

## 5. Environmental Analysis

### 5.5 TRANSPORTATION AND TRAFFIC

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the Etiwanda Avenue/Country Village Road Truck Restriction Ordinance to result in transportation and traffic impacts in the cities of Jurupa Valley, Ontario, Fontana, and Eastvale. The analysis in this section is based in part on the Etiwanda and Country Village Truck Restriction Traffic Impact Analysis (TIA) prepared by Iteris on May 18, 2018. A complete copy of this study is in the technical appendices to this Draft EIR (Appendix F).

#### Terminology

The following are definitions for terms used throughout this section:

**Congestion Management Plan (CMP).** A federally mandated program within metropolitan planning areas to address and manage congestion through the implementation of strategies not calling for major capital investments.

**Highway Capacity Manual (HCM).** The HCM provides methods for quantifying highway capacity, serving as a fundamental reference on concepts, performance measures, and analysis techniques for evaluating the multimodal operation of streets, highways, freeways, and off-street pathways. The methodology used to assess the operation of intersections is based on the HCM.

**Institute of Transportation Engineers (ITE).** An international society of professionals in transportation and traffic engineering. The organization publishes the Trip Generation Manual, which provides trip generation data.

**Levels of Service (LOS).** Roadway capacity is generally limited by the ability to move vehicles through intersections. A level of service (LOS) is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F, which relate to traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

**Vehicles Miles Traveled (VMT).** The number of vehicle miles of travel is an indicator of the travel levels on the roadway system by motor vehicles. This estimate is based upon traffic volume counts and roadway length.

#### 5.5.1 Environmental Setting

##### 5.5.1.1 REGULATORY BACKGROUND

The regulatory framework is used to inform decision makers about the regulatory agencies/policies that affect transportation in the City of Jurupa Valley. Major policy documents impacting the transportation system in Jurupa Valley include laws at the state level and planning documents at a regional level. State and regional laws, regulations, plans, or guidelines that are applicable to the proposed project are summarized below.

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

#### State Regulations

##### *Assembly Bill 1358, Complete Streets Act*

The California Complete Streets Act of 2008, Assembly Bill 1358 (AB 1358), was signed into law on September 30, 2008. Beginning January 1, 2011, Assembly Bill 1358 required circulation elements to address the transportation system from a multimodal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit.

The Complete Streets Act also requires general plan circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled. For further clarity, AB 1358 tasked the Governor’s Office of Planning and Research to release guidelines for compliance with this legislation by January 1, 2014.

##### *Sustainable Communities and Climate Protection Act*

The Sustainable Communities and Climate Protection Act of 2008 or Senate Bill (SB) 375 was signed into law on September 30, 2008. The SB 375 regulation provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and length of automobile trips, thus helping to meet the statewide targets for reducing greenhouse gas emissions set by AB 32. SB 375 requires each metropolitan planning organization to add a broader vision for growth, called a “Sustainable Communities Strategy” (SCS), to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land-use, and housing policies to plan for achievement of the emissions target for their region.

##### *Senate Bill 743*

On September 27, 2013, SB 743 was signed into law. The Legislature found that with adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions (GHG), as required by the California Global Warming Solutions Act of 2006 (AB 32). Additionally, AB 1358, described above, requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users.

SB 743 started a process that could fundamentally change transportation impact analysis as part of CEQA compliance. These changes will include the elimination of auto delay, level of service (LOS), and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria “shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” The Governor’s Office of Planning and Research developed alternative metrics and thresholds based on VMT. The guidelines were certified by the Secretary of the Natural Resources Agency in December 2018, and automobile

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

delay, as described solely by level of service—or similar measures of vehicular capacity or traffic congestion—is not considered a significant impact on the environment. There is an opt-in period until July 1, 2020, for agencies to adopt new VMT-based criteria. Therefore, automobile delay is still considered a significant impact, and the City will continue to use the established LOS criteria for determining significant impacts.

### Regional Regulations

#### *SCAG's 2016 RTP/SCS*

Every four years, the Southern California Association of Governments (SCAG) updates the Regional Transportation Plan (RTP) for the six-county region that includes Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. On April 7, 2016, the SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement). Current and recent transportation plan goals generally focus on balanced transportation and land use planning that:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
- Encourage land use and growth patterns that facilitate transit and active transportation.

Through implementation of the strategies in the RTP/SCS, SCAG anticipates lowering greenhouse gas emissions below 2005 levels by 8 percent by 2020, 18 percent by 2035, and 22 percent by 2040. Land use strategies to achieve the region's targets include planning for new growth around high quality transit areas and "livable corridors," and creating neighborhood mobility areas to integrate land use and transportation and plan for more active lifestyles (SCAG 2016).

#### *Riverside County Congestion Management Program*

In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's Congestion Management Program (CMP) to meet federal Congestion Management Process guidelines. The CMP in effect in Riverside County was approved by the RCTC in 2011. The CMP is currently under review and is planned to be incorporated in the Commission's Long Range Transportation Plan, which is anticipated to be completed by early 2019. All freeways

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

and selected arterial roadways in the county are designated elements of the CMP system of highways and roadways.

#### *San Bernardino County Congestion Management Program*

In its role as San Bernardino County's Congestion Management Agency, the San Bernardino County Transportation Authority (SBCTA) prepares and periodically updates its CMP to meet federal guidelines. The CMP in effect in San Bernardino County was approved by the SBCTA in 2016.

#### *Caltrans*

Intersections within incorporated cities associated with freeway on- and off-ramps fall under Caltrans jurisdiction. Caltrans targets a minimum acceptable LOS at the transition between LOS C and LOS D, as discussed in Caltrans' Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). For intersection analysis, this limit is the equivalent of having a delay of about 35 seconds per vehicle using HCM methodology. Caltrans, unincorporated Riverside County, and the cities of Jurupa Valley, Fontana, Ontario, and Eastvale require use of the HCM methodology for the analysis of traffic conditions.

### Local Regulations

#### *County of Riverside Transportation Mitigation Uniform Fee*

The County of Riverside has a Transportation Mitigation Uniform Fee (TUMF), which is administered by the Western Regional Council of Governments (WRCOG). Under the TUMF, WRCOG collects fees from new development with the purpose of funding transportation improvements, such as roadway widening, new roadways, intersection improvements, traffic signalization, etc., for the purpose of mitigating future growth.

#### *City of Jurupa Valley*

The City's General Plan Mobility Element Policy ME 1.1, Mobility Corridors, requires that the City's mobility corridors maintain at least an LOS D or better at all intersections, except where flexibility is warranted based on a multimodal LOS evaluation, or where LOS E is deemed appropriate to accommodate complete streets/multimodal facilities.

The City of Jurupa Valley has a Development Impact Fee Program that collects fees from new development with the purpose of funding construction of traffic signals in order to mitigate future growth in the city, as specified in the City of Jurupa Valley Mobility Element.

#### *Cities of Ontario, Fontana, and Eastvale*

The cities of Fontana and Eastvale have adopted LOS D as the minimum acceptable standard in their general plans. Accordingly, the acceptable LOS for the study intersections in Fontana and Eastvale is D, and Ontario allows intersections to operate at LOS E.

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

#### 5.5.1.2 EXISTING ROADWAY NETWORK

Figure 5.5-1, *Traffic Analysis Study Area*, identifies the existing circulation system in the project study area and study area intersections. Most of the study intersections are under the jurisdiction of the City of Jurupa Valley; the remaining intersections are under the jurisdiction of Caltrans and the cities of Ontario, Fontana, and Eastvale.

