
FUTURE AGENDA ITEMS

ITEM 11

1. Discussion on Identifying a Plan for Improvements South of the I-10 Freeway
2. Transportation Planning/Funding Major Improvements
3. Cactus/I-10 Crossing
4. Pepper Avenue Interchange Project
5. Information on Regional Discussions
6. Transportation Plan as it Relates to Active Transportation
7. Metrolink Parking Lot Expansion Project
8. Local Fees for Transportation Improvements
9. Signal Prioritization Plan
10. Future Improvements to Riverside Avenue, Sierra Avenue and the 1-15 Junction
11. Riverside Avenue Bridge Widening Over the UPRR
12. Discussion of Updating Bike Paths
13. Alder Avenue/SR-210 – Proposed Feasibility Study

COMMISSIONER REPORTS

ITEM 12

ADJOURNMENT

Motion _____
Second _____
Vote _____
Time _____

ATTACHMENTS/HANDOUTS

1. July 6, 2016 Meeting Minutes
2. August 3, 2016 Meeting Minutes
3. SANBAG Metrolink Accessibility Project Presentation
4. Staff Report: Proposed Stop Sign at Terra Vista Drive and Live Oak Avenue
5. Staff Report: Support for League of California Cities Adoption of a Resolution Supporting Vision Zero
6. Staff Report: Locust Avenue Warehouse Project – Focused TIA
7. Staff Report: Nelson Adams NACO – TIA
8. Staff Report: Prologis Park SR-210 Building 7 – TIA
9. Verification of Attendance Memo
10. IT Policy End User Acknowledgement
11. Delivery of TIA's for Review at the October Meeting

CITY STAFF

Robert G. Eisenbeisz, P.E. Public Works Director/City Engineer
Sergeant Cameron Nelson, Rialto Police Department
Azzam Jabsheh, P.E., Traffic Engineer
Michele Aguirre, Commission Clerk

NOTES

REGULAR MEETING of the TRANSPORTATION COMMISSION

MINUTES July 6, 2016

The regular meeting of the Transportation Commission of the City of Rialto was held in the City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on Wednesday, July 6, 2016.

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CALL TO ORDER

Chairperson Dennis Barton called the meeting to order at 6:07 p.m.

ROLL CALL

The roll was called and the following Commissioners were present: Dennis Barton, Max Tidler, Kelvin Moore and John Plasencia. Michele Aguirre advised the Commission that Commissioner Kirst would not be in attendance and that Vice-Chairperson Zupanic had submitted her letter of resignation from the Commission due to health reasons. Commissioner Stephanie Lewis arrived at 6:11 p.m. City Staff/Liaisons present: Robert Eisenbeisz, Public Works Director/City Engineer, Robb Steel, Assistant to CA/Development Services Director, Greg Lantz, Development Services Economic Development Manager, Azzam Jabsheh, Traffic Engineer and Michele Aguirre, Commission Clerk.

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APPROVAL OF MINUTES

- ◆ The minutes from the June 1, 2016 were deferred to the August 3, 2016 meeting for approval.

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ORAL COMMUNICATIONS

- ◆ None

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REGULAR ITEMS

Uncontrolled Crossing 2nd Report

- ◆ Gene Klatt reviewed the revised staff report, the responses received regarding the item and staff's recommendations. He also advised that the City Administrator's office has requested to have additional community outreach meetings for this item that will be held in the near future.
- ◆ Chairperson Barton officially opened the meeting for a public hearing to allow the public an opportunity to speak on the item of Uncontrolled Crosswalks.
- ◆ No responses from the public were received.
- ◆ With no responses received, Commission Tidler made a motion to close the public hearing.
- ◆ Commissioner Plasencia seconded the motion.
- ◆ All voted in favor of closing the public hearing.

Questions & Comments

- ◆ Robert Eisenbeisz and Klatt answered questions and responded to comments from the Commission with regard to:
 - If action was taken was all or nothing on crosswalk removals.
 - Crosswalk at Lilac and Heather Avenues.
 - A discussion ensued regarding removal of certain crosswalks and the need to review the surrounding areas of those locations for new safer crosswalk installations.
 - If this information was provided to the school district for the new staff to review.
 - A discussion ensued regarding who at the school district has originally seen these locations and the public meeting that was held in conjunction with the school district with regard to these locations.

Suggestions, Requests & Recommendations

- ◆ Chairperson Barton stated he agreed with removal of all locations as they pose a safety issue and recommended to move forward with the removals.
- ◆ Commissioner Lewis requested to provide the information to the school district to allow the new staff to review.
- ◆ Commission Lewis stated she agreed with Chairperson Barton and requested to have the motion include that the school district was notified and participated in the process followed to have the crosswalks removed.

Action

- ◆ Commissioner Tidler moved to approve staff's recommendation to remove all requested locations, to forward those recommendations to City Council for review and approval and to state that the school district was notified and participated in the process followed to have those locations removed.
- ◆ Commission Plasencia seconded the motion.
- ◆ All voted in favor of approving staff's recommendations to remove all requested locations, forwarding those recommendations to City Council for review and approval and to state that the school district was notified and participated in the process followed to have those locations removed.

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Bloomington Avenue and Willow Avenue Focused TIA

- ◆ Gene Klatt reviewed the staff report and recommendations for this item.

Questions & Comments

- ◆ Klatt answered questions and responded to comments from the Commission with regard to:
 - How many access points the project would have.
 - The amount of space and dwelling units limited to cul-de-sacs.
 - If the Fire Department has provided approval for the project.
 - Klatt provided a brief explanation of all the items that the Fire Department would approve with regard to safety accesses and services.

- If there would be a pedestrian exit.

Concerns

- ◆ Commissioner Tidler expressed concern with the issue that the development only has one set of accesses (in and out) and does not have another access for emergencies. Carl Ballard of Kunzman & Associates addressed the Commission to advise that the development would be gated and in an emergency both gates would be opened for use. He also stated that the Fire Department has to provide approval for the project with regard to accesses.
- ◆ Commissioner Lewis expressed she had the same concerns with the width of the access points.

Suggestions, Requests & Recommendations

- ◆ Commissioner Lewis recommended that a separate access be included for pedestrians.
- ◆ Chairperson Barton recommended that a secondary/emergency access be provided.

Action

- ◆ Commissioner Tidler moved to accept the focused TIA and forward to the City Council for approval with the two additional conditions that a secondary/emergency access be included and a separate pedestrian access also be included in the project per the City's Multi-Modal Plan.
- ◆ Commissioner Lewis seconded the motion.
- ◆ All voted in favor of accepting the focused TIA and forwarding it to the City Council for approval with the two additional conditions that a secondary/emergency access be included and a separate pedestrian access also be included in the project per the City's Multi-Modal Plan.

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- ◆ Michele Aguirre advised that Commission that a resident was present to speak on the item of Uncontrolled Crosswalk. She informed the Commission that the resident was told that the meeting didn't start until 6:30 and asked if the Commission would allow the resident to speak.
- ◆ The Commission agreed to allow the resident speak on the issue.
- ◆ Mr. Victor Trujillo of 606 N. Willow Avenue addressed the Commission with regard to the crosswalk at Willow & Ramona Avenues. He expressed his concern with the following issues:
 - Speeding along Willow Avenue
 - Lack of time allowed for pedestrian crossing at the intersection
 - Lack of lighting in the area.
- ◆ Mr. Trujillo asked if would be possible to have a median or speed humps installed or to lower the speed for that area.

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Randall Avenue Apartments Focused TIA

- ◆ Gene Klatt, reviewed the staff report and recommendations for this item. He pointed out that the project lay out shows an access to Alice Street but was changed to an emergency exit with a Knox Box for Fire Department access.

Questions & Comments

- ◆ Klatt answered questions and responded to comments from the Commission with regard to:
 - If the cumulative traffic counts included Wal-Mart.
 - How many parking spaces were included in the development.

Suggestions, Requests & Recommendations

- ◆ Commissioner Lewis requested that a separate pedestrian access be included.
- ◆ Chairperson Barton advised as a disclaimer that he resides less than 300 feet from the intersection of Willow and Randall Avenues.
- ◆ Chairperson Barton suggested to provide 50-60 feet of red curbing on either side of the driveway for adequate site distance.

Action

- ◆ Commissioner Tidler made a motion to accept the focused TIA and forward to the City Council for approval with the conditions that a pedestrian gate be included per the City's Multi-Modal Plan and 50-60 feet of red curbing be installed on either side of the driveway for adequate sight distance.
- ◆ Commissioner Plasencia seconded the motion.
- ◆ All voted in favor of accepting the focused TIA and forwarding it to the City Council for approval with the conditions that a pedestrian gate be included in the project per the City's Multi-Modal Plan and 50-60 feet of red curbing be installed on either side of the driveway for adequate sight distance.

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Prologis Park SR-210 Building 5 TIA

- ◆ Gene Klatt reviewed the staff report and requested recommendations for this item.

Questions & Comments

- ◆ Klatt, Eisenbeisz, Carl Ballard and Chris Pylant of Kunzman Associates answered questions and responded to comments from the Commission with regard to:
 - How the amount of houses in the Renaissance Specific Plan has decreased and how the price of the housing development will be maintained and how they will maneuver with the schools, shopping and warehouses also being built.
 - The amount of houses that would be built.
 - If tandem trailers would be accepted at the site.
 - If there would be sufficient room for those trailers.
 - If there would be overnight or long term trailer parking.
 - If did not envision there would ever be a need for street parking.
 - What the plan would be to get the traffic signal constructed at Tamarind Avenue and Base Line Road prior to the opening of the project.

Action

- ◆ Commissioner Moore moved to accept staff's recommendations and conditions, the fair share calculations and to forward to the City Council for approval.
- ◆ Commission Lewis seconded the motion.
- ◆ All voted in favor of accepting staff's recommendations and conditions, the fair share calculations and forwarding the TIA to the City Council for approval.

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I-210 Logistic Center IV TIA

- ◆ Klatt reviewed the staff report and recommendations for this item

Questions & Comments

- ◆ Klatt and Eisenbeisz answered questions and responded to comments from the Commission with regard to:
 - The similarities from the previous report and the current report improvements and the differences in the fair share calculations.
 - When the Alder Avenue off-ramps would be improved.
 - Eisenbeisz provided an explanation of what was previously determined to improve the Alder Avenue ramps.

Suggestions, Requests & Recommendations

- ◆ Chairperson Barton requested to have an update on where the City was with regard to the PSR for the Alder Avenue ramps.

Action

- ◆ Commissioner Tidler made a motion to recommend moving the TIA forward to City Council for approval with the conditions outlined by staff.
- ◆ Commissioner Plasencia seconded the motion.
- ◆ All voted in favor of recommending to move the TIA forward to City Council for approval with the conditions outlined by staff.

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ENGINEER'S REPORT

- ◆ Robert Eisenbeisz reported on and answered questions on the following items:
 - The Public Meeting on July 14th at 6:30 p.m. at Frisbie Middle School on the Pepper/SR-210 Interchange wall aesthetics and landscape plan. Aguirre to email the event flyer to the Commission.
 - 2015 Transportation Commission Annual Report. He advised that the draft report is due to the City Administrator by July 28, 2016 and Aguirre would be sending the updated report for the Commissioners for their review and feedback via email.
 - Commissioner Lewis inquired about the iPads for the Commissioners. Aguirre advised that the iPads are still with the IT Department and provided an overview of the process and the Legistar program.
 - Terra Vista Drive and Live Oak Avenue
 - Safe Routes to Schools Task Force Meeting
 - UPRR Bridge Widening Phase II

- Commission Tidler asked for an update on the Street Light Acquisition. Eisenbeisz provided an update on that project.

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POLICE DEPARTMENT LIAISON REPORT

- ◆ No report

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RUSD LIAISON REPORT

- ◆ No report.

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FUTURE AGENDA ITEMS

- ◆ Remove: Uncontrolled Crosswalks
- ◆ Add: Elect a new Vice-Chair at the August meeting.

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COMMISSIONER REPORTS

- ◆ Commissioner Tidler – No Report.
- ◆ Commissioner Lewis – No Report
- ◆ Commissioner Plasencia asked if something special would be done for Vice-Chair Zupanic. Chairperson Barton advised that this is something that the Council would generally complete.
- ◆ Commissioner Moore – Requested follow-up report on the amount of new jobs generated and the number of transfer employee for the Niagara and Medline Projects. Eisenbeisz advised he would check with Greg Lantz on this.
- ◆ Chairperson Barton recommended to close the meeting in honor of the contributions made by Barbara “Midge” Zupanic has made to the Transportation Commissioner and City Council. He advised that she would be missed.

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ADJOURNMENT

- ◆ Commissioner Tidler made a motion to adjourn the meeting.
- ◆ Commissioner Plasencia seconded the motion.
- ◆ The motion was carried and the meeting adjourned at 8:00 p.m.

REGULAR MEETING of the TRANSPORTATION COMMISSION

MINUTES August 3, 2016

The regular meeting of the Transportation Commission of the City of Rialto was held in the City Council Chambers located at 150 South Palm Avenue, Rialto, California 92376, on Wednesday, August 3, 2016.

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CALL TO ORDER

Chairperson Dennis Barton called the meeting to order at 6:08 p.m.

ROLL CALL

The roll was called and the following Commissioners were present: Dennis Barton, Allan Kirst, Max Tidler, Stephanie Lewis, John Plasencia and Kelvin Moore. City Staff/Liaisons present: Robert Eisenbeisz, Public Works Director/City Engineer, Greg Lantz, Development Services Economic Development Manager, Azzam Jabsheh, Traffic Engineer and Michele Aguirre, Commission Clerk.

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APPROVAL OF MINUTES

- ◆ The minutes from the June 1st meeting were reviewed by the Commission. Commissioners Moore and Plasencia advised that they were present at the June meeting.
- ◆ A discussion ensue regarding their attendance. As a result Chairperson Barton requested confirmation of Commissioners Moore and Plasencia's attendance at the June 1st meeting.
- ◆ Commissioner Tidler moved to approve the minutes from the June 1st meeting as written with the request to confirm the attendance of Commissioners Moore and Plasencia.
- ◆ Commissioner Kirst seconded the motion.
- ◆ The motion was carried to approve the minutes of the June 1, 2016 meeting as written with the request to confirm the attendance of Commissioners Moore and Plasencia.

APPROVAL OF MINUTES

- ◆ The minutes from the July 6, 2016 Transportation Commission were deferred to the September 7, 2016 meeting for approval.

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ORAL COMMUNICATIONS

- ◆ None

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REGULAR ITEMS

Nomination and Election of a New Transportation Commission Vice-Chairperson

- ◆ Chairperson Barton discussed the reasons for Vice Chairperson Barbara Zupanic's resignation from the Transportation Commission and advised that there was a need to fill the Vice-Chairperson vacancy.
- ◆ Chairperson Barton formally opened the nominations of the Vice-Chairperson vacancy to the Commission.

- ◆ Commissioner Tidler entered Commissioner Allan Kirst as his nomination to fill the Vice-Chairperson vacancy.
- ◆ Commissioner Lewis seconded the recommendation.
- ◆ No other nominations were entered for the vacancy.
- ◆ Commissioner Tidler made a motion to close the nominations.
- ◆ Commissioner Plasencia seconded the motion.
- ◆ All voted in favor of closing the nominations and naming Allan Kirst as the new Vice-Chairperson of the Transportation Commission.

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Modifications of the Monster Beverage Warehouse Project TIA

- ◆ Gene Klatt reviewed the staff report, the changes made to the TIA/Project and the recommendations.

Questions & Comments

- ◆ Klatt answered questions and responded to comments from the Commission with regard to:
 - If the new recalculated fees were based on the new study for trip generation, building square footage, etc.

Action

- ◆ Commissioner Kirst moved to accept staff's recommendations and the revisions to the TIA.
- ◆ Commissioner Tidler seconded the motion.
- ◆ All voted in favor of accepting staff's recommendations and the revisions to the TIA.

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ENGINEER'S REPORT

- ◆ Robert Eisenbeisz reported on and answered questions on the following items:
 - Myers Elementary Event
 - Terra Vista Drive/Live Oak Avenue Issue
 - UPRR Bridge Widening Project
 - Uncontrolled Crosswalks
 - Alder Avenue/SR-210 Feasibility Study
 - Walmart Project

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POLICE DEPARTMENT LIAISON REPORT

- ◆ No report

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RUSD LIAISON REPORT

- ◆ No report.

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FUTURE AGENDA ITEMS

- ◆ Remove: Omnitrans Transit Design Guidelines Project Update
- ◆ Remove: Possible Park-N-Ride for Pepper Avenue Interchange
- ◆ Chairperson Barton requested to have the Alder Avenue/SR-210 – Proposed Feasibility Study placed on the agenda for the September 7th meeting.

- ◆ Commissioner Lewis asked about the information that came out of the Pepper Avenue Interchange public meeting held at Frisbie Park. Eisenbeisz provided an update on the meeting.

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COMMISSIONER REPORTS

- ◆ Commissioner Kirst inquired about the coordination of the traffic signal at Foothill Boulevard and Home Depot. Azzam Jabsheh advised that the City is waiting for Albert Grover and Associates to provide the overall coordination plan.
- ◆ Commissioner Tidler reported on the grand opening of the newly relocated crosswalk at Madrona and Meridian Avenue, for Myers Elementary students, which occurred on August 3, 2016.
- ◆ Commissioner Lewis – No Report
- ◆ Commissioner Plasencia inquired about westbound San Bernardino Avenue from Linden Avenue to the County line and if it was scheduled to have blacktop installed. Eisenbeisz provided an update on what is planned for that location.
- ◆ Commissioner Moore reported cars going southbound through the barricades at Locust Avenue and Renaissance Parkway. Eisenbeisz advised that he would check into the location and get the barricades back up.
- ◆ Chairperson Barton:
 - Reported that he was invited to meet the City of Riverside and other agencies regarding regional transportation issues on the south side of the City. He advised that the meeting would take place on August 25th at the City of Riverside.
 - Requested a status update on the Local Transportation Fees.
 - Reminded Eisenbeisz that he needed the contact information for the Metrolink Representative.
 - Noticed the decreased attendance from the Police Department and the Rialto Unified School District and asked if there was a need to keep them on the agenda. He suggested to move them up to items 1 and 2 on the agenda as a possible solution for increasing their attendance but if they were not going to attend to remove them from the agenda. Eisenbeisz advised that he would provide that option to both.
 - Discussed the memo regarding the requirement for the Economic Development Committee and Commissions to hold meetings monthly. He advised that he would be bringing up this issue to the City personally.

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ADJOURNMENT

- ◆ Commissioner Tidler made a motion to adjourn the meeting.
- ◆ Commissioner Kirst seconded the motion.
- ◆ The motion was carried and the meeting adjourned at 6:45 p.m.



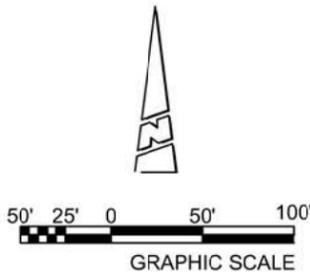
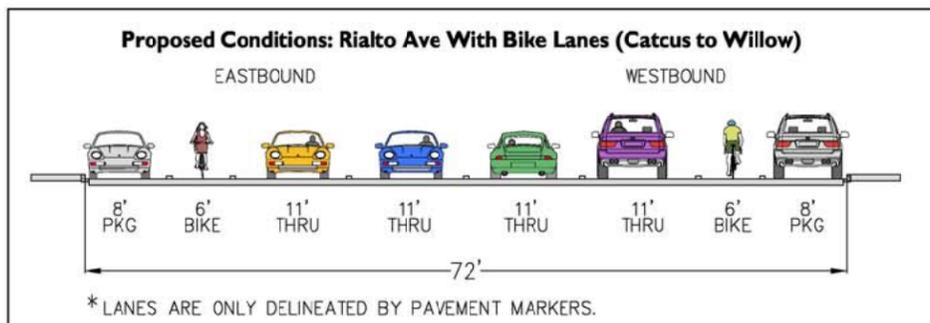
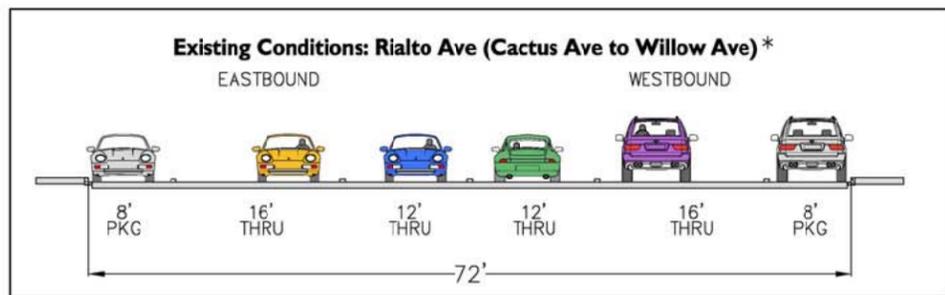
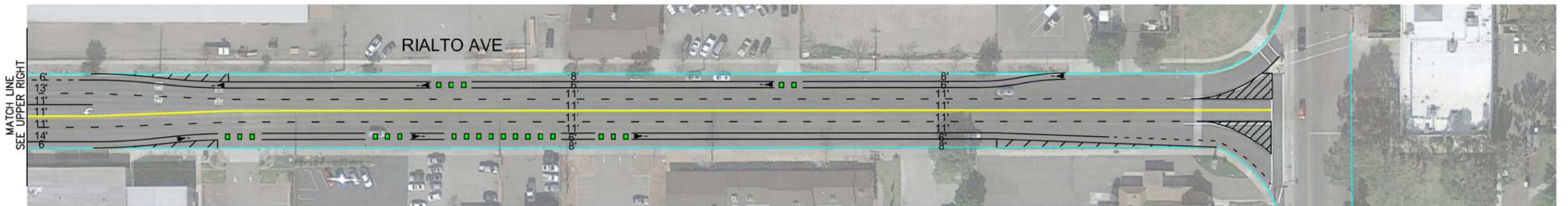
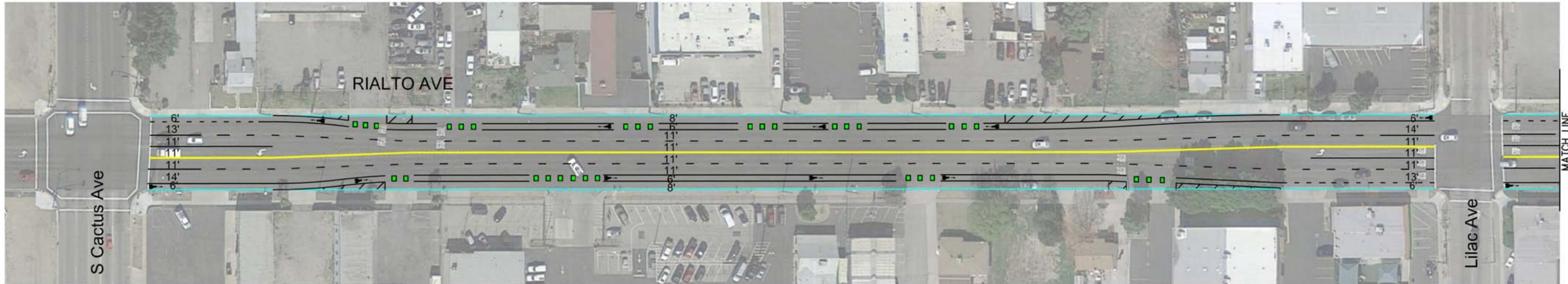
CONVERT ONE (1) PARKING SPACE TO BICYCLE PARKING



SITE 5: RIALTO METROLINK STATION	
2	PROVIDE ENHANCED PED CROSSWALKS ON RIALTO AVENUE
3	INSTALL SHORT AND LONG-TERM BIKE PARKING
4	PROVIDE WAYFINDING SIGNAGE AT RIALTO AVENUE AND PALM AVENUE
6	ADD BIKE LANES ON RIALTO AND ARROW BUT BETWEEN CACTUS AND RIVERSIDE
7	ADD BIKE LANES ON CACTUS AVE FROM MERRILL TO PE TRAIL

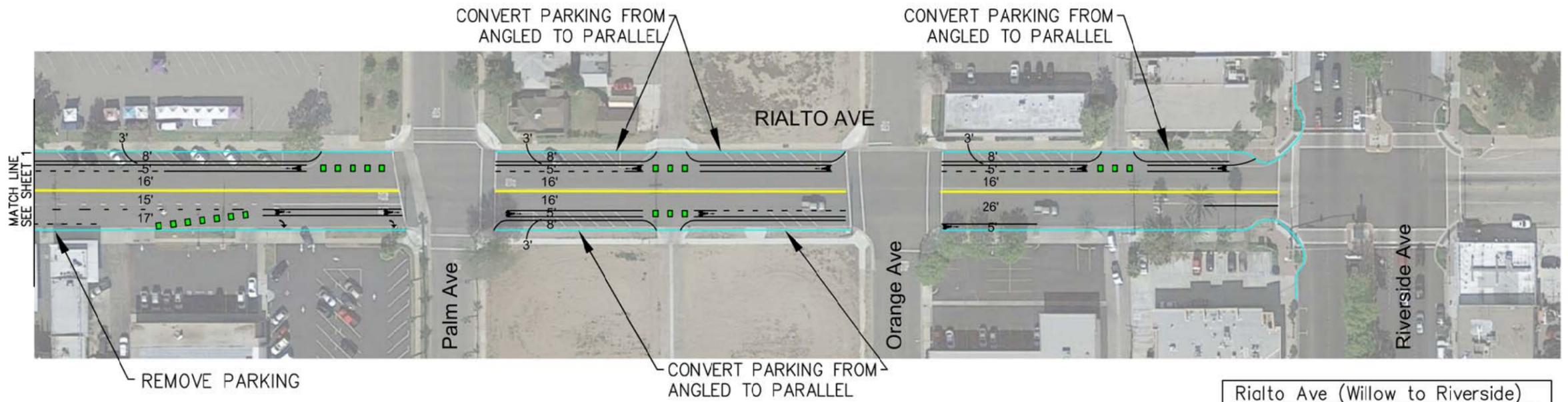


NOT TO SCALE
City of Rialto



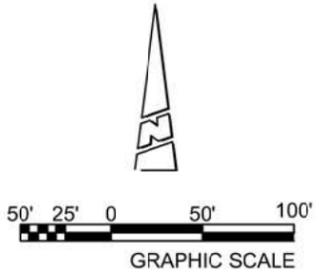
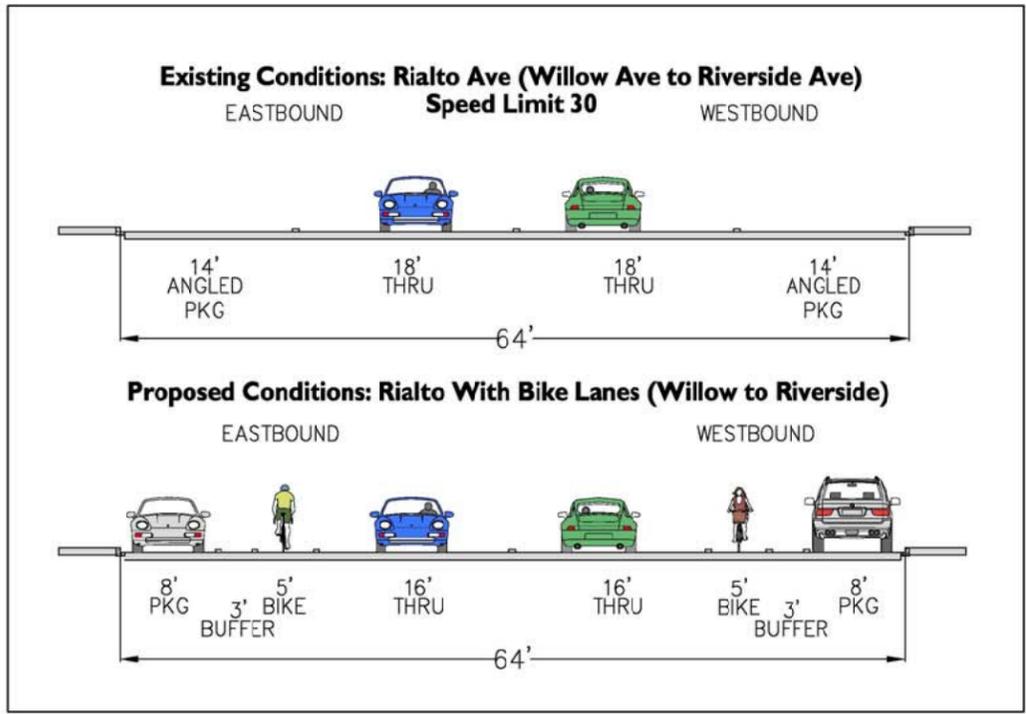
Rialto Ave (Cactus Ave to Willow Ave)
 Major Arterial (Cactus to Willow)
 Truck Route: No
 Speed Limit: 40 mph
 Lvl of Traffic Stress: 4

Conceptual Design Plan	SANBAG Metrolink Accessibility Improvement Phase 1 Improvements	SCALE 1"=100'
	Rialto Ave From Cactus Ave to Riverside Ave	SHEET NO. 1/2

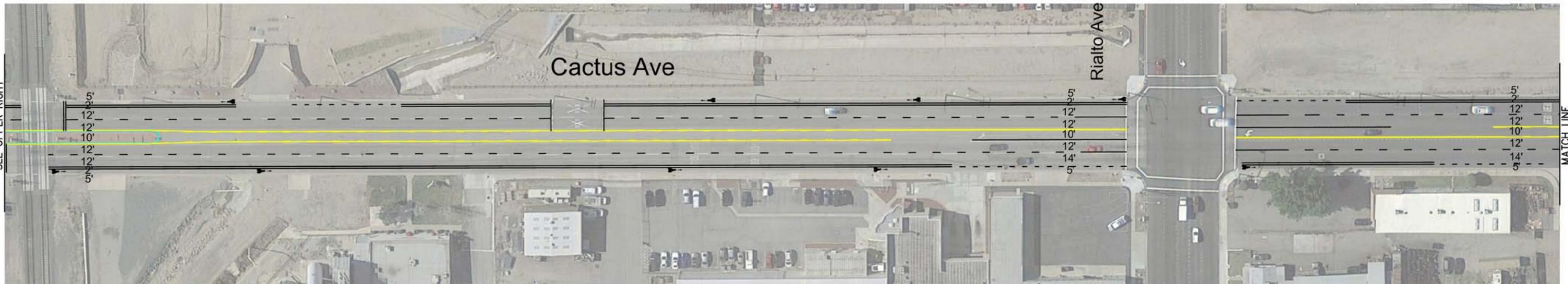
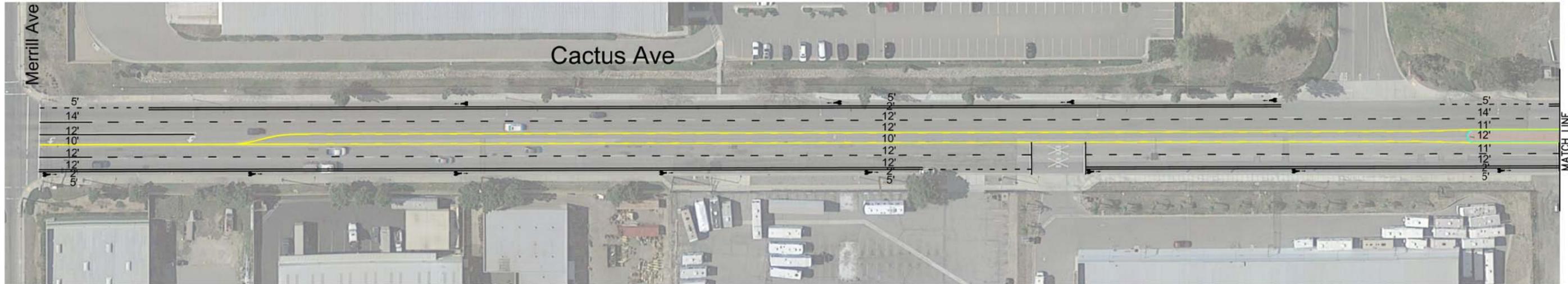


PARKING
 EXISTING ANGLED PARKING – 40
 PROPOSED PARALLEL PARKING – 30
 NET LOSS – 10

Rialto Ave (Willow to Riverside)
 Secondary Arterial
 Truck Route: No
 Speed Limit: 30 mph
 Lvl of Traffic Stress: 2

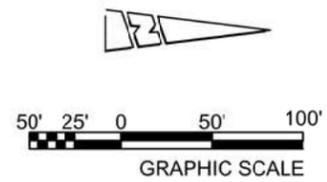
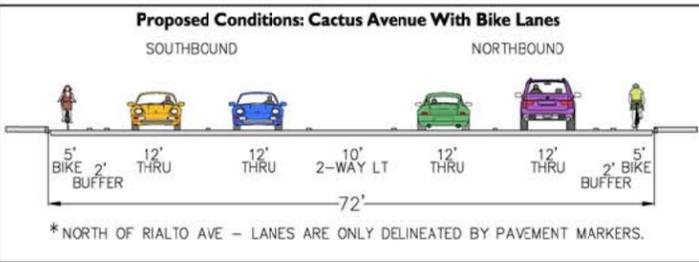
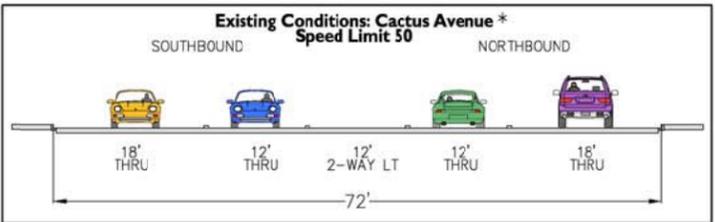


Conceptual Design Plan	SANBAG Metrolink Accessibility Improvement Phase 1 Improvements	SCALE 1"=100'
	Rialto Ave From Catcus Ave to Riverside Ave	SHEET NO. 2/2



Cactus Ave
 Major Arterial
 Truck Route: No
 Speed Limit: 50 mph
 Lvl of Traffic Stress: 4

NOTE: NORTH OF RIALTO AVENUE, TRAFFIC LANES ARE ONLY DELINEATED BY PAVEMENT MARKERS.



