

# City of Rialto



## Agenda

**Wednesday, September 7, 2022**

**Rialto City Hall, Council Chambers  
150 S. Palm Ave. Rialto CA 92376**

### **Transportation Commission**

*Chairperson Allan Kirst  
Vice-Chairperson Joshua Holeman  
Commissioner Kelvin Moore  
Commissioner Johan S. Rodriguez  
Commissioner Stacy Augustine*

THE PERSISTENT PRESENCE OF COVID-19, PERIODIC SPIKES IN THE INFECTION RATE, AND THE INTRODUCTION OF NEW COVID VARIANTS REQUIRE THE TRANSPORTATION COMMISSION TO BALANCE THE NEED TO PROTECT PUBLIC HEALTH WITH THE NEED TO CONDUCT BUSINESS IN AN EFFICIENT AND ORDERLY FASHION. THEREFORE, THE RIALTO CITY COUNCIL HAS ADOPTED RESOLUTION NO. 7885 IN COMPLIANCE WITH THE RALPH M. BROWN ACT TO ALLOW THE COMMISSION TO HOLD MEETINGS AT WHICH MEMBERS OF THE PUBLIC AND COMMISSION MEMBERS MAY ATTEND IN PERSON, OR WHERE THEY HAVE A LEGITIMATE HEALTH CONCERN, TO ATTEND REMOTELY.

HOW TO ATTEND THE MEETING. MEMBERS OF THE PUBLIC MAY ATTEND THE MEETING EITHER IN PERSON OR REMOTELY. OPPORTUNITIES TO ATTEND THE MEETING REMOTELY ARE DESCRIBED BELOW:

- (1) Attend the Meeting via ZOOM: [www.zoom.us/j/6767773570](https://www.zoom.us/j/6767773570) | Passcode: RialtoPW
- (2) To listen only Call into the Live Meeting: 1 (669) 900-6833 | Meeting ID: 676 777 3570 | Passcode: 881152

HOW TO MAKE A PUBLIC COMMENT:

- (1) Appear at the meeting and speak during Oral Communications.
- (2) If you are attending remotely, you may submit a public comment in writing to the Engineering Services Department by email at [publicworks@rialtoca.gov](mailto:publicworks@rialtoca.gov)
- (3) If you are attending remotely by ZOOM (see instructions above) you may provide oral comments in real time via ZOOM when called upon by the Commission Chair.

HOW TO REVIEW THE AGENDA. ALL AGENDAS ARE POSTED IN THE CITY HALL ADMINISTRATION BUILDING (150 SOUTH PALM AVENUE, RIALTO) AT LEAST 72 HOURS IN ADVANCE OF THE MEETING. ALL WRITINGS THAT RELATE TO AN OPEN AGENDA ITEM AT A REGULAR COMMISSION MEETING WILL BE MADE AVAILABLE AT LEAST 72 HOURS BEFORE A COMMISSION MEETING, FOR PUBLIC INSPECTION ON THE CITY'S WEBSITE AT [www.yourrialto.com](http://www.yourrialto.com) AND IN THE OFFICE OF THE CITY CLERK LOCATED AT 290 WEST RIALTO AVENUE, RIALTO, CALIFORNIA FROM 7:00 A.M. TO 6:00 P.M., MONDAY THROUGH FRIDAY. ANY PERSON HAVING A QUESTION CONCERNING ANY AGENDA ITEM MAY CALL THE ENGINEERING SERVICES DEPARTMENT AT (909) 421-7279 TO MAKE AN INQUIRY CONCERNING THE NATURE OF THE ITEM DESCRIBED ON THE AGENDA.

ITEMS ADDED TO THE AGENDA. CONSISTENT WITH THE RALPH M. BROWN ACT, ADDITIONAL ITEMS MAY BE ADDED TO THE AGENDA AND ACTED UPON ONLY IF IT IS CONSIDERED TO BE A "SUBSEQUENT NEED" OR "EMERGENCY" ITEM AND IS ADDED BY A TWO-THIRDS VOTE. MATTERS RAISED UNDER ORAL COMMUNICATIONS MAY NOT BE ACTED UPON AT THAT MEETING OTHER THAN AS PROVIDED ABOVE.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE DIRECTOR OF MAINTENANCE & FACILITIES AT (909) 421-7279. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE CITY TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING (28 CAR 35.102-35.104 ADA Title II)

## **CALL TO ORDER**

## **ROLL CALL**

Chairperson Allan Kirst, Vice-Chairperson Joshua Holeman, Commissioner Kelvin Moore, Commissioner Stacy Augustine, Commissioner Johan Rodriguez, Mayor Deborah Robertson

## **MOMENT OF SILENCE/INVOCATION**

## **PLEDGE OF ALLEGIANCE**

**APPROVAL OF MINUTES FROM REGULAR MEETING**

- 1      [TC-22-805](#)      Approval of Minutes  
Special Meeting - June 6, 2022  
(ACTION ITEM)  
*Attachments:*    [06-06-22.docx](#)
- 2      [TC-22-806](#)      Approval of Minutes  
Regular Meeting - July 6, 2022  
(ACTION ITEM)  
*Attachments:*    [07-06-22.docx](#)

**ORAL COMMUNICATIONS****POLICE DEPARTMENT LIAISON REPORT****RUSD LIAISON REPORT****NEW BUSINESS ITEMS**

- 1      [TC-22-820](#)      Traffic Impact Analysis - Lilac Commerce Center TIA, Lilac Avenue  
South of Santa Ana Avenue.  
(ACTION ITEM)  
*Attachments:*    [Attachment 1.pdf](#)  
                         [Attachment 2.pdf](#)  
                         [Attachment 3.pdf](#)  
                         [Attachment 4.pdf](#)

**ENGINEER'S REPORT****FUTURE AGENDA ITEMS**

- 1      [TC-22-821](#)      Future Agenda Items  
*Attachments:*    [Future Agenda Items List.pdf](#)

**COMMISSIONER REPORTS****ADJOURNMENT**



# City of Rialto

## Legislation Text

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**File #: TC-22-805, Version: 1, Agenda #: 1**

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**Approval of Minutes  
Special Meeting - June 6, 2022  
(ACTION ITEM)**

# **SPECIAL MEETING of the TRANSPORTATION COMMISSION**

## **MINUTES June 6, 2022**

The special meeting of the Transportation Commission of the City of Rialto was held in the City Council Chambers located at 150 South Palm Avenue, Rialto, CA 92376, on Monday, June 6, 2022.