Existing roadways in the vicinity of the project study area include Milliken Avenue, Jurupa Street, Etiwanda Avenue, Mission Avenue, Country Village, Mission Boulevard, Hopkins Street, Iberia Street, Philadelphia Street, and Jurupa Street. Regional access to the project site is provided by I-10, I-15, and SR-60. A detailed description of the existing roadway network and conditions is provided in Section 2.1 of the TIA (see Appendix F).

#### 5.5.1.3 EXISTING TRAFFIC CONDITIONS

Intersection peak hour turn movement counts were conducted in February 2018 at all study intersections. Existing AM and PM peak hour intersection turn movement volumes are presented in Figure 1 of the TIA (Existing Peak Hour Intersection Volumes).

All study area jurisdictions use the Highway Capacity Manual methodology for determining signalized intersection operations, and therefore that methodology is presented in this analysis. The definition of an intersection deficiency was reviewed for each of the jurisdictions in the study area. The cities of Jurupa Valley, Fontana, and Eastvale generally allow a maximum LOS D for signalized intersections, and the City of Ontario provides for LOS E along some roadways. Table 5.5-1 describes LOS A through F.

**Table 5.5-1 Intersection Level of Service Descriptions**

LOS	Description	Average Delay Per Vehicle (seconds)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	$\leq 10$
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	$>10$ and $\leq 20$
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	$>20$ and $\leq 35$
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	$>35$ and $\leq 55$
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	$>55$ and $\leq 80$
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	$> 80$

Source: Iteris 2018.

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

The proposed project does not generate trips, and the volume of peak hour trips rerouted in peak hours are below the threshold for a Caltrans Traffic Impact Study. However, analysis of the study area freeway ramp peak-hour operating conditions is included. Table 5.5-2 presents the density and corresponding level of service for freeway ramps under the HCM methodology.

**Table 5.5-2 Ramp Level of Service Definitions, HCM Methodology**

Level of Service	Density (passenger cars/ mile / lane)
A	$\leq 10$
B	$>10$ and $\leq 20$
C	$>20$ and $\leq 28$
D	$>28$ and $\leq 35$
E	$>35$
F	Demand Exceeds Capacity

Source: Iteris 2018.

The existing delay and level of service during the peak hours for the study area intersections are shown in Table 5.5-3. All study area intersections currently operate at an acceptable LOS, except for Country Village/SR-60 Westbound Ramps (LOS E in the AM peak hour).

**Table 5.5-3 Summary of Intersection Operations Existing Conditions**

Intersection		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1	I-15 SB Ramps/Jurupa St	18.1	B	19.4	B
2	I-15 NB Ramps/Jurupa St	25.7	C	16.5	B
3	Milliken Ave/SR-60 EB Ramps	17.3	B	23.0	C
4	Milliken Ave/SR-60 WB Ramps	22.2	C	39.3	D
5	Etiwanda Ave/SR-60 EB On-Ramp	0.7	A	0.9	A
6	Etiwanda Ave/SR-60 WB Off-Ramp	11.6	B	8.8	A
7	Mission Ave/SR-60 EB Off-Ramp	24.1	C	31.4	C
8	Mission Ave/R-60 WB On-Ramp	0.5	A	0.9	A
9	Etiwanda Ave/Slover Ave	33.3	C	44.8	D
10	Etiwanda Ave/Hopkins St	10.3	B	9.5	A
11	Etiwanda Ave/Iberia St	8.8	A	6.9	A
12	Etiwanda Ave/Mission Blvd	34.2	C	31.4	C
13	Etiwanda Ave/Philadelphia St	10.6	B	12.7	B
14	Etiwanda Ave/Jurupa St	27.6	C	29.5	C
15	Milliken Ave/Mission Blvd	14.8	B	17.1	B

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

**Table 5.5-3 Summary of Intersection Operations Existing Conditions**

Intersection		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
16	Milliken Ave/Philadelphia St	10.9	B	9.4	A
17	Country Village/Philadelphia St	8.3	A	8.9	A
18	Country Village/SR-60 WB Ramps	<b>67.7</b>	<b>E</b>	43.5	D
19	Country Village/SR-60 EB Ramps	26.8	C	28.1	C

Source: Iteris 2018.

Notes: LOS = Level of Service

Delay in seconds per vehicle

**Bold**=deficient

The existing freeway ramp peak hour level of service analysis is summarized in Table 5.5-4. The I-15 Southbound On-Ramp at Jurupa Street (PM peak hour), Milliken Avenue at SR-60 Westbound On-Ramp (AM and PM peak hours), Etiwanda Avenue at SR-60 Eastbound On-Ramp (PM peak hour), and Mission Avenue at SR-60 Westbound On-Ramp (AM and PM Peak hours) operate at LOS F.

**Table 5.5-4 Existing Freeway Ramp Peak Hour Level of Service**

Ramp		AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS
1	I-15 Southbound Off- Ramp at Jurupa Street	9.1	A	5.6	A
2	I-15 Southbound On- Ramp at Jurupa Street	29.5	D	<b>39.5</b>	<b>F</b>
3	I-15 Northbound Off-Ramp at Jurupa Street	22.5	C	27.7	C
4	I-15 Northbound On-Ramp at Jurupa Street	27.7	C	26.5	C
5	Milliken Avenue at SR-60 Eastbound Off-Ramp	15.1	B	23.7	C
6	Milliken Avenue at SR-60 Eastbound On-Ramp	11.8	B	23.4	C
7	Milliken Avenue at SR-60 Westbound Off-Ramp	29.6	D	28.2	D
8	Milliken Avenue at SR-60 Westbound On-Ramp	<b>35.9</b>	<b>F</b>	<b>37.4</b>	<b>F</b>
9	Etiwanda Avenue at SR-60 Eastbound On-ramp	16.9	B	<b>28.7</b>	<b>F</b>
10	Etiwanda Avenue at SR-60 Westbound Off-ramp	21.2	C	20.5	C
11	Mission Avenue at SR-60 Eastbound Off-Ramp	19.6	B	30.1	D
12	Mission Avenue at SR-60 Westbound On-Ramp	<b>40.2</b>	<b>F</b>	<b>38.1</b>	<b>F</b>
13	Country Village at SR-60 Westbound Off-Ramp	20.8	C	20.7	C
14	Country Village at SR-60 Westbound On-Ramp	30.3	D	30.0	D
15	Country Village at SR-60 Eastbound Off-Ramp	19.6	B	33.4	D
16	Country Village at SR-60 Eastbound On-Ramp	18.3	B	28.6	D

Source: Iteris 2018.

Notes: LOS = Level of Service

Density = Passenger Cars / Mile / Lane

**Bold**=LOS E, F

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

#### Existing Transit Service

Public transit in Jurupa Valley is provided by the Riverside Transit Agency (RTA). The closest bus stops to the study area are on Country Village Road at the intersections of Granite Hill Drive, Country Club Road, and Oak Leaf Way. The study area is served by two bus lines along Jurupa Street:

- OmniGo bus line operated by Omnitrans. Omnitrans route 82 connects Rancho Cucamonga, Fontana, and Sierra Lakes via Jurupa Street through the study area, hourly, seven days a week.
- The RTA CommuterLink Express route 204 operates hourly during peak hours on Jurupa Street, connecting Downtown Riverside to the Montclair Transcenter.

#### Existing Pedestrian and Bicycle Circulation

The majority of roadways in the study area have sidewalks. This includes Etiwanda Avenue (both sides) and Country Village Road (west side) in the proposed truck-restricted portions. There are no bicycle-specific facilities in the study area.