Conceptual Design Plan	SANBAG Metrolink Accessibility Improvement Phase 1 Improvements	SCALE 1"=100'
Cactus Ave From Merrill Ave to PE Trail		SHEET NO. 1/1

CITY OF RIALTO

TRANSPORTATION COMMISSION STAFF REPORT For Commission Meeting of September 7, 2016

TO:	Chair and Members of the Transportation Commission
FROM:	Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer
SUBJECT:	Support for League of California Cities Adoption of a Resolution Supporting Vision Zero and Other Programs to Make Safety a Top Priority for Transportation Projects
DATE:	August 30, 2016

BACKGROUND:

The League of California Cities is considering adoption of a Resolution supporting Vision Zero and has requested support by cities in the League. They are also requesting cities to pursue similar initiatives. The Mayor has requested that the item be considered by the Transportation Commission and that the Commission recommend support of the League's position on Vision Zero and their adoption of said Resolution.

Vision Zero attempts to make safety a top priority for transportation projects and policy formulation. Data suggests 30,000 people are killed on streets in the United States each year. Vision Zero and Toward Zero Deaths are strategies to eliminate all traffic fatalities and severe injuries using education, enforcement and engineering measures based on the assumption that all traffic deaths are preventable and unacceptable.

The League is requesting letters of support for adoption of the League Resolution, which would change the League's position on funding policy and how they advocate for transportation funding. A secondary consideration is the City adoption of a Vision Zero policy in accordance with the League Resolution.

ANALYSIS/DISCUSSION:

The proposed Resolution commits the League of California Cities to the following:

- Supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety as a top priority.
- Encourage cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on roadways; and
- Encourage the State to consider adopting transportation safety as a top priority for transportation projects and policy formulation.

Based on a concept developed in Sweden in 1997, the World Health Organization (WHO) officially endorsed Vision Zero and declared traffic safety as an international public health crisis. The United Nations General Assembly then introduced the "Decade of Action for Road Safety 2011-2020" setting a goal to reduce forecast levels of road traffic fatalities around the world by 50% by 2020.

According to WHO, the elements of Vision Zero include:

1. Ethics – Life and health trump all other transportation benefits, such as mobility.
2. Responsibility – Responsibility for crashes and injuries is shared between the providers of the system and the road users.
3. Safety Philosophy – Asserts that a transportation system should account for the unstable relationship of human error with fast/heavy machinery to avoid deaths/serious injury, but accept crashes/minor injuries.
4. Driving Mechanisms for Change – Asserts that road users and providers must both work to guaranteeing road safety, taking measures such as: improving levels of seat belt use, installing crash protective barriers, wider use of speed camera technology, increasing random breathalyzer tests and promoting safety in transportation project contracts.

In supporting the Resolution, cities are then expected to meet the minimum standard including:

1. Setting clear goals for eliminating traffic fatalities and severe injuries.
2. Having the Mayor publicly and officially commit to Vision Zero.
3. Have a Vision Zero plan or strategy in place or the Mayor committed to doing so in a clearly defined time period.
4. Having key city departments (including police, transportation and public health) engaged and committed to Vision Zero.

Cities that have adopted Vision Zero (San Francisco, Los Angeles, Santa Monica, West Hollywood, among others) have begun projects including:

- A. Creating protected bike lanes and eliminating traffic lanes
- B. Constructing wider sidewalks
- C. Reducing traffic speeds
- D. Requiring transportation system design to anticipate inevitable human error
- E. Placement of speed enforcement cameras with automated speed enforcement
- F. Installation of leading pedestrian intervals at signals (giving pedestrians a head start on all vehicle movements)
- G. Installation of pedestrian scramble intersections (stop all directions and allow pedestrians to cross in any direction including diagonal)

The adoption of Vision Zero by the League establishes new policy that commits the League to supporting Vision Zero and other programs, policies, or initiatives that prioritize transportation safety above other considerations. It also is encouraging the State to consider adopting transportation safety as a top priority for transportation projects and policy formation ahead of other considerations.

It is unclear what, if any, impact such a policy may have on existing transportation funding and projects. It is also not clear that adoption of Vision Zero can or will result in reduced death or injury. In many cases, it is too early to tell if strategies are effective and much depends on which strategies are implemented and the funding level for those strategies.

FINANCIAL IMPACT:

The financial impact is unknown. The methods selected by the City to implement Vision Zero could be quite varied and costs could be from tens of thousands of dollars to millions of dollars to implement selected options/improvements. The financial impact on existing projects is also unknown. Making safety the top priority may affect current project rankings for bridge widening, interchange improvements and roadway construction. It would also affect current designs if implementation of safety concepts includes lane reductions, protected bike lanes, scramble pedestrian crossings or other similar concepts.

RECOMMENDATIONS:

Staff requests that the Transportation Commission considers the request to support the League of California Cities Resolution and recommend to the City Council the Commission's proposed action related to the support of said resolution.

A second recommendation would also be appropriate with regard to City policy for Vision Zero. Support of the League Resolution suggests that the City adopt a policy for Vision Zero and begin implementation as the League Resolution encourages cities to join in the traffic safety initiatives. Presently, the City has no policy or goals related to Vision Zero.

Attachment: League Resolution Package



*Annual Conference
Resolutions Packet*

2016 Annual Conference Resolutions



Long Beach, California

October 5 – 7, 2016

INFORMATION AND PROCEDURES

RESOLUTIONS CONTAINED IN THIS PACKET: The League bylaws provide that resolutions shall be referred by the president to an appropriate policy committee for review and recommendation. Resolutions with committee recommendations shall then be considered by the General Resolutions Committee at the Annual Conference.

This year, one resolution has been introduced for consideration by the Annual Conference and referred to the League policy committees.

POLICY COMMITTEES: One policy committee will meet at the Annual Conference to consider and take action on the resolution referred to them. The committee is Transportation, Communication and Public Works. The committee will meet 9:00 – 10:30 a.m. on Wednesday, October 5, 2016, at the Hyatt Regency. The sponsor of the resolution has been notified of the time and location of the meeting.

GENERAL RESOLUTIONS COMMITTEE: This committee will meet at 1:00 p.m. on Thursday, October 6, at the Hyatt Regency in Long Beach, to consider the report of the policy committee regarding the resolution. This committee includes one representative from each of the League's regional divisions, functional departments and standing policy committees, as well as other individuals appointed by the League president. Please check in at the registration desk for room location.

ANNUAL LUNCHEON/BUSINESS MEETING/GENERAL ASSEMBLY: This meeting will be held at 12:00 p.m. on Friday, October 7, at the Long Beach Convention Center.

PETITIONED RESOLUTIONS: For those issues that develop after the normal 60-day deadline, a resolution may be introduced at the Annual Conference with a petition signed by designated voting delegates of 10 percent of all member cities (48 valid signatures required) and presented to the Voting Delegates Desk at least 24 hours prior to the time set for convening the Annual Business Meeting of the General Assembly. This year, that deadline is 12:00 p.m., Thursday, October 6. Resolutions can be viewed on the League's Web site: www.cacities.org/resolutions.

Any questions concerning the resolutions procedures may be directed to Meg Desmond at the League office: mdesmond@cacities.org or (916) 658-8224

GUIDELINES FOR ANNUAL CONFERENCE RESOLUTIONS

Policy development is a vital and ongoing process within the League. The principal means for deciding policy on the important issues facing cities is through the League's eight standing policy committees and the board of directors. The process allows for timely consideration of issues in a changing environment and assures city officials the opportunity to both initiate and influence policy decisions.

Annual conference resolutions constitute an additional way to develop League policy. Resolutions should adhere to the following criteria.

Guidelines for Annual Conference Resolutions

1. Only issues that have a direct bearing on municipal affairs should be considered or adopted at the Annual Conference.
2. The issue is not of a purely local or regional concern.
3. The recommended policy should not simply restate existing League policy.
4. The resolution should be directed at achieving one of the following objectives:
 - (a) Focus public or media attention on an issue of major importance to cities.
 - (b) Establish a new direction for League policy by establishing general principals around which more detailed policies may be developed by policy committees and the board of directors.
 - (c) Consider important issues not adequately addressed by the policy committees and board of directors.
 - (d) Amend the League bylaws (requires 2/3 vote at General Assembly).

LOCATION OF MEETINGS

Policy Committee Meetings

Wednesday, October 5

Hyatt Regency Long Beach

200 South Pine Street, Long Beach

9:00 – 10:30 a.m.: Transportation, Communication & Public Works

General Resolutions Committee

Thursday, October 6, 1:00 p.m.

Hyatt Regency Long Beach

200 South Pine Street, Long Beach

Annual Business Meeting and General Assembly Luncheon

Friday, October 7, 12:00 p.m.

Long Beach Convention Center

300 East Ocean Boulevard, Long Beach

KEY TO ACTIONS TAKEN ON RESOLUTIONS

Resolutions have been grouped by policy committees to which they have been assigned.

Number	Key Word Index	Reviewing Body Action		
		1	2	3

1 - Policy Committee Recommendation to General Resolutions Committee
 2 - General Resolutions Committee
 3 - General Assembly

TRANSPORTATION, COMMUNICATION, AND PUBLIC WORKS POLICY COMMITTEE

		1	2	3
1	Vision Zero			

Information pertaining to the Annual Conference Resolutions will also be posted on each committee's page on the League website: www.cacities.org. The entire Resolutions Packet will be posted at: www.cacities.org/resolutions.

KEY TO ACTIONS TAKEN ON RESOLUTIONS *(Continued)*

Resolutions have been grouped by policy committees to which they have been assigned.

KEY TO REVIEWING BODIES

1. Policy Committee
2. General Resolutions Committee
3. General Assembly

ACTION FOOTNOTES

- * Subject matter covered in another resolution
- ** Existing League policy
- *** Local authority presently exists

KEY TO ACTIONS TAKEN

- | | |
|-----|---|
| A | Approve |
| D | Disapprove |
| N | No Action |
| R | Refer to appropriate policy committee for study |
| a | Amend+ |
| Aa | Approve as amended+ |
| Aaa | Approve with additional amendment(s)+ |
| Ra | Refer as amended to appropriate policy committee for study+ |
| Raa | Additional amendments and refer+ |
| Da | Amend (for clarity or brevity) and Disapprove+ |
| Na | Amend (for clarity or brevity) and take No Action+ |
| W | Withdrawn by Sponsor |

Procedural Note:

The League of California Cities resolution process at the Annual Conference is guided by the League Bylaws. A helpful explanation of this process can be found on the League's website by clicking on this link: [Resolution Process](#).

1. RESOLUTION COMMITTING THE LEAGUE OF CALIFORNIA CITIES TO SUPPORTING VISION ZERO, TOWARD ZERO DEATHS, AND OTHER PROGRAMS OR INITIATIVES TO MAKE SAFETY A TOP PRIORITY FOR TRANSPORTATION PROJECTS AND POLICY FORMULATION, WHILE ENCOURAGING CITIES TO PURSUE SIMILAR INITIATIVES

Source: City of San Jose

Concurrence of five or more cities/city officials: Cities: Fremont; Los Angeles; Sacramento; San Diego; San Francisco; Santa Monica; and West Hollywood

Referred to: Transportation, Communication and Public Works Policy Committees

Recommendation to General Resolution Committee:

WHEREAS, each year more than 30,000 people are killed on streets in the United States in traffic collisions; and

WHEREAS, traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people; with pedestrians and cyclists accounting for a disproportionate share; and

WHEREAS the Centers for Disease Control recently indicated that America’s traffic death rate per person was about double the average of peer nations; and

WHEREAS Vision Zero and Toward Zero Deaths are comprehensive strategies to eliminate all traffic fatalities and severe injuries using a multi-disciplinary approach, including education, enforcement and engineering measures; and

WHEREAS a core principal of Vision Zero and Toward Zero Deaths is that traffic deaths are preventable and unacceptable; and

WHEREAS cities across the world have adopted and implemented Vision Zero and Toward Zero Deaths strategies and successfully reduced traffic fatalities and severe injuries occurring on streets and highways; and

WHEREAS safe, reliable and efficient transportation systems are essential foundations for thriving cities.

RESOLVED that the League of California Cities commits to supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety;

AND encourage cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways;

AND encourage the State of California to consider adopting safety as a top priority for both transportation projects and policy formulation.

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Background Information on Resolution to Support Transportation Safety Programs

Each year more than 30,000 people are killed on streets in the United States in traffic collisions. Traffic fatalities in America hit a seven-year high in 2015 and are estimated to have exceeded 35,000 people, with children, seniors, people of color, low-income and persons with disabilities accounting for a disproportionate share. The Centers for Disease Control recently reported that the traffic death rate per

person in the United States was about double the average of peer nations, with close to 10% of these deaths occurring in California (3,074 in 2014). California's largest city, Los Angeles, has *the* highest rate of traffic death among large U.S. cities, at 6.27 per 100,000 people.

Cities around the world have adopted traffic safety projects and policies that underscore that traffic deaths are both unacceptable and preventable. In 1997, Sweden initiated a program called Vision Zero that focused on the idea that "Life and health can never be exchanged for other benefits within the society." The World Health Organization has officially endorsed Vision Zero laying out traffic safety as an international public health crisis and the United Nations General Assembly introduced the Decade of Action for Road Safety 2011-2020 and set the goal for the decade: "to stabilize and then reduce the forecast level of road traffic fatalities around the world" by 50% by 2020.

As of this writing, 18 U.S. cities have adopted Vision Zero programs (including New York City, Boston, Ft. Lauderdale, Austin, San Antonio, Washington DC, and Seattle) to reduce the numbers of fatal crashes occurring on their roads (<http://visionzeronetnetwork.org/map-of-vision-zero-cities/>). California cities lead the way, with the cities of San Jose, San Francisco, San Mateo, San Diego, Los Angeles, Long Beach and Fremont having adopted Vision Zero strategies and many others are actively considering adoption.

In 2009 a national group of traffic safety stakeholders launched an effort called "Toward Zero Deaths: A National Strategy on Highway Safety". This initiative has been supported by the Federal Highway Administration (FHWA) (<http://safety.fhwa.dot.gov/tzd/>) and states throughout the United States, including California (http://www.ots.ca.gov/OTS_and_Traffic_Safety/About_OTS.asp).

This past January the U.S. Department of Transportation launched its "Mayors' Challenge for Safer People and Safer Streets." This effort calls on elected officials to partner with the USDOT and raise the bar for safety for people bicycling and walking by sharing resources, competing for awards, and taking action. The California cities of Beverly Hills, Davis, Maywood, Cupertino, Culver City, Rialto, Santa Monica, Porterville, Los Angeles, San Jose, Monterey, Glendale, Irvine, Oakland, Palo Alto, Alameda, West Hollywood and Fullerton signed on to this effort. Additionally, the Institute of Transportation Engineers (ITE), a leading organization for transportation professionals, recently launched a new initiative to aggressively advance the Vision Zero and Towards Zero Deaths movements (<http://library.ite.org/pub/ed59a040-caf4-5300-8ffc-35deb33ce03d>).

Ultimately all of these programs share the fundamental belief that a data-driven, systems-level, interdisciplinary approach can prevent severe and fatal injuries on our nation's roadways. They employ proven strategies, actions, and countermeasures across education, enforcement and engineering. Support for many of these life-saving programs extends far beyond government agencies, and includes National Association of City Transportation Officials (NACTO), American Association of State Highway and Transportation Officials (AASHTO), Kaiser Permanente, AARP, the National Safe Routes to School Partnership, and the International Association of Chiefs of Police, among many others.

There is wide-spread recognition that cities and towns need safe, efficient transportation systems to be economically prosperous. A resolution by the League of California Cities to support transportation safety policies like Vision Zero and Toward Zero Deaths, and encourage implementation of projects and programs that prioritize safety will help California elevate the health and safety of its residents and position us as a leader in national efforts to promote a culture of safe mobility for all.

//////////

League of California Cities Staff Analysis on Resolution No. 1

Staff: Rony Berdugo
Committee: Transportation, Communication, and Public Works

Summary:

The resolved clauses in Resolution No. 1: commits the League of California Cities to:

- 1) Supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety;
- 2) Encouraging cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways; and
- 3) Encouraging the State to consider adopting transportation safety as a top priority for transportation projects and policy formulation.

Background:

The City of San Jose notes national and international efforts to reduce fatal and severe injury traffic collisions through systematic data driven approaches, such as Vision Zero and Toward Zero Deaths. According to the World Health Organization (WHO), "Vision Zero is a traffic safety policy, developed in Sweden in the late 1990s and based on four elements: ethics, responsibility, a philosophy of safety, and creating mechanisms for change."¹ Below is a summary of each Vision Zero element, according to WHO:

1. Ethics – Life and health trump all other transportation benefits, such as mobility.
2. Responsibility – Responsibility for crashes and injuries is shared between the providers of the system and the road users.
3. Safety Philosophy – Asserts that a transportation system should account for the unstable relationship of human error with fast/heavy machinery to avoid deaths/serious injury, but accept crashes/minor injuries.
4. Driving Mechanisms for Change – Asserts that road users and providers must both work to guaranteeing road safety, taking measures such as: improving levels of seat belt use, installing crash-protective barriers, wider use of speed camera technology, increasing random breathalyzer tests, and promoting safety in transportation project contracts.

A Vision Zero City meets the following minimum standards:

- Sets clear goal of eliminating traffic fatalities and severe injuries
- Mayor has publicly, officially committed to Vision Zero
- Vision Zero plan or strategy is in place, or Mayor has committed to doing so in clear time frame
- Key city departments (including police, transportation and public health) are engaged

List of cities that meet the minimum Vision Zero standards nationally include: Anchorage, AK; Austin, TX; Boston, MA; Cambridge, MA; Denver, CO; Eugene, OR; Fort Lauderdale, FL; Fremont, CA; Los Angeles, CA; New York, NY; Portland, OR; Sacramento, CA; San Antonio, TX; San Diego, CA; San Francisco, CA; San Jose, CA; Seattle, WA; Washington, DC

List of cities that are considering adoption of Vision Zero nationally include: Ann Arbor, MI; Bellevue, OR; Bethlehem, PA; Chicago, IL; Columbia, MO; Houston, TX; Long Beach, CA;

¹ http://who.int/violence_injury_prevention/publications/road_traffic/world_report/chapter1.pdf

New Orleans, CA; Philadelphia, PA; Pittsburgh, PA; San Mateo, CA; Santa Ana, CA; Santa Cruz, CA; Santa Monica, CA; St. Paul, MN; Tampa, FL²

Vision Zero – Samples:

1. San Francisco – In 2015, the City established a two-year action strategy that outlines the projects and policy changes to implement its Vision Zero goal of zero traffic deaths by 2024. The strategy adopts five core principles, such as: 1) traffic deaths are preventable and unacceptable; 2) safety for all road modes and users is the highest priority; 3) transportation system design should anticipate inevitable human error; 4) education, enforcement, and vehicle technology contribute to a safe system; and 5) transportation systems should be designed for speeds that protect human life.³ The strategy focuses on engineering, enforcement, education, evaluation, and policy changes that can be made to achieve their goals. The City is working on projects, such as:
 - a. Creating protected bike lanes
 - b. Building wider sidewalks
 - c. Reducing traffic speeds⁴

The City is also exploring policy changes to state law that will allow the City to place traffic cameras near schools and senior centers to cite speeding drivers through automated speed enforcement.⁵

2. Los Angeles – the City has established a commitment to eliminate all traffic deaths by 2025. They have identified a network of streets, known as the High Injury Network (HIN)⁶, which maps out their areas of concern where they plan on making strategic investments in reducing deaths/severe injury. According to the City, only 6% of their city streets account for 2/3 of all deaths/severe injury for pedestrians. The City highlights the three following projects as part of their Vision Zero efforts⁷:
 - a. Installation of 22 new Leading Pedestrian Intervals (LPIs) at signals throughout the city, which gives pedestrians a head start against right-turning vehicles when crossing
 - b. Installation of a pedestrian scramble at the intersection of Hollywood and Highland, which stops traffic in all four-directions during pedestrian crossing.
 - c. Installation of curb extensions along Cesar E. Chavez Avenue in their HIN, which reduces the crossing distance for pedestrians, narrows the intersections, and reduces speed for turning vehicles.

San Francisco’s Vision Zero Categories:

1. Engineering – implement treatments and redesign streets to reduce the frequency and severity of collisions (i.e. using/implementing: high injury network maps, signal timing, high visibility crosswalks, bus stop lengths, etc.)
2. Enforcement – use data driven approach to cite and focus on violations of the California Vehicular Code and S.F. Transportation Code that identify as causative in severe and fatal collisions (i.e. explore implementation of E-citation Pilot, reporting on traffic collision data, police training, etc.)

² <http://visionzeronet.org/wp-content/uploads/2016/02/VZ-map-April-20-2016-4.jpg>

³ <http://www.joomag.com/magazine/vision-zero-san-francisco/0685197001423594455?short>

⁴ <http://visionzerosf.org/vision-zero-in-action/engineering-streets-for-safety/>

⁵ <http://visionzerosf.org/vision-zero-in-action/public-policy-for-change/>

⁶ <http://ladot.maps.arcgis.com/apps/MapJournal/index.html?appid=488062f00db44ef0a29bf481aa337cb3>

⁷ <http://visionzero.lacity.org/actions/>

3. Education – coordinate among city departments to create citywide strategy for outreach and safety programs, such as Safe Routes to Schools. (i.e. education campaign includes – Safe Streets SF, large vehicle safe driving for municipal vehicles, etc.)
4. Evaluation – evaluate the impact of engineering, enforcement, education and policy efforts to provide recommendations for refinement (i.e. use of web-based data sharing and tracking systems for transparency and accountability).
5. Policy – support and mobilize local and state policy initiatives that advance Vision Zero (i.e. Advance Automated Safety Enforcement initiative at the state level, in-vehicle technology usage, partnering with state and federal agencies on administrative and legal issues, etc.)

In its annual reporting, the City has established the following measures for successful benchmarks:

- Decreasing total severe and fatal injuries
- Decreasing the proportion of severe and fatal injuries in communities of concern to address social inequities
- Decreasing medical costs at SF General Hospital relating to collisions
- Increasing the number of engineering projects and miles of streets receiving safety improvements
- Decreasing the speeds on SF streets
- Increasing investigation and prosecution of vehicular manslaughter
- Increasing public awareness of Vision Zero and traffic safety laws
- Increasing policy changes made at the state and local levels to advance Vision Zero

Toward Zero Deaths – The Federal Highway Administration (FHWA) within the United States Department of Transportation (USDOT) is committed to the vision of eliminating fatalities and serious injuries on national roadways. FHWA has a strategic goal of ensuring the “nation’s highway system provides safe, reliable, effective, and sustainable mobility for all users.”⁸ It is essentially the national version of Vision Zero administered primarily through the Highway Safety Improvement Program (HSIP).

At the state level, the California Office of Traffic Safety (OTS) has a mission to “effectively and efficiently administer traffic safety grant funds to reduce traffic deaths, injuries, and economic losses.”⁹ They make available grants to local and state public agencies for traffic law enforcement, public traffic safety education, and other programs aimed at reducing fatalities, injuries, and economic loss from collisions.

Support: City of Fremont, City of Los Angeles, City of Sacramento, City of San Francisco, City of San Jose, City of Santa Monica, and City of West Hollywood

Opposition: One individual

Fiscal Impact: Unknown. The costs to any particular city can vary tremendously depending on the level and scope of investment any particular city would seek to make. For example, the City of San Francisco has Vision Zero project costs ranging from \$30,000 for pedestrian safety treatments up to \$12,000,000 for a Streetscape project. The cost of any particular effort could be well below, above, and anywhere between those ranges for Vision Zero implementation.

⁸ <http://safety.fhwa.dot.gov/tzd/>

⁹ http://www.ots.ca.gov/OTS_and_Traffic_Safety/About_OTs.asp

Comment:

- 1) Policy committee members are encouraged to consider carefully how the adoption of the resolved clause in this resolution may affect the League’s future policy when it comes to advocating for transportation funding and other existing priorities. While the clause “encouraging cities throughout California to join in these traffic safety initiatives to pursue the elimination of death and severe injury crashes on our roadways” provides an opportunity to highlight strategies that can be considered to improve transportation safety, two other aspects of the resolved appear to establish new policy for the organization in that it would “commit” the League to:
 - Supporting Vision Zero, Toward Zero Deaths, and other programs, policies, or initiatives that prioritize transportation safety.
 - Encouraging the State to consider adopting transportation safety as a top priority for transportation projects and policy formulation.
- 2) Effects of various strategies to improve transportation safety can vary. According to an article published in the San Francisco Chronicle on March 26, 2016, deaths in San Francisco traffic were not falling despite Vision Zero efforts.¹⁰ The article notes that there were seven deaths in 2016, while there was only one in the first 10 weeks of 2015 and seven in 2014 during the same period. The San Francisco Department of Public Health commented that despite these incidents, it’s too early to make any conclusions about Vision Zero’s effectiveness. In Los Angeles, however, the city has cited significant decreases in severe and fatal injuries with implementation of certain technologies, such as installation of pedestrian scrambles. The success of Vision Zero in any particular city will likely depend on the level of investment and scope of the project(s) as the projects can vary widely.
- 3) In the fifth “Whereas” clause from the top, the word “principal” should be “principle.”

Existing League Policy: “The League supports additional funding for local transportation and other critical unmet infrastructure needs. One of the League’s priorities is to support a consistent and continuous appropriation of new monies from various sources directly to cities and counties for the preservation, maintenance and rehabilitation of the local street and road system. New and additional revenues should meet the following policies:

- System Preservation and Maintenance. Given the substantial needs for all modes of transportation, a significant portion of new revenues should be focused on system preservation. Once the system has been brought to a state of good repair, revenues for maintenance of the system would be reduced to a level that enables sufficient recurring maintenance.
- Commitment to Efficiency. Priority should be given to using and improving current systems. Recipients of revenues should incorporate operational improvements and new technology in projects.
- All Users Based System. New revenues should be borne by all users of the system from the traditional personal vehicle that relies solely on gasoline, to those with new hybrid or electric technology, to commercial vehicles moving goods in the state, and even transit, bicyclists, and pedestrians who also benefit from the use of an integrated transportation network.
- Alternative Funding Mechanisms. Given that new technologies continue to improve the efficiency of many types of transportation methods, transportation stakeholders must be open to new alternative funding mechanisms. Further, the goal of reducing greenhouse gases is also expected to affect vehicle miles traveled, thus further reduce gasoline consumption and revenue from the existing gas tax. The

¹⁰ <http://www.sfchronicle.com/bayarea/article/Deaths-in-S-F-traffic-not-falling-despite-Vision-7182486.php>

existing user based fee, such as the base \$0.18-cent gas tax is a declining revenue source. Collectively, we must have the political will to push for sustainable transportation revenues.

- Unified Statewide Solution. For statewide revenues, all transportation stakeholders must stand united in the search for new revenues. Any new statewide revenues should address the needs of the entire statewide transportation network, focused in areas where there is defensible and documented need.
- Equity. New revenues should be distributed in an equitable manner, benefiting both the north and south and urban, suburban, and rural areas as well as being equally split between state and local projects.
- Flexibility. Needs vary from region to region and city to city. New revenues and revenue authority should provide the flexibility for the appropriate level of government to meet the goals of the constituents.
- Accountability. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level.”¹¹

Additionally, the League adopted to “Increase Funding for Critical Transportation and Water Infrastructure” as its number one strategic goal for 2016. It reads, “Provide additional state and federal financial assistance and new local financing tools to help meet the critical transportation (streets, bridges, active transportation, and transit) and water (supply, sewer, storm water, flood control, etc.) infrastructure maintenance and construction needs throughout California’s cities.”¹²

¹¹ <http://www.cacities.org/Resources-Documents/Policy-Advocacy-Section/Policy-Development/2016-Summary-of-Existing-Policy-and-Guiding-Princi.aspx>

¹² <http://www.cacities.org/Secondary/About-Us/Strategic-Priorities>

LETTERS OF CONCURRENCE

Resolution No. 1

VISION ZERO



Office of the Mayor

3300 Capitol Avenue, Building A | P.O. Box 5006, Fremont, CA 94537-5006

510 284-4011 *ph* | 510 284-4001 *fax* | www.fremont.gov

July 21, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: A RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION AND IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA

Dear President Michael,

The City of Fremont enthusiastically endorses the proposed resolution to support the implementation of initiatives to eliminate traffic deaths and severe injuries on our roadways. Fremont is among the early adopters of the Vision Zero traffic safety strategy. With City Council's approval of our Fremont Vision Zero 2020 action plan in March 2016, we are already seeing the benefits of building a safety first culture in our community.

