AND STRIPING NOTES:

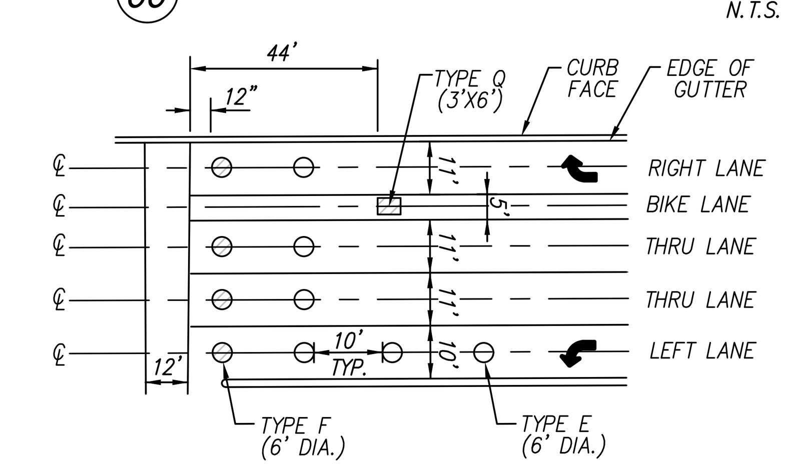
1. STRIPING, SIGNING, OR PAVEMENT LEGENDS SHALL NOT BE INSTALLED PRIOR TO FIELD INSPECTION AND APPROVAL BY THE INSPECTOR.
2. ALL PAVEMENT MARKINGS AND SIGN LOCATIONS MUST BE INSPECTED AND APPROVED BEFORE STRIPING BEGINS. THE INSPECTOR SHALL DETERMINE THE EXACT LIMITS OF THE MATCH STRIPING.
3. ALL REGULATORY SIGNS AND WARNING SIGNS SHALL USE HI-INTENSITY DIAMOND GRADE REFLECTIVE SHEETING AND BE A MINIMUM OF 30"X30".
4. UNLESS OTHERWISE STATED, ALL STRIPING SHALL BEGIN AND TERMINATE AT QUARTER DELTA OF THE CURB RETURN, OR BACK OF THE CROSSWALK OR STOP BAR.
5. ALL R1 SIGNS WILL BE LOCATED 2 FEET BEHIND CURB AT THE B.C.R. OR AS SPECIFIED ON THE PLAN.
6. ALL STOP BARS WILL BE LOCATED AT THE PROLONGATION OF THE CENTER DELTA OF THE CURB RETURN OR BEHIND THE WHEELCHAIR ACCESS RAMPS UNLESS OTHERWISE SPECIFIED ON THE PLAN.
7. THE STOP LEGEND SHALL BE 8 FEET BEHIND THE STOP BAR. IF REQUIRED, DIRECTIONAL ARROWS SHALL ALSO BE 8 FEET BEHIND THE STOP BAR OR 8 FEET BEHIND THE STOP LEGENDS.
8. ALL PAVEMENT MARKERS, STRIPING, AND PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST VERSION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AND CALTRANS STANDARD PLANS: A20-A THROUGH A24-E.
9. STREET NAME SIGNS SHALL BE INSTALLED AT ALL INTERSECTIONS AND MAY BE INSTALLED ABOVE THE R1 SIGN OR AS SPECIFIED ON THE PLAN.
10. THE POST MATERIAL SHALL BE "TELESPAR QWIK-PUNCH" OR APPROVED EQUAL WITH RECEPTIVE 30-INCH OR 36-INCH ANCHOR ASSEMBLY.
11. ALL PAVEMENT STRIPING AND LEGENDS SHALL BE INSTALLED PER SECTION 84-2 OF THE CALTRANS STANDARD SPECIFICATIONS.
12. ALL CONFLICTING PAVEMENT LEGENDS, STRIPING (INCLUDING RAISED PAVEMENT MARKERS), AND PAVEMENT MARKINGS SHALL BE REMOVED BY GRINDING METHOD, PRIOR TO GRIND AND OVERLAY, PER SECTION 84-9 OF THE CALTRANS STANDARD SPECIFICATION.
13. ALL PAINTED STRIPING SHALL BE DOUBLE COATED IN NOT LESS THAN 7 DAYS, BUT NO MORE THAN 14 DAYS FROM DATE OF INITIAL INSTALLATION.
14. ALL PAVEMENT MARKINGS, PAVEMENT LEGENDS, AND LINES 8" OR WIDER SHALL BE THERMOPLASTIC UNLESS OTHERWISE APPROVED BY THE DEPARTMENT OF PUBLIC WORKS.
15. ALL PAVEMENT STRIPING SHALL HAVE RAISED PAVEMENT MARKINGS (RPM) PER SECTION 81-3 OF THE CALTRANS STANDARD SPECIFICATIONS.
16. A 6" SOLID WHITE LEAD LINE WITH TYPE 'G' RPM'S AT 25' SPACING SHOULD BE USED FOR EACH LANE LINE WHERE IT BREAKS ACROSS AN INTERSECTION. 50' OF LEAD IN LINE ON THE APPROACH SIDE AND 50' ON THE LEAD OUT DEPARTURE SIDE.

