City of Rialto

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Date	Ver.	Action By	Action	Result

For Transportation Commission Meeting [November 3, 2021]

TO: Honorable Chairperson and Commission

APPROVAL: Michael Tahan, Interim Public works Director

FROM: Justin Schlaefli, Consultant Engineer, TKE Engineering

Traffic Impact Analysis - Foothill Apartment TIA - 534 Foothill Boulevard

(ACTION ITEM)

BACKGROUND:

The Project is proposed to consist of 204 multifamily mid-rise (3-10 floor) residential dwelling units. It is anticipated that the Project would be developed in a single phase with an anticipated Opening Year of 2024.

The project is located mid-block on the north side of Foothill Boulevard between Acacia Avenue and Eucalyptus Avenue on a currently vacant lot. The project is located across the street from the Acacia Plaza Shopping Center containing a Stater Brothers and various locally serving retail.

The project is accessed via two (2) driveways. Both driveways are located directly across the street from existing driveways at the shopping center. The first driveway would be limited to right in/out and would be located approximately 220 feet east of the intersection of Foothill Boulevard and Acacia Avenue. The second driveway is located approximately 525 feet east of the intersection of Foothill Boulevard and Acacia Avenue. A two-way-left-turn lane (TWLTL) is present on Foothill Boulevard along the project frontage. Staff continues to work with the applicant on the appropriate design of a traffic signal and/or median consistent with the Foothill Boulevard Specific Plan which will impact access for both driveways.

The first TIA scope was approved in July 2021. A first submittal TIA was submitted in August 2021, and it was reviewed with review comments prepared. In September 2021, a revised second TIA was submitted and subsequently reviewed.

Consistent with City of Rialto Traffic Impact Analysis guidelines, study intersections were identified to include intersections which Project contributed 50 or more peak hour trips. This included the locations listed below:

ID	Intersection	Jurisdiction	CMP?
1	Acacia Avenue & Foothill Boulevard	Rialto	No
2	Driveway 1 & Foothill Boulevard – Future Intersection	Rialto	No
3	Driveway 2 & Foothill Boulevard	Rialto	No
4	Eucalyptus Avenue & Foothill Boulevard	Rialto	No

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**. However, the site plan has been modified slightly since submission of the TIA. The modified site plan is included as **Attachment 2.**

Trip generation estimates for the project are based on daily and peak hourly trip generation rates obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). ITE trip generation estimates for the project are based on the trip generation rates for the following ITE Land Use: ITE Land Use 221 Multi-Family Residential (mid-rise). The resulting trip generation summary for the proposed Project are shown on Table 4-2 of the TIA. As shown in Table 4-2, the Project is anticipated to generate a total of 1,110 trip-ends per day with 73 AM peak hour trips and 90 PM peak hour trips. Trips are shown on **Page 33, Table 4-2 of the TIA,** which is included as **Attachment 3**.

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in 2015. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

In light of the current ongoing COVID-19 pandemic, a 2% per year adjustment factor has been applied to historic traffic counts (October 2015) to establish a 2021 baseline for the purposes of the traffic study. Historic (2015) traffic count data was available for Acacia Avenue and Eucalyptus Avenue on Foothill Boulevard only (no historic traffic counts available for the existing shopping center driveway). It should be noted that historic traffic counts were conducted on an average weekday when local schools were in session and operating on normal bell schedules. New 2021 traffic counts were conducted in July 2021.

Study area intersections were found to operate at an acceptable level of service in existing conditions:

Existing Conditions

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	Acacia Ave. & Foothill Blvd.	TS	39.3	50.9	D	D
2	Driveway 1 & Foothill Blvd.		Future Intersection			
3	Driveway 2 & Foothill Blvd.	CSS	18.3	26.4	C	D
4	Eucalyptus Ave. & Foothill Blvd.	TS	11.7	28.7	B	C

[1] 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. HCM delay reported in seconds.

[2] CSS = Cross-street Stop; TS = Traffic Signal

In future conditions with the addition of project traffic it was found that the intersection of Driveway 2 and Foothill Boulevard would operate at a deficient level of service as shown below:

Existing Plus Ambient Growth Plus Cumulative Plus Project Condition

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Level of Service AM	Level of Service PM
1	Acacia Ave. & Foothill Blvd.	TS	34.6	50.0	C	D
2	Driveway 1 & Foothill Blvd.	CSS	15.5	15.7	C	C
3	Driveway 2 & Foothill Blvd.	CSS	**52.5**	**68.2**	**F**	**F**
4	Eucalyptus Ave. & Foothill Blvd.	TS	18.6	36.7	B	D

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] 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. HCM delay reported in seconds.