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This meeting was in accordance with the provision of the **Government Code §54956** of the State of California.

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### **CALL TO ORDER**

Chairperson Allan Kirst called the meeting to order at 6:09 p.m.

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### **ROLL CALL**

The roll call was taken by Commission Clerk, Michele Aguirre.

Present: Chairperson Allan Kirst  
Vice-Chairperson Joshua Holeman  
Commissioner Kelvin Moore

Absent: Mayor Deborah Robertson  
Commissioner Stacy Augustine  
Commissioner Johan Rodriguez

City Staff Present: Marcus Fuller, Acting City Engineer  
Justin Schlaefli, Consultant Traffic Engineer, TKE Engineering

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### **APPROVAL OF MINUTES Regular Meeting of January 5, 2022**

- ◆ The minutes from the January 5th meeting were review by the Commission and approved as written.
- ◆ Vice-Chairperson Holeman made a motion to approve the minutes from the January 5<sup>th</sup> meeting as written.
- ◆ Commissioner Moore seconded the motion.
- ◆ The motion was carried to approve the minutes from the January 5, 2022, meeting as written.

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### **ORAL COMMUNICATIONS**

None.

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### **POLICE DEPARTMENT LIAISON REPORT**

Sergeant Daniel Smith reported on the following items:

- ◆ Speed Trailer, the new software being used with it and the benefits it brings.
- ◆ Discussions to add additional commercial enforcement.

- ◆ Issues with street racing.
  - Working with OTS to reroute funds to aid with this issue.
  - Working together with other jurisdictions to receive aid and provide aid in those other jurisdictions with this issue.
  - Effective strategies used to combat the issues.
  - How the fatalities have decreased since 2021.

#### Commissioner Questions/Comments/Concerns

Sergeant Smith answered questions and responded to comments, concerns and requests regarding:

- ◆ Chairperson Kirst requested that the Commercial Enforcement understand and convey what the “Most Direct Route” means. He also requested to ensure that trucks are staying off Riverside Avenue especially with all the work being done.
- ◆ Vice-Chairperson Holeman asked how many Traffic Officers there were.
- ◆ Vice-Chairperson Holeman asked about reporting abandoned vehicles.
- ◆ Vice-Chairperson Holeman asked about big rigs parking in neighborhoods and if that was against the law. Sergeant Smith advised that if the big rigs are on the street report to Police Department and if they in driveways that could be reported to Community Compliance.

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No Report

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#### RUSD LIAISON REPORT

#### NEW BUSINESS

##### **Engineering and Traffic Survey (E&TS)**

Marcus Fuller introduced the item, gave a brief background on the item, discussed the recent change to legislation as of January 1, 2022, and introduced John Dorado of ADVANTEC.

Dorado provided a presentation on the item and discussed what tasks were completed to conduct these surveys.

#### Questions & Comments

Dorado answered questions and responded to comments regarding:

- ◆ If the changed locations would be posted on all locations.
- ◆ If the Police Department would be providing enforcement for this.
  - Sergeant Daniel Smith discussed what measures the Police Department would be taking to provide education and enforcement.

- ◆ Commented on the fact that residents would be attending City Council meetings to complain about the tickets received.
- ◆ How these changes would be communicated to the residents.

#### Concerns

- ◆ Chairperson Kirst expressed concern with the prima facia where there was a 15 MPH decrease on certain roads and indicated that this was very drastic cut in speed limits. He advised that he did not believe anyone would follow this change.

#### Suggestions/Requests/Recommendations

- ◆ Chairperson Kirst advised that he could not support the 15 MPH reduction recommendation.
- ◆ Commissioner Moore requested to ensure that the Police Department does provide enforcement to help the change.
  - Sergeant Smith provided an explanation on how citing would take place in the beginning of the change.

#### Action

- ◆ Commissioner Moore motioned to approve staff's recommendations.
- ◆ Vice-Chairperson Holeman seconded the motion.
- ◆ Chairperson Kirst voted nay on the item.
- ◆ The item was approved by a 2-1 vote.

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### **Traffic Impact Analysis – Orbis Rialto II – Northwest Corner of Renaissance Parkway at Locust Avenue**

Schlaefli reviewed that staff report and recommendations for this item.

#### Questions & Comments

Schlaefli answered questions and responded to comments regarding:

- ◆ Why in Table 6.3, the project conducted an analysis of Cedar and the I-10 freeway.
- ◆ If there was way to get the developer to place a driveway on Locust Avenue instead of having both on Alder Avenue.
- ◆ What kind of warehouse was going in there.
- ◆ If there was confidence given in the trip generation for the project.
- ◆ If there would be a median, if all driveways would be right in/out or if trucks would be crossing traffic.
- ◆ Where the trucks would enter for driveway #2.
- ◆ If the idea is to promote traffic west to Ayala Drive to satisfy driveway #2.

