



# City of Rialto

## Legislation Text

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For Economic Development Committee [October 23, 2019]

TO: Honorable Economic Development Committee Members

APPROVAL: Daniel Casey, Economic Development Associate Planner

FROM: Azzam Jabsheh, Associate Civil Engineer, P.E

Consideration of Acceptance of the Baseline Road Median Concept Design Plan Between Willow Avenue and Sycamore Avenue.

### **Background**

Baseline Road is classified as a Major Arterial on the City's Street Classified map from east City limits to the west City limits, with two- lanes in each direction, a posted speed limit of 40 MPH, and a center median lane. All the frontage acreage fronting Baseline Road is commercial with access provided from the middle lane, depending on which directions vehicles are traveling. The City has identified the need to improve the safety for both vehicular and pedestrian traffic along Baseline Road between Willow Avenue and Meridian Avenue due to the large number of elementary schools in the area and the increase in traffic volumes compared to the previous years. There are six (6) schools within one (1) mile of Baseline Road which are Frisbie Middle School, Myers Elementary, Henry Elementary, Bemis Elementary School, Morgan Elementary School and Preston Elementary School and more than 15 businesses that provide employment opportunities to the residents in the City. Collision data from the statewide integrated Traffic Records System (SWIRTS) and Rialto Police records indicated that a lack of raised medians resulted in the many types of collisions.

The grant was taken to the Transportation Commission on April 5, 2017 for review and acceptance. The Transportation Commission voted unanimously in support of the grant and expressed their gratitude for the efforts in obtaining such a competitive grant for the City of Rialto. The grant was presented to the Economic Development Committee (EDC) on July 24, 2017 for approval. CNS Engineers was awarded the design contract on April 9, 2019 in the amount of \$246,462.29.

### **Analysis/Discussion:**

The absence of a median within the limits of the project area from Willow Ave to Meridian Ave may be a factor in the collisions that have occurred as a result of vehicles attempting to cross multiple lanes while turning left out of driveways in order to travel east/west, and vehicles turning left across oncoming traffic while making left turns into driveways. The installation of a raised median will help reduce conflict points, help reduce the number of head-on collisions caused by drivers merging into oncoming traffic, and will help reduce the broadside collisions that are caused by drivers trying to cross oncoming traffic. Medians can also be a deterrent to midblock, uncontrolled pedestrian crossings. The median island design will present challenges along two blocks on Baseline Rd between Willow Ave and Sycamore Ave. The Baseline Rd median design from Sycamore Ave to

Meridian will provide left turn pockets to access Acacia Ave, Eucalyptus Ave and Pepper Ave with no median opening since there is no access to the homes on both side along the project limits. CNS Engineers prepared two concept plans to present to the EDC acceptance and approval:

- 1- Option 1-Baseline Rd between Willow Ave and Sycamore Ave- Mid- point opening to provide access.
- 2- Option 2-Baseline Rd between Willow Ave and Sycamore Ave-Mid-Point opening to provide access by constructing traffic signals.

Option 2 would require additional funding to construct two signals at a cost of approximately \$300,000 per each for a total of \$600,000. The HSIP grant funds will cover only the median Island design and construction without the installation of the traffic signals. The total cost for construction of the median islands on Baseline Road between Willow Avenue and Meridian Avenue is estimated to be \$1,174,800.00. The amount of the awarded grant is \$1,057,320.00 with a required local match of \$117,480.00. Funding for the City's grant match will be requested as a new appropriation using Measure I funds.

The project was presented to the Transportation Commission on April 5, 2017, for review and a recommendation to accept the grant. The Transportation Commission voted unanimously in support of the recommendation to accept the grant. The grant acceptance was also presented to the Economic Development Committee (EDC) on July 24, 2017, and the EDC also recommended acceptance of the grant. Staff and consultants will be conducting community meetings to present the project and solicit input from area residents and business owners during the environmental and design phase of the project. This will be a required component in the scope of work identified in the RFP. Since the project is behind schedule, staff will be requesting an additional two year extension. The Request for authorizations to proceed to construction is December 31, 2019.

### **ENVIRONMENTAL IMPACT:**

Staff will initiate the process with Caltrans, as the lead agency pursuant to the National Environmental Policy Act (NEPA), to make an environmental determination that this project does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and that it qualifies for a Categorical Exclusion in accordance with 23 CFR 771.117(c) pursuant to activity(c)(4).

The project will include a compliance process as required by the Secretary of Resources under Section 21084 of the California Public Resources Code - Guidelines for Implementation of the California Environmental Quality Act (CEQA). This project is expected to be identified as a Class 1 project that does not have a significant effect on the environment, and is declared categorically exempt from the requirement for the preparation of environmental documents under the provisions of CEQA. In accordance with Section 15301 "Existing Facilities", Class 1 projects consist of the maintenance of existing highways and streets and because implementation of a Class II Bike lane project can enhance safety along the subject roadway segments, this project should be considered categorically exempt from CEQA.

### **GENERAL PLAN CONSISTENCY:**

Approval of this action complies with the City of Rialto General Plan Goal and Policies:

**Goal 4-1:** Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.

**Policy 4-1.1:** Establish and maintain standards for a variety of street classifications to serve both local and regional traffic, including Major Arterial Highways, Major Arterials, Secondary Arterials, Collector Streets, and Local Streets.

**FINANCIAL IMPACT:**

**Operating Budget Impact**

The proposed action will affect the Operating Budget for maintaining the landscaping and sweeping along the median island.

**Capital Improvement Budget Impact**

The awarded HSIP Cycle 8 grant is in the amount of \$1,057,320, with a required local match of \$117,480, which will come from the City's Local Measure I Funds. The match requirement of \$117,480 is budgeted and available.

**Licensing**

The proposed action will not require the payment of a business license tax.

**Recommendation**

Staff recommends that the Economic Development Committee consider this item and provide guidance on whether to accept Design Option 1 and proceed with conducting a community meeting before proceeding to the City Council.