I strongly encourage other California cities to join a growing coalition of support for Vision Zero. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Fremont has embraced Vision Zero and we are in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

A handwritten signature in cursive script that reads "Bill Harrison".

Bill Harrison
Mayor





CITY HALL
LOS ANGELES, CALIFORNIA 90012

August 2, 2016

The Honorable Dennis Michael
President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: League of California Cities Resolution Supporting Initiatives to Prioritize Traffic Safety

Dear President Michael:

We write in support of the proposed resolution to support the adoption and implementation of Vision Zero initiatives throughout California to eliminate traffic fatalities and injuries. Vision Zero and Towards Zero Deaths strategies have been adopted in cities throughout California, including the City of Los Angeles. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Every year, more than 200 people are killed while trying to move around Los Angeles. Nearly half of the people who die on Los Angeles streets are people walking and bicycling, and an alarming number of them are children and older adults. The safety of our residents and visitors is paramount. If we can realize Vision Zero throughout California, children will be safer walking to school, families will be safer going to the park, and commuters will be safer getting to work.

The City of Los Angeles adopted Vision Zero as part of its Transportation Strategic Plan, and an executive directive was issued in 2015 directing its implementation. We are in strong support of Vision Zero in California, and we support the proposed Resolution.

Sincerely,

ERIC GARCETTI
Mayor

JOE BUSCAINO
Councilmember, 15th District
League of California Cities Representative



OFFICE OF THE
CITY COUNCIL

CITY OF SACRAMENTO
CALIFORNIA

JAY SCHENIRER

COUNCILMEMBER
DISTRICT FIVE

July 27, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION
AND IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY
THROUGHOUT CALIFORNIA

Dear President Michael,

The City of Sacramento supports the proposed resolution to support the adoption and implementation of initiatives to prioritize transportation safety toward eliminating death and severe injuries on our roadways. **Vision Zero** and **Towards Zero Deaths** strategies have been adopted in many cities and Sacramento is currently developing its own **Vision Zero Action Plan**.

Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and are estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on roads and streets of our cities. We must put safety as a top priority for all users of our streets. It is fundamental for prosperity of California cities as safety, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Sacramento is in strong support of prioritized and expanded transportation safety in California cities and supports the proposed Resolution.

Sincerely,

Jay Schenirer, Council Member
Chair, Law & Legislation Committee



THE CITY OF SAN DIEGO

August 9, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, CA 95814

Dear President Michael:

RE: A resolution of the league of California Cities Supporting the Adoption and Implementation of Initiatives to Prioritize Traffic Safety throughout California

The City of San Diego Transportation & Storm Water Department supports the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California, including the City of San Diego (Attachment 1). Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of San Diego Transportation & Storm Water Department has embraced Vision Zero/Towards Zero Death and I am in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

Kris McFadden
Director

Attachment: A Resolution of the Council of the City of San Diego Adopting a Vision Zero Plan to Eliminate Traffic Fatalities and Serious Injuries in the Next Ten Years

cc: Katherine Johnston, Director of Infrastructure and Budget Policy, Office of the Mayor
Kristin Tillquist, Director of State Government Affairs, Office of the Mayor
Vic Blandes, Assistant Director, Transportation & Storm Water Department
Linda Marabian, Deputy Director, Traffic Engineering Operations



Transportation & Storm Water Department

202 C Street, 9th Floor, MS 9A • San Diego, CA 92101

Tel (619) 236-6594 Fax (619) 236-6570

RESOLUTION NUMBER R- 310042

DATE OF FINAL PASSAGE NOV 03 2015

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO ADOPTING A VISION ZERO PLAN TO ELIMINATE TRAFFIC FATALITIES AND SERIOUS INJURIES IN THE NEXT TEN YEARS.

WHEREAS, on average one person each day is seriously injured or killed on the road while walking, bicycling, or driving the streets of San Diego; and,

WHEREAS, the City has adopted numerous studies and plans that outline design concepts to improve safety for people walking and biking in the City including a Pedestrian Master Plan and Bicycle Master Plan; and,

WHEREAS, the City of San Diego's draft Climate Action Plan proposes to achieve 50 percent of commuter mode share for walking, biking and transit use in transit priority areas by 2050 and safer conditions for walking and biking can help implement this Plan; and,

WHEREAS, the City will increase in population by approximately 30 percent by 2050 and the majority of growth will result from infill development thereby increasing demand for safe walking and bicycling; and,

WHEREAS, communities in San Diego have prioritized infrastructure projects that improve walking and biking safety among other project types as represented by the Community Planning Committee report to Infrastructure Committee in November 2013; and,

WHEREAS, the City incurs costs to respond to lawsuits alleging the City's failure to provide safer streets; and,

WHEREAS, restoring infrastructure in the City is a priority of the Council and Mayor; and,

WHEREAS, Vision Zero provides a framework for reducing traffic deaths to zero through a combination of safe engineering measures, education, and enforcement practices; and,

WHEREAS, Vision Zero has been adopted in many cities throughout the country, most notably in New York City which has seen the lowest number of pedestrian fatalities in its first year of implementation since documentation began in 1910; and,

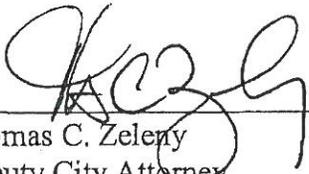
WHEREAS, Circulate San Diego is convening an Advisory Committee to advance Vision Zero Goals; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it hereby adopts a goal of eliminating traffic deaths and serious injuries by 2025; and

BE IT FURTHER RESOLVED, by the Council of the City of San Diego, that it urges City staff from the Mayor's office, Transportation and Stormwater Department, San Diego Police Department, and a representative of the City's Bicycle Advisory Committee to attend meetings of Circulate San Diego's Vision Zero Advisory Committee for a limited time to develop a traffic safety plan that will help the City reach the goal of zero traffic deaths and serious injuries; and

BE IT FURTHER RESOLVED, that the traffic safety plan will be guided by innovative engineering solutions to improve road safety for all users, especially the most vulnerable; will measure and evaluate performance annually; and will include enforcement and education strategies to prevent the most dangerous behaviors that cause public harm, especially along the corridors where collisions are most frequent.

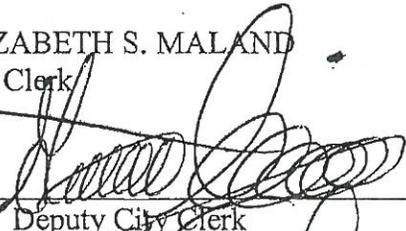
APPROVED: JAN I. GOLDSMITH, City Attorney

By 
Thomas C. Zeleny
Deputy City Attorney

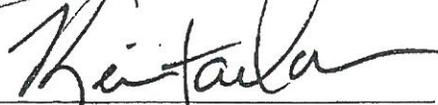
TCZ:cfq
September 24, 2015
Or.Dept:Envir. Comm.
Doc. No.: 1116742

I certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of Oct 27 2015.

ELIZABETH S. MALAND
City Clerk

By 
Deputy City Clerk

Approved: 11/2/15
(date)


KEVIN L. FAULCONER, Mayor

Vetoed: _____
(date)

KEVIN L. FAULCONER, Mayor

Passed by the Council of The City of San Diego on OCT 27 2015, by the following vote:

Councilmembers	Yeas	Nays	Not Present	Recused
Sherri Lightner	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lorie Zapf	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Todd Gloria	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Myrtle Cole	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mark Kersey	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Cate	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scott Sherman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
David Alvarez	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marti Emerald	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date of final passage NOV 03 2015

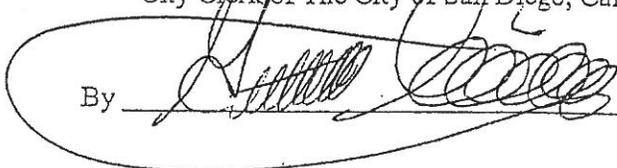
(Please note: When a resolution is approved by the Mayor, the date of final passage is the date the approved resolution was returned to the Office of the City Clerk.)

AUTHENTICATED BY:

KEVIN L. FAULCONER
Mayor of The City of San Diego, California.

ELIZABETH S. MALAND
City Clerk of The City of San Diego, California.

(Seal)

By  Deputy

Office of the City Clerk, San Diego, California

Resolution Number R- 310042



August 1, 2016

The Honorable Dennis Michael
President, League of California Cities
1400 K Street
Sacramento, CA 95814

Re: Resolution of the League of California Cities Supporting the Adoption and Implementation of Initiatives to Prioritize Traffic Safety Throughout California

Dear President Michael,

On behalf of the City and County of San Francisco, I am writing to express my support for the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California including San Francisco, San Jose, San Mateo, San Diego, Los Angeles, Santa Barbara, and Santa Monica. Accordingly, I encourage the submission of the resolution to support Vision Zero, Toward Zero Deaths, and other initiatives that make traffic safety a priority, which will be considered by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Every year in San Francisco, approximately 30 people lose their lives and over 200 more are seriously injured while traveling on our streets. These deaths and injuries are unacceptable and preventable, and the City is strongly committed to stopping further loss of life. San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Our goal is to create a culture that prioritizes traffic safety and to ensure that mistakes on our roadways do not result in serious injuries or deaths. The safety of our residents and the over 18 million visitors that use our streets each year is paramount, and the same holds true for cities across the California, which need safe, efficient, and organized transportation systems to support economically vibrant and sustainable communities.

The City and County of San Francisco has embraced Vision Zero, and I am in strong support of expanded transportation safety in California cities and, in turn, the proposed Resolution.

Sincerely,


Edwin M. Lee
Mayor



City of
Santa Monica®

Mayor Tony Vazquez
Mayor Pro Tempore Ted Winterer

Councilmembers

Gleam Davis
Sue Himmelrich
Kevin McKeown
Pam O'Connor
Terry O'Day

July 21, 2016

The Honorable Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RE: THE LEAGUE OF CALIFORNIA CITIES CONSIDERATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA

Dear President Michael:

The City of Santa Monica supports initiatives to eliminate death and severe injuries on our roadways. Vision Zero and Towards Zero Deaths strategies have been adopted in numerous cities throughout California, leading to the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

The City of Santa Monica embraced Secretary Anthony Foxx's Mayor's Challenge for *Safer People, Safer Streets* in March 2015. Simultaneously, the Council directed staff to initiate work on Vision Zero and 8-80 cities – a movement created by Gil Penalosa, to make cities that work for people aged 8 to 80. Combined, these two efforts aim to create streets that are safe and comfortable for people in all modes and of all abilities. In February 2016 the Santa Monica City Council adopted a Vision Zero target in our first Pedestrian Action Plan. We are now actively working to incorporate these visionary targets into City operations.

Our City cares deeply about the safety of our people, and their ability to access good, services, education, social networks and employment. Creating a New Model for Mobility is one of the Council's Five Strategic Goals, identified to organize and advance work on our top priorities. A safe mobility network supports our urgent need to provide transportation options that reduce greenhouse gas emissions, and provide equitable access to places and activities that support community Wellbeing. Reducing and ultimately eliminating severe injury and fatal crashes part of a resilient, safe and prosperous community.

Traffic fatalities in America hit a seven-year high in 2015 and is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of Santa Monica has embraced **Vision Zero/Towards Zero Deaths** and I am in strong support of expanded transportation safety in California cities.

Sincerely,


Tony Vazquez
Mayor

1685 Main Street • PO Box 2200 • Santa Monica • CA 90407-2200
tel: 310 458-8201 • fax: 310 458-1621 • e-mail: council@smgov.net



CITY OF WEST HOLLYWOOD

CITY HALL
3300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

OFFICE OF THE CITY MANAGER

PAUL AREVALO
CITY MANAGER

July 21, 2016

The Honorable L. Dennis Michael, President
League of California Cities
1400 K Street
Sacramento, California 95814

RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES SUPPORTING THE ADOPTION AND IMPLEMENTATION OF INITIATIVES TO PRIORITIZE TRAFFIC SAFETY THROUGHOUT CALIFORNIA - SUPPORT

Dear President Michael:

The City of West Hollywood supports the proposed resolution to support the adoption and implementation of initiatives to eliminate death and severe injuries on our roadways. **Vision Zero** and **Towards Zero Deaths** strategies have been adopted in numerous cities throughout California. Accordingly, we concur in the submission of the resolution for consideration by the League of Cities General Assembly at its annual meeting on October 5, 2016.

Traffic fatalities in America hit a seven-year high in 2015, and it is estimated to have exceeded 35,000 people. This is about double the average of peer nations and must be addressed. Safety of our residents and visitors is paramount and this is especially true on the roads and streets of our cities. We must put safety as the top priority for all users of our streets. It is fundamental for the prosperity of California cities as safe, efficient, organized transportation systems are essential for economically vibrant and sustainable communities.

The City of West Hollywood is in strong support of expanded transportation safety in California cities and support the proposed Resolution.

Sincerely,

Paul Arevalo,
CITY MANAGER

c: Honorable Members of the West Hollywood City Council



CITY OF RIALTO

TRANSPORTATION COMMISSION STAFF REPORT For Commission Meeting of (DATE)

TO:	Chair and Members of the Transportation Commission
FROM:	Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer
SUBJECT:	Proposed Stop Sign Installation at Terra Vista Drive and Live Oak Avenue
DATE:	August 25, 2016

BACKGROUND:

The Transportation Commission requested to conduct a traffic engineering study to evaluate the need for installation of All-Way Stop control and to investigate speeding at the intersection of Terra Vista Drive and Live Oak Avenue.

Terra Vista Drive is classified as a Collector Street with an Average Daily Traffic (ADT) volume of 5,154 and Live Oak Avenue is classified as a local street with an ADT volume of 1,574. Prior to the extension of Terra Vista Drive westerly into the City of Fontana boundaries, it terminated 1,320 feet west of Live Oak Avenue.

ANALYSIS/DISCUSSION:

In 2015 a new housing development was built within the City of Fontana's jurisdiction, which resulted in the westerly extension of Terra Vista Drive connecting it to the City of Fontana street network. After the opening of the roadway in December 2015, the residents in the area reported speeding along Terra Vista Drive in excess of 40 MPH. Residents also reported corner sight visibility problems on Live Oak Avenue at the Terra Vista Drive intersection, making it difficult to safely enter the intersection.

Staff conducted a traffic engineering study in accordance with the City of Rialto guidelines and the California Manual on Uniform Traffic Control Devices (MUTCD) (latest edition). The study included the following actions:

1. Collect and review speed survey data.
2. Evaluate and measure the available sight distance at the intersection of Terra Vista Drive and Live Oak Avenue to determine if there is adequate visibility.
3. Collect and review collision data.
4. Collect and review traffic volumes.

Terra Vista Drive is a 40-foot wide two-lane collector road with a bike lane in each direction, a posted speed limit of 35 MPH and is uncontrolled at its intersection with Live Oak Avenue. Terra Vista Drive is comprised of single family homes on both sides with curbs, sidewalks and planted trees in the parkway. East of Live Oak Avenue, Edward M. Fitzgerald Elementary school is located on Terra Vista Drive between Tamarind Avenue and Palmetto Avenue with a posted speed limit of 25 MPH during school hours.

Live Oak Avenue north of Terra Vista Drive is a 36-foot wide two-lane local street with a prima-facie speed limit of 25 MPH providing access to a residential area. Live Oak Avenue north of Terra Vista Drive is a 64-foot wide, 4-lane divided arterial roadway with a raised landscaped median separating the northbound and southbound lanes and a bike lane along both edges. Live Oak Avenue, north of Terra Vista Drive, has a posted speed limit of 35 MPH, and south of Terra Vista Drive it has a prima facie speed limit of 25 MPH. The southbound approach of Live Oak Avenue at its intersection with Terra Vista Drive has one right turn lane, a shared through left turn lane and is controlled by a stop sign with a supplement sign indicating "Cross Traffic Does Not Stop". The northbound approach of Live Oak Avenue at Terra Vista Drive has a single lane with a stop sign and supplemental "Cross Traffic Does Not Stop" sign. Terra Vista Drive is uncontrolled at Live Oak Avenue; however, it is all-way stop controlled at Palmetto Avenue which is approximately 1,111 feet east of Live Oak Avenue. Terra Vista Drive is posted on both sides with "No Parking Anytime" parking restrictions.

Staff from Public Works collected vehicle speed surveys on two different days, the first on October 1, 2015, and the second on October 13, 2015. Copies of the surveys are included as **Attachment 1**. On the first survey, the 85th percentile speed was 44 MPH for eastbound and 44 mph for westbound. On the second survey, the 85th percentile speed for eastbound was 38 MPH and 39 MPH for westbound. The variation in the data could be as a result of the placement of a speed feedback trailer placed by the Police Department for a period of one week between the times of the surveys. The speed feedback trailer and the enforcement activity may have contributed to increased awareness, potentially resulting in reduced speeds in the second survey.

The intersection sight distance was evaluated based on the City of Rialto's Standard Plan SC-222, the standard plan indicates a desirable corner sight distance and a minimum sight distance for the posted speed limit or the 85th percentile speed. A copy of Standard Plan SC-222 is included as **Attachment 2**. The Engineering staff conducted an intersection corner sight distance study on June 23, 2016, by spotting a cone located 440-feet from the intersection based on the 85th percentile speed of 40 MPH as outlined in the City of Rialto Standard Plans SC-222. The intersection corner sight distance study revealed that at a distance of 440-feet, the cone was not visible from the driver's eye position based on a vehicle position located at the stop limit line. The maximum distance that the cone was visible is approximately 250-feet from the intersection. A copy of the Site Distance Study is included as **Attachment 3**.

The collision history was reviewed for the intersection of Terra Vista Drive at Live Oak Avenue resulting in no reported accidents within a 12 month period.

Also, a comprehensive Multi-Way Stop warrant was conducted for the location based on the minimum volumes criteria. The vehicular volume entering the intersection from the major street approaches (total of both approaches) should average at least 300 vehicles per hour for any 8 hours of an average day. The counts that were conducted on May 19, 2016, revealed the 8 hourly volumes of 493, 304, 289, 361, 345, 354, 362 and 326 vehicles respectively. The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the highest hour. The counts

conducted on May 19, 2016, revealed the highest 8 hourly volume of 74, 123, 78, 86, 109, 113, 126 and 118 vehicles respectively during the same 8 hour period. Therefore the vehicular volume and combined, vehicular, pedestrian and bicycle warrants were not satisfied, however when 85th percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrants are 70 percent of the values provided in the above criteria. The warrant is met using the 40 MPH criteria based on the survey that was conducted on October 1, 2016, but did not meet the 70 percent threshold values for the 300 vehicles and the 200 units for 8 hours. Finally, where no single warrant is satisfied and all the above criteria's were satisfied to 80 percent of the minimum value, the 70 percent criteria should be excluded from this analysis. The traffic volume analysis revealed that no single all-way stop warrant was met.

CONCLUSION

The intersection corner sight visibility distance of 440-feet for traffic on Live Oak Avenue entering Terra Vista Drive does not meet the standard due to the curvature of the roadway and physical obstructions at the corner. Therefore, staff recommends installing All-Way Stop controls at the intersection of Terra Vista Drive and Live Oak Avenue. During the first 90 days, the stop sign installation will be supplemented with a flashing red beacon mounted on top of the stop signs for Terra Vista Drive to alert motorists of the changes to stop condition. In addition, advance warning "STOP AHEAD" signs with "STOP AHEAD" pavement markings will be placed in advance of the stop controls along with "STOP" pavement markings at the limit lines on Terra Vista Drive.

RECOMMENDATION

Staff recommends that the Transportation Commission accept the findings for the installation of the All-Way Stop controls at the intersection of Terra Vista Drive at Live Oak Avenue.

Attachments:

- 1) Speed Surveys
- 2) Standard Plan SC-222
- 3) Sight Distance Study

Traffic Study Report

Vehicle Speed Survey Sheet

City: Rialto Date: 10/01/2015 Begin Time: 1:19 PM End Time: 2:10 PM

Location: On W. Terra Vista Dr. between Mango Avenue and N. Live Oak Avenue

Weather: Clear, Sunny Posted Speed: 35 mph

Recorder's Name(s): Moises Peralta/ Demond Mayfield

Eastbound:

Number of Free Flow Vehicles Counted: 52 # to count up: 44

85th Percentile Calculation: Total (52) times 0.85 = 44.2 vehicles

This vehicle's speed was: 44 mph

Number of all vehicles at this speed: 3

Pace Speed: 36-45 mph Average Speed: 39 mph

% of vehicles in Pace: 80% % Over Pace: 10% % Under Pace: 10%

Westbound:

Number of Free Flow Vehicles Counted: 58 # to count up: 49

85th Percentile Calculation: Total (58) times 0.85 = 49.3 vehicles

This vehicle's speed was: 44 mph

Number of all vehicles at this speed: 2

Pace Speed: 36-45 mph Average Speed: 40 mph

% of vehicles in Pace: 74% % Over Pace: 17% % Under Pace: 9%

Attached is a Vehicle Collision Report which dates from 2009 – 2014 and the former Speed Survey which dates to 2003 as well as Aerial location maps for reference.

A.1.3 - Vehicle Speed Survey Template

westbound

VEHICLE SPEED SURVEY SHEET

City: Rialto Date: 10/01/2015 Post Mile: _____
 Location: Terra Vista east of Main Weather: clear / sunny Posted Speed: 35
 Recorder Name: Demond Mayfield Begin Time: 1:19 End Time: 2:18

mph	Number of Vehicles					Total	Cumulative Total
	5	10	15	20	25		
55							
54							
53							
52	X					1	52
51							
50							
49	X	X				2	54
48	X	X				2	54
47	X					1	52
46							
45	X					1	51
44	X					1	50
43	X	X				2	48
42	X					1	44
41	X	X	X			3	43
40	X	X	X	X		4	36
39	X	X	X	X		4	27
38	X	X	X	X		4	23
37	X	X	X	X		4	13
36	X	X	X	X		4	11
35							
34	X					1	6
33	X					1	3
32	X					1	2
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							

Roadside Type/Development: residential

Number of Free Flow Vehicles Counted: 52 # to count up: 49
 85th percentile calculation: Total (52) times 0.85 = 44.3

This vehicle's speed was: 44 mph
 Number of all vehicles at this speed: 2
 Total total 52
 0 count = oct to 14

Signed: Demond Mayfield Date: 10/01/15 Title: Engineering Technician

Note: You may find the original excel spreadsheet on the HQ Traffic Engineering Website.

% in pace: 43 = 74% % over = 10 = 17% % under = 8% = 5 cars
 pace

Pace speed: 36 - 44 mph Average speed = 40 mph

A.13 - Vehicle Speed Survey Template

Eastbound

VEHICLE SPEED SURVEY SHEET

City: Rialto Date: 10/01/2015 Post Mile: _____
 Location: Terra Vista east of Marys Weather: Clear, Sunny Posted Speed: 35
 Recorder Name: Moises Peralta Begin Time: 1:19 End Time: 2:10

mph	Number of Vehicles						Total	Cumulative Total
	5	10	15	20	25	30		
55								
54								
53								
52	X						1	1
51								
50								
49	X	X					2	3
48								
47		X					1	4
46	X						1	5
45	X	X					2	7
44	X	X	X				3	10
43	X						1	11
42	X						1	12
41	X	X	X	X	X		7	19
40	X	X	X	X	X		6	25
39	X	X	X	X	X		3	28
38	X	X	X	X	X	X	10	38
37	X						1	39
36	X	X	X	X	X		6	45
35	X						1	46
34								
33	X	X					2	48
32	X						1	49
31	X						1	50
30								
29								
28								
27								
26								
25								
24								
23								
22								
21								

Roadside Type/Development: Residential

Number of Free Flow Vehicles Counted: 52 # to count up: 44
 85th percentile calculation: Total (52) times 0.85 = 44.2

This vehicle's speed was: 44 mph
 Number of all vehicles at this speed: 3

Signed: Moises Peralta Date: 10/05/15 Title: Engineering Technician

Note: You may find the original excel spreadsheet on the HQ Traffic Engineering Website.

Pace speed: 36-45 mph Average speed = 39 mph
 % in pace: 80%, % over pace = 10%, % under pace = 10%

Traffic Study Report

Vehicle Speed Survey Sheet

City: Rialto Date: 10/13/2015 Begin Time: 1:10 PM End Time: 2:10 PM

Location: On W. Terra Vista Dr. between N. Tamarind Ave and N. Woodruff Ct.

Weather: Clear, Sunny Posted Speed: 35 mph

Recorder's Name(s): Moises Peralta/ Demond Mayfield

Roadside Type/Development: Residential/ School Zone

Eastbound:

Number of Free Flow Vehicles Counted: 47 # to count up: 40

85th Percentile Calculation: Total (47) times 0.85 = 39.95 vehicles

This vehicle's speed was: 38 mph

Number of all vehicles at this speed: 11

Pace Speed: 31-40 mph Average Speed: 36.6 mph

% of vehicles in Pace: 90% % Over Pace: 8% % Under Pace: 2%

Westbound:

Number of Free Flow Vehicles Counted: 73 # to count up: 62

85th Percentile Calculation: Total (73) times 0.85 = 62.05 vehicles

This vehicle's speed was: 39 mph

Number of all vehicles at this speed: 4

Pace Speed: 32-41 mph Average Speed: 36.1 mph

% of vehicles in Pace: 85% % Over Pace: 5.5% % Under Pace: 9.5%

Attached is a Vehicle Collision Report which dates from 2009 – 2014 and the former Speed Survey which dates to 2003 as well as Aerial location maps for reference.

.....)

A.1.3 - Vehicle Speed Survey Template

Westbound

VEHICLE SPEED SURVEY SHEET

City: Rialto Date: 10/13/2015 Post Mile: _____
 Location: on Tem Vista East of Weather: Sunny/clear Posted Speed: _____
 Recorder Name: Tamara Begin Time: 1:10 pm End Time: 2:10 pm

mph	Number of Vehicles						Total	Cumulative Total
	5	10	15	20	25			
55								
54								
53								
52								
51								
50								
49								
48								
47								
46	X	X					2	33
45								
44								
43	X						1	34
42	X						1	35
41	X	X	X	X	X		5	40
40	X	X	X	X	X		5	45
39	X	X	X	X	X		5	50
38	X	X	X	X	X	X	6	56
37	X	X	X	X	X	X	6	62
36	X	X	X	X	X	X	6	68
35	X	X	X	X	X	X	6	74
34	X	X	X	X	X	X	6	80
33	X	X	X	X	X	X	6	86
32	X	X	X	X	X	X	6	92
31	X	X	X	X	X	X	6	98
30	X						1	99
29	X						1	100
28	X						1	101
27								
26								
25								
24								
23								
22								
21								

Number of Free Flow Vehicles Counted: 33 # to count up: 62 ✓
 85th percentile calculation: Total (33) times 0.85 = 62 ✓

This vehicle's speed was: 39 mph
 Number of all vehicles at this speed: 4

Signed: Moses J. Walker Date: 10/13/15 Title: Engineering Technician

Roadside Type/Development: Residential

Note: You may find the original excel spreadsheet on the HQ Traffic Engineering Website.