### 5.5.2 Thresholds of Significance

Level of service (LOS) has been the standard used to measure transportation impacts of major developments and road system changes. Level of service is basically a measurement of how many cars can pass through an intersection in a given time. However, in recent years, LOS has been criticized as being an inadequate measure of a roadway's performance because if a project reduced a road's LOS, the result was generally considered an adverse or undesirable project effect, no matter how many other benefits the project might create. Further, increasing level of service by widening streets is often growth inducing and invites additional traffic, yielding only short-term benefits and leading to eventual decreases in LOS. Since LOS is based on peak hour traffic volumes, it can generate the need for costly improvements that are not needed during most of a 24-hour period.

LOS is not the only tool to measure traffic congestion. In 2016, California enacted SB 743, a law which is expected to change how traffic congestion is measured. Under the new law, the Governor's Office of Planning and Research is tasked with developing a replacement metric for LOS which is based on VMT and considers the needs of all road users, including bicyclists, pedestrians, and others.

The Governor's Office of Planning and Research is working with local agencies to develop guidelines to help local governments implement AB 743. In the interim, cities must take into account VMT as part of environmental review, but may also continue to use LOS to evaluate roadway performance.



Figure 5.5-1 - Traffic Analysis Study Area  
5. Environmental Analysis



— Project Site

① Study Intersection

0 1  
Scale (Miles)



## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

*This page intentionally left blank.*

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

- T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-5 Result in inadequate emergency access.
- T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following threshold would be less than significant:

- Threshold T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risk

The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. This impact will not be addressed in the following analysis.

### Significance Criteria

The following significance criteria have been established to evaluate environmental impacts in the project area and are utilized in this DEIR.

#### *Cities of Jurupa Valley, Ontario, Fontana, and Eastvale*

The minimum level of service applicable to the study area intersections in Jurupa Valley, Fontana, and Eastvale is LOS D, for Ontario is LOS E. Therefore, any intersection operating at LOS E or worse in Jurupa Valley, Fontana and Eastvale will be considered deficient, in Ontario LOS F would be deficient. An impact is considered significant if the project-related traffic causes an intersection to move from an acceptable level of service to an unacceptable level of service. In impact would also occur where an intersection is already operating at a deficient LOS, and the proposed project adds additional delay to the intersection. If a significant impact

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

occurs, mitigation is required to bring the intersection back to an acceptable level of service or to the “no-project” condition (condition without implementation of the proposed project).

Where impacts occur and mitigation is required, the project is only responsible for the fair-share cost of the mitigation. The percentage fair-share for the project is calculated at each location based on the total trips related to the proposed project divided by the total background traffic, which is a net increase over existing conditions.

#### *Caltrans*

For the purposes of this analysis, the same thresholds (LOS D) have also been applied to all intersections in all jurisdictions, including the Caltrans ramp-to arterial intersections. A level of service analysis for freeway on and off-ramps is included in this analysis. If a state highway facility is operating at less than the target LOS, the existing LOS is to be maintained.

#### **Riverside County Congestion Management Program**

With the intent of the legislation in mind, the RCTC Technical Advisory Committee (TAC) CMP Subcommittee approved a "two-tiered" approach to establish the minimum LOS standard. Tier 1 involves the "locally established minimum traffic LOS - or - ceiling," while Tier 2 involves the CMP minimum LOS standard - or - "floor." Most local agencies in Riverside County and Caltrans have adopted LOS standards of "C" or "D" (representing the "ceiling" in Tier 2) in an effort to maintain a desired LOS for the local circulation system. To address CMP legislative requirements, and establish a minimum LOS along the regional system of roadways and highways within the County (representing the “floor” in Tier 2), RCTC approved a minimum traffic LOS standard of "E."

#### **San Bernardino County Congestion Management Program**

For the CMP roadway system, the LOS standard shall be E for all segments and intersections except those designated LOS F. None of the study intersections are designated to operate at LOS F.

### **5.5.3 Existing Regulations and Standard Conditions**

#### **5.5.3.1 STATE AND REGIONAL REGULATIONS**

- The California Complete Streets Act (Assembly Bill 1358)
- Riverside County Congestion Management Program
- 2014 RTP/SCS
- Riverside County Circulation Element
- County of Riverside Transportation Mitigation Uniform Fee

#### **5.5.3.2 CITY OF JURUPA VALLEY MUNICIPAL CODE**

- Title 12, Vehicles and Traffic
- Chapter 12.25.070, Trucks and Trailers
- Chapter 12.35.020, Permissible Vehicle Weight on Streets, Roads, Highways, and Bridges; Truck routes

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

- Chapter 3.70, Western Riverside County Transportation Uniform Mitigation Fee Program

### 5.5.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

---

**Impact 5.5-1: Project truck traffic restrictions would impact levels of service in the local circulation system. [Threshold T-1]**

---

**Impact Analysis:** As discussed in Section 3 of this DEIR, the proposed project is to restrict trucks over 16,000 pounds from accessing a portion of Etiwanda Avenue adjacent to the Mira Loma Village between SR-60 and Hopkins Street and a portion of Country Village Road between SR-60 and Philadelphia Avenue (see Figure 5.5-1). Traffic operations were evaluated for each of the following future scenarios:

- Opening Year 2020 Without Project Conditions;
- Opening Year 2020 With Project Conditions;
- Future Year 2035 Without Project Conditions; and
- Future Year 2035 With Project Conditions.

In order to forecast future conditions in the study area, the RivTAM Travel Demand Model was utilized. With project scenarios were developed by adding heavy truck restrictions to the travel demand model along Etiwanda Avenue and Country Village Road. Since the proposed project would restrict heavy trucks on roadways in the travel demand model, truck trips are routed to the next available roadways that allow trucks. The TIA prepared for the proposed project provides a detailed discussion of the methodology used to provide traffic forecasts (see Appendix F, Section 1.3). The traffic analysis uses passenger car equivalent (PCE) volumes where trucks are converted into two automobile trips. At long-range 2035 conditions, the project would reroute 2,460 trucks from Etiwanda Avenue and 1,260 trucks from Country Village Road. The truck volume removed from Etiwanda Avenue and Country Village Road “frees up” capacity for additional automobile and light truck trips on those roadways. Therefore, the difference in the total volume of traffic between Without Project and With Project scenarios is not as large as the difference within vehicle classes (automobiles or trucks). The trucks would be rerouted to alternative routes, as shown in Table 5.5-5, *Proposed Project Truck Rerouting to Alternative Routes*.

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

**Table 5.5-5 Proposed Project Truck Rerouting to Alternative Routes**

Roadway - Jurisdiction	Rerouted To		
	Primarily Rerouted From	Rerouted Volume	Percent of Total
Mission Blvd (from east, and Etiwanda south of Mission Blvd) - Jurupa Valley	Etiwanda Avenue	860	23%
SR-60 Milliken Avenue Ramps - Caltrans	Etiwanda Avenue	670	18%
I-15 Jurupa Street Ramps - Caltrans	Etiwanda Avenue	660	18%
I-15 north of Jurupa Street- Caltrans	Etiwanda Avenue	580	16%
Sierra Avenue north of Armstrong – Jurupa Valley/Fontana	Country Village Road	360	10%
Philadelphia Street East of Etiwanda - Jurupa Valley/Fontana	Country Village Road	270	7%
Armstrong Road north of Sierra - Jurupa Valley	Country Village Road	100	3%
Milliken Avenue north of Philadelphia- Ontario	Etiwanda Avenue	80	2%
Other routes outside of study area	Country Village Road	140	4%

Source: Iteris 2018.  
Note: Rerouted volumes are based on a comparison of the 2035 Without Project to 2035 With Project travel demand model scenarios.

