



memorandum

DATE: October 23, 2023
TO: Jeremy Johnson, County of San Bernardino
FROM: Sandipan Bhattacharjee, PE, TE, AICP, Env SP
SUBJECT: Lonely Dove Motel – Vehicle Miles Traveled (VMT) Evaluation

Translutions, Inc. (Translutions) is pleased to provide this memorandum discussing the trip generation and project related vehicle miles traveled (VMT) for the proposed Lonely Dove Motel to be located at 1473 Wamego Trail in the Landers community of San Bernardino County. The project includes a 32 room motel.

PROJECT TRIP GENERATION

The trip generation for the proposed project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition) and are based on Land Use 320 – "Motel". Attached Table A shows the calculation of the project trip generation. As shown in Table A, the proposed project is forecast to generate 11 trips in the a.m. peak hour, 12 trips in the p.m. peak hour, and 107 daily trips.

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Motel								
Trip Generation Rates ¹								
Trip Generation	32 Room	0.13 4	0.22 7	0.35 11	0.19 6	0.17 6	0.36 12	3.35 107

Notes:

¹ Trip generation based on rates for Land Use 320 - "Motel" from Institute of Transportation Engineers' (ITE) *Trip Generation* (11th Edition).

NEED FOR TRAFFIC IMPACT STUDY

The County of San Bernardino *Transportation Impact Study Guidelines* (July 9, 2019) requires a Transportation Impact Study (TIS) if a project generates 100 or more trips without consideration of pass-by trips during any peak hour. Since the trip generation of the project is 30 trips during the a.m. peak hour and 41 trips during the p.m. peak hour, the peak hour trip generation is substantially less than 100 trips during any peak hour. Therefore, it is our professional opinion that a TIS should not be required.

NEED FOR VMT ANALYSIS

The County of San Bernardino has adopted CEQA thresholds under Vehicle Miles Traveled (VMT) pursuant to Senate Bill – 375 (SB-375) and are included in the *San Bernardino County Transportation Impact Study Guidelines*, July 9, 2019. As discussed in the guidelines, there are several screening thresholds which, if met, exempts a project from a detailed VMT analysis, and the project impacts are considered to be less than significant. The County Guidelines have the following screening thresholds for land use projects:

Small Projects: Small, local service projects have the potential to reduce VMT should not be required to complete a VMT assessment. This includes small retail, schools, parks, day-care centers, local serving banks, educational institutions such as K-12 schools and community colleges, etc. Other projects that qualify as small projects include projects which generate less than 110 daily trips. ***The proposed project generates less than 110 daily trips and qualifies for this exemption. Therefore, the project is screened out and anticipated to have a less than significant impact on VMT.***

Projects within Transit Priority Areas: Projects located within a Transit Priority Area (TPA) as determined by the most recent SCAG RTP/SCS are exempt from a VMT analysis. ***The proposed project is not located in a TPA and does not qualify for this exemption.***

Projects within Low VMT Areas: Projects located within a low VMT generating area as determined by the analyst (e.g. development in efficient areas of the County will reduce VMT per person/employee and is beneficial to the region). This analysis is conducted using the SBCTA screening tool and is based on the San Bernardino Transportation Analysis Model (SBTAM). The SBTAM provides VMT for each Traffic Analysis Zone (TAZ), which is used to identify low VMT areas. ***The proposed project is not located in a low VMT area and does not qualify for this exemption.***

CONCLUSION

The County of San Bernardino *Transportation Impact Study Guidelines* (July 9, 2019) requires a Transportation Impact Study (TIS) if a project generates 100 or more trips without consideration of pass-by trips during any peak hour. Since the trip generation of the project is less than 100 trips during any peak hour, it is our professional opinion that a TIS should not be required. Further, the project generates less than 110 daily trips, and as such, qualifies for the small project exemption from a VMT analysis. Therefore, the project is presumed to have a less than significant VMT impact under the County of San Bernardino VMT thresholds.