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Pace Speed: 32 - 41 mph Average speed: 36 mph

% in pace = 85% % over pace = 5.5% % under pace = 9.5%

Counts Unlimited, Inc

City of Rialto
 N/S: Live Oak Avenue
 E/W: Terra Vista Drive
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

RLTLOTVEW
 Site Code: 007-16278

Start Time	5/17/2016 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	1			5	12				
12:15		0	9			2	14				
12:30		0	2			1	9				
12:45		0	3	2	15	3	14	11	49	13	64
01:00		0	3			1	9				
01:15		0	5			2	15				
01:30		0	6			1	15				
01:45		1	9	1	23	1	17	5	56	6	79
02:00		0	10			1	21				
02:15		0	8			1	19				
02:30		2	1			0	13				
02:45		1	4	3	23	4	16	6	69	9	92
03:00		2	4			2	18				
03:15		1	5			2	27				
03:30		2	5			1	28				
03:45		0	5	5	19	2	29	7	102	12	121
04:00		1	7			1	15				
04:15		3	4			0	16				
04:30		1	3			0	24				
04:45		3	4	8	18	8	20	9	75	17	93
05:00		3	7			4	29				
05:15		2	8			10	37				
05:30		5	8			17	24				
05:45		6	6	16	29	3	23	34	113	50	142
06:00		2	8			4	33				
06:15		8	5			6	19				
06:30		9	5			12	30				
06:45		13	4	32	22	11	17	33	99	65	121
07:00		11	2			11	27				
07:15		16	2			18	12				
07:30		9	7			19	13				
07:45		9	4	45	15	29	29	77	81	122	96
08:00		4	2			17	14				
08:15		4	0			17	26				
08:30		6	5			13	16				
08:45		6	3	20	10	7	17	54	73	74	83
09:00		3	1			11	10				
09:15		3	4			5	16				
09:30		3	3			6	10				
09:45		9	3	18	11	5	13	27	49	45	60
10:00		8	2			6	13				
10:15		5	0			5	8				
10:30		0	2			12	15				
10:45		4	1	17	5	11	7	34	43	51	48
11:00		3	1			8	13				
11:15		2	2			8	5				
11:30		7	1			13	3				
11:45		10	0	22	4	13	1	42	22	64	26
Total		189	194	189	194	339	831	339	831	528	1025
Combined Total		383		383		1170		1170		1553	
AM Peak	-	06:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	49	-	-	-	83	-	-	-	-	-
P.H.F.	-	0.766	-	-	-	0.716	-	-	-	-	-
PM Peak	-	-	01:30	-	-	-	05:15	-	-	-	-
Vol.	-	-	33	-	-	-	117	-	-	-	-
P.H.F.	-	-	0.825	-	-	-	0.791	-	-	-	-
Percentage		49.3%	50.7%			29.0%	71.0%				

Counts Unlimited, Inc

City of Rialto
 N/S: Live Oak Avenue
 E/W: Terra Vista Drive
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

RLTLOTVEW
 Site Code: 007-16278

Start Time	5/18/2016 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	6			3	12				
12:15		1	2			3	11				
12:30		0	6			1	9				
12:45		1	3	3	17	0	14	7	46	10	63
01:00		3	6			1	21				
01:15		1	9			0	14				
01:30		1	5			2	18				
01:45		0	4	5	24	1	20	4	73	9	97
02:00		0	9			1	23				
02:15		1	3			1	16				
02:30		1	3			0	12				
02:45		0	3	2	18	3	16	5	67	7	85
03:00		2	0			1	19				
03:15		0	4			2	27				
03:30		1	7			1	23				
03:45		0	8	3	19	3	24	7	93	10	112
04:00		0	7			1	19				
04:15		4	4			1	36				
04:30		0	2			3	22				
04:45		1	7	5	20	4	22	9	99	14	119
05:00		5	5			7	25				
05:15		3	5			10	30				
05:30		2	6			17	35				
05:45		8	4	18	20	2	26	36	116	54	136
06:00		4	4			9	20				
06:15		5	5			9	25				
06:30		7	4			9	26				
06:45		9	3	25	16	7	24	34	95	59	111
07:00		17	2			13	10				
07:15		13	3			19	26				
07:30		9	2			24	20				
07:45		14	6	53	13	30	14	86	70	139	83
08:00		6	4			16	14				
08:15		8	5			13	11				
08:30		4	4			10	17				
08:45		3	4	21	17	5	15	44	57	65	74
09:00		6	0			12	11				
09:15		4	4			10	14				
09:30		2	1			5	17				
09:45		3	4	15	9	12	10	39	52	54	61
10:00		10	2			9	14				
10:15		4	2			11	15				
10:30		5	0			5	8				
10:45		8	2	27	6	5	8	30	45	57	51
11:00		5	3			8	7				
11:15		8	0			15	6				
11:30		2	0			18	4				
11:45		8	2	23	5	9	4	50	21	73	26
Total		200	184	200	184	351	834	351	834	551	1018
Combined Total		384		384		1185		1185		1569	
AM Peak	07:00	-	-	-	-	07:15	-	-	-	-	-
Vol.		53	-	-	-	89	-	-	-	-	-
P.H.F.		0.779				0.742					
PM Peak	01:15	-	-	-	-	05:00	-	-	-	-	-
Vol.		-	27	-	-	116	-	-	-	-	-
P.H.F.		-	0.750	-	-	0.829	-	-	-	-	-
Percentage		52.1%	47.9%			29.6%	70.4%				

Counts Unlimited, Inc

City of Rialto
 N/S: Live Oak Avenue
 E/W: Terra Vista Drive
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

RLTLOTVEW
 Site Code: 007-16278

Start Time	5/19/2016 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	6			5	15				
12:15		0	3			2	13				
12:30		0	5			3	8				
12:45		0	5	0	19	2	15	12	51	12	70
01:00		2	6			3	15				
01:15		1	9			2	19				
01:30		1	5			0	10				
01:45		0	5	4	25	3	18	8	62	12	87
02:00		0	5			1	22				
02:15		0	3			1	17				
02:30		0	4			1	17				
02:45		0	6	0	18	1	12	4	68	4	86
03:00		1	6			1	21				
03:15		0	3			3	30				
03:30		1	2			1	23				
03:45		0	4	2	15	2	20	7	94	9	109
04:00		0	7			4	22				
04:15		5	2			2	27				
04:30		4	3			3	23				
04:45		3	10	12	22	8	19	17	91	29	113
05:00		3	8			6	29				
05:15		4	6			11	24				
05:30		5	3			14	23				
05:45		2	5	14	22	4	28	35	104	49	126
06:00		5	9			8	15				
06:15		10	4			4	25				
06:30		9	7			11	19				
06:45		18	9	42	29	9	30	32	89	74	118
07:00		10	9			17	20				
07:15		13	3			14	24				
07:30		6	4			21	18				
07:45		13	3	42	19	29	17	81	79	123	98
08:00		6	7			14	24				
08:15		8	3			20	16				
08:30		3	4			16	13				
08:45		3	3	20	17	8	14	58	67	78	84
09:00		7	1			10	16				
09:15		2	0			9	12				
09:30		8	5			3	15				
09:45		6	2	23	8	10	12	32	55	55	63
10:00		4	0			5	10				
10:15		1	4			10	12				
10:30		2	2			11	12				
10:45		5	2	12	8	12	11	38	45	50	53
11:00		8	1			12	7				
11:15		3	0			9	11				
11:30		4	1			15	6				
11:45		6	0	21	2	10	4	46	28	67	30
Total		192	204	192	204	370	833	370	833	562	1037
Combined Total		396		396		1203		1203		1599	
AM Peak	-	06:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	50	-	-	-	84	-	-	-	-	-
P.H.F.	-	0.694	-	-	-	0.724	-	-	-	-	-
PM Peak	-	-	06:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	29	-	-	-	104	-	-	-	-
P.H.F.	-	-	0.725	-	-	-	0.897	-	-	-	-
Percentage		48.5%	51.5%			30.8%	69.2%				
ADT/AADT		ADT 1,574		AADT 1,574							

Counts Unlimited, Inc

City of Rialto
 N/S: Live Oak Avenue
 E/W: Terra Vista Drive
 24 Hour Entering Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

RLTLOTVNS
 Site Code: 007-16278

Start Time	5/17/2016 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		9	20			1	28				
12:15		2	34			9	33				
12:30		2	39			4	29				
12:45		0	24	13	117	1	41	15	131	28	248
01:00		1	25			7	28				
01:15		5	28			1	31				
01:30		1	26			2	29				
01:45		5	29	12	108	1	34	11	122	23	230
02:00		9	51			4	50				
02:15		3	46			1	35				
02:30		1	47			1	54				
02:45		1	38	14	182	2	50	8	189	22	371
03:00		5	38			1	52				
03:15		5	61			3	57				
03:30		12	24			3	42				
03:45		3	26	25	149	2	52	9	203	34	352
04:00		12	26			7	45				
04:15		17	33			6	48				
04:30		27	85			9	44				
04:45		28	32	84	176	11	48	33	185	117	361
05:00		20	38			10	56				
05:15		27	42			18	57				
05:30		31	45			23	52				
05:45		22	33	100	158	12	64	63	229	163	387
06:00		66	34			14	45				
06:15		40	29			7	40				
06:30		52	28			6	45				
06:45		41	38	199	129	15	45	42	175	241	304
07:00		79	21			26	43				
07:15		85	37			25	44				
07:30		92	24			46	44				
07:45		104	29	360	111	54	41	151	172	511	283
08:00		59	13			44	37				
08:15		51	17			25	43				
08:30		29	23			26	36				
08:45		29	11	168	64	21	30	116	146	284	210
09:00		30	13			20	26				
09:15		23	10			8	32				
09:30		36	13			19	31				
09:45		18	11	107	47	20	26	67	115	174	162
10:00		22	5			17	22				
10:15		32	8			19	20				
10:30		20	9			18	16				
10:45		26	9	100	31	16	13	70	71	170	102
11:00		26	6			26	9				
11:15		39	8			17	10				
11:30		25	1			36	10				
11:45		32	3	122	18	16	6	95	35	217	53
Total		1304	1290	1304	1290	680	1773	680	1773	1984	3063
Combined Total			2594		2594		2453		2453		5047
AM Peak		07:00	-			07:15	-				
Vol.		360	-			169	-				
P.H.F.		0.865				0.782					
PM Peak		-	04:30			-	05:00				
Vol.		-	197			-	229				
P.H.F.		-	0.579			-	0.895				
Percentage			50.3%		49.7%		27.7%		72.3%		

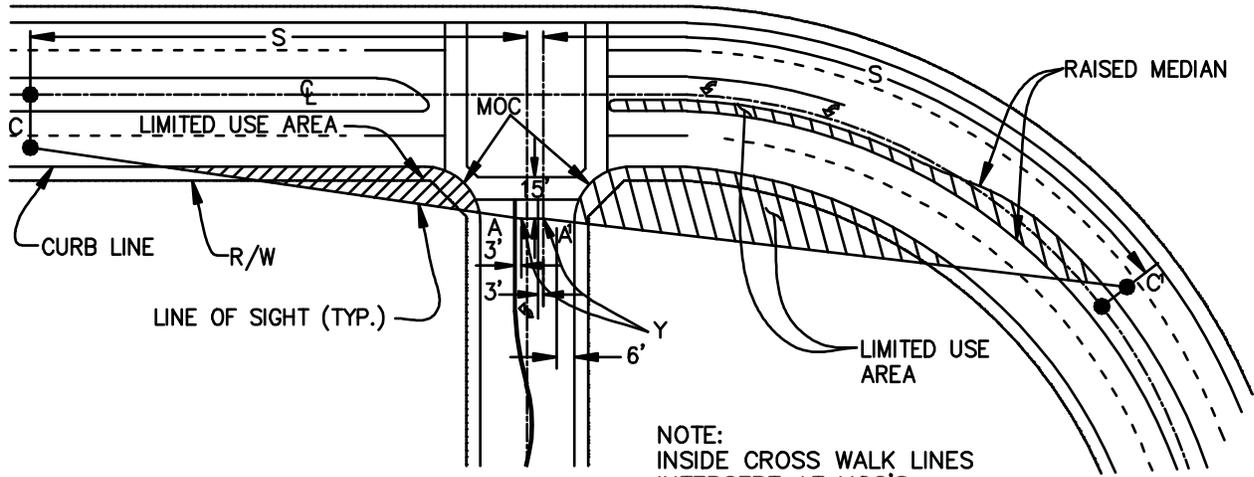
Counts Unlimited, Inc

City of Rialto
 N/S: Live Oak Avenue
 E/W: Terra Vista Drive
 24 Hour Entering Volume Count

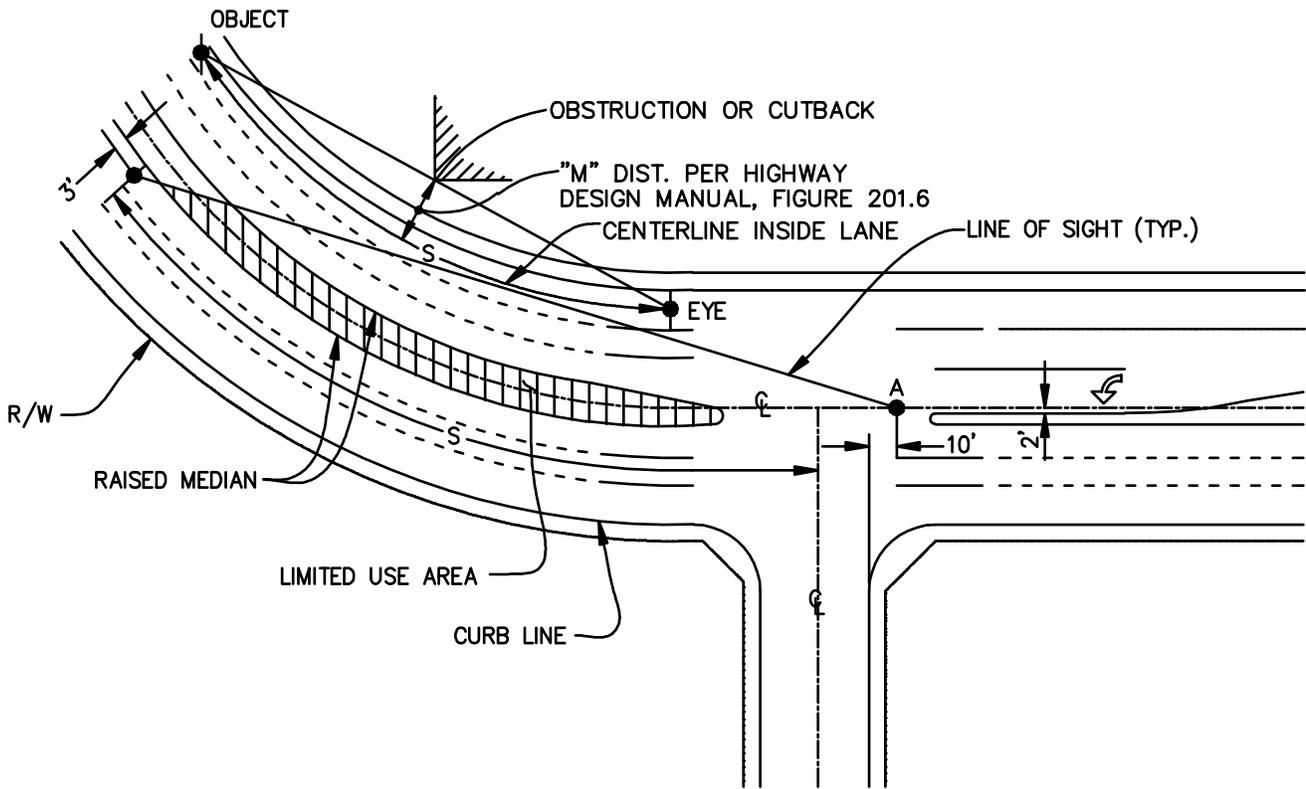
PO Box 1178
 Corona, CA 92878
 Phone: 951-268-6268
 email: counts@countsunlimited.com

RLTLOTVNS
 Site Code: 007-16278

Start Time	5/18/2016 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	27			8	16				
12:15		3	27			2	28				
12:30		3	32			5	23				
12:45		1	31	11	117	5	59	20	126	31	243
01:00		5	54			4	30				
01:15		3	26			2	32				
01:30		4	31			6	36				
01:45		4	33	16	144	2	41	14	139	30	283
02:00		7	59			1	61				
02:15		4	48			2	38				
02:30		2	38			4	46				
02:45		5	24	18	169	1	37	8	182	26	351
03:00		34	27			3	45				
03:15		5	35			0	35				
03:30		12	25			1	35				
03:45		5	34	56	121	3	50	7	165	63	286
04:00		13	39			4	45				
04:15		20	35			5	48				
04:30		19	87			8	55				
04:45		33	41	85	202	10	32	27	180	112	382
05:00		27	47			8	59				
05:15		23	25			15	53				
05:30		26	35			20	61				
05:45		21	37	97	144	11	46	54	219	151	363
06:00		33	35			9	58				
06:15		42	30			12	47				
06:30		44	28			8	52				
06:45		60	23	179	116	20	44	49	201	228	317
07:00		71	27			21	43				
07:15		102	30			34	41				
07:30		100	28			58	39				
07:45		106	31	379	116	56	42	169	165	548	281
08:00		58	26			40	40				
08:15		59	20			27	44				
08:30		34	23			27	38				
08:45		25	18	176	87	18	36	112	158	288	245
09:00		16	21			22	35				
09:15		44	22			12	32				
09:30		27	11			12	40				
09:45		19	4	106	58	15	21	61	128	167	186
10:00		46	8			11	19				
10:15		27	8			19	17				
10:30		21	4			15	20				
10:45		24	8	118	28	16	13	61	69	179	97
11:00		26	5			23	6				
11:15		39	6			17	13				
11:30		36	2			31	8				
11:45		24	2	125	15	28	7	99	34	224	49
Total		1366	1317	1366	1317	681	1766	681	1766	2047	3083
Combined Total		2683		2683		2447		2447		5130	
AM Peak	-	07:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	379	-	-	-	188	-	-	-	-	-
P.H.F.	-	0.894	-	-	-	0.810	-	-	-	-	-
PM Peak	-	-	04:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	210	-	-	-	219	-	-	-	-
P.H.F.	-	-	0.603	-	-	-	0.898	-	-	-	-
Percentage		50.9%	49.1%			27.8%	72.2%				



LEFT AND RIGHT TURN OUT AND CROSS TRAFFIC SIGHT DISTANCE



LEFT TURN IN SIGHT DISTANCE

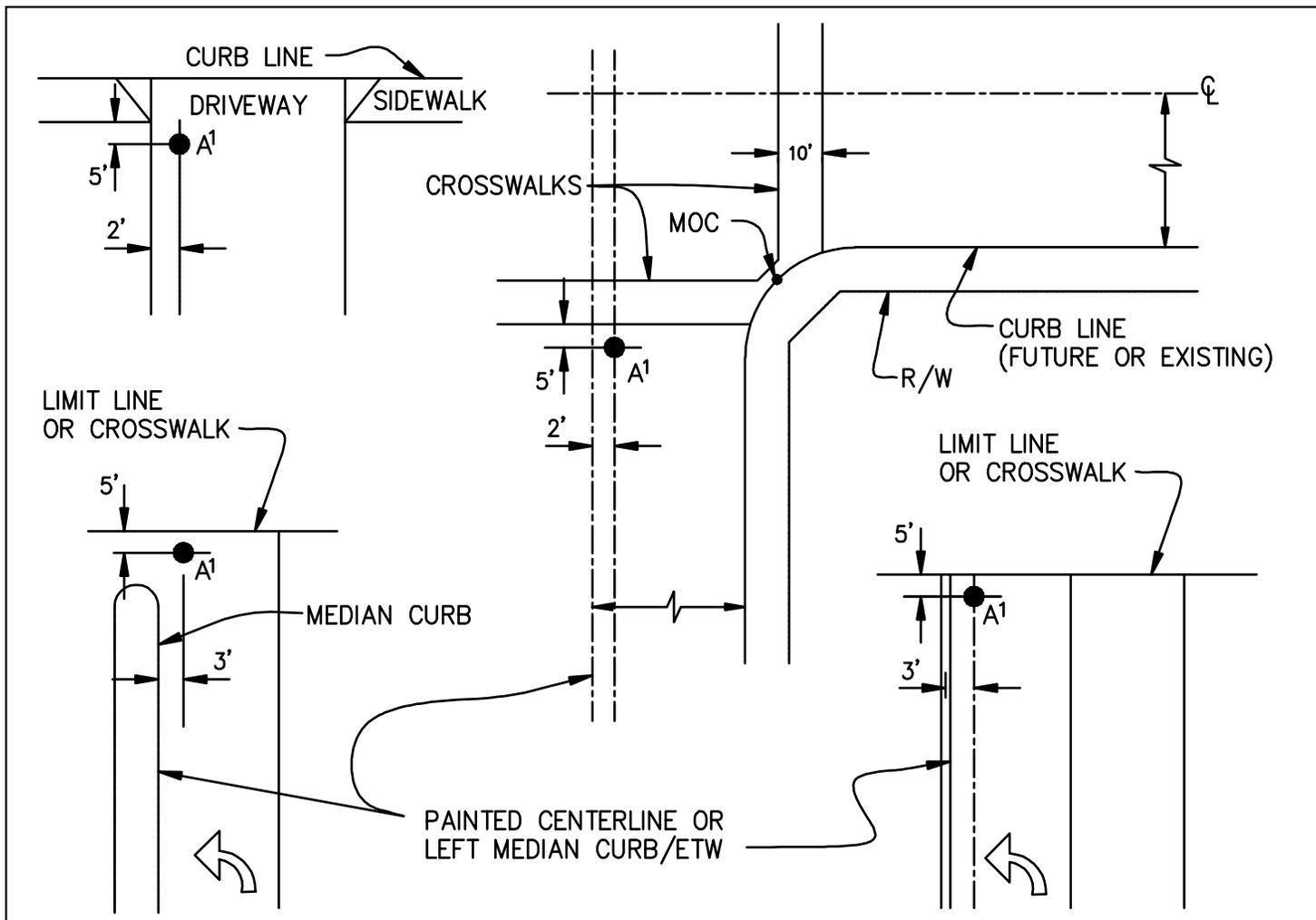
NOT TO SCALE

APPROVED BY:
Manus Fuller 11/25/14
P.W. DIRECTOR/CITY ENGINEER **DATE**

INTERSECTION SIGHT DISTANCE

REVISIONS			
DATE	BY	MARK	APPROVED

**CITY OF RIALTO, CALIFORNIA
 PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION**



DESIGN SPEED OR 85TH PERCENTILE (MPH)	(1) DESIRABLE CORNER SIGHT DISTANCE S	(2) MINIMUM SIGHT DISTANCE (FT) S
25	275	155
30	330	200
35	385	250
40	440	305
45	495	360
50	550	425
55	605	495
60	660	570
65	715	645
70	770	730

- NOTES:
- = POINT OF MEASUREMENT.
 - FOR INTERSECTION CASES, SEE SHEET 3 FOR APPLICATION.
 - REFER TO SHEET 1 FOR LINE OF SIGHT APPLICATION TO DISTANCE (S).
 - WHERE VEHICLES ARE BACKING INTO ON COMING TRAFFIC, A' SHALL BE 13' VERSUS 5'.
 - MOC - MIDDLE OF CURB RETURN.

(2) STOPPING DISTANCE = MIN. SIGHT DISTANCE = S
 (1) CORNER SIGHT DISTANCE = DESIRABLE

NOT TO SCALE

APPROVED BY:
Marcus Fuller 11/25/14
P.W. DIRECTOR/CITY ENGINEER **DATE**

REVISIONS			
DATE	BY	MARK	APPROVED

INTERSECTION SIGHT DISTANCE

**CITY OF RIALTO, CALIFORNIA
 PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION**

GENERAL NOTES:

1. THE DISTANCE S REPRESENTS THE INTERSECTION SIGHT DISTANCE MEASURED ALONG THE CENTERLINE OF THE ROAD. THE INTERSECTION SIGHT DISTANCE IS THE DISTANCE REQUIRED TO ALLOW STOPPING DISTANCE FOR THE DRIVER ON THE CROSS ROAD (OR LEFT TURN POCKET) TO SAFELY CROSS THE MAIN ROADWAY OR TURN LEFT WHILE THE APPROACH VEHICLE TRAVELS AT THE ASSUMED DESIGN SPEED OF THE MAIN ROADWAY.
2. THE DISTANCE S SHOULD BE INCREASED BY 20% FROM THE AMOUNT SHOWN ON THE STOPPING DISTANCE TABLE ON SUSTAINED DOWNGRADES STEEPER THAN 3% AND LONGER THAN ONE MILE.
3. POINTS A AND A' ARE THE LOCATIONS OF A DRIVER'S LINE OF SIGHT (3.5 FOOT EYE HEIGHT) TO ONCOMING VEHICLES (4.25 FOOT OBJECT HEIGHT) LOCATED AT POINTS C AND C' WHILE IN A VEHICLE AT AN INTERSECTION 5 FEET BACK FROM THE PROJECTION OF THE FIRST CROSSWALK LINE LEADING INTO THE INTERSECTION. IN NO CASE SHALL POINTS A AND A' BE LESS THAN FIFTEEN FEET FROM THE EDGE OF THE TRAVELED WAY.
4. THE DISTANCE Y IS THE 3' DISTANCE MEASURED FROM THE LEFT EDGE OF THE TRAVELED WAY TO THE LOCATION OF THE DRIVER.
5. THE LIMITED USE AREA IS DETERMINED BY THE GRAPHICAL METHOD USING THE APPROPRIATE DISTANCES GIVEN IN THE ABOVE TABLE. IT SHALL BE USED FOR THE PURPOSE OF PROHIBITING OR CLEARING OBSTRUCTIONS IN ORDER TO MAINTAIN ADEQUATE SIGHT DISTANCE AT INTERSECTIONS.
6. THE LINE OF SIGHT LINE SHALL BE SHOWN AT INTERSECTIONS ON ALL LANDSCAPING PLANS, GRADING PLANS, AND TENTATIVE TRACT PLANS. IN CASES, WHERE AN INTERSECTION IS LOCATED ON A VERTICAL CURVE, A PROFILE OF THE LINE OF SIGHT MAY BE REQUIRED. THE LANDSCAPE PLAN SUBMITTED SHALL SHOW THE NAME, LOCATION AND MATURE DIMENSIONS, PLOTTED TO SCALE OF ALL THE PROPOSED TREES WITHIN THE LIMITED USE AREA.
7. OBSTRUCTIONS SUCH AS BUS SHELTERS, WALLS OR LANDSCAPING WITHIN THE LIMITED USE AREA WHICH COULD RESTRICT THE LINE OF SIGHT SHALL NOT BE PERMITTED. DRIVEWAYS ARE NOT PERMITTED WITHIN INTERSECTION AREA DUE TO SIGHT DISTANCE RESTRICTION BY ENTERING VEHICLES.
 - a. PLANTS AND SHRUBS WITHIN THE LIMITED USE ARE SHALL BE OF THE TYPE THAT WILL GROW NO HIGHER THAN 30" ABOVE THE TOP OF CURB AND SHALL BE MAINTAINED AT A HEIGHT WHICH WILL ASSURE THAT THE 30" MAXIMUM HEIGHT IS NOT EXCEEDED BETWEEN MAINTENANCE INTERVALS. MAINTENANCE AT A LOWER HEIGHT MAY BE REQUIRED ON CREST VERTICAL CURVES PER NOTE 6 ABOVE.
 - b. A PROFILE DETAIL OF THE LINE OF SIGHT MAY BE REQUIRED TO VERIFY 12" MINIMUM VERTICAL CLEARANCE ABOVE VARIABLE HEIGHT OBSTRUCTIONS SUCH AS SLOPE LANDSCAPING, PLANTS, SHRUBS AND WALLS.
 - c. THE TOE OF SLOPE MAY NOT ENCROACH INTO THE LIMITED USE AREA UNLESS THE REQUIREMENTS OF (b) ABOVE ARE SATISFIED.
 - d. IN LIEU OF PROVIDING A PROFILE OF THE LINE OF SIGHT PER NOTE 7.b. ABOVE, THE TOE OF SLOPE SHALL NOT ENCROACH INTO THE LIMITED USE AREA, AND THE LIMITED USE AREA SHALL SLOPE 2% MAXIMUM BETWEEN THE LINE OF SIGHT AND THE BACK OF SIDEWALK.
8. NO PARKING OF ANY KIND IS TO BE ALLOWED WITHIN THE LIMITED USE AREA.
9. TREES ARE GENERALLY NOT PERMITTED WITHIN ANY PORTION OF THE LIMITED USE AREA. EXCEPTIONS ARE ALLOWED WHEN THE SPECIES HAS A MATURE DIAMETER OF LESS THAN 6 INCHES.
10. MEDIAN AREAS LESS THAN FIVE (5) FEET IN WIDTH SHALL NOT BE LANDSCAPED.
11. INTERSECTION SIGHT DISTANCE AT RIGHT ANGLE INTERSECTIONS IS MEASURED FROM THE IDENTIFIED MEASUREMENT POINT A¹, IN ACCORDANCE WITH THE DIAGRAMS ON SHEET 2.
12. WHERE RESTRICTIVE CONDITION EXIST, CORNER SIGHT DISTANCE SHALL BE EQUAL TO THE STOPPING SIGHT DISTANCE.

NOT TO SCALE

	<p>APPROVED BY:</p> <p><i>Marcus Fuller</i> 11/25/14</p> <p>P.W. DIRECTOR/CITY ENGINEER DATE</p>	<p>INTERSECTION SIGHT DISTANCE</p>																	
	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">DATE</th> <th style="width: 15%;">BY</th> <th style="width: 15%;">MARK</th> <th style="width: 55%;">APPROVED</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	DATE	BY	MARK	APPROVED													<p>CITY OF RIALTO, CALIFORNIA PUBLIC WORKS DEPARTMENT ENGINEERING DIVISION</p>	
DATE	BY	MARK	APPROVED																
		STANDARD NO. SC-222	SHT 3 OF 3																

TERRA VISTA DRIVE AND LIVE OAK AVE INTERSECTION SIGHT TRIANGLES STUDY RESULTS

	FACING E/B TRAFFIC <u>AT LIMIT LINE</u>	FACING E/B TRAFFIC <u>PASSED LIMIT LINE</u>	FACING W/B TRAFFIC <u>AT LIMIT LINE</u>	FACING W/B TRAFFIC <u>PASSED LIMIT LINE</u>
DESIREABLE CORNER SIGHT DISTANCE AT 440'	Not visible	Not visible	Not visible	Not visible
MINIMUM SIGHT DISTANCE AT 250'	Not visible	Partially visible	Not visible	Partially visible

*SEE ATTACHED PHOTOS

ATTACHMENT "3"

STANDARD NO. SC-222 INTERSECTION SIGHT DISTANCE

DESIGN SPEED OR 85TH PERCENTILE (MPH)	(1) DESIRABLE CORNER SIGHT DISTANCE S	(2) MINIMUM SIGHT DISTANCE (FT) S
40	440	305

(1) CORNER SIGHT DISTANCE = DESIRABLE

(2) STOPPING DISTANCE = MIN. SIGHT DISTANCE = S



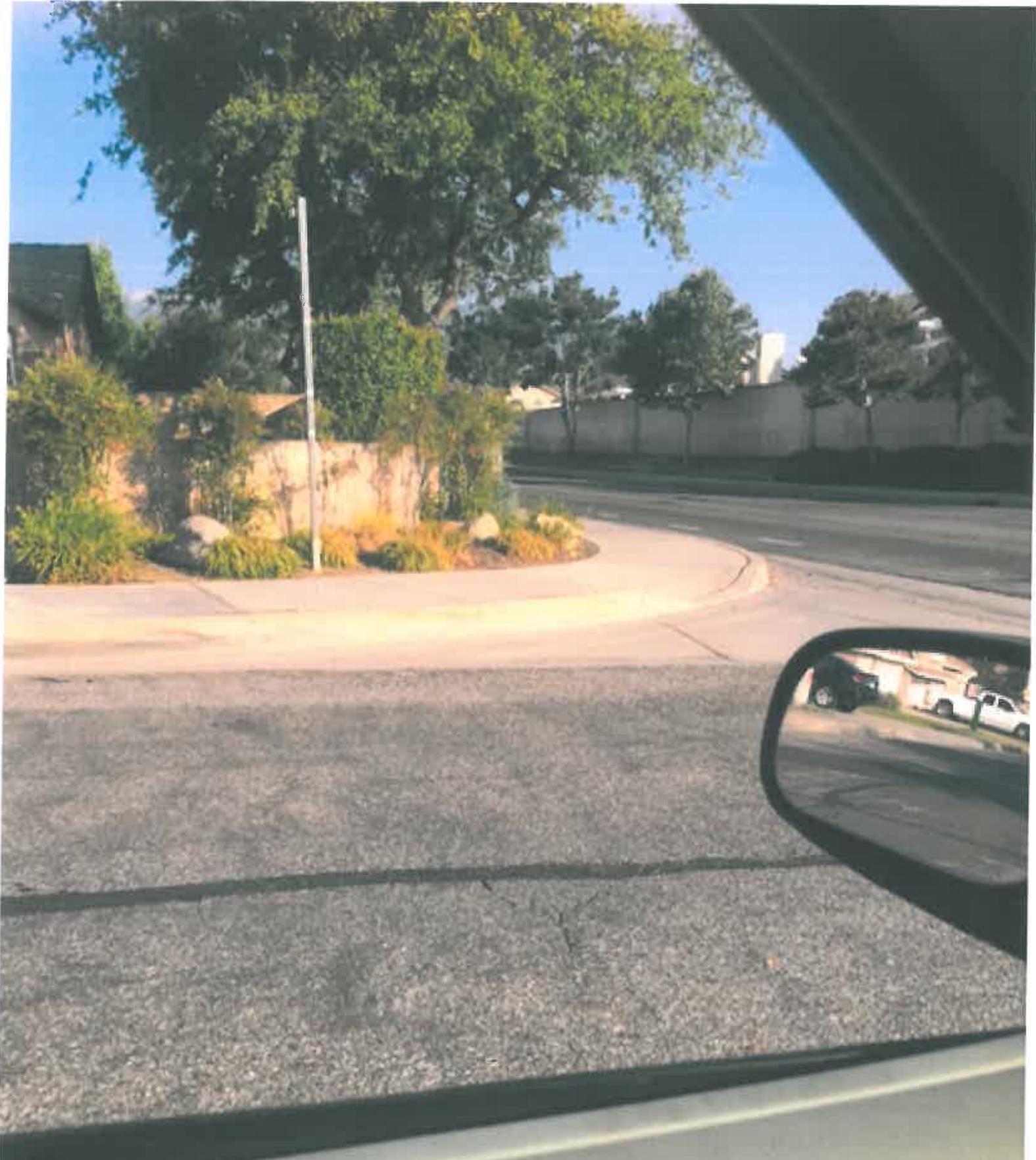
Terra vista & Live oak
Facing w/B Traffic
@ 250' (at the limit
line)



TORONTO Vista & Live ask
Facing W/B Traffic
@ 25' (passed the
limit line)

Terra Vista & Live oak.
Facing E/B Traffic

@ 250' (passed the limit
line)



Terra Vista
& Live oak

Facing E/B Traffic
@ 250' (at the limit line)

CITY OF RIALTO

TRANSPORTATION COMMISSION STAFF REPORT For Commission Meeting of September 7, 2016

TO:	Chair and Members of the Transportation Commission
FROM:	Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer
SUBJECT:	Focused Traffic Impact Analysis – Locust at Lowell, Trucking and Storage Facility.
DATE:	August 8, 2016

BACKGROUND:

The project is located on the east side of Locust Avenue just south of Lowell Street as shown on the **Project Location** map which is included as **Attachment 1**.