- ◆ If the intersection of Locust Avenue and Renaissance Parkway would be improved at the northwest corner.
  - A discussion ensued regarding the truck route that would be used to enter driveway 2. Jose Aleri of Urban Crossroads addressed the Commission to provide clarification on the route.
- ◆ What the timeline for this development was.

#### Concerns

- ◆ Chairperson Kirst expressed concern with the truck traffic being pushed out onto Renaissance Parkway.
- ◆ Chairperson Kirst

#### Suggestions/Requests/Recommendations

- ◆ Chairperson Kirst recommended to move driveway #2 to the back side of the property. Schlaefli advised that due to tight Caltrans right-of-way cannot move driveway #2.
- ◆ Chairperson Kirst recommended that improvements be made to the northwest corner of Locust Avenue and Renaissance Parkway to allow for trucks to turn.

#### Action

- ◆ Vice-Chairperson Holeman made a motion to approve staff's recommendations with the condition for approval to have the intersection of Locust Avenue and Renaissance Parkway checked to see if there is a 50-foot radius. If the radius is less than 50 feet, recommend improvements be made to that intersection to accommodate the trucks turning.
- ◆ Commissioner Moore seconded the motion
- ◆ All voted in favor of approving staff's recommendations with the condition for approval to have the intersection of Locust Avenue and Renaissance Parkway checked to see if there is a 50-foot radius. If the radius is less than 50 feet, recommend improvements be made to that intersection to accommodate the trucks turning.

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#### **Traffic Impact Analysis – Birtcher Logistics – Northwest Corner of Valley Boulevard and Willow Avenue**

Schlaefli reviewed that staff report and recommendations for this item.

#### Questions & Comments

Schlaefli answered questions and responded to comments regarding:

- ◆ Comment regarding how the trip reduction would help the project.
- ◆ Where the City limit ends near this project.



- ◆ If the fair share includes improvements for Riverside Avenue and the I-10 freeway.

#### Concerns

- ◆ Vice-Chairperson Holeman expressed concern with the parking and carpool options and asked if there was a way to enforce the developer to install those options as without them, it would cause an increase in traffic to an area that already has congestion issues.
- ◆ Chairperson Kirst expressed concern with the adequacy of the fair share for the project.
- ◆ Chairperson Kirst expressed concern with the increase in bottle necks at Riverside Avenue and at Cedar Avenue interchanges.

#### Suggestions/Requests/Recommendations

- ◆ Chairperson Kirst requested to see Valley Boulevard widened to Lilac Avenue completed to aid with the congestion.
- ◆ Chairperson Kirst suggested starting to collect funds from project to “bank roll” for future projects as improvements are needed.

#### Action

- ◆ Vice-Chairperson Holeman made a motion to approve staff's recommendations.
- ◆ Commissioner Moore seconded the motion
- ◆ All voted in favor of approving staff recommendations.

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### **ENGINEER'S REPORT**

Fuller provided updates on the following:

- ◆ Status of the Alder Avenue/SR210 Project.
- ◆ Riverside Bridge over UPRR Project
- ◆ Riverside Avenue Projects (North, Central & South)

#### Questions/Comments/Requests

- ◆ Vice-Chairperson Holeman requested an update on the Riverside and Sierra Avenues project.
- ◆ Commission Moore asked if there was a plan for Casa Grande Street.
- ◆ Vice-Chairperson Holeman advised that there was a need for a major street improvement for Locust Avenue.
- ◆ Chairperson Kirst requested that a moratorium be placed on streets that are being repaired to stop from having them dug up after improvement work was completed.

### Actions

- ◆ Marcus requested to let Amparo Corona and Art Cervantes know that Harris & Associates needs to identify a project for the entire Locust Avenue corridor.
- ◆ Marcus advised he would task Schlaefli to do a study on all signal timings and coordinations to see what was needed.

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The following removals were made to the Future Agenda Items:

- ◆ Remove Riverside Avenue Bridge Widening Over the UPRR
- ◆ Remove Alder Avenue/SR-210 – Proposed Feasibility Study

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- ◆ Commissioner Moore – No Report
- ◆ Vice-Chairperson Holeman – No Report
- ◆ Chairperson Kirst – No Report

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- ◆ Vice-Chairperson Holeman made a motion to adjourn.
- ◆ Commissioner Moore seconded the motion.
- ◆ The motion was carried, and the meeting adjourned at 7:39 p.m.

### **FUTURE AGENDA ITEMS**

### **COMMISSIONER REPORTS**

### **ADJOURNMENT**



# City of Rialto

## Legislation Text

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**File #: TC-22-806, Version: 1, Agenda #: 2**

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**Approval of Minutes  
Regular Meeting - July 6, 2022  
(ACTION ITEM)**

**REGULAR MEETING  
of the  
TRANSPORTATION COMMISSION**

**MINUTES  
July 6, 2022**

The special meeting of the Transportation Commission of the City of Rialto was held in the City Council Chambers located at 150 South Palm Avenue, Rialto, CA 92376, on Wednesday, July 6, 2022.

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This meeting was in accordance with the provision of the **Government Code §54956** of the State of California.

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**CALL TO ORDER**

Chairperson Allan Kirst called the meeting to order at 6:02 p.m.

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**ROLL CALL**

The roll call was taken by Commission Clerk, Michele Aguirre.

Present: Chairperson Allan Kirst  
Commissioner Kelvin Moore  
Commissioner Stacy Augustine

Absent: Mayor Deborah Robertson  
Vice-Chairperson Joshua Holeman  
Commissioner Johan Rodriguez

Vice-Chairperson Holeman provided prior notification that he would not be in attendance at this meeting.

City Staff Present: Justin Schlaefli, Consultant Traffic Engineer, TKE Engineering

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**APPROVAL OF MINUTES  
Special Meeting of June 6, 2022**

Approval of the minutes from the Special Meeting of June 6, 2022, were deferred for approval to the next regularly scheduled meeting.