[2] CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal

ANALYSIS/DISCUSSION:

Based on the analysis of adjacent intersections as well as project access locations, one (1) intersection, Driveway 2 at Foothill Boulevard, was found to operate at a deficient level of service. As discussed in the TIA, traffic signal warrants are met at this location based on an estimated future volume warrant. As such, a traffic signal could be installed allowing for all-way access and pedestrian crossings to the shopping center across the street. However, the Foothill Boulevard Specific Plan calls for a median with restricted left turns. The Foothill Boulevard Specific Plan states:

> *"Landscaped medians will be installed along the entire Foothill Boulevard corridor. New raised and landscaped medians shall be continuous and restrict left turns into the many commercial driveways along Foothill Boulevard. Medians will control vehicle-turning movements, increase traffic safety, demarcate pedestrian crossings and walkways, and provide shade along Foothill Boulevard."*

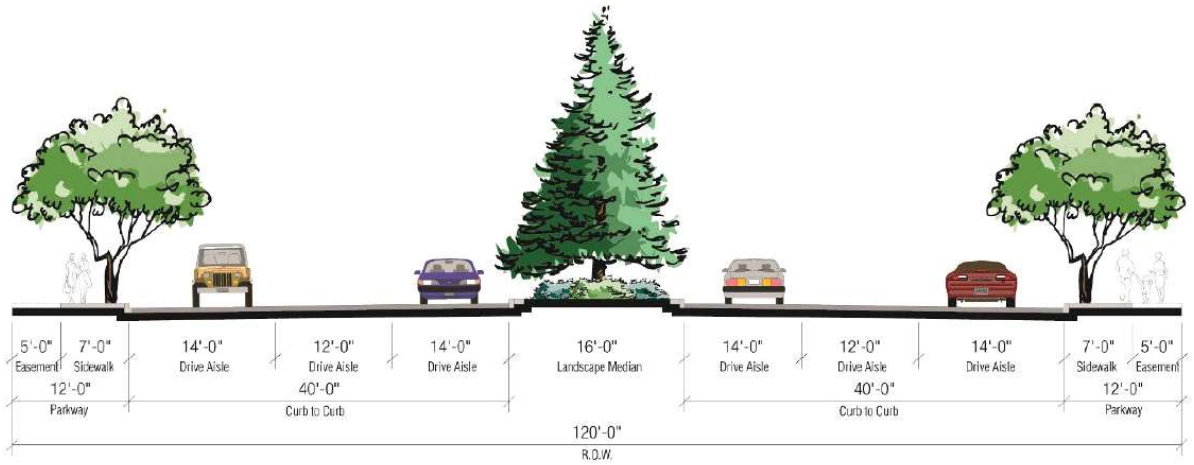
The median configuration for Foothill Boulevard is contained in **Exhibit 4.16** of the Foothill Boulevard

Specific Plan and has been included as **Attachment 4.**

Staff will continue working with the applicant during final engineering to provide the appropriate median design and/or traffic signal along the project frontage to provide safe and efficient access for Driveway 2 and eliminate the level of service deficiency while balancing the needs for access for the shopping center and proposed project.

In addition to access configuration, it is recommended that the Project construct Foothill Boulevard at its ultimate half-width as a Modified Major Arterial I (120-foot right-of-way) from the western Project boundary to the eastern Project boundary consistent with the City's standards. This will meet the requirements of the Foothill Boulevard Specific Plan as shown below:

Exhibit 4.12 - Street Section



VEHICLE MILES TRAVELED:
Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt Vehicle Miles Traveled (VMT) as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. The City of Rialto currently utilizes the San Bernardino County Transportation Authority (SBCTA) Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment and VMT Screening Tool. The Screening Tool allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (Project APNs: 0254+-261-14, 0254-261-17, 0132-201-03, and 0132-181-01). The project is located in a low VMT generating area and would thus meet the above screening criteria.

In addition, the project is consistent with City of Rialto's Foothill Boulevard Specific Plan, as stated in the County Guidelines, "Cumulative impacts should be evaluated for consistency with the adopted RTP/SCS. For example, if a project is included in the RTP/SCS, the project's cumulative impacts shall be less-than significant. As previously mentioned, the Project resides in an already low VMT area and is not anticipated to increase congestion along major corridors. The Project's VMT impact is therefore anticipated to be less than significant. The VMT analysis is included in Appendix 1.2 of the TIA.

Conclusion

This project will be accessed by two (2) driveways on Foothill Boulevard and evaluated adjacent intersections at Acacia Avenue and Eucalyptus Avenue. Through an evaluation of increases in project traffic along with cumulative growth, it was determined that the project access at Driveway 2 (approximately 525 east of Acacia Avenue/Foothill Boulevard) would operate at an unacceptable level of service with the current configuration of Foothill Boulevard. It is expected that all other intersections will operate at an acceptable level of service as planned. The project is expected to improve Foothill Boulevard to its full half-width along the project frontage consistent with the Foothill Boulevard Specific Plan.

RECOMMENDATIONS:

Staff requests that the Transportation Commission:

- Provide recommendations related to approval.
- Recommend improvement of Foothill Boulevard along the project frontage to full half-width of 120’ consistent with a Modified Major Arterial I (120-foot right-of-way) consistent with City Standards including median improvements or access restrictions/improvements subject to the satisfaction of the City Engineer with final configuration to be determined during final design.
- Recommend payment of applicable DIF fees.
- Recommend no payment of Fair Share fees.
- Recommend approval to the Planning Commission.