The Project proposes construction of a trucking company facility that transports construction materials. The site will be the location for storage of approximately 61 material trucks used to haul building materials along with a truck maintenance facility and parking for 30 automobiles (truck drivers) and support staff. The **Site Plan** is shown on page **1.3 of the TIA as Figure 2** and is included as **Attachment 2**. The driveway is 40 feet wide and is on the northern end of the property. The entrance is proposed to be gated with the gates approximately 60 feet back from the street. The only passenger vehicle parking is located behind the gate and the developer has indicated the gates remain open during business hours.

The trip impacts were estimated using 50% of the truck traffic outbound in the AM and 50% inbound in the PM peak hours and 90% of passenger vehicles inbound in the AM peak and 90% outbound in the PM peak hour. The trip impacts using the assumed rates are shown on page **3.1 of the TIA in Table 2** and is included as **Attachment 3**. The project generates 450 daily PCE trips with 129 AM peak hour trips and 126 PM peak hour trips.

The traffic and intersection counts are provided in Appendix B and were collected in March 2016. Based on the original scoping agreement, this project did not meet the 50-trip threshold at intersections with the distribution shown in the report. However, a focused study was recommended. The focused study would look at the intersections both the north at Locust Avenue/Riverside Avenue (signalized) and south at Locust Avenue/Casmalia Street (signalized) to see if there would be impacts from this development in combination with background growth and other known projects in the area (cumulative growth). The study also recognized that other TIA's in the immediate vicinity had identified the need for a traffic signal at Locust Avenue/Bohnert Avenue and included a fair share contribution to this signal as well. The south intersection of Locust Avenue/Casmalia Street shows needs for dual left turn lanes from eastbound Casmalia Street to northbound Locust Avenue, dedicated southbound right turn lane on Locust Avenue at Casmalia Street and some lengthening of southbound left turn lane. At Locust Avenue/Riverside Avenue, the northwest bound Riverside Avenue to southbound Locust Avenue left turn lane also requires minor lengthening. This is shown on **page 3.13 in Table 8 Queue Summary** which is included as **Attachment 4. Page 3.8, Table 6 (Attachment 5)** looks

at the intersections and shows Locust Avenue/Casmalia Street at LOS C in the AM peak hour and LOS D in the PM peak hour, the project driveway at LOS C, with Locust Avenue/Riverside Avenue at LOS B under cumulative conditions with the project. The LOS remains unchanged when the project is added to cumulative conditions.

The project will be required to complete street improvements along Locust Avenue adjacent to the site.

ANALYSIS/DISCUSSION:

The project alone did not generate sufficient peak hour trips to require a full TIA. However, a focused study was conducted to analyze the impacts of the project and growth in the area at intersections north and south of the development. The focused study did not conduct signal warrants analysis because signals exist at intersections north and south of the site. The focused study also accepted the other local TIA’s analysis of signal warrants at Locust/Bohnert and is paying a fair share portion of the required signal.

The focused study indicated all intersection would operate at LOS D or better in all conditions and that payment of fair share fees as shown on **page 3.15 Table 9**, which is included as **Attachment 6**, in an amount of \$42,430 along with normal Development Impact Fees for traffic would suffice for this project. The fair share is \$32,500 for the signal based on 13% contribution and \$9,930 for dedicated left and right turn lanes.

Conclusion

The scoping agreement was completed February 1, 2016 and the final focused TIA submitted August 3, 2016. The project generates traffic under the threshold for a full TIA and the focused TIA requested has analyzed two intersections north and south of the project as well as accepting a fair share contribution to a third intersection at Locust/Bohnert. The conclusions of the TIA are that the project will not create any LOS below the level of D at any intersection or decrease the LOS that will exist with cumulative development.

Payment of fair share amounts along with normal traffic related DIF fees are deemed adequate for this project and no off-site improvements are needed beyond required street improvements as a part of development.

RECOMMENDATIONS:

Staff recommends that the Transportation Commission:

- Accept the Focused Traffic Impact Analysis and its conclusions as complete.
- Accept the fair share fees as detailed in the TIA.
- Make recommendations to the City Council that the project be approved.

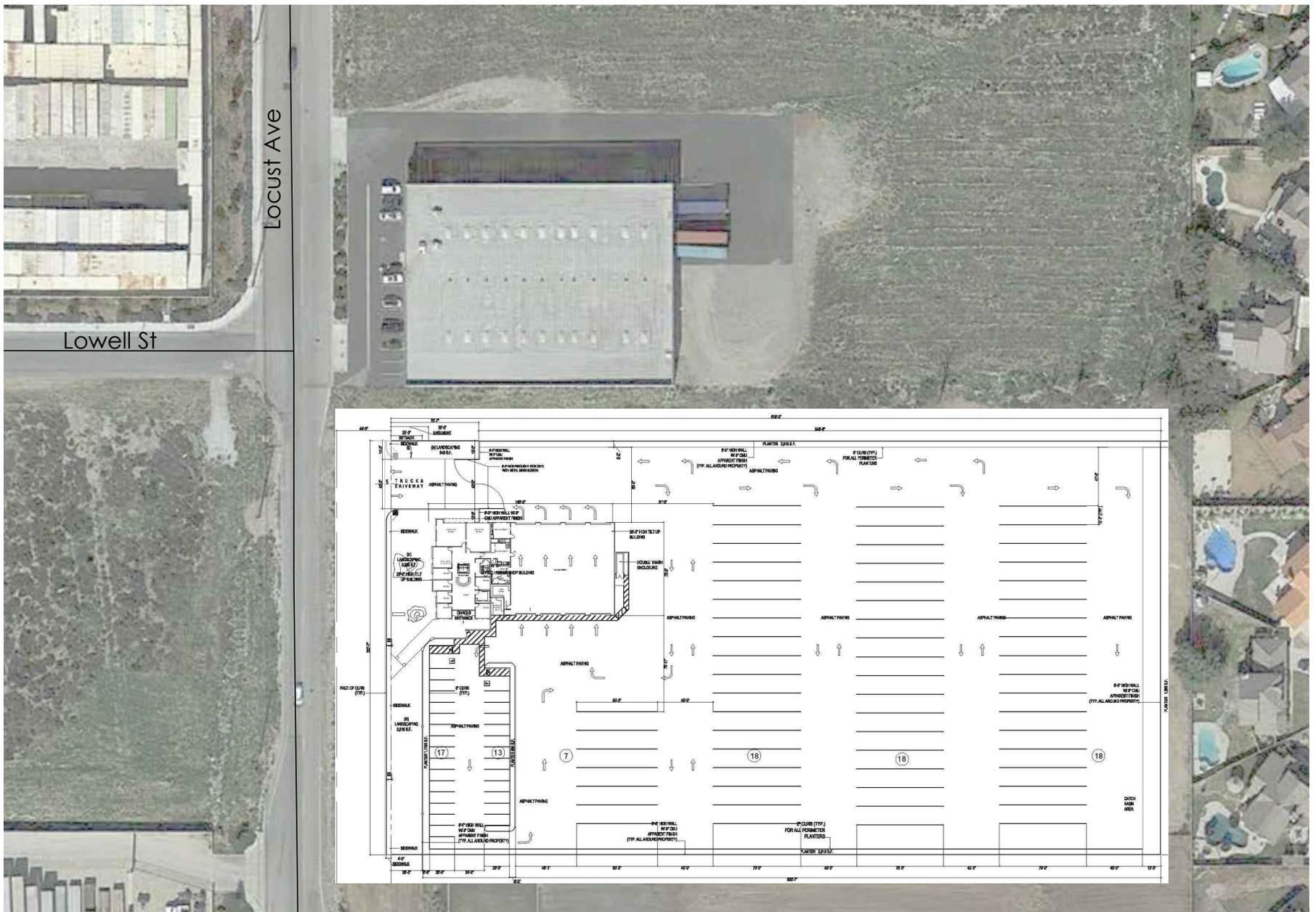
Attachments:

- 1) Project Location Map
- 2) Site Plan
- 3) Trip Generation & PCE
- 4) Queue Summary
- 5) Los & Delay Summary
- 6) Fair Share Percentage
- 7) Comments



v:\2073\active\2073009890.drawing\vrpl_locust.dwg





v:\2073\active\2073009590\drawing\fig2-siteplan.dwg

Source: Cavillo Consulting Services
 Aerial Image - Google Earth image dated 2/9/2016



Figure 2
 Site Plan
 1.3

Traffic Impact Analysis for Locust Ave Warehouse Project

Projected Future Traffic
July 2016

3.0 PROJECTED FUTURE TRAFFIC

3.1 PROJECT TRAFFIC AND PROJECT PHASING

3.1.1 Trip Generation

This traffic study has been prepared utilizing methodology outlined in the City of Rialto's traffic impact study guidelines. Trip generation estimates are used as described in the approved scoping agreement for the proposed project, which were prepared using standardized Institute of Transportation Engineers (ITE) trip generation rates and with truck volumes adjusted to passenger car equivalents (PCE). The approved scoping agreement can be found in the Appendix A. Table 2 shows the Trip Generation and PCE calculations.

Table 2 Trip Generation and PCE Calculations

Trip Generation – Total Vehicles			
	In	Out	Total
AM Trips	30*	31**	61
PM Trips	31**	27*	58
* ITE Trip Rate utilized for AM inbound and PM outbound - General Light Industrial (110) ** 50% of total trucks assumed to leave site in AM peak hour, and arrive at site in PM peak hour.			
Trip Generation: Passenger Cars Only			
	In	Out	Total
AM Trips	27*	0	27
PM Trips	0	24*	24
* Passenger cars are assumed to make 90% of AM inbound and PM outbound trips.			
Trip Generation: Trucks Only			
	In	Out	Total
AM Trips	3**	31*	34
PM Trips	31*	3**	34
* AM outbound trips and PM inbound trips are assumed to be truck traffic only. ** Trucks are assumed to make 10% of AM inbound and PM outbound trips.			
Trip Generation: Trucks with PCE factor (4 - axle trucks = 3 PCE)			
	In	Out	Total
AM Trips	9	93	102
PM Trips	93	9	102
Trip Generation: TOTAL PCE			
	In	Out	Total
AM Trips	36	93	129
PM Trips	93	33	126

Traffic Impact Analysis for Locust Ave Warehouse Project

Projected Future Traffic
July 2016

3.4 QUEUE LENGTH ANALYSIS

The two signalized study intersections were also evaluated using micro-simulation analysis (SimTraffic) to evaluate the peak hour movements and queue lengths to determine if the left-turn pockets and right-turn pockets can accommodate the addition of cumulative and project generated traffic.

The queue summary of the turn movements for the study intersections are shown in Table 7 for existing conditions and in Table 8 for cumulative conditions.

Table 7 Queue Summary – Existing Conditions without and with Project

Location	Turn Movement	Storage Bay Dist (ft)	95 th Percentile Queue (ft)			
			Existing Conditions		Existing plus Project Conditions	
			AM	PM	AM	PM
Locust Ave and Casmalia St	EB Left	280*	123	171	128	183
	WB Left	210	15	16	14	10
	NB Left	250	26	39	22	33
	SB Left	175	49	89	78	100
Locust Ave and Riverside Ave	NB Left	200	13	42	50	47
	NW Left	125	66	84	88	102

*Note: The existing eastbound left-turn pocket on Casmalia Street is not striped for the full length of the pocket. The existing centerline striping would allow for a 280-foot pocket.

Table 8 Queue Summary – Cumulative Conditions without and with Project

Location	Turn Movement	Storage Bay Dist (ft)	95 th Percentile Queue (ft)			
			Cumulative without Project		Cumulative with Project	
			AM	PM	AM	PM
Locust Ave and Casmalia St	EB Left	280*	282	309	292	344
	WB Left	210	115	77	140	68
	NB Left	250	26	48	27	49
	SB Left	175	84	192	123	223
Locust Ave and Riverside Ave	NB Left	200	106	110	103	110
	NW Left	125	112	109	103	133

*Note: The existing eastbound left-turn pocket on Casmalia Street is not striped for the full length of the pocket. The existing centerline striping would allow for a 280-foot pocket.

Traffic Impact Analysis for Locust Ave Warehouse Project

Projected Future Traffic
July 2016

Figure 9 shows a map of the approximate locations of the related projects. Figure 10 illustrates the project trips from the cumulative projects for the AM and PM peak hours.

Figure 11 shows the AM and PM peak hour volumes for cumulative conditions without the proposed project. The LOS and delay for the two signalized study intersections are summarized in Table 5, which shows that the intersections would operate at an acceptable LOS D or better, with a maximum delay of 42.0 seconds per vehicle, under cumulative conditions without project.

Table 5 LOS & Delay Summary – Cumulative Conditions without Project

Location	AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)
Signalized				
Locust Ave and Casmalia St	C	33.3	D	42.0
Locust Ave and Riverside Ave	B	14.9	B	15.8

Figure 12 shows the AM and PM peak hour volumes for cumulative conditions with addition of project generated traffic. The LOS and delay estimates for the two signalized intersections and for the project driveway are summarized in Table 6, which shows that the intersections would operate at an acceptable LOS D or better. The project's incremental change to the average delay is less than five seconds per vehicle, which is not considered a significant impact at these levels of service based on the City's LOS Standards.

Table 6 LOS & Delay Summary – Cumulative Conditions with Project

Location	Cumulative without Project Conditions				Cumulative with Project Conditions			
	AM		PM		AM		PM	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Signalized								
Locust Ave and Casmalia St	C	33.3	D	42.0	C	34.9	D	46.4
Locust Ave and Riverside Ave	B	14.9	B	15.8	B	15.2	B	15.6
Unsignalized								
Locust Ave and Project Driveway	-	-	-	-	C	16.8	C	17.6

Traffic Impact Analysis for Locust Ave Warehouse Project

Projected Future Traffic
July 2016

The estimated cost provided for adding a second eastbound left-turn lane for Casmalia Street at Locust Avenue is \$72,898, the addition of exclusive southbound right-turn lane can be done by restriping and is estimated to be \$3,500. The cost of the Locust Avenue and Bohnert Street traffic signal is estimated at \$250,000.

Based on the fair share percentages shown in Table 9, approximately 13 percent of the estimated cost is to be contributed by the project to the improvements at Locust Avenue/Casmalia Street intersection improvements and Locust Avenue/Bohnert Street traffic signal.

Table 9 Fair Share Percentage

	Locust & Bohnert		Locust & Casmalia	
	AM	PM	AM	PM
Project Trips	78	76	78	76
Total Volume Increase	535	552	535	552
Fair share (%)	13%	12%	13%	12%
Improvement Cost (\$)	\$250,000		\$76,398	
Fair share (\$)	\$32,500		\$9,930	

In total, the project's fair share contribution for the improvements identified at the two locations listed above is approximately \$42,430.

From: [Gene Klatt](#)
To: "[Guillermo Calvillo](#)"
Subject: RE: Scoping for Soya Trucking on Locust south of Lowell in City of Rialto
Date: Monday, February 01, 2016 10:08:38 AM
Attachments: [image001.png](#)

Guillermo,

The scoping agreement is being processed. Based on the data, a focused TIA will be required. I did note on the site plan submitted the driveways are not in compliance with City Standard Drawing S-107. The standards are available online and the spacing between driveways to the same property require 250 feet between them. Locust is a Secondary Arterial roadway.

Once the scoping agreement is signed in Development Services and returned to me, I will forward a copy for your files.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialto.ca.gov

From: Guillermo Calvillo [<mailto:calvilloconsultingservices@outlook.com>]
Sent: Thursday, January 28, 2016 11:33 AM
To: Gene Klatt
Subject: RE: Scoping for Soya Trucking on Locust south of Lowell in City of Rialto
Importance: High

Greetings Gene,

Thank you for your prompt follow up and feedback. Here is the signed Scoping Agreement and a PDF file of the Site Plan and the Conceptual Grading Plan submitted to the Planning Department. Please let me know if you need me to send you a full size hard copy.

Best regards,

Guillermo Calvillo

CALVILLO CONSULTING SERVICES

2421 Foothill Boulevard No. 3E La Verne, California 91750

Phone: 951 . 990 . 3705 Fax: 909 . 596 . 3129

CalvilloConsultingServices@outlook.com

From: Gene Klatt [<mailto:gklatt@rialto.ca.gov>]
Sent: Wednesday, January 27, 2016 5:07 PM
To: 'Guillermo Calvillo' <calvilloconsultingservices@outlook.com>
Subject: Scoping for Soya Trucking on Locust south of Lowell in City of Rialto

Guillermo,

The two copies of the scoping you dropped off are not signed. There is still not a site plan attached but we can proceed with processing if you or the consultant or owner will sign the top line on the signature page. You may send it back as an

electronic document and I can work with that.

It is likely your consultant can proceed with the focused study. The old Kunzman counts are really out of date and I do know the consultant for the Pusan Pipe project mentioned in previous e-mails is collecting new counts for his study. You may want your consultant to contact him

Thank you.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialto.ca.gov

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May 31, 2016

Calvillo Consulting Services

2421 Foothill Blvd. No. 3E

LaVerne, CA 91750

Attn: Guillermo Calvillo

RE: Sanyo Trucking – Locust Ave. at Lowell – Focused Traffic Impact Analysis Comments and Observations on Report Date April 2016

Mr. Calvillo,

We have made a review of the focused TIA submitted May 19, 2016 on the above subject. The firm of Stantec prepared the report with Daryl Zerfass and Sandhya Perumalla signing the document. It is also listed as a warehouse project but appears to be a trucking operation. We offer the following comments for your consideration:

1. A quick check with the Planning Department suggests that the project has been to a preliminary DRC review. While this does not affect the TIA, the developer needs to be aware that approving a larger building does not entitle them to construct such a building if they cannot meet the requirements of the Planning Department with respect to landscaping, setback, building undulations etc.
2. The pages are not numbered so it is a bit more difficult to direct you to sections but we will use the Section Numbers.
3. Section 1 does not have a lot of detail on exactly what the project is. It describes a warehouse, a trucking yard, building materials delivery etc. but it appears it is basically a trucking company operating delivery trucking services with approximately 61 trucks. In section 3.1.1 in Table 1, there is a projection of trips. However, there is no explanation as to where these numbers came from. It is indicated that 50% of the trucks are anticipated to leave in the AM peak hour and 50% to return in the PM peak hour but is this based on operations, ITE trip rates or some other combination? 7,500 sq. ft. of industrial space plus 3615 sq. ft. of office plus 50% of 61 trucks, adjusted for PCE rates does come close to the 129/126 trips both the office and industrial generate far less than the 30 passenger vehicles listed. There needs to be some discussion on how the number of trips has been estimated.
4. Section 2 Figure 2 shows a single driveway. This places all passenger vehicles parking on-site behind a gate. It appears there is no provision for visitors or anyone other than employees with access to the site. This may be desired but should be discussed in the text as to why there is no parking except behind the gate to the facility.
5. What is listed as warehouse appears to be a drive thru truck area. With four driving bays, what portion is warehouse? Is this perhaps a service area for the trucks?
6. Section 3 figure 6 does not show any distinction between passenger vehicles and trucks. Fully 50% of anticipated traffic is southeast along Riverside, south on Locust and east on Casmalia.

While that may be correct for passenger vehicles, it seems a bit high for truck traffic to be moving in those directions.

7. Section 3.3 Table 4 is missing a few projects and there is no map to approximate location. It is also noted that using the Kimley-Horn data it should be noted that at the proposed completion year of this project, only portions of some projects listed are anticipated to be constructed. As they are completed, more traffic will be generated. Of the projects that appear to be missing, 1.2 million sq. ft. Monster warehouse at Miro and Locust, Industrial at Palmetto and Renaissance, the motel and fast food expansion at the Arco at Casmalia and Alder. While some are below the SR-210, the Arco expansion will affect this location.
8. Section 3.10 figure 11 along with some of the conclusions fails to acknowledge conditions within The City of Rialto's policy. Dual eastbound to northbound left turn lanes are required at Casmalia and Locust and is an exclusive right turn lane for southbound to westbound at the same intersection (see Exhibit C in the traffic policy paper).
9. The conclusion to lengthen the storage pocket for southbound left turns at Locust/Casmalia misses the driveway to Western Pipe that will serve as the new truck entrance to the manufacturing plant proposed. That project intends to create a left turn pocket from the existing southbound left turn to their driveway in order to provide a protected left turn into their site.
10. Section 3.4 Table 7 and 8 fail to acknowledge the median island in Casmalia, which will be constructed by the Western Pipe expansion. The Renaissance Specific Plan requires Casmalia to have a 12 foot raised median, a 12-foot and 14-foot travel lanes on each side along with a 4-foot bikeway each side of the median. Extension of the pocket would not meet the requirements of dual left turn lanes when exceeding 200 turns in the peak hour (data supplied indicates 360/321).
11. Section 4.0 Findings and recommendations lacks estimated costs and fair share calculations for the required improvements. It is noted that several of the above observations require more substantial improvements than presented in this report so calculations will need to be adjusted to cover those improvements.
12. Although not contained the original scoping agreement, the policy does allow adjustments in the final TIA if other factors become apparent. To that end, another local TIA has identified the need for a traffic signal at Locust and Bohnert. This project should pay a fair share contribution to that signal based on percentage of traffic from the project to overall traffic at the intersection.

The focused TIA that has been submitted begins to address some of the concerns. There are still outstanding issues as mentioned above. Once modifications are made and reviewed, we may proceed to the Transportation Commission. We can discuss further if needed and feel free to contact the undersigned.

Cordially,

Gene R. Klatt

Consultant Engineer – Contract Staff

City of Rialto

From: [Zerfass, Daryl](#)
To: [Gene Klatt](#)
Subject: FW: Traffic Impact Analysis on Locust Ave. Rialto
Date: Wednesday, June 22, 2016 9:56:14 AM
Attachments: [image001.png](#)
[AERIAL.pdf](#)
Importance: High

Hi Gene. Attached is some new information we got from the project applicant that provides more detail of their current haul-truck operations. I can explain more when you call.

Thanks.

Daryl Zerfass, PE, PTP

(949) 923-6058

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From: Guillermo Calvillo [mailto:CalvilloConsultingServices@outlook.com]
Sent: Wednesday, June 15, 2016 4:38 PM
To: Zerfass, Daryl; Perumalla, Sandhya
Subject: Traffic Impact Analysis on Locust Ave. Rialto
Importance: High

FYI,

Per our client's feedback on trips to their only source of materials. The quarry is located on Riverside Ave. to the north of the site.

The new location will actually decrease the traffic volume on Casmalia and Locust since trucks will stop traveling from the 210 fwy to the quarry. After loading they travel on Riverside west to 15 fwy or east to 210.

Please let me know if you have any questions.

Best regards,

Guillermo Calvillo

CALVILLO CONSULTING SERVICES

2421 Foothill Boulevard /to. 3E La Verne, California 91750

Phone: 951 . 990 . 3705 Fax: 909 . 596 . 3129

CalvilloConsultingServices@outlook.com



Google earth



From: [Gene Klatt](#)
To: ["Guillermo Calvillo"](#)
Cc: ["Perumalla, Sandhya"](#); [Daniel Casey](#)
Subject: RE: Eddie's Trucking Company TIA
Date: Monday, July 25, 2016 11:41:31 AM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)

Guillermo,

I am not sure what you are asking. The City does not do the engineer's estimate for the developer, the engineers provide it to the City. In the May 31, 2016 memo, the City covered concerns including discussion of the lack of engineer's estimate of costs for the recommended improvements. Basically, dual northbound left turns were required at Casmalia/Locust and a dedicated southbound right turn at Casmalia/Locust based on the information submitted. There was also a recommendations to lengthen the southbound Locust/Casmalia left turn pocket but it was pointed out that such a plan would impact the driveway to West Coast Pipe and may not be possible. We have no idea of what solution the consultant is now recommending.

In the e-mail thread below, your memo relates to a discussion we had but it is related incorrectly. I had indicated to you that a traffic signal at Locust/Bohnert was estimated at \$250,000 in the Kunzman study and that the second left turn lane for eastbound Casmalia at Locust was estimated at \$72,898 (again from a Kunzman study that was not yet approved). Those estimates were from Kunzman and based on inflation adjusted numbers from the San Bernardino County CMP program. I believe Kunzman used approximately \$243/ft for each lane and \$250,000 for a signal. Without the scoping agreement that describes what is proposed, the City has no way to even hazard a guess as to the actual costs for mitigations. That is, we have no idea how long the pockets would be to reduce the queue to the appropriate length to clear the intersection, are additional receiving lanes required for a dual left, or the percentage of project traffic for a fair share calculation on the Locust/Bohnert signal. As for Riverside, we are not sure that any mitigation was mentioned at that location in the early drafts of the scoping agreement and/or focused study. We did suggest that your engineer may want to contact Kunzman Associates directly to determine what they used for inflation adjusted numbers but it is your engineer that takes responsibility for the accuracy and supportability of the numbers generated. If they feel the actual cost of a signal is closer to \$350,000 then that is the number they should be using.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

From: Guillermo Calvillo [<mailto:CalvilloConsultingServices@outlook.com>]
Sent: Monday, July 25, 2016 10:56 AM
To: Gene Klatt

Cc: 'Perumalla, Sandhya'; Daniel Casey
Subject: Eddie's Trucking Company TIA
Importance: High

Good morning Gene,

Please refer to the email below; our TIA team need to have the cost to calculate the fair share contribution for the Locust/ Riverside intersection. Please let me know if you have any questions.

Thanks for your help!

Guillermo

CALVILLO CONSULTING SERVICES

2421 Foothill Boulevard /to. 3E La Verne, California 91750
Phone: 951 . 990 . 3705 Fax: 909 . 596 . 3129
CalvilloConsultingServices@outlook.com

From: Perumalla, Sandhya [mailto:Sandhya.Perumalla@stantec.com]
Sent: Monday, July 25, 2016 9:52 AM
To: Guillermo Calvillo <CalvilloConsultingServices@outlook.com>; Zerfass, Daryl <Daryl.Zerfass@stantec.com>
Subject: RE: Update on Locust Ave. Project

Guillermo,

I realized that we do not have the cost for Locust and Riverside to calculate fair share contribution for the intersection. This is the last thing I need to update to complete the report. Can you provide me the cost?

Thanks

Sandhya Perumalla

Stantec
38 Technology Drive Suite 100 Irvine CA 92618-5312
Phone: (949) 923-6074
Fax: (949) 923-6121
Sandhya.Perumalla@stantec.com

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From: Guillermo Calvillo [mailto:CalvilloConsultingServices@outlook.com]
Sent: Wednesday, June 29, 2016 9:17 AM
To: Zerfass, Daryl
Cc: Perumalla, Sandhya
Subject: RE: Update on Locust Ave. Project

Daryl,

I just spoke to Gene Klatt, he mentioned that the cost for Casmalia and Locust is \$250,000, the one for Locust & Bonnard is \$72,980.

He mentioned Kuntsman actually used the inflation adjustment County Report to get their figures.

Hope this is of help to you,

Best regards,

Guillermo

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Phone: 951 . 990 . 3705 Fax: 909 . 596 . 3129

CalvilloConsultingServices@outlook.com

From: Zerfass, Daryl [<mailto:Daryl.Zerfass@stantec.com>]

Sent: Tuesday, June 28, 2016 4:45 PM

To: Guillermo Calvillo <CalvilloConsultingServices@outlook.com>; Perumalla, Sandhya <Sandhya.Perumalla@stantec.com>

Subject: RE: Update on Locust Ave. Project

Hi Guillermo. I spoke with Gene on the phone last Wednesday. I was out of town for a long-weekend so I'm just now getting caught up on things since we spoke. He gave me the information on the two new cumulative projects so we can incorporate them into the study. Regarding the fair share calculations, he's asking us to contact the traffic engineer for the other projects (Kuntzman) for the cost estimate of the improvement. Apparently their studies haven't been submitted yet, so he can't provide the information to us.

Another thing he brought to my attention is that the City recently implemented a moratorium on truck storage yards, so our project may be subject to that – wasn't sure if you were aware of that or not.

We discussed how they are currently using Locust to access the quarry, but while discussing we realized that doesn't reduce our PM trips which is when the cumulative mitigation is most needed. We're going to reach out to Kuntzman to see if they can provide us the improvement cost estimates – if so we should have everything we need to wrap this up. If not we'll need to regroup and decide how to proceed.

Daryl Zerfass, PE, PTP

(949) 923-6058

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From: Guillermo Calvillo [<mailto:CalvilloConsultingServices@outlook.com>]

Sent: Tuesday, June 28, 2016 4:15 PM

To: Zerfass, Daryl; Perumalla, Sandhya

Subject: Update on Locust Ave. Project

Greetings,

Just checking with you to see if you were able to meet with Gene Klatt to review TIA. Please let me know.

Thank you,

Guillermo Calvillo

CALVILLO CONSULTING SERVICES

2421 Foothill Boulevard /to. 5C, La Verne, California 91750
Phone: 951 . 990 . 5705 Fax: 909 . 596 . 5129
CalvilloConsultingServices@outlook.com

From: [Gene Klatt](#)
To: ["Guillermo Calvillo"](#)
Subject: Sonya Trucking at Locust/Lowell in Rialto
Date: Tuesday, August 02, 2016 5:45:04 PM

Guillermo,

We have completed our review of the revised focused traffic study submitted July 29, 2016. There are only 2 issues that remain.