### 2020 Traffic Conditions

This section summarizes the effect of the truck restrictions at the study intersections in 2020 conditions. This would represent conditions when the ordinance would take effect. Figure 5.5-2, *Future Year 2020 Daily Change in Truck Volumes*, shows the change in truck traffic volumes that would result from the truck restrictions on Etiwanda Avenue and Country Village Road. Travel demand modeling shows increases in vehicle trips on Philadelphia Street to Milliken Avenue and Mission Boulevard to access I-15 and SR-60, and Jurupa Avenue west of Etiwanda Avenue to access I-15. While the proposed trucking restrictions would cause some roadway segments to improve under 2020 conditions, others would deteriorate, but not to the degree that LOS grade level would deteriorate (e.g., from LOS E to LOS F). The intersection analysis results under 2020 Without Project and 2020 With Project conditions are summarized in Table 5.5-6. All intersections operate at LOS D or better under 2020 conditions, except for intersection 18, Country Village at SR-60 Westbound Ramps. This intersection currently operates at LOS E and is forecast to operate at LOS E under 2020 conditions without and with the project. Trucking restrictions on Country Village Road would route trucks away from this intersection, resulting in a decrease in delay at intersection 18. Based on the threshold for significant impacts of the proposed project, the rerouting of trucks caused by the project would not cause a significant impact at any study intersection.

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

**Table 5.5-6 2020 Conditions Intersection Level of Service Summary**

Intersection		Without Project				With Project				Change in Delay		Project Impact?
#	Description- Jurisdiction	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
1	I-15 SB Ramps/Jurupa St - Caltrans	18.5	B	19.2	B	18.5	B	19.3	B	0.0	0.1	No
2	I-15 NB Ramps - Jurupa St/- Caltrans	27.9	C	17.3	B	29.3	C	17.6	B	1.4	0.3	No
3	Milliken Ave/SR-60 EB Ramps - Caltrans	18.2	B	20.6	C	18.3	B	20.7	C	0.1	0.1	No
4	Milliken Ave/SR-60 WB Ramps -Caltrans	22.9	C	39.1	D	22.7	C	38.4	D	-0.2	-0.7	No
5	Etiwanda Ave/SR-60 EB On-Ramp- Caltrans	0.7	A	1.1	A	0.7	A	1.0	A	0.0	-0.1	No
6	Etiwanda Ave/SR-60 WB Off-Ramp - Caltrans	11.4	B	9.4	A	11.4	B	9.4	A	0.0	0.0	No
7	Mission Blvd./SR-60 EB Off-Ramp - Caltrans	23.4	C	29.7	C	23.4	C	29.6	C	0.0	-0.1	No
8	Mission Blvd./R-60 WB On-Ramp - Caltrans	0.5	A	0.9	A	0.5	A	0.9	A	0.0	0.0	No
9	Etiwanda Ave/Slover Ave -Fontana	33.7	C	46.6	D	33.1	C	46.7	D	-0.6	0.1	No
10	Etiwanda Ave/Hopkins St - Jurupa Valley	10.4	B	9.8	A	9.9	A	9.6	A	-0.5	-0.2	No
11	Etiwanda Ave/Iberia St - Jurupa Valley	9.3	A	7.1	A	9.0	A	7.0	A	-0.3	-0.1	No
12	Etiwanda Ave/Mission Blvd - Jurupa Valley	38.4	D	34.1	C	37.2	D	33.4	C	-1.2	-0.7	No
13	Etiwanda Ave/Philadelphia St - Jurupa Valley/Fontana	11.3	B	13.8	B	11.4	B	14.0	B	0.1	0.2	No
14	Etiwanda Ave/Jurupa St - Fontana	28.8	C	31.1	C	28.6	C	31.9	C	-0.2	0.8	No
15	Milliken Ave/Mission Blvd - Ontario	15.5	B	18.1	B	15.9	B	18.6	B	0.4	0.5	No
16	Milliken Ave/Philadelphia St - Ontario	11.6	B	9.6	A	12.4	B	10.5	B	0.8	0.9	No

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

**Table 5.5-6 2020 Conditions Intersection Level of Service Summary**

Intersection		Without Project				With Project				Change in Delay		Project Impact?
#	Description- Jurisdiction	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
17	Country Village/Philadelphia St - Jurupa Valley/Fontana	8.9	A	10.1	B	8.7	A	9.8	A	-0.2	-0.3	No
18	Country Village/SR-60 WB Ramps - Caltrans	75.0	E	50.9	D	72.3	E	46.3	D	-2.7	-4.6	No
19	Country Village/SR-60 EB Ramps - Caltrans	27.1	C	28.5	C	27.1	C	28.4	C	0.0	-0.1	No

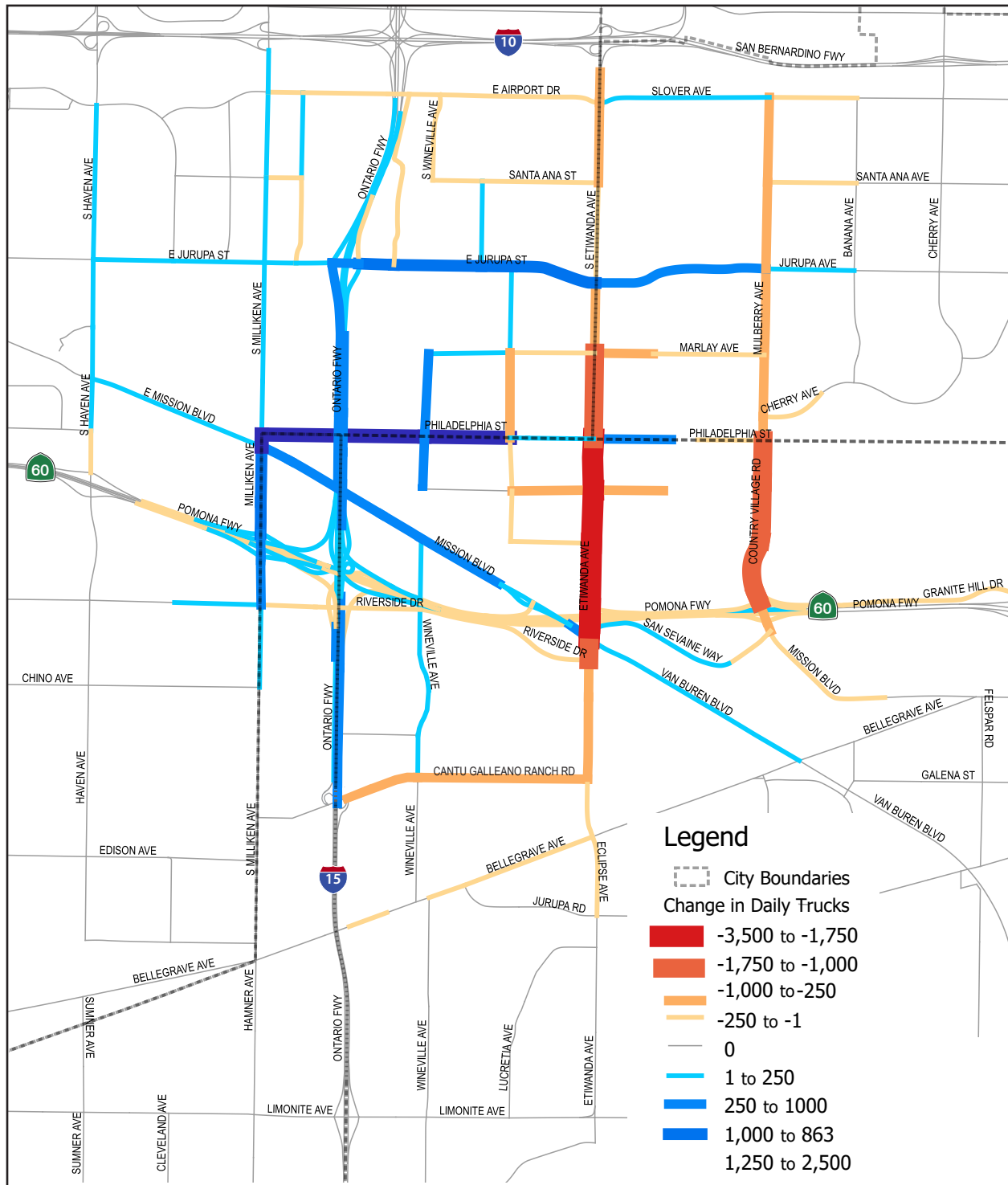
Source: Iteris 2018.