CONSTRUCTION NOTES

(14) INSTALL DETAIL 38, 8" CHANNELIZING LINE PER CALTRANS STANDARD PLAN A20D
(15) INSTALL DETAIL 12, 6" WHITE DASHED LANELINE PER CALTRANS STANDARD PLAN A20A
(16) INSTALL TYPE IV TURN ARROW PER CALTRANS STANDARD PLAN A24A
(17) INSTALL DETAIL 29, DOUBLE YELLOW MEDIAN ISLAND PER CALTRANS STANDARD PLAN A20A
(18) INSTALL DETAIL 25, LEFT EDGELINE PER CALTRANS STANDARD PLAN A20B
(19) REMOVE DETAIL 12, 6" WHITE DASHED LANELINE PER CALTRANS STANDARD PLAN A20A
(21) REMOVE TYPE IV TURN ARROW PER CALTRANS STANDARD PLAN A24A
(25) INSTALL LOOP DETECTORS PER DETAIL ON HEREON
(26) INSTALL BIKE LANE PAVEMENT MARKING PER DETAIL HEREON
(27) INSTALL R4-7 & OM2-1H SIGN ON SIGN POST PER DETAIL ON HEREON
(29) INSTALL 12" WHITE BASIC CROSSWALK 12' WIDE PER CALTRANS STANDARD A24F
(30) INSTALL "AHEAD" PAVEMENT MARKING PER CALTRANS STANDARD A24D
(31) INSTALL "SIGNAL" PAVEMENT MARKING PER CALTRANS STANDARD A24D
(33) INSTALL LOOP DETECTOR TYPE E PER CALTRANS RSP ES-5B
(34) INSTALL SQUARE DETECTOR TYPE Q (3'X6') PER CALTRANS RSP ES-5B
(35) INSTALL W3-3 SIGN ON POST OR ON STREET LIGHT PER CA MUTCD STANDARDS
(36) REMOVE DETAIL 38, 8" CHANNELIZING LINE PER CALTRANS STANDARD PLAN A20D
(37) REMOVE DETAIL 22, DOUBLE YELLOW LINE STRIPING
(38) INSTALL DETAIL 39, BIKE LANE LINE PER CALTRANS RSP A20D
(39) INSTALL LOOP DETECTOR TYPE F PER CALTRANS RSP ES-5B
(43) INSTALL DETAIL 39A, LANE LINE EXTENSIONS PER CALTRANS RSP A20D
(49) INSTALL R7-9A NO PARKING SIGN PER CA MUTCD STANDARDS ON POST OR ON STREET LIGHT PER PLAN
(54) INSTALL R2-1 "SPEED LIMIT" SIGN PER CA MUTCD, SPEED AS NOTED PER PLAN
(55) INSTALL 6" SOLID WHITE LINE WITH TYPE "G" RPM'S AT 25' O.C., 2" OFFSET FROM LINE
(56) APPLY 12" WHITE LIMIT LINE PER CALTRANS STANDARD A24G
(57) REMOVE DETAIL 29, DOUBLE YELLOW MEDIAN ISLAND PER CALTRANS STANDARD PLAN A20A
(58) INSTALL DETAIL 22, DOUBLE YELLOW LINE STRIPING PER CALTRANS STANDARD PLAN A20A
(66) APPLY GREEN RECTANGULAR PAVEMENT MARKING FOR BIKE LANES PER DETAIL HEREON



66 GREEN RECTANGULAR MARKINGS FOR BICYCLE LANE DETAILS
N.T.S.



25 LOOP INSTALLATION DETAIL
N.T.S.

SCALE: 1"=40'

Underground Service Alert
CALL TOLL FREE
1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG

BASIS OF BEARINGS

BEARINGS ARE BASED ON THE CALIFORNIA STATE PLANE COORDINATE SYSTEM (CCS83), ZONE 6 BASED LOCALLY ON N.G.S. CORS STATION "ROSA, PID-DX3769. DISTANCE SHOWN HEREON ARE GROUND DISTANCES. TO OBTAIN GRID LEVEL DISTANCES, MULTIPLY DISTANCES BY 1.00008466.

PROACTIVE ENGINEERING CONSULTANTS WEST,INC.
27404 VIA INDUSTRIA
TEMECULA, CA 92590
951-200-6840

CONSTRUCTION RECORD	DATE	BY	REVISIONS	DATE	APP'D
Contractor________					
Inspector________					
Date Completed________					

BENCHMARK
RIVERSIDE COUNTY BENCH MARK T-32-81. LOCATED IN THE NORTHERLY SIDEWALK OF RANCHO CALIFORNIA ROAD 6" WEST OF THE CURB RETURN, WEST OF JEFFERSON AVENUE, 20' ± EAST OF THE BRIDGE OVER THE MURRIETA CREEK. FOUND 2 1/2" BRASS DISK STAMPED "T-32-81 R-6-30-05 EL= 1006-84"
ELEVATION: 1006.84'

SCALE
HORIZONTAL: AS SHOWN
VERTICAL: AS SHOWN

SEAL: REGISTERED PROFESSIONAL ENGINEER, GEORGE ALAN LENFESTEY, No. 45920, CIVIL, STATE OF CALIFORNIA

DESIGNED BY	DRAWN BY	CHECKED BY
PEC WEST	PEC WEST	PEC WEST

Plans Prepared Under The Supervision Of
Date: 02/18/25
R.C.E. No. 45920 Expires 12/31/26

RECOMMENDED BY:________ DATE:________
AVLIN ODVIAR, PRINCIPAL CIVIL ENGINEER
ACCEPTED BY:________ DATE:________
RON MORENO
DIRECTOR OF PUBLIC WORKS / CITY ENGINEER
R.C.E. No. 69156

CITY OF TEMECULA DEPARTMENT OF PUBLIC WORKS
YNEZ ROAD IMPROVEMENTS-PHASE I PROJECT, PW23-02
YNEZ ROAD STA 101+99.21 TO STA 117+61.65
SIGNING AND STRIPING PLAN

Drawing No. C-7
SHEET 8 OF 14

Plotted: Feb 18, 2025 - 2:38pm By: daisyv DWG: N:\01.204.000 Ynez Road Expansion\Drawings\Street Improvements\ST08-Striping Sheet.dwg