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**ORAL COMMUNICATIONS**

None.

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**POLICE DEPARTMENT LIAISON REPORT**

No Report

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**RUSD LIAISON REPORT**

No Report

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## **NEW BUSINESS**

### **Traffic Impact Analysis – Durst Avenue Warehouse**

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Schlaefli reviewed that staff report and recommendations for this item.

#### **Questions & Comments**

Schlaefli answered questions and responded to comments regarding:

- ◆ Clarification on the actual size of the building.
- ◆ What the applicable DIF fees were.
- ◆ The existing LOS for Cedar Avenue at the I-10 as it was hard to believe that the LOS was C.
- ◆ If driveway #2 was for passenger vehicles only.

#### **Suggestions/Requests/Recommendations**

- ◆ Chairperson Kirst requested that all trucks would be held internally on site and not on Durst Drive or Cedar Avenue as a condition of approval.

#### **Action**

- ◆ Commissioner Augustine made a motion to approve staff's recommendations with the condition for approval that there would be no on street parking for trucks, that all trucks would be held internally on the property.
- ◆ Commissioner Moore seconded the motion
- ◆ All voted in favor of approving staff's recommendations with the condition for approval that there would be no on street parking for trucks, that all trucks would be held internally on the property.

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Schlaefli advised the Commission that he would be bringing two (2) TIA's to the next meeting.

Chairperson Kirst advised that the August meeting would be Dark as the Commission usually goes dark in August.

#### **Questions/Comments/Requests**

- ◆ Chairperson Kirst requested that the signal timing for Riverside Avenue from Foothill Boulevard to Baseline Road be brought to the September meeting.

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No additions, changes, or deletions.

## **ENGINEER'S REPORT**

## **FUTURE AGENDA ITEMS**

## **COMMISSIONER REPORTS**

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- ◆ Commissioner Moore – No Report
- ◆ Commissioner Augustine – No Report
- ◆ Chairperson Kirst – No Report

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## **ADJOURNMENT**

- ◆ Commissioner Moore made a motion to adjourn the meeting.
- ◆ Commissioner Augustine seconded the motion.
- ◆ The motion was carried, and the meeting adjourned at 6:24 p.m.



# City of Rialto

## Legislation Text

**File #: TC-22-820, Version: 1, Agenda #: 1**

For Transportation Commission Meeting [September 7, 2022]

TO: Honorable Chairperson and Commission

APPROVAL: Marcus Fuller, City Manager

FROM: Justin Schlaefli, Consultant Engineer, TKE Engineering

### **Traffic Impact Analysis - Lilac Commerce Center TIA, Lilac Avenue South of Santa Ana Avenue.**

#### **(ACTION ITEM)**

#### **BACKGROUND:**

The Project is proposed to consist of a single 82,958 square foot warehouse building. It is anticipated that the Project would be developed in a single phase with an anticipated Opening Year of 2024. The following driveways will be assumed to provide access to the Project site:

- Driveway 1 on Lilac Avenue - Full Access (passenger cars only)
- Driveway 2 on Lilac Avenue - Full Access (passenger cars and trucks)

Regional access to the Project site is available from the I-10 Freeway via the Riverside Avenue interchange. Exhibit 1-3 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, the report analyzed the following intersections for traffic operations:

**TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS**

#	Intersection	Jurisdiction	CMP?
1	Lilac Av. & Santa Ana Av.	Rialto	No
2	Lilac Av. & Driveway 1	Rialto	No
3	Lilac Av. & Driveway 2	Rialto	No
4	Willow Av. & Santa Ana Av.	Rialto	No
5	Riverside Av. & I-10 WB Ramps	Rialto, Caltrans	No
6	Riverside Av. & I-10 EB Ramps	Rialto, Caltrans	No
7	Riverside Av. & Slover Av.	Rialto	No
8	Riverside Av. & Santa Ana Av.	Rialto	No

The first Scoping agreement was submitted in early November 2021. The TIA was submitted multiple times with the most recent report dated August 2022. The third submittal of the TIA was reviewed

with a recommendation for approval.

Consistent with City of Rialto Traffic Impact Analysis guidelines, study intersections were identified to include freeway interchanges within two (2) miles that were designated to take more than 40% of total traffic from the project and intersections which Project contributed 50 or more peak hour trips. This included the locations listed above.

This site appears to comply with zoning on the property.

The **site location** is shown on **Page 2 of the TIA**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 4 of the TIA**, which is included as **Attachment 2**.

Truck Turn Templates are on shown on the site plan included as **Attachment 3**.

Trip generation for the project is based on the City's guidelines for warehouse projects, which uses rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual (9th Edition). Land Use 150 "Warehousing" was used to develop the project trip generation. The City requires warehouse projects use a minimum truck rate of 40% of the total project traffic. Further, the City requires that the truck mix for warehousing include 70% 4-axle trucks, 28% 3-axle trucks, and 2% 2-axle trucks. The City Guidelines require projects that anticipate the generation of significant truck traffic convert all truck trips into passenger car equivalents (PCEs). The truck trips were converted to PCEs using the City's conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. Table 4-2 from the TIA shows the project trip generation. As shown in Table 4-2, the total project is anticipated to generate 25 total trips during the a.m. peak hour, 26 total trips during the p.m. peak hour, and 300 total daily trips. After converting to PCEs, the project is anticipated to generate 42 PCE trips during the a.m. peak hour, 44 PCE trips during the p.m. peak hour, and 504 daily PCE trips.

A comparison to the most current edition of ITE, Trip Generation (11<sup>th</sup> Edition) was also completed to ensure a conservative analysis. It was found that trip rates for Land Use 150 "Warehousing" have been reduced slightly in the latest edition. Therefore, the information above is considered slightly conservative.