Notes: delay in seconds per vehicle

**Bold**=deficient



Figure 5.5-2 - Future Year 2020 Daily Change in Truck Volumes  
5. Environmental Analysis



## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

*This page intentionally left blank.*

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

### Summary of 2020 Intersection Traffic Impacts

As a result of adopting the proposed trucking restrictions, no significant traffic impacts would occur at any of the study area intersections. No mitigation is required.

### 2035 Traffic Conditions

Under 2035 conditions, transportation improvement projects in study area were included and are described in detail on page 8 of the TIA (Appendix F). Figure 5.5-3, *Future Year 2035 Daily Change in Truck Volumes*, shows the change in truck traffic volumes that would result from the truck restrictions on Etiwanda Avenue and Country Village Road. The intersection analysis results under 2035 Without Project and 2035 With Project conditions are summarized in Table 5.5-7. Most intersections operate at LOS D or better under 2035 conditions. While the proposed trucking restrictions would cause some roadway segments to improve under 2035 conditions, others would deteriorate. The following intersections are forecast to be deficient:

- 5, Etiwanda Avenue/SR-60 EB On-Ramp (Without Project, AM Peak Hour)
- 12, Etiwanda Avenue/Mission Boulevard (Without and With Project, AM and PM peak hour)
- 13, Etiwanda Avenue/Philadelphia Street (Without and With Project, PM peak hour)
- 15, Milliken Avenue/Mission Boulevard (Without and With Project, PM peak hour)
- 17, Country Village/Philadelphia Street ((Without and With Project, PM peak hour)
- 18, Country Village at SR-60 Westbound Ramps (Without and With Project, AM and PM peak hour)

Trucking restrictions would route trucks away from all deficient intersections resulting in a decrease in delay, except for intersection 15, Milliken Avenue/Mission Boulevard. This intersection is on the boundary of Eastvale and Ontario. At this intersection the project would increase truck traffic, resulting in an increase in delay of 1 second per vehicle in the AM peak hour and 7.3 seconds per vehicle in the PM peak hour, worsening its operations. Based on the threshold for significant impacts of the proposed project, the project would cause a significant impact at intersection 15, Milliken Avenue/Mission Boulevard, under 2035 conditions in the PM peak hour.

***Level of Significance before Mitigation:*** Potentially significant.

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

*This page intentionally left blank.*

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

**Table 5.5-7 2035 Conditions Intersection Level of Service Summary**

Intersection		Without Project				With Project				Change in Delay		Project Impact?
#	Description - Jurisdiction	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS			
1	I-15 SB Ramps/Jurupa St - Caltrans	21.9	C	21.6	C	21.9	C	21.5	C	0.0	-0.1	No
2	I-15 NB Ramps/Jurupa St - Caltrans	41.7	D	19.8	B	43.2	D	20.5	C	1.5	0.7	No
3	Milliken Ave/SR-60 EB Ramps - Caltrans	34.2	C	41.5	D	35.0	D	41.5	D	0.8	0.0	No
4	Milliken Ave/SR-60 WB Ramps- Caltrans	16.8	B	41.2	D	16.8	B	43.0	D	0.0	0.8	No
5	Etiwanda Ave/SR-60 EB On-Ramp - Caltrans	8.1	A	56.8	E	6.5	A	52.7	D	-1.6	-4.1	No
6	Etiwanda Ave/SR-60 WB Off-Ramp - Caltrans	16.2	B	15.2	B	14.3	B	13.2	B	-1.9	-2.0	No
7	Mission Blvd/SR-60 EB Off-Ramp - Caltrans	20.6	C	22.7	C	21.1	C	22.8	C	0.5	0.1	No
8	Mission Blvd/R-60 WB On-Ramp - Caltrans	1.0	A	1.9	A	1.0	A	1.9	A	0.0	0.0	No
9	Etiwanda Ave/Slover Ave - Fontana	23.8	C	41.8	D	23.4	C	41.7	D	-0.4	-0.1	No
10	Etiwanda Ave/Hopkins St - Jurupa Valley	12.6	B	13.9	B	11.8	B	13.3	B	-0.8	-0.6	No
11	Etiwanda Ave/Iberia St - Jurupa Valley	17.0	B	15.9	B	14.7	B	13.5	B	-2.3	-2.4	No
12	Etiwanda Ave/Mission Blvd - Jurupa Valley	128.5	F	173.4	F	126.4	F	169.8	F	-2.1	-3.6	No
13	Etiwanda Ave/Philadelphia St - Jurupa Valley/Fontana	28.9	C	106.8	F	28.7	C	103.5	F	-0.2	-3.3	No
14	Etiwanda Ave/Jurupa St- Fontana	38.5	D	37.8	D	37.8	D	39.1	D	-0.7	1.3	No
15	Milliken Ave/Mission Blvd- Ontario	30.0	C	60.1	E	31.0	C	67.4	E	1.0	7.3	Yes
16	Milliken Ave/Philadelphia St- Ontario	42.2	D	14.6	B	48.2	D	16.6	B	6.0	2.0	No
17	Country Village/Philadelphia St- Jurupa Valley/Fontana	50.0	D	143.5	F	46.8	D	138.1	F	-3.2	-5.4	No
18	Country Village/SR-60 WB Ramps- Caltrans	208.4	F	213.2	F	200.1	F	205.5	F	-8.3	-7.7	No
19	Country Village/SR-60 EB Ramps - Caltrans	30.0	C	49.8	D	29.9	C	46.9	D	-0.1	-2.9	No

Source: Iteris 2018.