1. Table 9 on page 3.15 has the total dollar amount reversed. That is, \$32,500 should be related to the work at Locust/Bohnert (traffic signal) and the \$9,930 for Locust/Casmalia (dedicated turn pockets).
2. The comment No. 6 in the May 31 memo does not seem to be addressed. That is, we questioned the trip distribution shown in Figure 6. It would seem the majority of traffic, including all trucks would be headed to the freeway (15 or 210) headed westerly from the project site. The distribution puts 50% of all traffic eastbound on Riverside, Casmalia or south on Locust. Locust south of the freeway does not connect to any truck routes, Riverside east of Locust is not a truck route east of Ayala and Casmalia is not a truck route east of Ayala. Alder is the closest access to the SR 210 east/west and Riverside is the closest access to the I-15 north/south.

Once these minor corrections/additions have been addressed, please submit 10 print and 10 electronic copies (disc) so we may submit them to the Transportation Commission. Due to required review time, if the data can be prepared and submitted by 5:00 PM tomorrow, the item can be submitted to the Commission for review at the September meeting. If not, the item will be considered at the October meeting.

If you have additional questions, please feel free to contact me at 909 421 4942.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

From: [Zerfass, Daryl](#)
To: [Gene Klatt](#)
Cc: [Guillermo Calvillo](#); [Perumalla, Sandhya](#)
Subject: RE: Sonya Trucking at Locust/Lowell in Rialto
Date: Wednesday, August 03, 2016 9:55:46 AM
Attachments: [image002.png](#)
[1953_001.pdf](#)

Here's the attachment noted below...

Daryl Zerfass, PE, PTP

(949) 923-6058

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From: Zerfass, Daryl
Sent: Wednesday, August 03, 2016 9:51 AM
To: Gene Klatt (gklatt@rialto.ca.gov)
Cc: 'Guillermo Calvillo'; Perumalla, Sandhya
Subject: RE: Sonya Trucking at Locust/Lowell in Rialto

Hi Gene. Thanks for these final two comments on the study. We'll fix the fair share cost table as you noted.

Regarding comment No. 6 about the distribution, I understand the points raised in the comment – however when we dove into the details of the distribution south at Casmalia St, we found that the location of the SR 210 freeway interchanges would result in trucks potentially utilizing several different paths to the freeway. Additionally, the newly constructed segment of Locust Ave south of Renaissance Pkwy provides a direct path to Base Line Rd in Fontana, which is a truck route. As such, we believe that the generalized 20%/20%/20% split at the Locust Ave/Casmalia St intersection is a reasonable estimate given the many options to the interchanges (see attached markup as an example).

To the north, we expect trips both east and west on Riverside Ave. To the west, Riverside Ave provides access to I-15 north, and to the east, Riverside Ave provides access to the Cemex facility at 3221 Riverside Ave.

If you're comfortable with the distribution given this additional explanation, We'll add the following text to the report:

"The general distribution of project trips was estimated to be 40% to the north and 60% to the south of the site. To the north, project trips are expected to head both east and west on Riverside Ave. Trips east on Riverside Ave includes access to the Cemex Lytle Creek facility at 3221 Riverside Ave. Trips west on Riverside Ave includes access to the I-15 freeway to areas north of Rialto. To the south, project trips are expected to head east and west, primarily on SR 210, as well as south. Trucks headed west on SR 210 are expected to utilize the interchange at Alder Ave, and trucks headed east on SR 210 are expected to utilize either the interchange at Ayala Dr or the interchange at Alder Ave. Trucks headed south are expected to utilize the recently constructed extension of Locust Ave, which connects with Base Line Rd, a designated truck route in the City of Fontana."

If possible, [please let us know by 1:00 today](#) if the above text is acceptable and we will then have the 10 copies prepared and delivered to you by 5:00. If not, I'm sorry that we will not be able to revise the percentages and recalculate the numbers in time to meet today's deadline.

Daryl

Daryl Zerfass, PE, PTP

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From: Guillermo Calvillo [<mailto:CalvilloConsultingServices@outlook.com>]

Sent: Wednesday, August 03, 2016 7:36 AM

To: Zerfass, Daryl; Perumalla, Sandhya

Subject: FW: Sonya Trucking at Locust/Lowell in Rialto

Importance: High

Good morning,

Would you be able to address these two comments by 5:00 pm today? That way, we can make it to the September meeting of the Planning Commission. Please let me know if there is anything I can do to help you meet this deadline.

Best regards,

Guillermo Calvillo

CALVILLO CONSULTING SERVICES

2421 Foothill Boulevard No. 3E, La Verne, California 91750

Phone: 951 . 990 . 5705 Fax: 909 . 596 . 5129

CalvilloConsultingServices@outlook.com

From: Gene Klatt [<mailto:gklatt@rialto.ca.gov>]

Sent: Tuesday, August 02, 2016 5:45 PM

To: 'Guillermo Calvillo' <CalvilloConsultingServices@outlook.com>

Subject: Sonya Trucking at Locust/Lowell in Rialto

Guillermo,

We have completed our review of the revised focused traffic study submitted July 29, 2016. There are only 2 issues that remain.

1. Table 9 on page 3.15 has the total dollar amount reversed. That is, \$32,500 should be related to the work at Locust/Bohnert (traffic signal) and the \$9,930 for Locust/Casmalia (dedicated turn pockets).
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project site. The distribution puts 50% of all traffic eastbound on Riverside, Casmalia or south on Locust. Locust south of the freeway does not connect to any truck routes, Riverside east of Locust is not a truck route east of Ayala and Casmalia is not a truck route east of Ayala. Alder is the closest access to the SR 210 east/west and Riverside is the closest access to the I-15 north/south.

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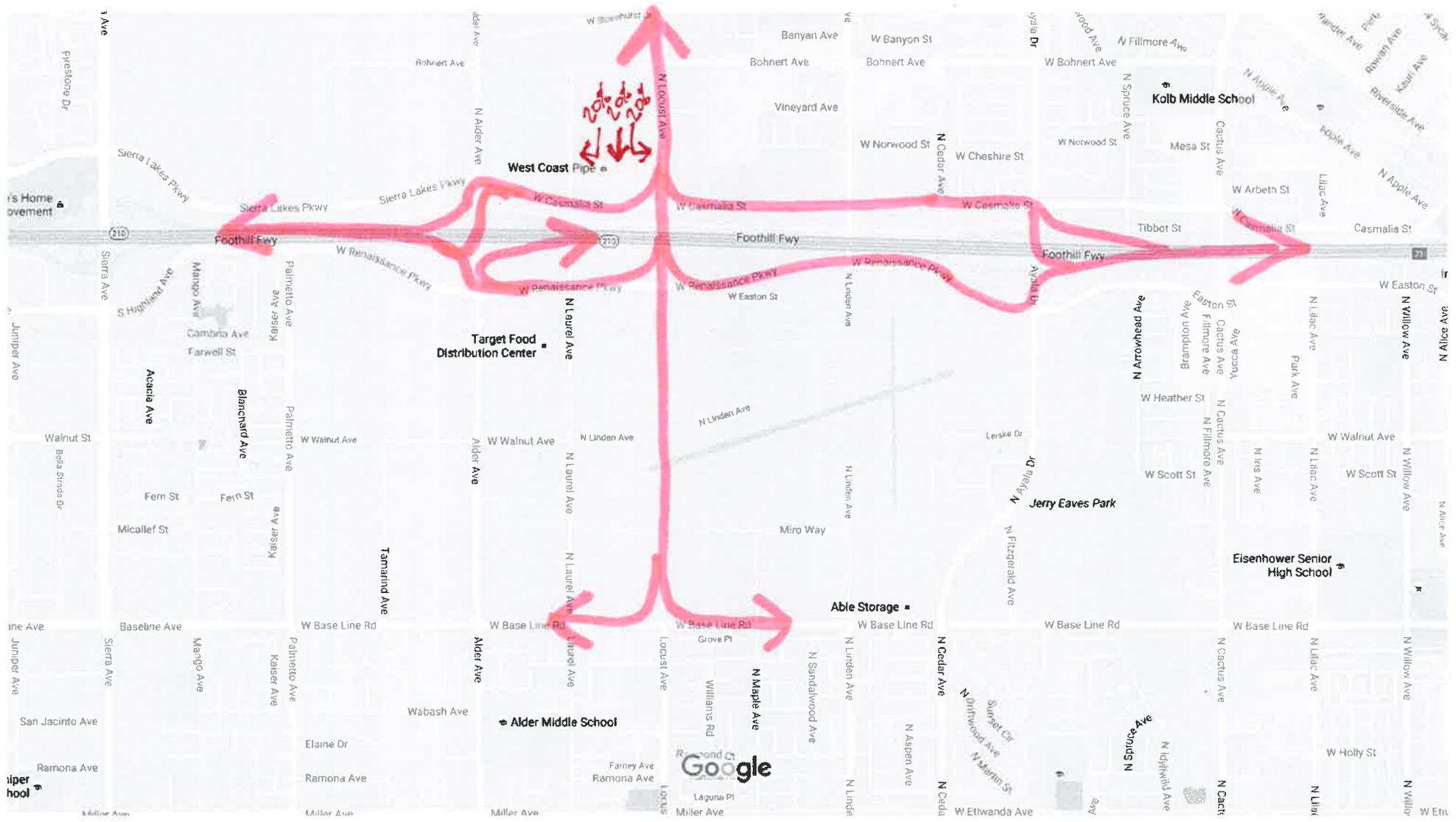
If you have additional questions, please feel free to contact me at 909 421 4942.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialto.ca.gov

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Google Maps



Map data ©2016 Google 200 m

From: [Guillermo Calvillo](#)
To: [Gene Klatt](#)
Subject: RE: Sonya Trucking at Locust/Lowell in Rialto
Date: Wednesday, August 03, 2016 11:43:02 AM
Attachments: [image002.png](#)
[image004.png](#)
[image009.png](#)

Understood, thanks!

CALVILLO CONSULTING SERVICES

2421 Foothill Boulevard No. 3E La Verne, California 91750
Phone: 951 . 990 . 3705 Fax: 909 . 596 . 3129
CalvilloConsultingServices@outlook.com

From: Gene Klatt [mailto:gklatt@rialto.ca.gov]
Sent: Wednesday, August 03, 2016 11:41 AM
To: 'Guillermo Calvillo' <CalvilloConsultingServices@outlook.com>
Subject: RE: Sonya Trucking at Locust/Lowell in Rialto

Guillermo,

Not my call. Transportation Commission has been very specific about wanting their review time. We hand out the reports at the meeting, the only time they are all in one place. To do otherwise makes the City responsible to mail or deliver the reports to each individual Commissioner as well as determine if they consider it adequate time for a review. In addition to the data you supply, the City staff also provides a variety of other back up data along with the report so to answer the unasked question, could you send them directly to the Commissioners, no. We understand your position but like was stated at the beginning, staff cannot make a call that overrides Commission direction.

In looking at my file, it seems the City provided comments May 31, 2016 but did not get anything resubmitted until July 29, 2016 which is a day the City is closed. The first anyone at the City would have seen the resubmitted data was August 1, 2016 and the City provided final comments the next day August 2, 2016. Tomorrow morning is after the meeting and City staff will not make special deliveries to each of the Commissioners – sorry. The City is already making a concession to allow delivery up to 5:00 PM the day of the meeting, leaving staff less than one hour to compile all of the background information and create the packets.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto

gklatt@rialtoca.gov

From: Guillermo Calvillo [<mailto:CalvilloConsultingServices@outlook.com>]
Sent: Wednesday, August 03, 2016 9:55 AM
To: 'Zerfass, Daryl'; Gene Klatt
Cc: 'Perumalla, Sandhya'
Subject: RE: Sonya Trucking at Locust/Lowell in Rialto
Importance: High

Gene,

Can we have a little slack and deliver tomorrow morning?

Thanks,

Guillermo

CALVILLO CONSULTING SERVICES

2421 Foothill Boulevard No. 3E La Verne, California 91750
Phone: 951 . 990 . 3705 Fax: 909 . 596 . 3129
CalvilloConsultingServices@outlook.com

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Sent: Wednesday, August 03, 2016 9:51 AM
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Cc: Guillermo Calvillo <CalvilloConsultingServices@outlook.com>; Perumalla, Sandhya <Sandhya.Perumalla@stantec.com>
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Daryl Zerfass, PE, PTP

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Sent: Wednesday, August 03, 2016 7:36 AM

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Sent: Tuesday, August 02, 2016 5:45 PM

To: 'Guillermo Calvillo' <CalvilloConsultingServices@outlook.com>

Subject: Sonya Trucking at Locust/Lowell in Rialto

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Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

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CITY OF RIALTO

TRANSPORTATION COMMISSION STAFF REPORT For Commission Meeting of September 7, 2016

TO:	Chair and Members of the Transportation Commission
FROM:	Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer
SUBJECT:	Focused Traffic Impact Analysis – West Side of Cactus Avenue north of Rialto Avenue.
DATE:	July 19, 2016

BACKGROUND:

The project is located on the west side of Cactus Avenue north of Rialto Avenue adjacent to the abandoned railroad right of way as shown on **page 13 of the Focused TIA in Figure 1** and is included as **Attachment 1**.

This project is the reuse and expansion of an existing facility. The northwest corner of Rialto Avenue at Cactus Avenue was owned by M.R. Tudor, which sold and/or leased large equipment and water pumps. The north approximately ½ of the site was sold and the new owner is converting the existing warehouse to a manufacturing operation as well as expanding the building by 22,250 square feet. The **Site Plan** is shown on **page 14 of the TIA as Figure 2** and is included as **Attachment 2**. The driveway as shown is being relocated to align with 1st Street to avoid inbound left turning vehicles from having to go the wrong way in a left turn pocket for southbound Cactus Avenue. The driveway is proposed as a 30-foot wide driveway and the existing driveway will be abandoned.

The trip impacts were estimated using standard ITE rates. The trip impacts using standard manufacturing, warehouse and office rates are shown on **page 7 of the TIA in Table C** which is included as **Attachment 3**, and the project generates 446 daily trips with 75 AM peak hour trips and 74 PM peak hour trips. The analysis did take credit for the existing uses and the calculated net increase is 153 daily trips with 46/46 in the AM/PM peak hours.

The traffic intersection counts and were collected in June of 2016 and the peak hour was extrapolated to obtain average daily traffic for the adjacent roadways. Based on the original scoping agreement, this project did meet the 50-trip threshold at intersections that would trigger a full TIA. However, because the totals were close to the threshold and the intersection of Cactus Avenue at Rialto Avenue (both major arterial streets) is signal controlled, a focused study was recommended. The focused study would look at the intersections Cactus Avenue/1st Street to see if there would be impacts from this development. It would also determine if other intersections would be affected and explore the truck routing to reach a designated truck route.

The project will be required to complete street improvements along Cactus Avenue.

ANALYSIS/DISCUSSION:

The project alone does not generate sufficient peak hour trips to require a full TIA. However, a focused study was conducted to analyze the impacts of the project at intersections north and south of the development. The focused study did conduct an analysis for the intersection of Cactus Avenue/1st Street/Project driveway to see if there were any issues. The intersection of Cactus Avenue at Rialto Avenue was found to operate at acceptable LOS upon completion of the project.

Because the original site had been vacant for a long period of time (or underutilized), the analysis calculated the existing site trips using ITE rates for the existing buildings. It then calculated the site trip generation again using ITE rates for the proposed site that makes use of the existing buildings but in a different manner and also expands the main building. By subtracting the two numbers, the net increase in traffic can be determined. The net increase for the proposed new use and expansion is 153 ADT, 46/46 AM/PM peak hour trips which is just below the threshold for a full TIA. During the review, it was noted that the majority of truck were approaching the site from the south and needing to make a left turn into the site. The existing driveway is located north of the 1st Street intersection and has a dedicated left turn pocket for southbound Cactus Avenue to eastbound 1st Street. This conflict was addressed by relocating the project driveway south to line up with 1st Street. The resulting intersection was also analyzed for operational concerns. The intersection does operate at an acceptable LOS but under City criteria, there is an increase in delay on the driveway leg of the intersection. The driveway could see an additional 8 seconds of delay during peak hours but because it does not exist at this location now and it is a private driveway, it does not require mitigation.

The first scoping agreement routed truck traffic south on Cactus Avenue to Merrill Avenue then west to Cedar Avenue. There are several residential properties on the south side of Merrill Avenue. Both Foothill Boulevard and Rialto Avenue are major arterials and currently have substantial commercial/industrial development between Cactus Avenue and Cedar Avenue (the closest truck route). The current proposal uses Rialto Avenue and Foothill Boulevard as the designed truck route to reach Cedar Avenue.

The focused study indicated all streets and intersection would operate at LOS C or better in all conditions and that payment of normal Development Impact Fees for traffic would suffice for this project.

Conclusion

The scoping agreement was completed May 16, 2016 and the focused TIA submitted July 13, 2016. The project generates traffic under the threshold for a full TIA and the focused TIA requested has analyzed the two closest intersections. The conclusions of the TIA are that the project will not create any LOS below the level of C at any intersection or along Cactus Avenue. With the relocation of the project driveway to align with 1st Street, conflicting left turns are eliminated. There will be a small increase in delay at the driveway during peak hour operations.

Payment of normal traffic related DIF fees are deemed adequate for this project and no off-site improvements are needed beyond required street improvements as a part of development.

RECOMMENDATIONS:

Staff recommends that the Transportation Commission:

- Accept the Focused Traffic Impact Analysis and its conclusions as complete.
- Make recommendations to the City Council that the project be approved.

Attachments:

- 1) Project Location
- 2) Conceptual Site Plan
- 3) Trip Generation Comparison Summary
- 4) Comments



FIGURE 1

LSA

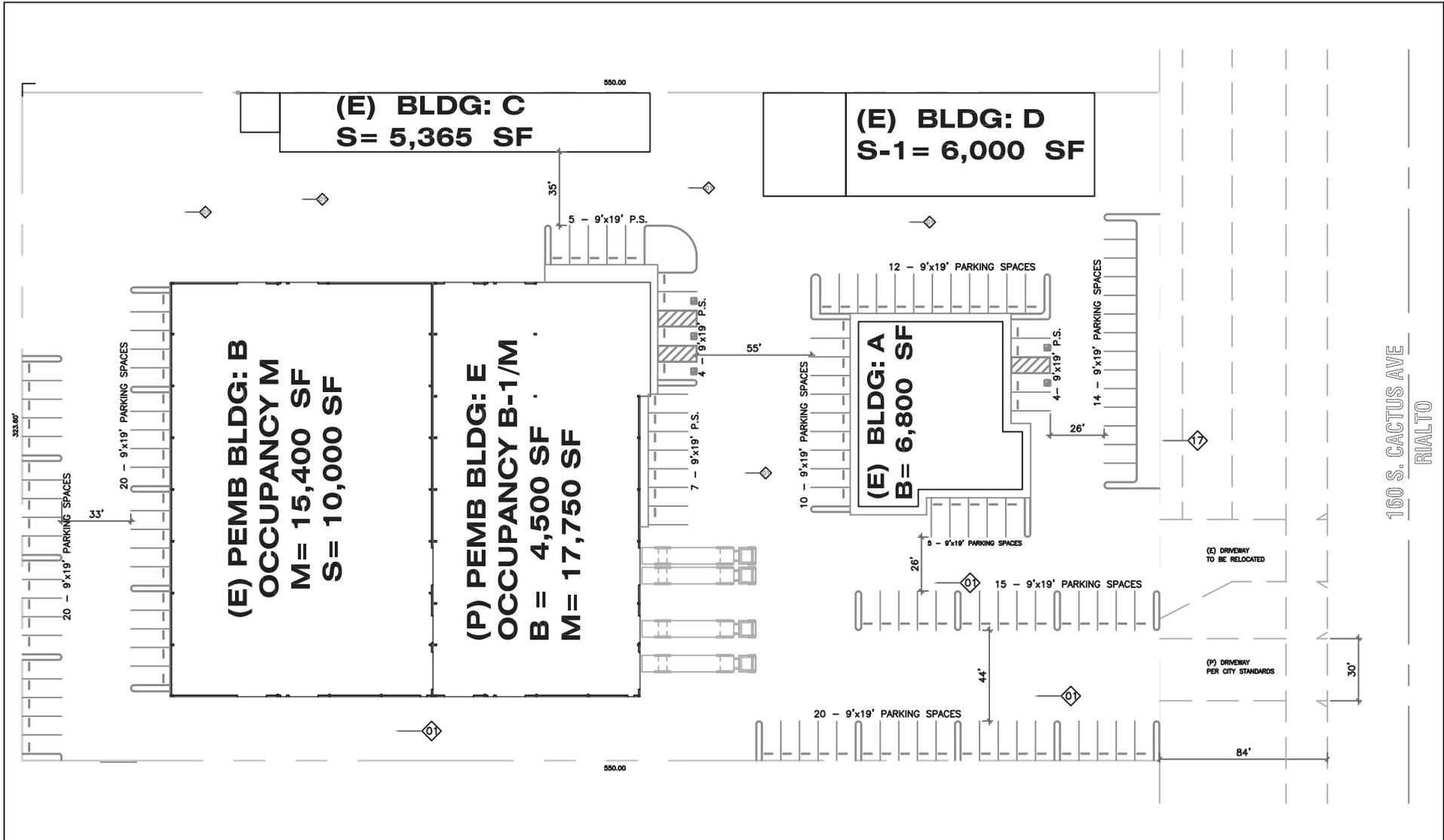


0 1000 2000
FEET

SOURCE: Bing Aerial, 2015; ESRI Streetmap, 2013.

I:\VIC1601\Reports\Traffic\fig1_RegLoc.mxd (4/8/2016)

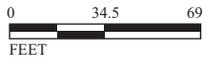
Nelson Adams NACO
Traffic Impact Study
Regional and Project Location



160 S. CACTUS AVE
RIALTO

LSA

FIGURE 2



SOURCE: ViCH Construction Company, 2016

I:\VIC1601\Reports\Traffic\fig2_SitePlan.cdr (07/13/2016)

Nelson Adams NACO
Traffic Impact Study
Conceptual Site Plan

Table C - Trip Generation Comparison Summary

Land Uses	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<u>Existing Land Use Summary</u>								
Warehouse Uses (in PCEs) ¹	36.5 TSF	13	5	18	6	12	18	218
Office Uses ²	6.8 TSF	9	2	11	2	8	10	75
Total PCE Trips		22	7	29	8	20	28	293
<u>Proposed Land Use Summary</u>								
Warehouse Uses (in PCEs) ¹	11.4 TSF	5	0	5	1	4	5	67
Office Uses ²	6.8 TSF	9	2	11	2	8	10	75
Manufacturing (in PCEs) ³	47.7 TSF	46	13	59	17	42	59	304
Total PCE Trips		60	15	75	20	54	74	446
Net New Trips (in PCEs)		38	8	46	12	34	46	153

TSF = thousand square-feet

¹ Daily, a.m. and p.m. peak hour rates based on the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition) rates for Land Use 150 - "Warehousing." All trip generation rates converted to car and truck trips using vehicle mix from the City of Rialto "Traffic Impact Analysis Report Guideline and Requirements, dated December 2013. 40% of project traffic are trucks with 70% 4-axle, 28% 3-axle, and 2% 2-axle trucks. Truck trips converted to PCEs based on the SANBAG PCE values.

² Daily, a.m. and p.m. peak hour rates based on the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition) rates for Land Use 710 - "General Office Building."

³ Daily, a.m. and p.m. peak hour rates based on the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition) rates for Land Use 140 - "Manufacturing." All trip generation rates converted to car and truck trips using vehicle mix from the City of Rialto "Traffic Impact Analysis Report Guideline and Requirements, dated December 2013. 40% of project traffic are trucks with 70% 4-axle, 28% 3-axle, and 2% 2-axle trucks. Truck trips converted to PCEs based on the SANBAG PCE values.

From: [Gene Klatt](#)
To: "[Ambarish Mukherjee](#)"
Subject: RE: 160 N Cactus Avenue Trip Generation Letter
Date: Wednesday, April 13, 2016 10:06:18 AM

Ambarish,

There is not enough detail on the site plan to determine just what is happening. From a preliminary review, it looks like the project may be under all of the thresholds for further study. However, the conceptual site plan only shows the building. If this project is on parcel 0128141620000 then it appears there is only one driveway out of the site and it is to Cactus. Presently, there is no way to tell where the driveway is in relation to the building. Looking at Google Earth, it appears this parcel had access to and across the property to the south at some point in time. Are there any reciprocal ingress/egress easements and are they planned to be used?

It appears the parcel proposed is owned by Miros Enterprises while the property to the south is owned by M.R. Tudor. However, all the properties seemed to change hands in 2014 so the two owners may be related or even the same. It also appears the plan requires the demolition of existing structures on the site although it cannot be determined from the conceptual site plan. It looks like there are five separate structures currently on the site. If these are indeed being removed, you may be able to take "credit" for the trips they generated from the new trips. If they remain and are changed in use, there may be additional trips

Perhaps you can contact the architect and get a full site plan showing the parking, driveways, widths of driveways and other information to assist in the analysis.

To the extent you are able, please provide additional information. Once we have the additional information, processing can proceed.

Thank you

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

From: Ambarish Mukherjee [mailto:Ambarish.Mukherjee@lsa.net]
Sent: Tuesday, April 12, 2016 3:36 PM
To: Gene Klatt
Subject: 160 N Cactus Avenue Trip Generation Letter

Hi Gene,

Attached please find the trip generation letter for the 160 N. Cactus Avenue project for your review. The letter also includes Exhibit B and trip distribution and assignment

figures. Let me know if you have any questions or comments.

Thanks
Ambarish

Ambarish Mukherjee, AICP | Associate
[LSA](#) | 1500 Iowa Avenue, Suite 200
Riverside, CA 92507

951-781-9310 Tel
[Website](#)



PUBLIC WORKS

MEMO

To: LSA Associates
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

Attn: Ambarish Mukherjee

From: Gene R. Klatt – Public Works

Date: May 11, 2016

Re: Traffic Issues Analysis – West side of Cactus Ave. north of Rialto Ave.

Mr. Mukherjee:

The City has reviewed the submitted scoping agreement and letter dated May 9, 2016 but disagrees with your conclusions. The Traffic Policy says some projects may be exempt not that they are exempt. Subsections a. and b. address some of the City concerns.

The City does however agree that a TIA is not required. We also do not consider a focused TIA as required. However, we do see a safety and operational concern that must be addressed.

While the proposed expansion on the site does not, by itself, create over 50 trips, there is no indication in City files that a traffic study was ever done on the underlying site. We also do not find any nearby traffic studies done within the last year that could be used to support this operation. Full utilization of the site and the total traffic generated does generate more than 50 trips and has the potential to create an unsafe condition. The expansion and need for more trucks is a concern.

Of concern are the northbound left turns into the project site. The existing driveway is north of First Street. First Street has a southbound left turn pocket that has been there over 15 years. Farther south is the southbound left turn pocket for Rialto Ave. In order to make a left turn into the project driveway, it would be necessary to drive the wrong way in the southbound left turn pocket. Of course, this is not a permitted movement and creates the safety concern. First Street is a combination of a few residential units but it is mostly made up of service type small business that appears to be auto related (tires, repair, towing, and body shop). The intersection with First Street also presents conflicts with the driveway when both sides exit. The street would seem to have right of way but that may not be apparent to those exiting the project site.

A second concern is the truck routing along Merrill. Cedar is indeed a truck route but there are no east/west truck routes in this part of the City so accessing Cedar does present some problems. We note that Merrill, while having warehousing on the north side of the street is all residential on the

south side of the street. Rialto Ave., while it does have three schools, is developed with a mixture of manufacturing and business. The City would like to open a dialogue on which might be the best route for trucks as the Transportation Commission has been discussing the need for a designated truck route in this area.

What we are suggesting is a small study that results in a proposal that addresses the left turn movement into the project driveway. It may be necessary to collect a few counts and create a sketch of how the movement might be accomplished without affecting existing dedicated turn lanes. The study would also begin a discussion of the appropriate truck route to reach Cedar Ave. It need not be long or complex but should address the concerns of the City and safety issues.

The Transportation Commission would be interested in the discussion of truck routing and may have concerns with the left turn movements. Preparing a short study should be able to address these issues and is far less complex than a focused TIA is.

We can discuss the items necessary for the short study whenever it is convenient for you.

Please feel free to contact the undersigned if you have questions or wish to discuss this further.

Cordially,

Gene R. Klatt

CITY OF RIALTO

TRANSPORTATION COMMISSION STAFF REPORT For Commission Meeting of September 7, 2016

TO:	Chair and Members of the Transportation Commission
FROM:	Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer
SUBJECT:	Traffic Impact Analysis – Prologis Park SR-210 Building 7 Warehouse Project Along the West Side of Locust Avenue north of Stonehurst Drive.
DATE:	August 9, 2016

BACKGROUND:

The proposed Prologis Park SR-210 Building 7 Warehouse (Project) is located along the west side of Locust Avenue north of Stonehurst Drive. The **Project Location** is shown on **Page 14 of the TIA in Figure 1** and is included as **Attachment 1**.

The Project proposes the construction of a 473,000 square foot warehouse distribution facility including internal office area.

The site will have two driveways onto Locust Avenue. All driveways will be full movement driveways. Passenger vehicles and trucks may use any driveway but the intent is for the southerly driveway to be the primary truck access. The southerly driveway is proposed as 50 foot wide while the northerly driveway appears to be 30 feet wide. The **Site Plan** is on **page 15 of the TIA as Figure 2** and is included as **Attachment 2**.

The trip impacts were estimated using standard warehouse rates. **Table 6 page 41 of the TIA**, which is included as **Attachment 3**, shows the net trip impacts using standard warehouse rates and percentages of trucks per the Rialto Traffic Policy. Total daily trips are estimated at 2,381 PCE with the AM/PM peak hour being 191/197 PCE trips. The site is comprised of two parcels that had existing business operations prior to the reuse. Tables 3, 4 and 5 on pages 38, 39 and 40 are showing the existing use and/or the potential traffic from existing uses. Driveway counts were taken for facilities that were operating and standard ITE rates were applied to the acreage of the second site to obtain existing traffic from current operations. This was then subtracted from the total traffic from the new warehouse (2,821 PCE, 236/256 AM/PM peak hour) to obtain the net increase in trips related to the new use of the property.

PCE conversion of trucks by axels is as contained in the CMP.

The traffic and intersection counts were collected in September of 2013, which is 36 months old. Additional counts were taken in January and August 2015 but they too are 12-19 months old. Within the analysis, traffic numbers were “lifted” from the Renaissance Specific Plan Amendment for various intersections and projected traffic other than the project itself. The City project to widen Alder Avenue from Base Line Road to Renaissance Parkway impacted traffic and made obtaining valid and/or more current traffic counts difficult. Traffic projections are imprecise at

best and it appears a good faith effort was made to accurately project impacts and be consistent with other studies.