Trips are shown on **Page 38, Table 4-2 of the TIA**, which is included as **Attachment 4**.

#### **ANALYSIS/DISCUSSION:**

The TIA included cumulative impacts when added to other proposed projects in the area at project intersections in addition to the existing conditions. When cumulative traffic was added the study intersections were found to operate at an acceptable level of service with the exception of three (3) locations as shown below:



TABLE 6-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2024) CONDITIONS

# Intersection	Traffic Control <sup>1</sup>	EAC (2024)				EAPC (2024)			
		Delay <sup>2</sup> (secs.)		Level of Service		Delay <sup>2</sup> (secs.)		Level of Service	
		AM	PM	AM	PM	AM	PM	AM	PM
1 Lilac Av. & Santa Ana Av.	CSS	12.6	12.8	B	B	13.7	13.0	B	B
2 Lilac Av. & Driveway 1	<b>CSS</b>	Future Intersection				8.8	9.0	A	A
3 Lilac Av. & Driveway 2	<b>CSS</b>	Future Intersection				9.0	9.0	A	A
4 Willow Av. & Santa Ana Av.	AWS	8.9	9.0	A	A	9.2	9.3	A	A
5 Riverside Av. & I-10 WB Ramps	TS	36.7	29.7	D	C	37.6	30.7	D	C
6 Riverside Av. & I-10 EB Ramps	TS	<b>65.0</b>	<b>89.0</b>	<b>E</b>	<b>F</b>	<b>66.0</b>	<b>91.9</b>	<b>E</b>	<b>F</b>
7 Riverside Av. & Slover Av.	TS	<b>151.6</b>	<b>109.5</b>	<b>F</b>	<b>F</b>	<b>156.2</b>	<b>112.8</b>	<b>F</b>	<b>F</b>
8 Riverside Av. & Santa Ana Av.	TS	32.6	23.6	C	C	35.3	24.1	D	C

\* **BOLD** = Significant Impact<sup>1</sup> CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; **CSS** = Improvement<sup>2</sup> Deficient occurs (improvements needed) when the addition of project related trips causes either peak hour LOS to degrade from acceptable (LOS A through D) to unacceptable levels (LOS E/F) or the peak hour delay to increase as follows:

- LOS A/B = By 10.0 seconds
- LOS C = By 8.0 seconds
- LOS D = By 5.0 seconds
- LOS E = By 2.0 seconds
- LOS F = By 1.0 seconds

The TIA identified improvements at these locations as shown below:

TABLE 6-3: INTERSECTION ANALYSIS FOR EAPC (2024) CONDITIONS WITH IMPROVEMENTS

# Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (secs.)		Level of Service	
		Northbound				Southbound				Eastbound				Westbound		AM	PM
		L	T	R	L	T	R	L	T	R	L	T	R	L	T		
6 Riverside Av. & I-10 EB Ramps																	
- Without Improvements	TS	0	3	0	2	2	0	1	1	1	0	0	0	<b>66.0</b>	<b>91.9</b>	<b>E</b>	<b>F</b>
- With Improvements	TS	0	3	<b>1&gt;&gt;</b>	2	2	0	1	1	1	0	0	0	34.8	28.1	C	C
7 Riverside Av. & Slover Av.																	
- Without Improvements	TS	1	2	0	1	2	0	1	2	0	1	2	0	<b>156.2</b>	<b>112.8</b>	<b>F</b>	<b>F</b>
- With Improvements <sup>4,5</sup>	<b>TS</b>	1	<b>3</b>	0	1	<b>3</b>	<b>1&gt;</b>	1	2	0	1	2	0	31.6	30.3	C	C

\* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; >> = Free Right Turn Lane; **1** = Improvement<sup>2</sup> Per the Highway Capacity Manual 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.<sup>3</sup> AWS = All-Way Stop; CSS = Cross-street Stop; TS = Traffic Signal<sup>4</sup> Recommended improvement includes modifying the traffic signal from permissive left turn phasing to protected left turn phasing on the eastbound approach.<sup>5</sup> Recommended improvement includes modifying the traffic signal to implement overlap phasing on the southbound right turn lane.

Based on these improvements, the following fair-share contributions are recommended:

TABLE 7-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection	Existing	Project	2024 With Project	Total New Traffic	Project % of New Traffic <sup>1</sup>
6	Riverside Av. & I-10 EB Ramps					
	AM:	2,779	17	4,290	1,511	1.1%
	PM:	3,488	19	4,978	1,490	<b>1.3%</b>
7	Riverside Av. & Slover Av.					
	AM:	2,222	17	3,304	1,082	1.6%
	PM:	2,903	19	3,906	1,003	<b>1.9%</b>

<sup>1</sup> **BOLD** Highest fair share percentage is highlighted.

The fair-share contributions have been calculated using the above percentages and the cost

estimates for interchange improvements as discussed and documented in the TIA. Based on these calculations, it is recommended that the project pay the following fair-share contributions:

- City of Rialto: \$7,687
- Caltrans: \$6,620

#### **VEHICLE MILES TRAVELED (VMT):**

A VMT screening analysis is summarized in the TIA. As discussed in the TIA, VMT is a function of travel volumes multiplied by distance. Therefore, provision of needed services in a community may be found to reduce VMT as patrons have a shorter distance to travel. As such, OPR and SBCTA VMT Guidelines identify that Project types falling under the screening criteria includes the following:

- K-12 Schools
- Local-serving retail less than 50,000 square feet
- Local parks
- Day care centers
- Local serving gas stations
- Local serving banks
- Local serving hotels (e.g. non-destination hotels)
- Student housing Projects on or adjacent college campuses
- Local-serving assembly uses, Community Institutions
- Local serving community colleges
- Affordable or supportive housing, Assisted living facilities, Senior housing
- Projects generating less than 110 daily vehicle trips

The proposed project is not considered a small project and was not screened out based on other project screening criteria. Therefore, a full VMT evaluation was completed and is presented in Section 8.0 of the TIA. The following VMT characteristics apply to this project.