Notes: delay in seconds per vehicle

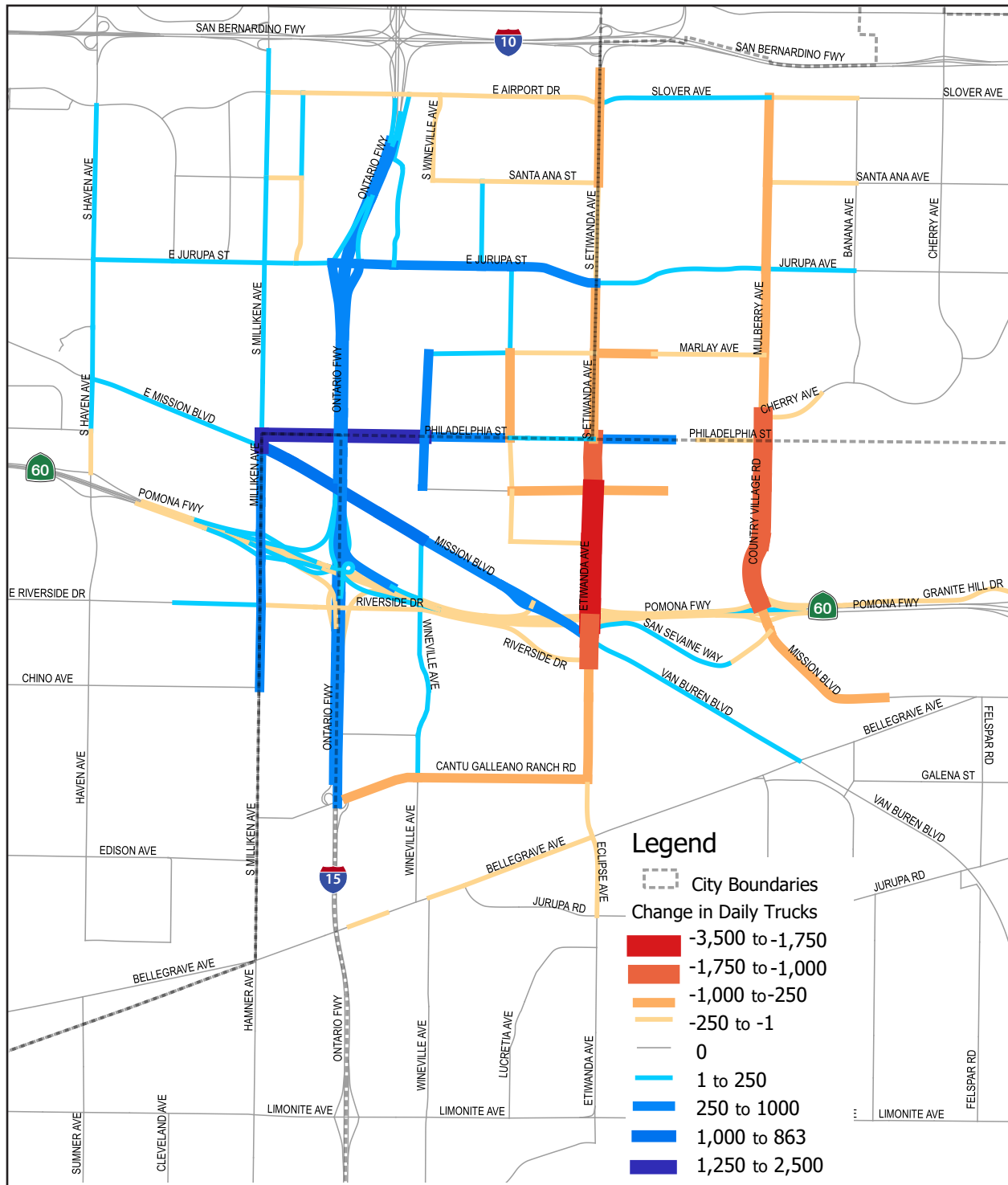
Bold=deficient

## 5. Environmental Analysis

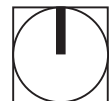
### TRANSPORTATION AND TRAFFIC

*This page intentionally left blank.*

Figure 5.5-3 - Future Year 2035 Daily Change in Truck Volumes  
5. Environmental Analysis



0 1  
Scale (Miles)



## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

*This page intentionally left blank.*



## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

### Summary of 2035 Intersection Traffic Impacts

As a result of adopting the proposed trucking restrictions, a significant impact (i.e., contribution to a cumulatively considerable impact) would occur at the intersection of Milliken Avenue and Mission Boulevard in the City of Ontario

The project would increase truck traffic, resulting in an increase in delay and worsening operations intersection of Milliken Avenue and Mission Boulevard. Based on the threshold for significant impacts, the project would cause a significant impact at this location. The intersection of Milliken Avenue and Mission Boulevard was reconstructed as part of the South Milliken Avenue Grade Separation and is in the cities of Eastvale and Ontario. Opened in 2017, the intersection is elevated above Mission Boulevard and predominantly serves north-south Milliken Avenue traffic and right-turns and left-turns between Milliken Avenue and Mission Boulevard. Under 2035 conditions, the southbound through movement is the critical intersection movement. The southbound through movement is carried by three through lanes, and widening the roadway to four lanes would be a large undertaking involving the widening of the overpass bridge. The \$48,000,000 project cost was funded through a variety of sources including the City of Ontario, Measure I, the Trade Corridor Improvement Fund (TCIF), Section 190 Funds, Union Pacific Railroad, and the State Local Partnership Program (SLPP).

**Level of Significance before Mitigation:** Potentially significant.

---

#### **Impact 5.5-2: The project would impact levels of service in the freeway system. [Threshold T-1]**

---

**Impact Analysis:** This section discusses potential impacts at freeway ramp operations, which are all under the jurisdiction of Caltrans. Levels of service at freeway facilities are defined in terms of density for all cases of stable operation, LOS A through LOS E. LOS F exists when the demand exceeds the capacity of the on- or off-ramp. Caltrans has defined LOS D as the maximum acceptable level of service. Tables 5.5-8 and 5.5-9 summarize the freeway ramp peak hour for 2020 and 2035 conditions, respectively.

Under 2020 conditions, as shown in Table 5.5-8, 5 of the 16 ramps have demand that exceeds capacity in the peak hour. The project would also reroute truck trips to freeway ramps that are anticipated to operate at unacceptable conditions. This would be considered a significant impact without mitigation under 2020 conditions at the five ramps identified below.

Under 2035 conditions, as shown in Table 5.5-9, 7 of the 16 ramps have demand that exceeds capacity in the AM peak hour, and all but one location have demand that exceeds capacity in the PM peak hour under Without Project and With Project conditions. The project would also add trips to the freeway ramps listed above that are anticipated to operate at unacceptable conditions. Therefore, a significant impact would occur at 12 ramps under 2035 conditions.

In summary, the following off-ramps would operate at a deficient level of service without mitigation:

- I-15 Southbound Off- Ramp at Jurupa Street (2020)
- I-15 Southbound On- Ramp at Jurupa Street (2020, 2035)
- I-15 Northbound Off-Ramp at Jurupa Street (2035)

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

- I-15 Northbound On-Ramp at Jurupa Street (2035)
- Milliken Avenue at SR-60 Eastbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Etiwanda Avenue at SR-60 Eastbound On-ramp(2020, 2035)
- Etiwanda Avenue at SR-60 Westbound Off-ramp (2035)
- Mission Avenue at SR-60 Eastbound Off-Ramp (2035)
- Mission Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Country Village at SR-60 Westbound Off-Ramp (2035)
- Country Village at SR-60 Eastbound Off-Ramp (2035)

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

**Table 5.5-8 2020 Conditions Freeway Ramps Level of Service Summary**

Intersection		Without Project				With Project				Change in Density		Project Impact?
#	Description/City Location	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS			
1	I-15 Southbound Off- Ramp at Jurupa Street/Ontario	7.8	A	4.6	F	7.9	A	4.7	F	0.1	0.1	Yes
2	I-15 Southbound On- Ramp at Jurupa Street/Ontario	30.4	D	40.3	F	30.5	D	40.4	F	0.1	0.1	Yes
3	I-15 Northbound Off-Ramp at Jurupa Street/Ontario	23.6	C	29.2	D	23.9	C	29.9	D	0.3	0.7	
4	I-15 Northbound On-Ramp at Jurupa Street/Ontario	28.4	D	28.3	D	28.8	D	29.0	D	0.4	0.7	
5	Milliken Avenue at SR-60 Eastbound Off-Ramp/Ontario	16.2	B	24.5	C	16.3	B	25.1	C	0.1	0.6	
6	Milliken Avenue at SR-60 Eastbound On-Ramp/Ontario	12.4	B	23.6	C	12.5	B	23.9	C	0.1	0.3	
7	Milliken Avenue at SR-60 Westbound Off-Ramp/Ontario	29.7	D	29.3	D	29.7	D	25.9	D	0.0	-3.4	
8	Milliken Avenue at SR-60 Westbound On-Ramp/Ontario	36.6	F	38.5	F	36.7	F	38.6	F	0.1	0.1	Yes
9	Etiwanda Avenue at SR-60 Eastbound On-ramp/Jurupa Valley	17.7	B	29.3	F	17.8	B	29.3	F	0.1	0.0	Yes
10	Etiwanda Avenue at SR-60 Westbound Off-ramp/Jurupa Valley	21.2	C	21.1	C	21.2	C	21.4	C	0.0	0.3	
11	Mission Boulevard at SR-60 Eastbound Off-Ramp/Jurupa Valley	20.0	B	29.9	D	20.0	C	30.2	D	0.0	0.3	
12	Mission Boulevard at SR-60 Westbound On-Ramp/Jurupa Valley	40.6	F	39.2	F	40.7	F	39.7	F	0.1	0.5	Yes
13	Country Village at SR-60 Westbound Off-Ramp/Jurupa Valley	21.0	C	21.7	C	21.0	C	22.1	C	0.0	0.4	
14	Country Village at SR-60 Westbound On-Ramp/Jurupa Valley	30.6	D	30.9	D	30.4	D	30.9	D	-0.2	0.0	

