



City of Rialto

Legislation Details (With Text)

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Title: Focused Traffic Impact Analysis - Warehouse on the South Side of Slover Avenue at the Southwest Corner of Cactus Avenue.
(ACTION ITEM)

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Attachments: 1. Attachment 1 - Location Map.pdf, 2. Attachment 2 - Preliminary Site Plan.pdf, 3. Attachment 3 - Project Trip Generation.pdf, 4. Attachment 4 - Striping Plan.pdf

Date	Ver.	Action By	Action	Result
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For Transportation Commission Meeting [January 8, 2020]

TO: Honorable Chairperson and Commission

APPROVAL: Savat Khamphou, Public Works Director/City Engineer

FROM: Azzam Jabsheh, PE., TE Associate Civil Engineer Public Works

Focused Traffic Impact Analysis - Warehouse on the South Side of Slover Avenue at the Southwest Corner of Cactus Avenue.

(ACTION ITEM)

BACKGROUND:

On March 6, 2018, the consultant engineer submitted a San Bernardino County (County) scoping agreement for the project, in the County area just west of the Rialto City limits. The City provided comments on the scope on March 6, 2018. It was followed by the 1st TIA prepared for the County on April 23, 2019. The City completed a review of the TIA and sent comments on April 29, 2019. It was followed by a second TIA on May 20, 2019 and a 3rd TIA on November 11, 2019. The County notified the City of Rialto (City) that the City comments would be included in the County review of the TIA. The project is the development of a nearly 13-acre parcel with a 275,855 square foot warehouse. Completion date is estimated to be 2020.

The **site location** is shown on **Page 5 of the TIA, Exhibit 1-2**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 2 in Exhibit 1-1 of the TIA**, which is included as **Attachment 2**.

The site will have two (2) driveways onto Cactus Avenue and two (2) driveways onto Slover Avenue. The westerly driveway onto Slover Avenue is listed for cars and trucks while the easterly driveway

onto Slover Avenue (150 feet west of Cactus Avenue) is listed as trucks only. Both driveways onto Cactus Avenue are shown as cars only. None of the driveways are dimensioned and all are shown with radius returns. For those on Slover Avenue, the radius is 50 feet to provide adequate room for the truck movements. It is not shown if there are proposed gates to the truck parking and it appears the trucks must turn just after entering the driveway to access the loading docks.

Trip impacts were calculated using data from the ITE trip rate manual shown on **Page 58 Table 4-1 of the TIA**, which is included as **Attachment 3**. Total daily trips are estimated at 587 PCE with the AM/PM peak hour being 57/64 PCE trips using the County methodology which allows the Fontana Truck trip rate and high cube warehouse. After discussion with the City, the developer adjusted the trip rate to what would be calculated for the City and based the fair share estimates on those rates. Using Rialto methodology, the trips increased to 1,540 PCE with the AM/PM being 130/139. The intersection of Riverside Avenue at Slover Avenue and Riverside Avenue at the I-10 eastbound ramps were identified as impacted intersections in the City. This is in addition to impacts in the unincorporated area of the County. The intersection of Slover Avenue at Cactus Avenue was identified as impacted in the horizon year of 2040 although it met signal warrants based on a 2017 Rialto study.

Traffic and intersection counts were provided and were collected in March and April of 2018. This project will be conditioned by the County for improvements but, by inclusion of City comments, needs to address impacts and fair share costs for Riverside Avenue widening and other intersection improvements.

ANALYSIS/DISCUSSION:

While this is a County project and wholly within the county, the TIA did indicate there are impacts at intersections and along roadways within the City. As a part of the City review, these impacts were noted and have been included in the County review.

The City commented that a significant amount of traffic was being sent north and south along Riverside Avenue. Had the project been within City limits, it would have been conditioned to pay a fair share for the improvement of Riverside Avenue to six (6) lanes, the railroad bridge and intersection improvements along Riverside Avenue. Similar projects within City limits can either calculate the fair share percentage or the City has allowed payment of the estimated amount per trip from the local DIF study (Iteris) that is being proposed.

The TIA indicated that a fair share due to the City was \$89,786 in the third TIA submitted. However, the City had concerns and a supplemental letter has been prepared that increases the fair share to the City based on how the City would calculate trips under its policy and include the widening of Riverside Avenue and the railroad bridge. That letter sets the fair share at \$531,585. This includes \$136,520 for a traffic signal at Cactus Avenue/Slover Avenue (County has collected no fair shares but the City has , so all funds should come to the City), \$384,539 for the added right turn lane to the eastbound I-10 (listed as a Caltrans project but actually a City improvement, again the funds should be collected by the City) and \$10,526 for the intersection of Riverside Avenue at Slover Avenue to add a southbound right turn lane, a second eastbound left turn lane and signal modifications.

In order to allow safe left turns into the easterly driveway onto Slover Avenue (trucks only) for westbound traffic, the proposal is to create a left turn pocket for westbound traffic at Cactus Avenue, reduce Slover Avenue to a single through lane and allow the striping of a two-way left turn median on Slover Avenue from Cactus Avenue west. This two-way left turn median would terminate at Spruce

Street and Slover Avenue would once again be two (2) lanes in each direction. **Attachment 4** is a layout showing the interim and final striping for Slover Avenue. While the TIA concludes that the LOS will be satisfactory during interim conditions, the County has been advised that in the event this striping is responsible for increased accidents or impedes traffic, the County will take the lead to remove the lane drop and reinstall the two (2) east and westbound traffic lanes. This condition will be in the final county conditions for the project.

Conclusion

This project, while in the County area and subject to County conditions, was also submitted to the City for review and comment. The City commented that there were impacts to Riverside Avenue and intersections along Riverside Avenue as well as impacts on the railroad bridge between Slover Avenue and the I-10.

The County has indicated to the developer that the City must agree with the project in order to proceed. To do this, the developer offered to recalculate the trips in the manner that the City would require and increase the fair share payment accordingly. This was done in a supplement letter, **Attachment 5**. The County will condition the project to remit to the City, the calculated amount of \$531,585 for impacts at intersections and for roadway improvements and take responsibility for any necessary restriping of Slover Avenue if the lane drop proves to be a problem or creates accidents. The City agrees with the proposal.

RECOMMENDATIONS:

Staff requests that the Transportation Commission:

- Set final conditions and recommendations related to approval.
- Require fair share contribution to the City of Rialto for improvements in the amount of \$531,585 for the improvements listed in the supplemental fair share letter
- Authorize staff to prepare an acceptance letter to the County outlining the conditions, including restriping of Slover Avenue in the event it becomes necessary for traffic safety.
- Recommend approval to the City Council.