Analysis of the opening year (assumed to be 2017) plus cumulative projects indicated operational concerns at the following intersections (page 8, section 5):

- #1 – Alder Avenue at Casmalia Street
- #2 – Alder Avenue at SR-210 Westbound Ramp
- #3 – Alder Avenue at SR-210 Eastbound Ramp
- #6 – Locust Avenue at Bohnert Avenue
- #7 – Locust Avenue at Casmalia Street

By 2035 intersection #8 Ayala Drive/Casmalia Street and #10 Eastbound SR-210/Ayala Drive will also require improvements.

Roadway segments listed with operational concerns are:

- Alder Avenue from Casmalia Street to SR-210
- Locust Avenue from Casmalia Street to north of Bohnert Avenue
- Ayala Drive from Casmalia Street to SR-210

Both Alder Avenue and Ayala Drive will be completed as 4-lane roadways prior to opening year and these improvements should have been considered in the overall impact.

ANALYSIS/DISCUSSION:

This analysis is based on standard warehouse rates and the City truck splits. The TIA analyzed existing and forecast peak hour intersection operations to determine potential impacts on peak hour level of service. It used 12-36 month old traffic counts (September 2013) and lifted projected traffic numbers from the Renaissance Specific Plan Amendment to be consistent with other recent TIA's and traffic projections. Recommended improvements at the SR-210 ramps at Alder Avenue are consistent with recommendations from previous studies. The improvements at the ramps would require Caltrans approval. Widening of Alder Avenue from Base Line Road to Renaissance Parkway is under construction and will be complete prior to project opening date. Widening of Ayala Drive from Base Line Road to Renaissance Parkway has been awarded and construction should begin in the near future with completion prior to project opening. This project will be responsible for improvements adjacent to the site.

The project does not show controlled truck access but there appears to be approximately 150 feet on site before encountering any gates. It is assumed the control gates are at the entrance to the truck dock area if they are planned.

Table 26, page 109 of the TIA, which is included as **Attachment 4**, provides a summary of cost estimates, descriptions of the improvements and existing funding sources for the impacted locations.

The TIA Mitigation Measures for intersection improvements are shown in **Table 27 on page 110** of the TIA and is included as **Attachment 5**. Improvements for roadway segments are shown in **Table 28 on page 111** of the TIA and is included as **Attachment 6**. The tables also present data on other funding sources, which are offsets to the fair share computations.

The report proposes to pay fair share of improvements as listed below and as shown on **pages 110 and 111 in Table 27 and 28 (Attachments 5 & 6)** of the TIA.

- Pay fair share of improvements at Alder Avenue and SR-210 westbound at 3.3% or \$9,417.
- Pay fair share of improvements at Alder Avenue and SR-210 eastbound at 2.3% or \$6,460.
- Pay fair share of Alder Avenue at Casmalia Street 3.8% or \$6,874
- Pay fair share of Locust Avenue at Bohnert Avenue at 13.0 or \$32,500
- Pay fair share of Locust Avenue at Casmalia Street at 6.5% or \$14,215.
- Pay fair share of Ayala Drive at Casmalia Street at 4.8% or \$8,748.
- Pay fair share of Ayala Drive at SR-210 WB Ramps at 3.4% or \$4,250.
- Pay fair share of Ayala Drive at SR-210 EB Ramps at 2.1% or \$8085.
- Pay fair share of Alder Avenue from Casmalia Street to SR-210 at 4.9% or \$11,512.
- Pay fair share of Locust Avenue from Bohnert Avenue north at 21.2% or \$173,066.
- Pay fair share of Locust Avenue from Casmalia Street to Bohnert Avenue at 17.5% or \$30,600.

The total fair share payments for intersections and segments totals **\$305,727.**

These fair share estimates are based on the amount of traffic this project adds to the total projected 2035 traffic.

The improvements listed for Alder Avenue/SR-210 are consistent with current proposals but does not include potential improvements such as bridge widening or additional lanes on the ramps. The City is still considering options and funding for studies and final mitigations at this location. Fair share costs are consistent with other recently approved projects and mitigations at the freeway interchange.

Conclusion

The first scoping agreement was submitted July 27, 2015. The first version of the TIA for this Project was provided to staff on January 6, 2016. Staff reviewed the draft TIA and has provided comments on its contents. On April 6, 2016, a revised TIA was provided and was reviewed with comments provided. On May 31, 2016 a third TIA was submitted, was reviewed and comments provided. On August 3, 2016 the final TIA was submitted and distributed to the Commission for review.

This project will complete roadway improvements adjacent to the project site. Widening of Alder Avenue to four lanes will be complete prior to the opening of this project. Widening of Ayala Drive from Base Line Road to Renaissance Parkway will also be complete prior to opening of this project. Several other projects within the Renaissance Specific Plan area have obligations to fair share contributions to improvements at Alder Avenue and the SR-210 and for improvements at Alder Avenue/Casmalia Street, Locust Avenue/Casmalia Street and Locust Avenue/Bohnert Avenue as listed in this TIA.

The project appears to be consistent with zoning (it is outside of the Renaissance Specific Plan Area) and required improvements will be in place prior to opening. Mitigation is to the level required by the City.

RECOMMENDATIONS:

Staff recommends that the Transportation Commission:

- Set final conditions and recommendations related to approval.
- Accept the proposed fair share calculations.
- Recommend approval to the City Council.

Attachments

- 1) Project Location
- 2) Site Plan
- 3) Project Net Trip Generation
- 4) Summary of Intersection Improvements & Cost
- 5) Project Fair Share Contribution
- 6) Roadway Segment Improvements
- 7) Comments

Figure 1
Project Location Map

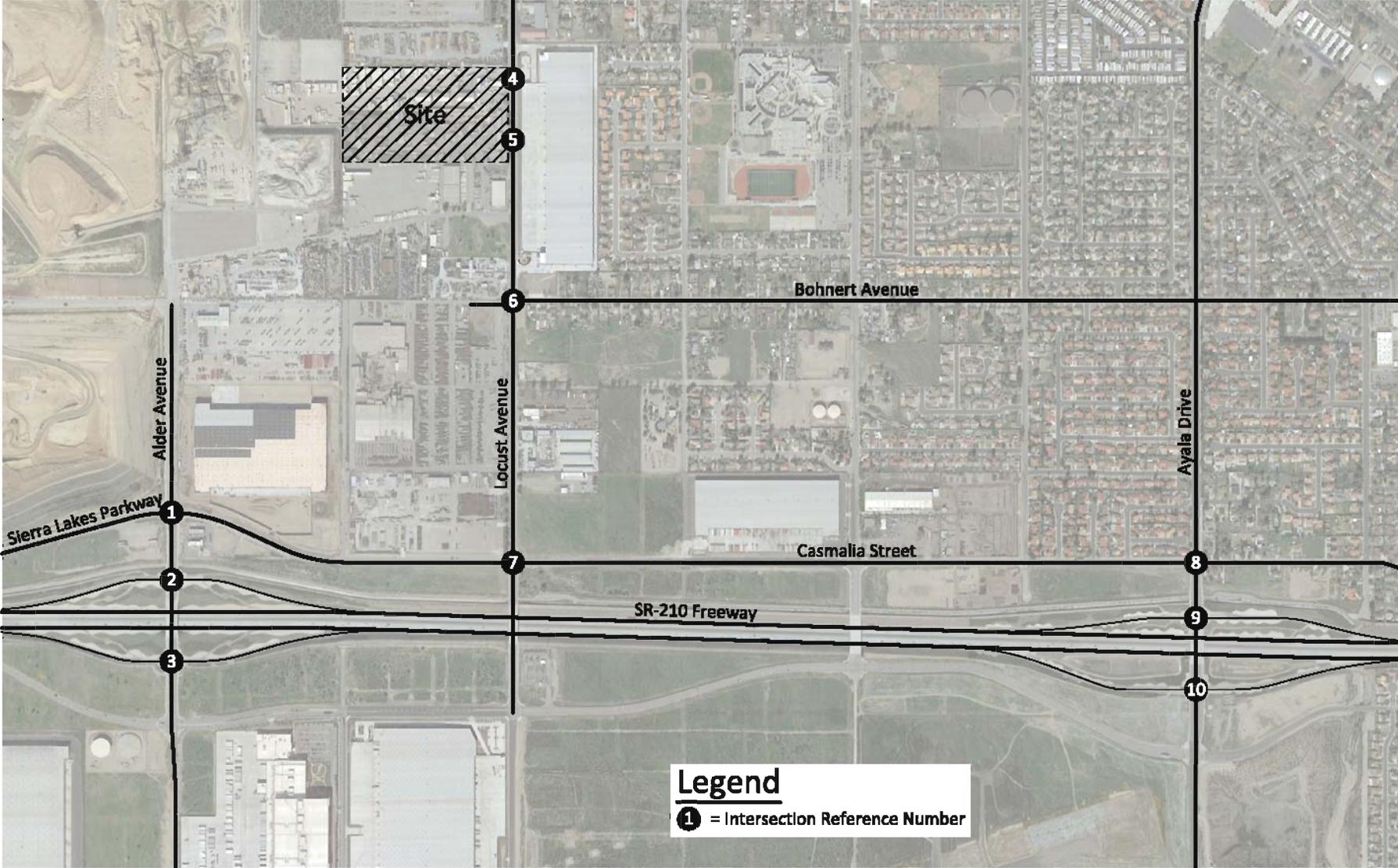


Figure 2 Site Plan

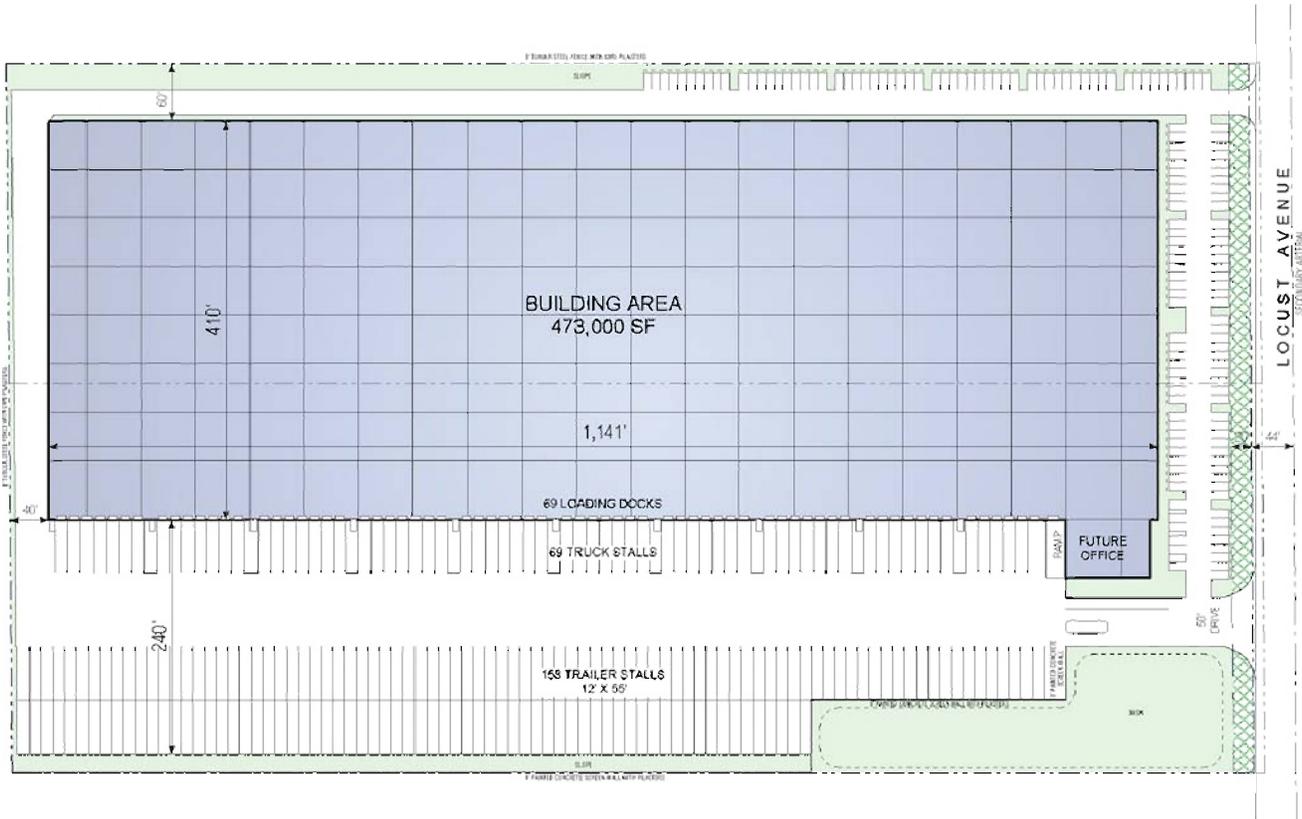


Table 6

Project Net Trip Generation¹

Description	Peak Hour						Daily
	Morning			Evening			
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Proposed Project ²	188	48	236	64	192	256	2,821
Existing Land Uses ³	-25	-20	-45	-22	-37	-59	-440
Increase	+163	+28	+191	+42	+155	+197	+2,381

¹ In Passenger Car Equivalents.

² See Table 5.

³ See Tables 3 and 4.

Table 26

Summary of Intersection Improvements and Costs

Intersection	Jurisdiction	Improvement	Total Cost	Included in Renaissance Specific Plan Fee Program	Unfunded Cost
Alder Avenue (NS) at: Casmalia Street (EW) - #1 SR-210 Freeway WB Ramps (EW) - #2 SR-210 Freeway EB Ramps (EW) - #3	Rialto	Restripe to Provide Additional WB Left Turn Lane and WB Through/Right Turn Lane	\$ 10,000	-	\$ 10,000
		Construct NB Right Turn Lane w/ Overlap Phasing	\$ 182,245	\$157,150	\$ 25,095
		Construct Additional NB Left Turn Lane	\$ 72,898	-	\$ 72,898
		Construct Additional SB Left Turn Lane	\$ 72,898	-	\$ 72,898
	Caltrans ²	Restripe to Provide Additional NB Left Turn Lane	\$ 125,000	\$29,875	\$ 95,125
		Restripe to Provide Additional WB Left Turn Lane and WB Through/Right Turn Lane	\$ 125,000	\$29,875	\$ 95,125
		Widen Approach OC to Provide Two Dedicated SB Right Turn Lanes	\$ 125,000	\$29,875	\$ 95,125
	Caltrans ²	Construct EB Left Turn Lane	\$ 125,000	-	\$ 125,000
		Restripe EB Through/Left Turn Lane to Left/Through/Right Lane	\$ 125,000	\$94,125	\$ 30,875
		Restripe to Provide Additional SB Left Turn Lane	\$ 125,000	-	\$ 125,000
Locust Avenue (NS) at: Bohnert Avenue (EW) - #6 Casmalia Street (EW) - #7	Rialto	Install Traffic Signal	\$ 250,000	-	\$ 250,000
	Rialto	Construct Additional NB Left Turn Lane	\$ 72,898	-	\$ 72,898
		Construct Additional EB Left Turn Lane	\$ 72,898	\$76,475	-
		Construct Additional SB Left Turn Lane	\$ 72,898	-	\$ 72,898
		Construct Additional SB Right Turn Lane	\$ 72,898	-	\$ 72,898
Ayala Drive (NS) at: Casmalia Street (EW) - #8 SR-210 Freeway WB Ramps (EW) - #9 SR-210 Freeway EB Ramps (EW) - #10	Rialto	Construct Additional NB Left Turn Lane	\$ 72,898	-	\$ 72,898
		Install EB Right Turn Overlap Phasing	\$ 109,347	-	\$ 109,347
	Caltrans ²	Restripe to create SB Right Turn Lane	\$ 125,000	-	\$ 125,000
	Caltrans ²	Construct Additional EB Left Turn Lane	\$ 250,000	-	\$ 250,000
		Re-stripe EB Shared Left/Through/Right Lane to Shared Through/ Right Turn Lane	\$ 10,000	-	\$ 10,000
	Re-stripe NB Through Lane to Shared Through/Right Turn Lane	\$ 125,000	-	\$ 125,000	
Total			\$ 2,321,878		\$ 1,908,080

¹ Improvement included within the 2011 San Bernardino Associated Governments (SANBAG) Development Mitigation Nexus Study. Project applicant shall make the Development Impact Fee (DIF) payments to the City of Rialto upon issuance of building permit. The City of Rialto shall coordinate with SANBAG to ensure that the improvements are completed prior to Year 2035.

² Project applicant shall make fair share payments for these improvements to the City of Rialto. The City of Rialto shall coordinate with Caltrans to ensure that the improvements are completed by Year 2035.

Table 27

Project Fair Share Intersection Traffic Contribution¹

Intersection	Jurisdiction	Total Cost	Peak Hour	Existing Traffic	Year 2035 (Buildout) with Project Traffic	Project Traffic	Total New Traffic	Project % of New Traffic	Project Cost Share
Alder Avenue (NS) at:									
Casmalia Street (EW) - #1	Rialto	\$ 180,891	Morning	1,339	3,791	93	2,452	3.8%	\$ 6,874
			Evening	1,573	4,262	96	2,689	3.6%	
SR-210 Freeway WB Ramps (EW) - #2	Caltrans ²	\$ 285,375	Morning	1,770	4,389	87	2,619	3.3%	\$ 9,417
			Evening	1,660	5,037	92	3,377	2.7%	
SR-210 Freeway EB Ramps (EW) - #3	Caltrans ²	\$ 280,875	Morning	1,721	4,922	75	3,201	2.3%	\$ 6,460
			Evening	1,786	5,396	27	3,610	0.7%	
Locust Avenue (NS) at:									
Bohnert Avenue (EW) - #6	Rialto	\$ 250,000	Morning	1,021	2,327	170	1,306	13.0%	\$ 32,500
			Evening	973	2,373	177	1,400	12.6%	
Casmalia Street (EW) - #7	Rialto	\$ 218,694	Morning	1,187	3,698	164	2,511	6.5%	\$ 14,215
			Evening	1,246	4,010	173	2,764	6.3%	
Ayala Drive (NS) at:									
Casmalia Street (EW) - #8	Rialto	\$ 182,245	Morning	1,421	2,870	69	1,449	4.8%	\$ 8,748
			Evening	1,320	2,936	75	1,616	4.6%	
SR-210 Freeway WB Ramps (EW) - #9	Caltrans ²	\$ 125,000	Morning	2,132	4,025	65	1,893	3.4%	\$ 4,250
			Evening	1,813	3,951	71	2,138	3.3%	
SR-210 Freeway EB Ramps (EW) - #10	Caltrans	\$ 385,000	Morning	2,297	4,031	10	1,734	0.6%	\$ 8,085
			Evening	2,360	4,964	55	2,604	2.1%	
Total		\$ 1,908,080							\$ 90,549

¹ Improvement included within the 2011 San Bernardino Associated Governments (SANBAG) Development Mitigation Nexus Study. Project applicant shall make the Development Impact Fee (DIF) payments to the City of Rialto upon issuance of building permit. The City of Rialto shall coordinate with SANBAG to ensure that the improvements are completed prior to Year 2035.

² Project applicant shall make fair share payments for these improvements to the City of Rialto. The City of Rialto shall coordinate with Caltrans to ensure that the improvements are completed by Year 2035.

Table 28

Roadway Segment Improvements, Cost, and Fair Share Contribution

Roadway	Jurisdiction	Segment		Miles	Added Lanes	Per Lane Per Mile Cost ¹	Total Cost	Included in SANBAG Nexus Study	Unfunded Cost	Project Fair Share	
		From	To							Percentage	Cost
Alder Avenue	Rialto	Casmalia Street	SR-210 Freeway	0.08	2	\$ 1,457,960	\$ 233,274	\$ -	\$ 233,274	4.9%	\$ 11,512
Locust Avenue	Rialto	North of Bohnert Avenue	Bohnert Avenue	0.15	2	\$ 1,457,960	\$ 437,388	\$ -	\$ 437,388	21.2%	\$ 92,714
				0.26	1	\$ 1,457,961	\$ 379,070	\$ -	\$ 379,070	21.2%	\$ 80,352
	Rialto	Bohnert Avenue	Casmalia Street	0.12	1	\$ 1,457,961	\$ 174,955	\$ -	\$ 174,955	17.5%	\$ 30,600
Ayala Drive	Rialto	Casmalia Street	SR-210 Freeway	0.07	0	Nominal	Nominal	-	Nominal	6.0%	\$ -
Total							\$ 1,224,687		\$ 1,224,687		\$ 215,177

¹ Source: Renaissance Specific Plan Amendment Traffic Impact Analysis, LSA, December 3, 2015.

From: Gene Klatt
To: ["Chris Pylant"](#)
Cc: [Robert Eisenbeisz](#)
Subject: RE: Locust Avenue Project Scoping Agreement
Date: Monday, July 27, 2015 1:33:00 PM

Chris,

I have looked over the scoping agreement for the Locust Prologis project and suggest the following:

1. For transportation commission do not use the high cube reference. You have already calculated it at warehouse so simply stay with warehouse.
2. I believe you need to add Casmalia/Ayala and the freeway ramps at Ayala to your study. We noticed that with both trucks and cars, you have 40% of traffic headed east. Not sure either cars or trucks will go ½ mile west to go back east when there is a ramp to the east along Casmalia. Locust is ½ mile east of Alder but 1 mile west of Ayala. We suspect most vehicles will use Casmalia to Ayala if indeed they are eastbound on the I-210
3. Do you have justification for 5% southbound trucks on Alder? South of Baseline it is all residential and it stops at Valley before reaching the I-10.
4. You will need to look at roadway segments along Casmalia both east and west and along Locust, Alder and Ayala north of the freeway.
5. The west side of the project will need to construct Laurel and Laurel currently exists north of Casmalia (but not to this project). Are any access points proposed for future use? The parcel south of the project appears to be about 140 feet from connecting to Stonehurst and one of the two parcels south of the proposed developed has already made the dedication. The small triangular parcel adjacent to Stonehurst appears to be being used by the current parcel south of this proposal so it may wish to dedicated Laurel and develop a second access.

With the suggested minor revisions, we can proceed with obtaining signatures from the other department and you can begin.

Thank you,

Gene R. Klatt

From: Chris Pylant [mailto:chris@traffic-engineer.com]
Sent: Thursday, July 23, 2015 4:23 PM
To: Robert Eisenbeisz
Cc: Gene Klatt
Subject: Locust Avenue Project Scoping Agreement

Robert,

I have attached a scoping agreement for Prologis' Locust Avenue project. Please review and return at your earliest convenience.

Regards,



KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Chris Pylant, INCE | Associate

Kunzman Associates, Inc. | CBE / MBE / RBE / SBE / UDBE

1111 Town & Country Road, Suite 34

Orange, California 92868

P (714) 973-8383 x 216

chris@traffic-engineer.com

"We are proud to announce that we now conduct Noise/Vibration and Air Quality/Global Climate Change/Health Risk Assessments."

From: [Gene Klatt](#)
To: ["chris@traffic-engineer.com"](mailto:chris@traffic-engineer.com)
Subject: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto
Date: Wednesday, February 03, 2016 4:24:26 PM
Attachments: [Review comments TIA 2-3-16.docx](#)

Chris,

Attached is the review comments for the second Prologis project.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialto.ca.gov

February 3, 2016

Kunzman Associates, Inc.

1111 Town & Country Road, Suite 34

Orange, CA 92868

Attn: Chris Pylant

RE: Rialto Warehouse Development Prologis Park SR-210 Building 7 Project – West side of Locust between Persimmon Ave. and Stonehurst Drive – Proposed Traffic Impact Analysis Comments and Observations on Report Date January 6, 2016

Mr. Pylant,

We have made a review of your firms TIA submitted January 14, 2016 on the above subject and offer the following comments for your consideration:

1. A quick check with the Planning Department indicates the project has not yet been to the Development Review Committee. While this does not affect the TIA, the developer needs to be aware that approving a larger building does not entitle them to construct such a building if they cannot meet the requirements of the Planning Department with respect to landscaping, setback, building undulations etc.
2. On page 3 under existing conditions, there is a statement that a signal appears to be warranted at the intersection of Locust/Bohnert. However, in your firm's analysis of the Newcastle/CapRock development of a 634,000 sq. ft. warehouse in 2013, this intersection was not identified and no fair share contribution or any payment was made toward the installation of a signal. There has really been little or no growth contributing traffic to this intersection in the interim. This intersection is outside the Renaissance Specific Plan area so all developments will need to contribute to the identified need for the signal.
3. Page 4 discusses the accounting for existing land use and in Tables 3, 4 and 5 pages 28-30 these numbers are reflected in the tables. Page 28 refers to Appendix C but the driveway counts are actually in Appendix D. Of the 24-hour driveway counts, the first page front and back is labeled driveway #1, the second page front and back is labeled driveway #2 and the front of this set matches the front of the first driveway sets. In all, 8 driveway counts appear to be provided. However, only 7 driveways physically exist with one of them blocked by K-rail and another on Locust Ave. From the project layout, the proposed development will not be acquiring the northwest corner of Stonehurst and Locust and it appears at least a portion of the trucking business will continue in operation at this location. Therefore, you will not be allowed credit for those trips. It will be necessary to provide a diagram of which driveways were counted. Using ITE trip rates for land use 811 yields less than ½ the number of PCE trips shown. Of course, we are not questioning the counts as they are machine driven but it does seem high for a construction trailer rental yard and what appears to be pipe coating/pipe supply facility.

4. On page 6 and preceding pages, Casmalia at Locust is only listed for year 2035 problems. However, Figure 31 page 68 indicates that existing plus project the eastbound to northbound left turn is projected at 290/268, which is well above the threshold for dual left turn lanes. Additionally, southbound right turns are projected at 325/341, which is right at the threshold of a dedicated right turn lane.
5. Again with reference to Figure 31, driveway intersection #5 seems to have 124/40 left turn movements. Has consideration been given to a left turn pocket? If the #1 lane is stopped to make these left turns, overall traffic movement will be affected.
6. Again with reference to Figure 31, intersection #9 seems to have 397/158 southbound right turn movements. Has consideration been given to fair share for a trap right turn lane?
7. Page 7 Recommendations appears to leave out impacts for existing plus project improvements and the signal at Locust/Bohnert that is currently warranted.
8. It appears the traffic counts at intersection 2 and 3 (Alder at the I-210 ramps in Appendix C) are over one year old (1-14-15). With Alder presently closed, it will not be possible to obtain current counts reflective of normal operations. Figure 6 and 7 appears to be based on these older counts. The City has studies with counts that show higher peak hour numbers than presented in this report. The Commission is aware of the other reports and may question the lower values for turning movements and impacts. It may also affect the fair share percentages to your disadvantage.
9. Figure 6 and 7 differs from previous studies (with more recent counts) with higher intersection counts than shown in your figures 6 and 7 for the peak hour movements at intersections. This may be related to your counts being taken in August when school is not in session whereas the previous study was done during a time school was in session.
10. Figure 13 page 25 is correct for the City of Rialto General Plan but fails to account for additional bikeways contained in the Renaissance Specific Plan (page 3-15 of the Renaissance Specific Plan). Locust south of this location is within the Renaissance Specific Plan area and does have bikeway/parking. It is likely that will continue along Locust to access schools and parks to the north.
11. Page 26 see reference above to allowance for existing trips.
12. Table 6 page 46, lacks a map showing the location of the projects and has insufficient information to accurately locate projects. It is unknown when this information was obtained but there are additional projects that will likely be on line before 2017. Two separate trucking yards on north locust, warehouses on the northeast and northwest corner of Walnut at Alder, Spiral mill pipe facility at Locust/Casmalia (northwest corner), Monster beverage warehouse (1.2 million square feet), hotel/fuel/food (northwest corner Alder/Renaissance), reuse of Solo Cup as Amazon distribution center. Perhaps some are in your listing but it is not clear which if any are being accounted for in your analysis.
13. Figure 22 may not be correct based on comments above regarding Table 6.
14. Table 10 on page 50 appears to have some issues. In the figures related to segment capacity such as Figure 28 page 65, you have not provided V/C ratios. In past studies, (Newcastle) data was provided indicated Casmalia from Locust to Alder exceeded capacity (Figure 4 in the Newcastle study). Table 10 implies it functions as a 2 lane undivided roadway with ambient growth plus project plus cumulative growth. Both studies are from your firm so which is in error?
15. Table 20 will require modification based on changes in table 19.

16. In Table 19, page 82 the #3 footnote is incorrect. Improvements are listed as stated but there is no funding mechanism for them. This project should participate in a fair share contribution to the required improvements.
17. The City is working with Caltrans for improvements affecting the ramps and for striping changes on the Alder Ave. overcrossing of the I-210. It is yet unclear if signal split phasing or other timing changes will be allowed as is a lane or shoulder width exception to create required additional lanes. Should those negotiations fail and the bridge require widening; the total costs will be considerably higher as will the fair share.
18. It is unclear in the summary of improvement costs if the costs listed for additional lanes includes relocation of curb, gutter, sidewalk and signals as well as right of way or if it only covers pavement and striping. A little more detail is required to determine if additional right of way will be required and if all costs are included in the estimates. As an example, the Transportation Commission has been told the proposed trap right turn lane for Alder at eastbound I-210 is estimated at \$250,000 including the right of way, curb gutter sidewalk work, signal and pavement/pavement markings.

Overall, the TIA is reasonably complete and with a few modifications based on the above will be ready for presentation to the Transportation Commission. The Transportation Commission does require a full 30-day review **after** staff has completed its review and agenda preparations. The commission meets only once per month on the first Wednesday of the month. We can discuss further if needed and feel free to contact me by phone or e-mail. Once modifications are made, submit for continued action.

Cordially,

Gene R. Klatt

Consultant Engineer – Contract Staff

City of Rialto

909 421 4942

From: [Gene Klatt](#)
To: "[Chris Pylant](#)"
Subject: RE: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto
Date: Monday, March 14, 2016 9:28:34 AM

Chris,

Yes, from the City perspective they do. Generally, from the deck up is City responsibility and any back up becomes our problem. Currently the City is working with Caltrans to obtain a lane width exemption or shoulder exemption for the Alder/I-210 interchange so we can avoid widening the bridge to provide dual northbound left turns to westbound I-210. We are also discussing a northbound trap right for the eastbound I-210. If Caltrans ultimately gives permission, we can restripe the lanes over the overcrossing to gain the additional lanes without the expense of widening a relatively new bridge. Ayala at the I-210 is also being considered for a southbound trap right.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

From: Chris Pylant [<mailto:chris@traffic-engineer.com>]
Sent: Thursday, March 10, 2016 6:17 PM
To: Gene Klatt
Subject: RE: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto

Gene,

Do the thresholds for exclusive left and right turn lanes as well as dual left turn lanes apply at Caltrans intersections (ramps)?

Chris

From: Gene Klatt [<mailto:gklatt@rialtoca.gov>]
Sent: Wednesday, February 03, 2016 4:24 PM
To: 'chris@traffic-engineer.com' <chris@traffic-engineer.com>
Subject: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto

Chris,

Attached is the review comments for the second Prologis project.