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

**Table 5.5-8 2020 Conditions Freeway Ramps Level of Service Summary**

Intersection		Without Project				With Project				Change in Density		Project Impact?
#	Description/City Location	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS			
15	Country Village at SR-60 Eastbound Off-Ramp/Jurupa Valley	20.4	C	33.8	D	20.7	C	33.9	D	0.3	0.1	
16	Country Village at SR-60 Eastbound On-Ramp/Jurupa Valley	19.1	B	29.2	D	19.0	B	29.1	D	-0.1	-0.1	

Source: Iteris 2018.

Notes: HCM 2010 Operations Methodology

LOS = Level of Service

Density = Passenger Cars / Mile / Lane

**Bold**= LOS E, F

**All freeway ramp intersections are under the jurisdiction of Caltrans.**

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

**Table 5.5-9 2035 Conditions Freeway Ramps Level of Service Summary**

Intersection		Without Project				With Project				Density		Project Impact?
#	Description/City Location	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS			
1	I-15 Southbound Off- Ramp at Jurupa Street/Ontario	18.0	F	30.1	F	17.4	F	29.8	F	-0.6	-0.3	
2	I-15 Southbound On- Ramp at Jurupa Street/Ontario	42.0	F	53.4	F	42.1	F	53.3	F	0.1	-0.1	Yes
3	I-15 Northbound Off-Ramp at Jurupa Street/Ontario	44.3	F	58.0	F	45.0	F	59.6	F	0.7	1.6	Yes
4	I-15 Northbound On-Ramp at Jurupa Street/Ontario	39.2	F	42.9	F	39.6	F	43.5	F	0.4	0.6	Yes
5	Milliken Avenue at SR-60 Eastbound Off-Ramp/Ontario	27.3	C	33.8	F	27.5	C	34.5	F	0.2	0.7	Yes
6	Milliken Avenue at SR-60 Eastbound On-Ramp/Ontario	20.4	C	23.5	C	20.6	C	25.9	C	0.2	2.4	
7	Milliken Avenue at SR-60 Westbound Off-Ramp/Ontario	31.2	D	46.9	F	31.2	D	47.4	F	0.0	0.5	Yes
8	Milliken Avenue at SR-60 Westbound On-Ramp/Ontario	46.0	F	51.5	F	46.1	F	51.6	F	0.1	0.1	Yes
9	Etiwanda Avenue at SR-60 Eastbound On-ramp/Jurupa Valley	25.9	C	36.4	F	27.8	F	36.4	F	1.9	0.0	Yes
10	Etiwanda Avenue at SR-60 Westbound Off-ramp/Jurupa Valley	20.3	C	29.1	F	20.3	C	29.3	F	0.0	0.2	Yes
11	Mission Boulevard at SR-60 Eastbound Off-Ramp/Jurupa Valley	27.6	C	31.5	F	27.6	C	31.7	F	0.0	0.2	Yes
12	Mission Boulevard at SR-60 Westbound On-Ramp/Jurupa Valley	46.4	F	53.1	F	46.5	F	53.6	F	0.1	0.5	Yes
13	Country Village at SR-60 Westbound Off-Ramp/Jurupa Valley	23.3	C	33.7	F	23.4	C	34.2	F	0.1	0.5	Yes
14	Country Village at SR-60 Westbound On-Ramp/Jurupa Valley	34.6	D	41.9	F	34.3	D	41.9	F	-0.3	0.0	

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

**Table 5.5-9 2035 Conditions Freeway Ramps Level of Service Summary**

Intersection		Without Project				With Project				Density		Project Impact?
#	Description/City Location	AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS			
15	Country Village at SR-60 Eastbound Off-Ramp/Jurupa Valley	30.5	D	39.1	F	30.7	D	39.2	F	0.2	0.1	Yes
16	Country Village at SR-60 Eastbound On-Ramp/Jurupa Valley	29.2	D	36.5	F	29.1	D	36.4	F	-0.1	-0.1	

Source: Iteris 2018.

Notes: HCM 2010 Operations Methodology

LOS = Level of Service

Density = Passenger Cars / Mile / Lane

**Bold**=LOS E, F

**All freeway ramp intersections are under the jurisdiction of Caltrans.**

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

### Summary of Freeway Ramp Traffic Impacts

As a result of adopting the proposed trucking restrictions, the following freeway ramps would be significantly impacted:

- I-15 Southbound Off- Ramp at Jurupa Street (2020)
- I-15 Southbound On- Ramp at Jurupa Street (2020, 2035)
- I-15 Northbound Off-Ramp at Jurupa Street (2035)
- I-15 Northbound On-Ramp at Jurupa Street (2035)
- Milliken Avenue at SR-60 Eastbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Etiwanda Avenue at SR-60 Eastbound On-Ramp(2020, 2035)
- Etiwanda Avenue at SR-60 Westbound Off-Ramp (2035)
- Mission Avenue at SR-60 Eastbound Off-Ramp (2035)
- Mission Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Country Village at SR-60 Westbound Off-Ramp (2035)
- Country Village at SR-60 Eastbound Off-Ramp (2035)

*Level of Significance before Mitigation:* Potentially significant.

---

**Impact 5.5-3: The truck restrictions implemented with the project would result in designated highways exceeding county congestion management agency service standards. [Threshold T-2]**

---

#### *Impact Analysis:*

#### **Riverside County Congestion Management Program (2011)**

According to the Riverside County Congestion Management Program (CMP), the following highways and roadways are designated CMP facilities in the study area:

- I-15
- SR-60
- Etiwanda Avenue from Limonite Street to the San Bernardino County line
- Country Village Road from SR-60 to the San Bernardino County line; and Van Buren Boulevard from the San Bernardino County line to I-215

#### **San Bernardino County Congestion Management Program (2016 Update)**

According to the San Bernardino County Congestion Management Program (CMP), the following highways and roadways are designated CMP facilities in the study area:

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

- I-10
- SR-60
- Etiwanda Avenue
- Jurupa Street

As discussed in Impact 5.5-1, a significant impact was identified at the intersections of Milliken Avenue at Mission Boulevard, where the project would result in additional traffic volume that would significantly cumulatively contribute to the anticipated deficient operations at this intersection. However, this intersection is not part of the CMP system.

Several freeway on- and off-ramps on the I-15 and SR-60 would operate at unacceptable LOS (see Impact 5.5-2). The project would result in additional traffic volume that would significantly cumulatively contribute to impacts at freeway on-and off-ramps. According to the RCTC CMP plan, when a deficiency is identified, a deficiency plan must be prepared by the local agency (in this case Caltrans). Other agencies identified as contributors to the deficiency, which in this case is the City of Jurupa Valley, are also required to coordinate with the development of the plan. The plan must contain mitigation measures, including consideration of transportation demand management strategies and transit alternatives, and a schedule for mitigating deficiency. Without specific policies requiring the City to contribute to the deficiency plan, this would be considered a significant impact without mitigation.