**TABLE 8-3: VMT PER SP COMPARISON**

	Baseline	Cumulative
Regional Threshold	17.33	17.33
Project	19.96	19.90
Percent Change	+16.70%	+16.36%

The following VMT reduction measures were evaluated for effectiveness:

- Commute Trip Reduction Marketing
- Ridesharing Program
- End-of-Trip Facilities (Bicycle)
- Employee Parking Cash-Out

Based on the measures above, the following VMT reduction was calculated:

$$Reduction_{Subsector} = 1 - [(1 - A) \times (1 - B) \times (1 - C) \dots]$$

Project's VMT reduction are as follows:

$$17.36\% = 1 - [(1 - 3.6\%) \times (1 - 3.6\%) \times (1 - 0.30\%) \times (1 - 10.8\%)]$$

Based on implementation of these VMT reduction measures, the project would reduce VMT to below the City's significance threshold. This would lead to a significant but mitigated transportation impact under CEQA.

### **Conclusion**

Intersections studied are projected to operate consistent with City of Rialto guidelines without deficiencies except at the two locations as noted in Table 6-1 of the TIA.

Based on these conclusions, it is recommended that the applicant pay applicable development impact fees in addition to a fair-share contribution in the total amount of \$14,307. The proposed project would be required to provide frontage and access improvements consistent with City of Rialto standards. Finally, the project would be required to implement VMT reduction measures including the following:

- Commute Trip Reduction Marketing
- Ridesharing Program
- End-of-Trip Facilities (Bicycle)
- Employee Parking Cash-Out

### **RECOMMENDATIONS:**

Staff requests that the Transportation Commission:

- Provide recommendations related to approval.
- Recommend payment of applicable DIF fees.
- Recommend payment of a Fair-share contribution.
- Recommend implementation of a Transportation Demand Management program incorporating the VMT reduction measures listed in the TIA in perpetuity.
- Recommend approval to the Planning Commission.