Gene R. Klatt

Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialto.ca.gov

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From: [Gene Klatt](#)
To: ["Chris Pylant"](#)
Subject: RE: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto
Date: Wednesday, March 16, 2016 10:29:12 AM

Chris,

Both sides of Alder north of Renaissance are still vacant. The northwest corner is currently developing so if a widening is required, it should be mentioned so we have a chance to obtain right of way prior to development. The Transportation Commission is already concerned with the eastbound off-ramp right turn. Trucks cannot make the turn without encroaching into northbound lanes or into the painted median. If we are going to try and squeeze in more northbound left turn lanes, it just gets worse. Of course you can mention coordinated signals (although we have not had much success with Caltrans in getting such coordination) to see if that helps. Our traffic policy already states that just because both ends operate at acceptable levels, that does not cover the section between the signals, so no to the second part of the question.

If you look at Figure 3-6 in the RSPA TIA, at Alder/Renaissance we will ultimately need dual southbound left turn lanes, a westbound dedicated right turn lane on Renaissance, dual eastbound left turn lanes and a dedicated southbound right turn lane. We already know there is a need for a northbound to eastbound I-210 dedicated right turn lane as well. This is based on the projected volumes. With those improvements, it may be possible that you have sufficient capacity. 2 northbound thru 1 dedicated right, 2 southbound thru, 2 southbound left turn and one dedicated right turn as that totals eight lanes. Your percentage or fair share should be very small. Overall the Transportation Commission wants to make sure we have enough lanes and space to do what needs to be done to keep traffic moving. All too often long range impacts are overlooked and by the time we need the lanes, the City is looking at taking existing buildings or businesses to get the necessary right of way and costs mean it never gets done. Reports that point to the need early on help direct development to allow for the eventual outcome even if it is not constructed immediately.

Hope this helps.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

From: Chris Pylant [<mailto:chris@traffic-engineer.com>]
Sent: Tuesday, March 15, 2016 5:57 PM
To: Gene Klatt
Subject: RE: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto

Gene,

I am getting a LOS E (50,300 vehicles in PCE, V/C = .91) on Alder between the I-10 EB Ramps and Renaissance with 6 lanes. The ramp intersection is projected to operate at LOS C and the Alder/Renaissance intersection at LOS D. Can I include a discussion on coordinated signals and/or segments bound by intersections with acceptable Levels of Service? Or do I need to make it 8 lanes?

Thanks for your help,

Chris

From: Gene Klatt [<mailto:gklatt@rialtoca.gov>]

Sent: Monday, March 14, 2016 9:29 AM

To: 'Chris Pylant' <chris@traffic-engineer.com>

Subject: RE: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto

Chris,

Yes, from the City perspective they do. Generally, from the deck up is City responsibility and any back up becomes our problem. Currently the City is working with Caltrans to obtain a lane width exemption or shoulder exemption for the Alder/I-210 interchange so we can avoid widening the bridge to provide dual northbound left turns to westbound I-210. We are also discussing a northbound trap right for the eastbound I-210. If Caltrans ultimately gives permission, we can restripe the lanes over the overcrossing to gain the additional lanes without the expense of widening a relatively new bridge. Ayala at the I-210 is also being considered for a southbound trap right.

Gene R. Klatt

Consultant Engineer - Contract Staff

City of Rialto

gklatt@rialtoca.gov

From: Chris Pylant [<mailto:chris@traffic-engineer.com>]

Sent: Thursday, March 10, 2016 6:17 PM

To: Gene Klatt

Subject: RE: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto

Gene,

Do the thresholds for exclusive left and right turn lanes as well as dual left turn lanes apply at Caltrans intersections (ramps)?

Chris

From: Gene Klatt [<mailto:gklatt@rialtoca.gov>]
Sent: Wednesday, February 03, 2016 4:24 PM
To: 'chris@traffic-engineer.com' <chris@traffic-engineer.com>
Subject: Prologis Park SR-210 Building 7 Locust between Stonehurst and Persimmon City of Rialto

Chris,

Attached is the review comments for the second Prologis project.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

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From: [Gene Klatt](#)
To: ["Chris Pylant"](#)
Subject: TIA review Prologis 7
Date: Wednesday, April 27, 2016 4:57:16 PM
Attachments: [Review comments TIA 4-27-16.docx](#)

Chris,

Attached are the review comments on the Prologis 7 TIA. Much the same as discussed on Prologis 5 on 4-27-16.

If there are questions, please feel free to contact me.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

April 27, 2016

Kunzman Associates, Inc.

1111 Town & Country Road, Suite 34

Orange, CA 92868

Attn: Chris Pylant

RE: Rialto Warehouse Development Prologis Park SR-210 Building 7 Project – West side of Locust between Persimmon Ave. and Stonehurst Drive – Revised Traffic Impact Analysis Comments and Observations on Report Date April 6, 2016

Mr. Pylant,

The City notes that the resubmittal of the TIA dated April 4, 2016 is not so much a revision to the first TIA but a complete re-write of the TIA will mostly all new counts, distribution and conclusions. Exhibits have changed numbers and the overall document is a completely revised TIA. We have made a review of your firms revised TIA submitted April 6, 2016 on the above subject and offer the following comments for your consideration:

1. A quick check with the Planning Department indicates the project has been to the Development Review Committee for a preliminary review but not formal action. While this does not affect the TIA, the developer needs to be aware that approving a larger building does not entitle them to construct such a building if they cannot meet the requirements of the Planning Department with respect to landscaping, setback, building undulations etc.
2. Page 5 first paragraph shows an increase in net PCE from 2293 to 2339 but the AM/PM has dropped from 236/215 to a new projected 175/182. This is 25% reduction in the AM and 15% reduction in the PM peak hour while total PCE is up 2%. What changed in the analysis to cause the reversal and change in peak hour trips? We understand that there was a reduction in trips allocated to previous uses, which changes the total number of trips (less subtraction of existing trips) but do not understand how the same new project now changes peak hour trips.
3. Page 7 top of page it is noted that intersection #3 was listed in the first TIA but has been dropped in this report. This is the eastbound SR-210 ramp intersection. Again, with higher overall PCE, why would it be dropped in the revised TIA?
4. Page 17 D. Traffic Signal Warrant Analysis for Locust at Bohnert. It states that warrant #3 was used (peak hour) but does this project or location meet any other warrants? It appears warrant #3 is very specific on type of facilities are considered.
5. Please check Table 1 on page 19 as it appears the capacity numbers are different from contained in the City policy. In addition, Locust north of Bohnert is listed as a divided roadway it is not.
6. Again, in Table 1, Casmalia between Alder and Locust is currently under construction and will be 4 lanes prior to your projected opening data. The majority will be divided with a raised median. This will address some of the recommended off-site issues.

7. Table 2 on page 20 seems to show marked improvement at the SR-210 at both Alder and Ayala from the first TIA. Is there an explanation as to how this happened when it applies to existing traffic? Perhaps a notation on the page explaining different counts from different studies but it would seem reasonable to use the most conservative in an analysis. The revised Figure 5 on page 22 seems to show much higher ADT's than in the first TIA including near the freeway ramps. Figure 6 on page 23 seem to be very close to the numbers reported in the first TIA with the exception of intersection 1. This would seem to support the previous determinations. Is there a reason for the improvement when traffic appears to have remained the same or increased with perhaps a few exceptions?
8. On page 32 section B, 4th paragraph has the existing land use generating 46 fewer trips than in the first submittal, yet daily peak hour trips are 13/33 higher than reported in the first TIA. Is this accurate and simply based on ITE rates verses something else in the first TIA?
9. Same page in the 5th paragraph the proposed development is generating the same traffic as reported in the first TIA. So with existing generating fewer trips and the proposal generating the same, how is it that in paragraph 6 there is a net increase of 46 trips but the peak hours both decrease by -13/-33?
10. In appendix D, it appears, although unmarked, the counts are inbound on the first page and outbound on the second page. If this is correct, the pages should be marked as such.
11. In appendix D in the driveway counts, it seems very unlikely that driveway #1 and driveway #2 would have almost exactly the same count down to the 15-minute increment. Please check and verify and/or explain how the two driveways generate exactly the same counts. Is it possible the vehicles are circulating in the street due to lack of room on-site and therefore merely using the street to turn around and re-enter the site? If this is the case, the driveway counts are not correct as shown.
12. Page 43, Figure 20 should be the same as Figure 19 page 36 in the first TIA submitted. However, most intersections have changed in total vehicles as well as individual movements. If this represents the projects turn movements, why is it changed between the two TIA's when the project is the same? For example, total inbound and outbound from both driveways was a total of 235 in TIA #1 and is now 254 in TIA #2. The same is happening in Figure 21 page 44.
13. Page 46, section 2 used the RSPA projects list. A map is included as appendix G but the table of the projects is on page 57 as Table 7 making it difficult to locate and identify the projects. It should also be noted that there are at least 5 new projects that are not shown on the list that will likely be completed prior to this project. It is also stated in the text that City staff provided the information. However, what is not stated is the information was supplied in response to a request for traffic count data at a different project location. In the transmittal from the City, it clearly stated that only sections 1-3 of the RSPA were approved. What you selected to include is from Section 4, which in itself is a project of 566,000 sq. ft. of retail space that is not included in your analysis. The data was originally submitted to the City in August of 2015 with data collected before that.
14. Page 53 part of section 5 of Existing plus ambient growth plus project plus cumulative, impacts at Ayala and the SR-210 (intersection #8 and #9) no longer are included as they were in the first TIA. It appears from Figure 22 that there are only 8 trips difference from the project at this location yet there are now no mitigations required. Perhaps the omission of projects in appendix G is leading to incorrect conclusions. The intersections do again appear in the 2035 without project and 2035 with project.

15. Page 58 Table 8 appears to be using incorrect capacity numbers. This affects the rest of the table with respect to V/C and LOS calculations.
16. Page 59 Table 9 same issue as above.
17. Page 60 Table 10 same issue as above.
18. Page 61-64, Tables 11-14 same issue as above.
19. Looking at Table 14 page 54 in the first TIA and Table 17 page 67 in the new TIA, they are both showing Existing Plus Ambient Growth. Why are the two tables different? Existing is existing and 2% growth is 2% growth. Have “existing” counts been changed? It is also noted that the lane configuration has been changed. For example, at Alder/Casmalia EB, in the first TIA it was listed as 1L, 0.5T, 0.5R which is correct. In the new TIA, it is listed as 1L, 1T and dR which is incorrect. Similar changes are found elsewhere in the Table.
20. Page 68 thru 75 continue the changes noted above.
21. The City has questions about the costs involved. For example, page 68, Table 18 at Alder and SR-210 EB another lane is added to the off-ramp (intersection #3). On page 102, Table 26, the costs for the additional lane is estimated at \$125,000, which seems a bit short for creation of another lane on the off-ramp. Total costs for all improvements at the intersection are estimated at \$375,000 of which \$94,125 is listed as included in the Renaissance Specific Plan Fee. Item #16 in the Renaissance Traffic Fee is for a northbound right turn lane and an eastbound right turn lane. Total estimated cost in the fee program was \$125,000 of which 75.3% was allocated to the fee program. The northbound right turn lane has been estimated at \$250,000 once a preliminary design was completed and is not mentioned in the analysis in the TIA.
22. Page 100 Roadway Segment Improvements does not seem to list the required improvements although the information is contained in Table 28 under added lanes. On page 64 table 14 under Ayala Drive as an example, for Casmalia to the SR-210 it is listed without improvements as 4D, capacity of 24,444 and LOS F but with improvements it is then listed as 4D, 36,667, LOS C. What exactly was the improvement that changed a 4-lane divided roadway from LOS F to LOS C and increased capacity 12,223 vehicles in the same number of lanes?
23. The City is working with Caltrans for improvements affecting the ramps and for striping changes on the Alder Ave. overcrossing of the I-210. It is yet unclear if signal split phasing or other timing changes will be allowed or if a lane or shoulder width exception to create required additional lanes will be granted. Should those negotiations fail and the bridge require widening; the total costs will be considerably higher as will the fair share.
24. It is unclear in the summary of improvement costs if the costs listed for additional lanes includes relocation of curb, gutter, sidewalk and signals as well as right of way or if it only covers pavement and striping. A little more detail is required to determine if additional right of way will be required and if all costs are included in the estimates. As an example, the Transportation Commission has been told the proposed trap right turn lane for Alder at eastbound I-210 is estimated at \$250,000 including the right of way, curb gutter sidewalk work, signal and pavement/pavement markings.

Overall, the TIA is reasonably complete and with a few modifications based on the above will be ready for presentation to the Transportation Commission. The Transportation Commission does require a full 30-day review **after** staff has completed its review and agenda preparations. The commission meets only once per month on the first Wednesday of the month. We can discuss

further if needed and feel free to contact me by phone or e-mail. Once modifications are made, submit for continued action.

Cordially,

Gene R. Klatt

Consultant Engineer – Contract Staff

City of Rialto

909 421 4942

From: [Gene Klatt](#)
To: "Chris Pylant"
Subject: RE: TIA review Prologis 7
Date: Tuesday, May 10, 2016 5:11:28 PM

Chris,

The amended specific plan is not approved. Only the 2010 plan has been approved at this time. If you go to Google, type in Renaissance Specific Plan, the first one that pops up says Rialto, click it, it goes to a web site for Rialto, the web site lists draft Renaissance specific plan, click it, goes to another page that allows you to download the specific plan dated 2010. Electronically get to page 115 which is the map figure 3-13 which shows the bikeways.

The proposed amendment changes the streets (eliminates residential between Locust and Linden, stops Walnut at Laurel and some other minor changes. For the bikeways, it changes Baseline a little (Alder to Palmetto is now private) and it stops all bikeways south of Baseline. But like I said, it is not yet adopted. The maps is 11x14 color so it is probably better for you to download it rather than a copy I might be able to make.

If you really want a copy of the draft amendment, try Gina Gibson in Planning

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

From: Chris Pylant [<mailto:chris@traffic-engineer.com>]
Sent: Tuesday, May 10, 2016 2:49 PM
To: Gene Klatt
Subject: RE: TIA review Prologis 7

Gene,

Can you please provide me the correct Bicycle Plan for the amended Renaissance Specific Plan or forward this to the appropriate person in planning who can? Thanks!

Chris

From: Gene Klatt [<mailto:gklatt@rialtoca.gov>]
Sent: Wednesday, April 27, 2016 4:57 PM
To: 'Chris Pylant' <chris@traffic-engineer.com>
Subject: TIA review Prologis 7

Chris,

Attached are the review comments on the Prologis 7 TIA. Much the same as discussed on Prologis 5 on 4-27-16.

If there are questions, please feel free to contact me.

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

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From: [Gene Klatt](#)
To: ["Chris Pylant"](#)
Subject: Prologis 7 Warehouse on Locust between Stonehurst and Persimmon
Date: Wednesday, June 08, 2016 2:34:00 PM
Attachments: [Review comments TIA 5-31-16.docx](#)

Chris,

Attached are the review comments on the 3rd TIA submittal. I suspect both you and the client want to submit and cover any response in a memo rather than make another run at the TIA. We have been over the driveway data multiple times but I did have questions about the change in driveway #2 and the drastic reduction when the counts carry the same date and time as in the previous submittals. Not likely to have a major effect on the impacts as it appears to be changing peak hour by perhaps 45 vehicles at most but I would like to know what happened.

If we get the copies needed, we can distribute them at the July meet for a review in August. The City does appreciate the effort taken to make everything consistent with other studies and the questions that were raised but by doing so, it makes it easier to present to the Transportation Commission and they see it is very similar to other projects in the area. If you had not heard, there was a presentation at the June 1 meeting in which various options for the SR-210 at Alder and Ayala interchanges was made. It is likely a feasibility study will be the final result and it may change what is needed at the interchange. However, what is currently being proposed will also likely serve as an interim solution.

Let me know if you have any questions.

Thanks

Gene R. Klatt
Consultant Engineer - Contract Staff
City of Rialto
gklatt@rialtoca.gov

June 7, 2016

Kunzman Associates, Inc.

1111 Town & Country Road, Suite 34

Orange, CA 92868

Attn: Chris Pylant

RE: Rialto Warehouse Development Prologis Park SR-210 Building 7 Project – West side of Locust between Persimmon Ave. and Stonehurst Drive – 3rd Revised Traffic Impact Analysis Comments and Observations on Report Date May 26, 2016

Mr. Pylant,

The City notes that the resubmittal of the third TIA dated May 26, 2016 is a revision to the second TIA. We have made a review of your firms revised TIA submitted May 31, 2016 in electronic format on the above subject and offer the following comments for your consideration:

1. A quick check with the Planning Department indicates the project has been to the Development Review Committee for a preliminary review but not formal action. While this does not affect the TIA, the developer needs to be aware that approving a larger building does not entitle them to construct such a building if they cannot meet the requirements of the Planning Department with respect to landscaping, setback, building undulations etc. We make note that there will be a required dedication of Laurel along the westerly boundary line and street improvements, which will affect both parking and building size/location.
2. Page 4 and 5 shows an increase in net PCE from 2339 to 2381 but the AM/PM has dropped from 236/215 in the first TIA to 175/182 in the second TIA to the new 191/197 in the third TIA. We do not understand how the same new project now changes peak hour trips. We also note that the driveway counts have been altered, in particular driveway #2. When we looked at the driveway counts, it was not exactly clear what was being used as a peak hour and how the numbers in Table 3 page 38 were determined. Each driveway had different peaks and when we ran the numbers from the counts in the first two TIA's, it appears that 6:00 AM yields the highest peak count for all three driveways with a PCE adjustment coming in at 56 trips. PM peak seems to be 12:30 and the PCE trip rate is 58 for the combination of the three driveways. The driveway trips affect the deduction from new trips and seem to be about 45/18 in the peak hour.
3. Page 12 at Alder and Eastbound SR-210 fails to mention the required northbound to eastbound right turn lane. We understand that this project is not contributing trips to this movement but the overall intersection counts reflect a need for the dedicated right turn lane. The fair share would be \$0 however. This observation holds for other intersections as well. It could be addressed with a statement that other movements may require improvement but the fair share contribution from this project would be zero as no traffic is contributing to the total.
4. Page 16 fails to identify the requirement for Laurel Ave along the westerly property line and the improvements that go with it.

5. Page 38 Table 3 has changed in each of the submitted TIA's. Daily trips were 374 in the first submittal, 280 in the second and now are listed at 254 in the third submittal. All for the same size project and with the same deductions/credits for driveway counts (note exceptions in #2 above). These changes affect all numbers below the initial daily value and we are not sure how they were determined. Can you please provide clarification?
6. Page 41 Table 6 has changes in deductions for existing land uses but it is noted that fewer deductions have been taken. It may be related to the changes in driveway counts that is noted above of should be clarified.
7. Page 68 in Table 12 under Locust from Bohnert to Casmalia the capacity listed is incorrect. The capacity of 32,999 is for right of ways 100 feet or greater in width. Locust is 84-88 feet depending on location. In addition, the City Policy does not consider divided or undivided, only the number of lanes. Table 12 suggests that Locust will be a divided roadway when it will have a single stripe down the center and not have any sort of median.
8. Same issue as above exists in Table 14 on page 70 for Locust.
9. The City is working with Caltrans for improvements affecting the ramps and for striping changes on the Alder Ave. overcrossing of the I-210. Should those negotiations fail and the bridge require widening; the total costs will be considerably higher as will the fair share.
10. It is unclear in the summary of improvement costs if the costs listed for additional lanes includes relocation of curb, gutter, sidewalk and signals as well as right of way or if it only covers pavement and striping. A little more detail is required to determine if additional right of way will be required and if all costs are included in the estimates.

Overall, this third TIA has generally addressed previous review questions. The comments above may be answered in the TIA, by separate response memo or at the Transportation Commission meeting. They are unlikely to have a major impact on the recommendations and not have any appreciable impact on the fair share contributions. Some issues, such as the Laurel dedication, are beyond the scope of the TIA and your responses. Therefore, depending on the decision on the type of response, the TIA may be considered ready for presentation to the Transportation Commission. The Transportation Commission does require a full 30-day review after staff has completed its review and staff report preparations. The commission meets only once per month on the first Wednesday of the month. We will require 10 printed sets and 10 disc copies of the report for distribution. We can discuss further if needed and feel free to contact me by phone or e-mail.

Cordially,

Gene R. Klatt

Consultant Engineer – Contract Staff

City of Rialto

909 421 4942



PUBLIC WORKS

MEMO

To: Transportation Commission
From: Michele Aguirre, Executive Assistant/Commission Clerk *ma*
Date: August 30, 2016
Re: Verification of Commissioner's Moore and Plasencia's Attendance at the June 1, 2016 Transportation Commission Meeting

At the August 3rd Transportation Commission meeting during the "Approval of the Minutes" agenda section for the June 1, 2016 meeting, both Commissioner's Moore and Plasencia questioned their absences for that meeting and advised that they were both present. As a condition of approval of the minutes, it was requested to provide verification of their attendance.

Upon reviewing the recording from the June 1st meeting, both Commissioner's Moore and Plasencia were not present at the meeting. As the Commission Clerk, I reported that I received emails from both Commissioners that they would not be present.

As further confirmation, I looked back at the emails sent and noted the following:

- Commissioner Plasencia sent an email on May 19, 2016 at 3:56 p.m. advising that he would not be in attendance.
- Commissioner Moore sent an email on May 23, 2016 at 3:06 p.m. also advising that he would not be in attendance.

If you have any further questions or would like to request copies of the emails received, please contact me at (909) 421-7279 or via email at maquirre@rialtoca.gov.



PUBLIC WORKS

MEMO

To: Transportation Commission
From: Michele Aguirre, Executive Assistant/Commission Clerk *ma*
Date: August 31, 2016
Re: IT Policy End-User Acknowledgement

Attached please find the approved revised IT Policy End-User Acknowledgement.

Please complete and sign the acknowledgement form only and return it to me at the Commission meeting on Wednesday, September 7, 2016. The information sheet is for you to keep.

CITY OF RIALTO
INFORMATION TECHNOLOGY POLICY

END-USER ACKNOWLEDGMENT

An acknowledgment of the Technology Use Policy is required to be signed by each Commissioner, Employee, Contractor, Intern and Volunteer and will be filed in the Human Resources Department. Failure to follow the provisions of the guidelines could lead to disciplinary action, up to and including termination.

I have read and reviewed the Technology Use Policy. By signing this form, I agree to abide by the Policies currently in place and I agree to review periodically any changes or modifications. I recognize that the law and associated policy regarding Technology Use are continually evolving. Therefore, I understand that my regular review of the Technology Policy is required. I understand that updates to the policies and guidelines will be available through the Human Resources Department.

End-User Printed Name

Department / Division/Commissioner

End-User's Signature

Date

City electronic resources (including computers, phones, pagers, FAX, Internet, Intranet, data, and related technologies) are made available to individuals to assist in the pursuit of organizational goals. The following policy has been established to protect City resources and employees. Failure to comply with this policy and the following guidelines for acceptable use of electronic resources is a serious matter and may result in loss of access privileges and disciplinary action, up to and including termination.

Sexual Harassment

The City Administrative Policy regarding Sexual Harassment and Discrimination applies to all forms of electronic communications and data storage.

Data

Federal law permits the City, as an employer, to access data files, voice mail, and electronic mail messages which are maintained on City-owned computers and technology. Data stored on the City's computer and voice mail systems is not private and is subject to access by supervisors, co-workers, subpoenas, and Public Records Act requests.

E-Mail Services

All electronic mail messages are considered City records. The City reserves the right to access and use, for business purposes, the contents of all messages sent over its electronic mail systems, including electronic mail sent over the Internet. Employees should not expect or assume any privacy regarding the content of electronic mail communications. Users of City-provided e-mail systems are expected to use these systems in a professional manner, consistent with the guidelines for acceptable use.

Telephone Services

The City's telephone and voice mail systems should be specifically used for City related business. While personal use of the telephone systems is allowed sparingly, provided such use does not interfere with job performance, does not consume significant amounts of time, does not distract other employees, does not potentially cause discredit to the City and is done in a professional and courteous manner. Information stored on the City's voice mail system is also considered business-related and, as such, is subject to access by City management. Employees are reminded of the importance of communicating in a professional and courteous manner with one another and with members of the public.

Internet Access

All users have access to the City's Intranet (internal <http://rialtonet>). Generally use of the Internet (external) is for official business and only in conjunction with the course of the employee's job related activities. However, employees may occasionally use the internet for personal uses (during breaks), provided such use does not interfere with job performance, does not consume significant amounts of time, does not distract other employees, does not potentially cause discredit to the City and is done in a professional and courteous manner. All sites visited by employees are automatically tracked by the City's servers. The Information Systems Division routinely monitors such tracking records. These records are also subject to access by City management, representatives of the Information Systems Division and, potentially, by the employee's supervisor, coworkers and the general public.

Computer Use

Employees are not permitted to install software on file Servers or PCs. Software installation will be done with the supervision and approval of the Information Services Division (such as user specific applications like PDA synchronization software). Non-work related activities and/or computer misuse is strictly prohibited (Appendix A). The City's computer systems require that each user have a unique identity, referred to as a "User-ID", protected by a "password", to gain access to the system. The User-ID represents a user in various system activities, provides access to certain software and data based on his/her department-established authorization, and associates his/her own software and data with his/her identity. As such, this User-ID is another instrument of identity and its misuse constitutes forgery or misrepresentation. The use of City Computers bestows certain responsibilities on employees, as outlined in Appendix B.

Appendix A

Prohibited Activities

- ***Game Playing.*** City computing and network services are not to be used for recreational game playing.
- ***Passwords.*** Computer accounts, passwords, and other types of authorization are assigned to individual users and must not be shared with others. Users are responsible for any use of their accounts. Users may not run or otherwise configure software or hardware to intentionally allow access by

unauthorized users. The Network Administrator reserves the right to change passwords if deemed necessary by the Information Services Manager.

- **Termination.** When a user is terminated computer access will be disabled at the time of departure. If a user is assigned a new position and/or responsibilities within the City, the user's access authorization will be reviewed. No user may use facilities, accounts, access codes, privileges, or information for which appropriate authorization has not been obtained.
- **Special Access.** Special access to information or other special computing privileges is to be used in performance of official duties only. Information that a user obtains through special privileges is to be treated as private and confidential.
- **Harassment/Discrimination and other Prohibited Behavior.** No member of the City Staff may, under any circumstances, violate City policies and procedures on harassment, discrimination, and other related policies through use of City-owned or operated computing and network resources. An employee, who uses the City's computing systems to harass or make defamatory remarks, shall bear full responsibility for his or her actions. Further, by using these systems, users agree that individuals who transmit such remarks shall bear sole responsibility for their actions. Users agree that the City's role in managing these systems is only as an information carrier, and that they will never consider transmission through these systems as an endorsement of said transmission by the City.
- **Willful Damage.** Harmful activities such as, but not limited to, the following, are prohibited: creating or propagating viruses; disrupting services; damaging files; and intentionally destroying or damaging equipment, software, or data belonging to City. Further, users may not obtain unauthorized extra resources; deprive other users of authorized resources; gain unauthorized access to systems by using knowledge of a special password, loopholes in computer security systems, or another user's password; or gain unauthorized access to resources used during a previous position within the City.
- **Suggestive Material.** The City specifically forbids sexually suggestive material including computer software, photographs, cartoons, pictures or jokes.
- **Copyright.** Users are prohibited from using, inspecting, copying, and storing copyrighted computer programs and other material, in violation of City Policy on Intellectual Property and copyright laws. Computer software protected by copyright is not to be copied from, into, or by using City

computing facilities, except as permitted by law or by the contract with the owner of the copyright. This means that computer and microcomputer software may only be copied in order to make back-up copies, if permitted by the copyright owner. The number of copies and distribution of copies may not be done in such a way that the number of simultaneous users in a department exceeds the number of original copies purchased by that department.

- **Licenses.** No software may be installed, copied, or used on City resources except as permitted by the owner of the software and the express permission of the Information Technology Manager. In all cases, the City of Rialto regulates the addition of software to the system. Software subject to licensing must be properly licensed and all license provisions (installation, use, copying, and number of simultaneous users, terms of license, etc.) must be strictly adhered to pursuant to the contractual agreements and applicable laws.
- **Political Campaigns.** The City does not permit use of City-owned or operated computers and network resources for activities that might be construed as political campaigning.
- **Commercial Activities.** The City does not permit use of City-owned or operated computer and network resources for commercial advertising.
- **Outside Work.** Computing facilities, services, and networks may not be used in connection with compensated outside work or for the benefit of organizations or individuals not directly related to the City, except in the cases of incidental use or other use subject to arrangements between the user and the user's supervisor.
- **Lawful.** Use of the City's Computer Systems, Internet, Email, or any other Technology may not be used for any purpose which violates State or Federal law.

Appendix B

User Responsibilities

All users have the following responsibilities:

- **Report Unauthorized Access.** To report any discovered unauthorized access attempts or other improper usage of City computers, networks, or other information processing equipment. If a user observes or receives a report of a security or abuse problem with any City computer or network facilities, including violations of this policy, the user must: take immediate steps as

necessary to ensure the safety and well-being of information resources; advise the Department Head and the Information Technology Manager (*if necessary, the Information Technology Manager. will temporarily disable any offending or apparently compromised computer accounts and/or temporarily disconnect or block offending computers from the networks.*)

- **Privacy.** Routine computer behavior is to respect the right of privacy for all, including, but not limited to, files of personal information and programs, no matter what medium they are stored or transmitted. No user should look at, copy, alter, or destroy anyone else's personal files without explicit permission (*unless authorized or required to do so by law or regulation*). Simply being able to access a file or other information does not imply permission to do so.
- **Ethical Behavior.** To behave ethically, and comply with all legal restrictions regarding the use of information that is the property of others. No material or wording should be put into the City's information technology systems that could not be displayed in an open public forum, with the exception of City sanctioned confidential material.
- **Information Integrity.** User need to be aware of the effects of manipulating information, especially in electronic form. Users need to verify the integrity and completeness of information compiled or used.
- **Security and Backups.** Due to the need to maintain appropriate backups of all City data, absolutely no data should be stored on personal hard drives. All City data is required to be stored on the network drives and will be backed up by the Information Technology Division. Data stored on personal hard drives will not undergo proper and mandatory backup and therefore may be lost.
- **Outside Networks.** Many of the City computing systems provide access to outside networks, both public and private, which furnish electronic mail, information services, bulletin boards, conferences, etc. Users are advised that they may encounter material that may be considered offensive or objectionable in nature or content. Users are further advised that the City does not assume responsibility for the contents of any of these outside networks. The user agrees to comply with the acceptable use guidelines for whichever outside networks or services they may access through City systems.
- **Investigative Activities.** If a user is contacted by a representative from an external organization (District Attorney's Office, FBI and/ or any law enforcement agency, etc.) who is conducting an investigation of an alleged

violation involving City computing and networking resources, the user must inform their department head immediately. The user must refer the requesting agency to their department head who will contact the City Attorney for guidance regarding the appropriate actions to be taken. The Department Head will simultaneously inform the Information Technology Manager.