***Level of Significance before Mitigation:*** Potentially significant.

---

**Impact 5.5-4: Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-4 and T-5]**

---

***Impact Analysis:*** The project would not increase hazards due to a design feature since there would be no modifications to the configuration of any existing road.

As shown on Figures 5.5-2 and 5.5-3, most truck traffic would be diverted to the SR-60 and I-15 freeways and to major roads such as Milliken Avenue, Philadelphia Street, and Mission Boulevard. These are major roads suited for truck traffic, not local and residential streets. The project would not add an incompatible use or operation of equipment that would cause a potential conflict to traffic operations in the area.

The project would not interfere with emergency access since there would be no road closures or the development of a land use that would conflict with access for emergency vehicles. There would be increase in delays at some intersections in the study area, but other locations would experience an improvement. These changes in intersection delay would not cause inadequate access for emergency vehicles.

***Level of Significance before Mitigation:*** Less than significant.



## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

---

### **Impact 5.5-5: The proposed project complies with adopted policies, plans, and programs for alternative transportation. [Threshold T-6]**

---

**Impact Analysis:** The City's General Plan Mobility Element established goals and policies to promote mobility via bicycle, and pedestrian modes. Policies ME 3.1 to 3.36 of the Mobility Element were implemented to plan, develop, and maintain a bicycle and pedestrian network, balancing safety and convenience for roadway users. The majority of roadways in the study area have sidewalks on both sides of the road. The City has not yet adopted a pedestrian and bicycle master plan, and no bicycle facilities are in the study area. The project would change travel patterns for trucks in the area. As discussed in Impact 5.5-1 (see Table 5.5-5), truck traffic would use other routes along major roads. Roadways that would experience an increase in truck traffic are major roads where truck traffic already occurs, and the project would not modify the configuration of any existing road, displace a bus stop, or modify an existing or planned bicycle or pedestrian facility in the area. Therefore, no impact would occur, and no mitigation would be required.

**Level of Significance before Mitigation:** No impact.

### **5.5.5 Cumulative Impacts**

The analysis for Impacts 5.13-1, 5.13-2, and 5.13-3 includes the analysis of traffic conditions at local jurisdictions, CMP, and state-controlled intersections for cumulative conditions with and without the project. Cumulative traffic impacts consider the impacts of future growth and development in the City of Jurupa Valley and vicinity on the roadway system serving the area. Traffic forecasts were derived from the RivTAM Travel Demand Model. The model scenarios include infrastructure changes and changes to socioeconomic data (population and employment) that generate the trips in the model. The future year scenario includes expected growth in population and employment of all cities in the study area and incorporates several cumulative projects, including major warehousing projects such as the Space Center. Thus, the analysis of 2020 and 2035 conditions considered cumulative impacts of the project. The proposed project would result in cumulatively considerable impacts to the intersection of Milliken Avenue at Mission Boulevard and several freeway on- and off-ramps.

**Level of Significance before Mitigation:** Potentially Significant.

### **5.5.6 Mitigation Measures**

#### **Impact 5.5-1**

An additional southbound through lane (from 3 lanes to 4 lanes) would be required to mitigate the projected Milliken Avenue/Mission Boulevard intersection deficiency. There are no current plans for future improvements to the South Milliken Avenue Grade Separation. Widening is not included in the City of Ontario General Plan Mobility Element .

MM T-1      In the event the City of Ontario proposes to widen the South Milliken Avenue Grade Separation to 4 lanes to accommodate southbound through movement, the City of Jurupa Valley shall participate in a funding agreement with the City of Ontario (and other applicable

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

agencies) to fund its fair share contribution to this improvement. Preliminary fair share calculation is 5.5 percent, and the preliminary cost estimate for this improvement is provided in Table 5.5-10.

***Level of Significance after Mitigation:*** Significant and Unavoidable.

There are no current plans by the City of Ontario to provide an additional southbound through lane, and such a project would require widening the recently constructed bridge. Moreover, the City of Jurupa Valley does not have jurisdiction over this intersection/grade separation; therefore, potential improvements are beyond the authority of the City. The project's contribution to truck trips at this facility, would result in a significant and unavoidable impact.

#### Impacts 5.5-2 and 5.5-3

The following improvements would be needed to mitigate impacts to the freeway system:

- Route 60 Ramps at Mission Boulevard: Intersection upgrades and improve westbound on-ramps
- Route 60 Ramps at Etiwanda Avenue: Intersection upgrades and improve eastbound on-ramps
- Route 60 Ramps at Country Village Road: Improve ramps and add turn lanes
- Route 60 at Milliken Avenue: Improve Ramps and add channelization
- Route 15 at Jurupa Street: Improve Ramps and Widen Intersection

MM T-2      The city shall coordinate with RCTC, Caltrans, and the City of Ontario to update area-wide roadway plans and programs and to seek funding for improvements as needed to achieve Caltrans, RCTC, and local jurisdiction standards. To the extent that it is financially feasible, the City shall contribute its fair share to improvements required to mitigate project-related impacts. Preliminary fair share calculations and costs for needed improvements are provided in Table 5.5-10.

***Level of Significance after Mitigation:*** Significant and Unavoidable.

Changes and expansions to the SR-60 and I-15 freeway facilities, such as on-and off-ramps, are not within the jurisdiction of the City of Jurupa Valley. The improvement to Caltrans's freeway ramps would require approval from Caltrans as the owner/operator. Improvements to freeway facilities are planned, funded, and constructed by the state. Caltrans currently does not have a funding mechanism for development projects to contribute fair share fees to implement improvements on Caltrans facilities.

The TUMF currently does not have programmed improvements at any of the impacted locations. There are no programmed improvements to mitigate traffic impacts at the freeway ramps locations impacted by the project. While the City will coordinate with other agencies to seek funding for improvements to mitigate the impacted interchanges, there is no guarantee that the mitigation measures will be implemented. Therefore, this impact would remain significant and unavoidable.

## 5. Environmental Analysis TRANSPORTATION AND TRAFFIC

**Table 5.5-10 Improvements Required to Mitigate Deficient Intersections and Freeway System**

Location	Estimated Total Improvement Cost	Project Fair-Share Percentage
Milliken/Mission Intersection Upgrades	\$13,600,000	5.5%
Route 60 Ramps at Mission Boulevard	\$35,600,000	0.33%
Route 60 Ramps at Etiwanda Avenue	\$30,000,000	0.50%
Route 60 Ramps at Country Village Road	\$5,000,000	0.44%
Route 60 at Milliken Avenue	\$4,700,000	0.59%
Route 15 at Jurupa Street	\$4,000,000	0.46%

Source: Jurupa Valley Public Works Department 2019.

### 5.5.7 Level of Significance After Mitigation

No feasible mitigation measures were identified, and Impacts 5.5-1, 5.5-2, and 5.5-3 would remain **significant and unavoidable**.

### 5.5.8 References

Iteris. 2018, May 15. Etiwanda Avenue and Country Village Truck Restriction Traffic Impact Analysis.

Jurupa Valley, City of. 2017, September. City of Jurupa Valley General Plan.

<http://www.jurupavalley.org/Departments/Development-Services/Planning/General-Plan>.

\_\_\_\_\_. 2019, April. Transportation Improvements Cost Estimates.

Riverside County Transportation Commission. (RCTC). 2011, December 14. 2011 Riverside County Congestion Management Program. Prepared by VRPA Technologies, Inc.

[http://www.rctc.org/uploads/media\\_items/congestionmanagementprogram.original.pdf](http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf).

Southern California Association of Governments (SCAG). 2016, April 7. Final 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life.

<http://scagrtpscscs.net/Pages/FINAL2016RTPSCS.aspx>.

## 5. Environmental Analysis

### TRANSPORTATION AND TRAFFIC

*This page intentionally left blank.*