**EXHIBIT 1-1: LOCATION MAP**

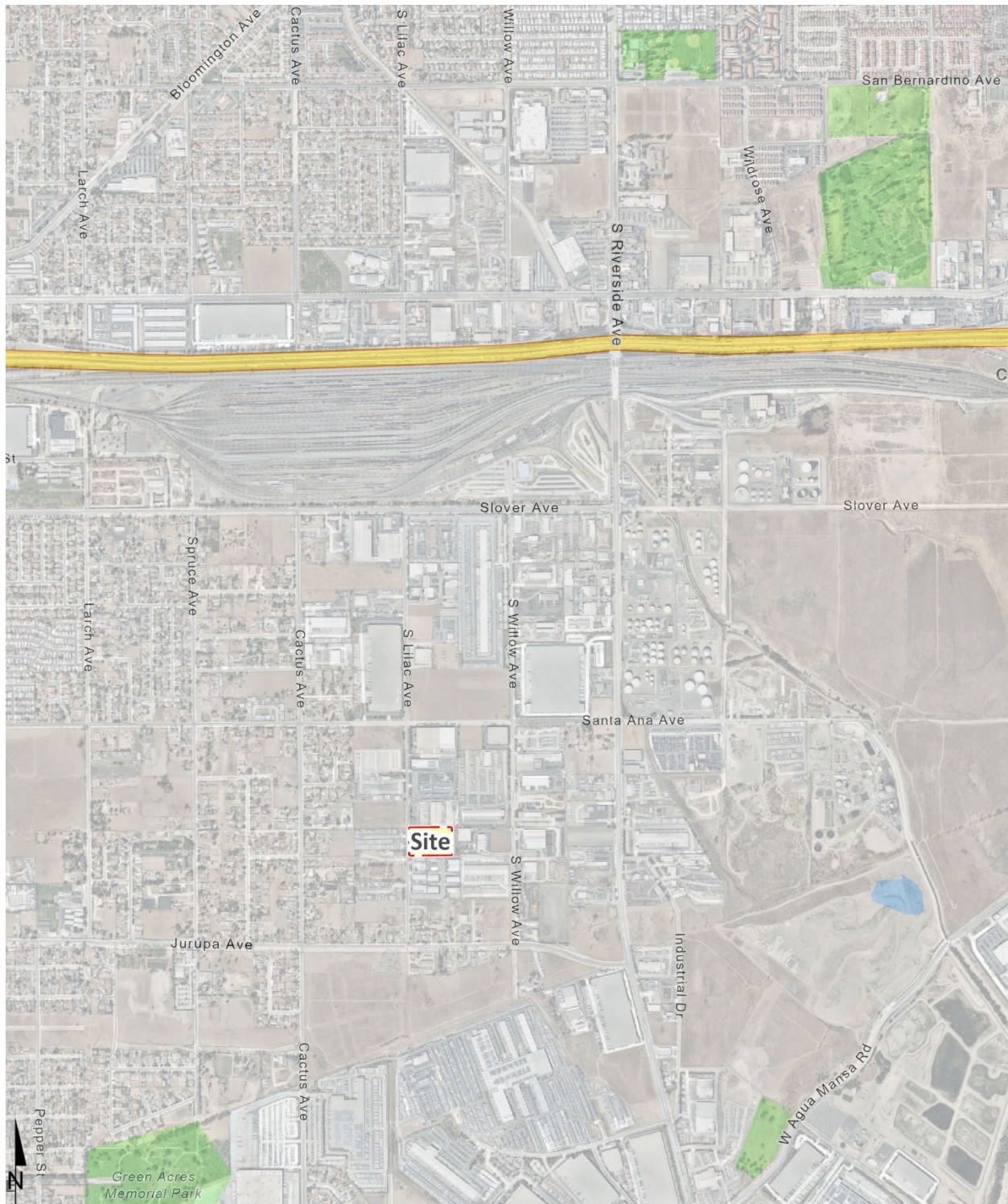


EXHIBIT 1-2: PRELIMINARY SITE PLAN

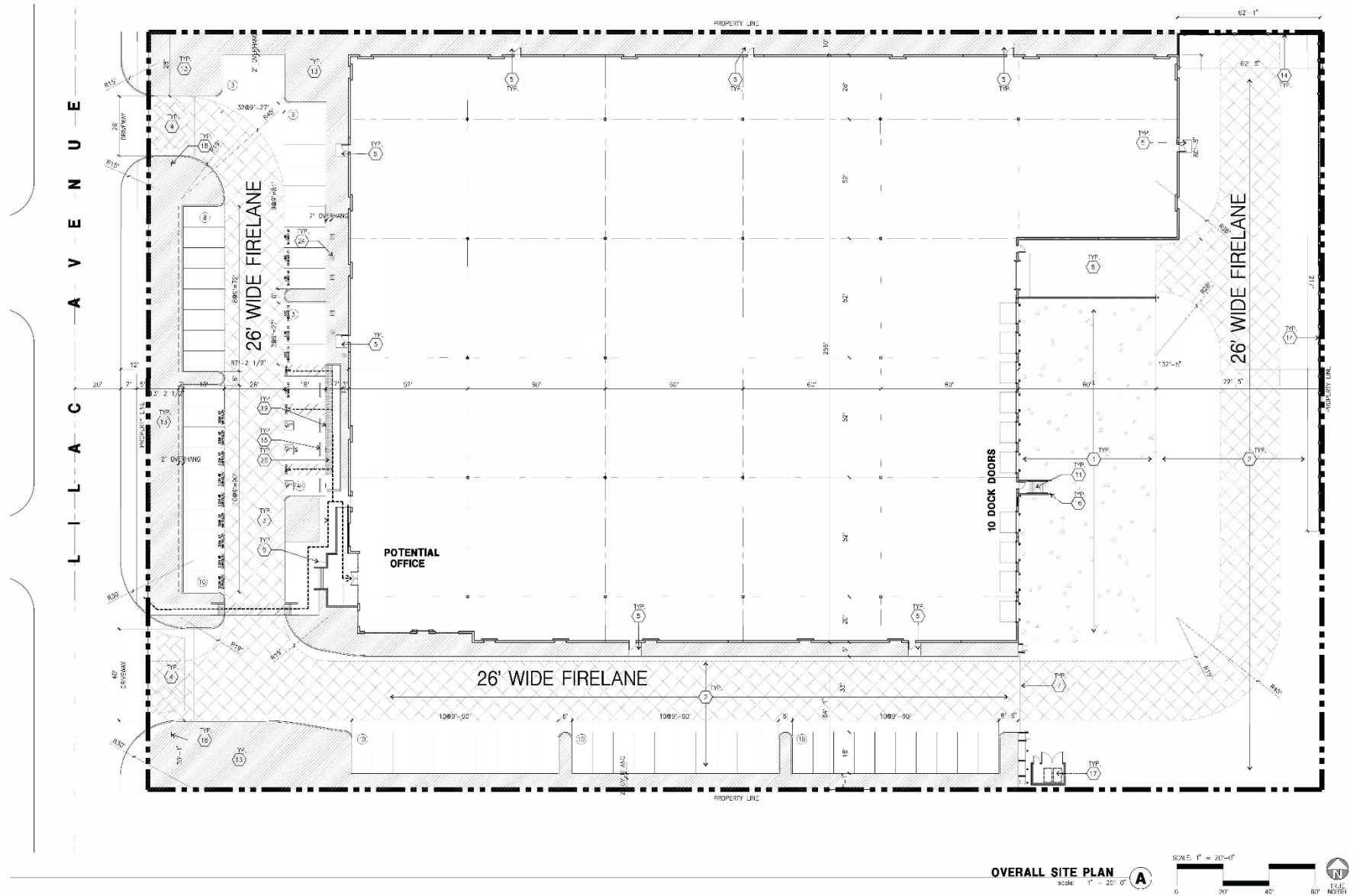
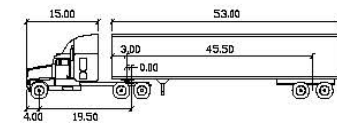
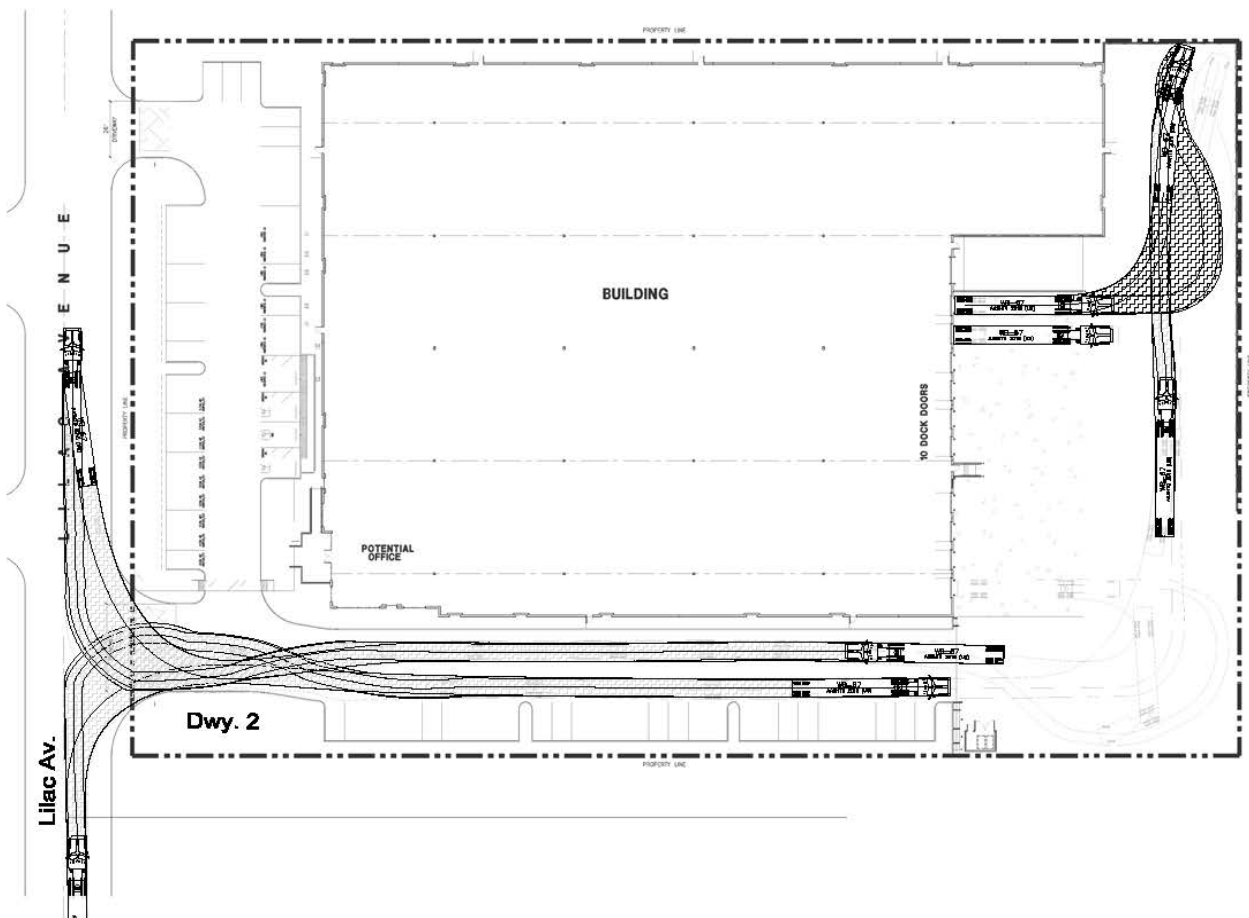
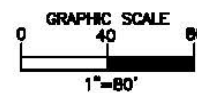




EXHIBIT 1-5: TRUCK ACCESS AT DRIVEWAY



WB-67	
Not to Scale	
	feet
Tractor Width	3.00
Trailer Width	8.50
Tractor Track	6.00
Trailer Track	8.50
Lock to Lock Time	6.0
Steering Angle	28.4
Articulating Angle	75.6



Trip generation is summarized on Table 4-2. As shown in Table 4-2, Project would generate 300 two-way trips per day, with 25 trips generated during the AM peak hour and 26 trips generated during the PM peak hour.

**TABLE 4-2: PROJECT TRIP GENERATION SUMMARY**

Project	Quantity Units <sup>1</sup>	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<i>Actual Vehicles:</i>								
Lilac Corporate Center	82.958 TSF							
Passenger Cars:		12	3	15	4	12	16	178
2-Axle Trucks:		0	0	0	0	0	0	4
3-Axle Trucks:		2	1	3	1	2	3	34
4+-Axle Trucks:		6	1	7	2	6	7	84
Total Trucks:		8	2	10	3	8	10	122
Total Trips (Actual Vehicles) <sup>2</sup>		20	5	25	7	20	26	300
<i>Passenger Car Equivalent (PCE):</i>								
Lilac Corporate Center	82.958 TSF							
Passenger Cars:		12	3	15	4	12	16	178
2-Axle Trucks (PCE = 1.5):		0	0	0	0	0	0	6
3-Axle Trucks (PCE = 2.0):		4	1	6	1	4	6	68
4+-Axle Trucks (PCE = 3.0):		17	4	21	5	17	22	252
Total Trucks (PCE):		21	5	27	7	21	28	326
Total Trips (PCE) <sup>2</sup>		33	8	42	11	33	44	504

<sup>1</sup> TSF = Thousand Square Feet

<sup>2</sup> Total Trips = Passenger Cars + Truck Trips

## 4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Exhibit 4-1 and Exhibit 4-2 illustrate the truck and passenger car trip distribution patterns for the Project, respectively.

## 4.3 MODAL SPLIT

The potential for Project trips (non-truck) to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

## 4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project weekday ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-3.



# City of Rialto

## Legislation Text

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**File #:** TC-22-821, **Version:** 1, **Agenda #:** 1

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### **Future Agenda Items**



## **FUTURE AGENDA ITEMS**

1. Discussion on Identifying a Plan for Improvements South of the I-10 Freeway
2. Transportation Planning/Funding Major Improvements
3. Information on Regional Discussions
4. Transportation Plan as it Relates to Active Transportation
5. Local Fees for Transportation Improvements
6. Future Improvements to Riverside Avenue, Sierra Avenue and the I-15 Junction
7. Traffic issue at Persimmon and Locust Avenues
8. Linden Avenue north of Casmalia Street Road Condition
9. Agua Mansa Corridor
10. Update on Sign Installations for Truck Traffic (Truck Routes)
11. Traffic Signal Timing throughout the City and Contracted Services
12. Traffic Signal Coordination Systems