3.11 Transportation/Traffic

This section addresses how the four Project scenarios would or would not result in adverse impacts related to transportation and traffic. The traffic discussion for this section of the Draft Environmental Impact Report (DEIR) is based on the Traffic Impact Analysis (TIA) for the proposed Project prepared by ITERIS. The complete technical report is included in Appendix J of this DEIR.

3.11.1 Regulatory Setting

3.11.1.1 Federal

a. Highway Capacity Manual

The 2000 version of the Highway Capacity Manual was used to calculate and study roadway capacity and quality of service for this DEIR and the TIA. Level of Service (LOS) is the term used to denote the efficiency of traffic operations which occur on a given roadway link, intersection, or other feature. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Based on the Highway Capacity Manual, LOS for signalized intersections is based on factors such as control, geometries, traffic, and incidents. Table 3.11-1 describes the LOS concept and operating conditions expected under each level of service for signalized and unsignalized intersections.

b. Americans with Disabilities Act (ADA) Accessibility Guidelines

The ADA Accessibility Guidelines establish scoping and technical requirements for accessibility by individuals with disabilities under the Americans with Disabilities Act of 1990. These requirements are to be applied during the design, construction, and alteration of buildings and facilities covered by Titles II and III of the ADA to the extent required by regulations issued by federal agencies, including the Department of Justice and the Department of Transportation, under the ADA. Title III, “Public Accommodations and Commercial Facilities,” prohibits discrimination on the basis of disability in the activities of places of public accommodation and requires newly constructed or altered places of public accommodation, as well as commercial facilities, to comply with ADA standards.

TABLE 3.11-1
LOS DEFINITIONS AND CRITERIA FOR INTERSECTIONS

LOS	Interpretation	Signalized Intersection Delay (seconds)	Stop-Controlled Intersection Delay (seconds)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easy and nearly all drivers find freedom of operation.	≤10	≤10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 and ≤20	>10 and ≤15
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤35	>15 and ≤25
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	>35 and ≤55	>25 and ≤35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	>55 and ≤80	>35 and ≤50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	>80	>50

SOURCE: Highway Capacity Manual 2000.

3.11.1.2 State

a. Senate Bill 375 – Sustainable Communities Strategies

Senate Bill (SB) 375 (chaptered in 2009) provides for a new planning process to coordinate land use planning and regional transportation plans and funding priorities in order to help California meet the greenhouse gas reduction goals established in Assembly Bill (AB) 32 (chaptered in 2006). SB 375 requires regional transportation plans, developed by metropolitan planning organizations, such as the Southern California Association of Governments (SCAG), to incorporate a “sustainable communities strategy” in their regional transportation plans that will achieve greenhouse gas emission reduction targets set by the California Air Resources Board (CARB).

SCAG has engaged in a public involvement process in developing its regional transportation plans and programs. As a metropolitan planning organization, SCAG is responsible for preparing and utilizing a public participation plan which is developed in consultation with all interested parties and provides reasonable opportunities for interested parties to comment on the content of SCAG's proposed Regional Transportation Plan and the Regional Transportation Improvement Program. On April 4, 2012, SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: "Towards a Sustainable Future."

3.11.1.3 Local

a. County of Riverside

County of Riverside Congestion Management Plan

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, with an urbanized area of more than 50,000 population, including Riverside, to prepare a congestion management plan (CMP). The CMP, which was prepared by the Riverside County Transportation Commission (RCTC) in consultation with the County and cities in Riverside County, is an effort to more directly align land use, transportation, and air quality management efforts, to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements.

Although implementation of the CMP was made voluntary by the passage of AB 2419, the CMP requirement has been retained in all five urbanized counties within the SCAG region. In addition to their value as a transportation management tool, congestion management plans have been retained in these counties because of the Federal Congestion Management System requirement that applies to all large, urban areas that are not in attainment of federal air quality standards. These counties recognize that the CMP provides a mechanism through which locally implemented programs can fulfill most aspects of a regional requirement that would otherwise have to be addressed by SCAG.

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by the RCTC to evaluate the condition of the Congestion Management System as well as meet other monitoring requirements at the state and federal levels (RCTC 2011). The relevant CMP for the proposed project was adopted on December 14, 2011. Per the CMP-adopted LOS standard of E, when a Congestion Management System segment falls to "F," a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including Transportation

Demand Management (TDM) strategies and transit alternatives, and a schedule of mitigating the deficiency. To ensure that the Congestion Management System is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the Congestion Management System.

Section 65089(b)(1)(B) of the Government Code states that the LOS standards established by RCTC may not be below LOS E or the current level, whichever is lower. The CMP establishes LOS standards for a system of highways and roadways designated by the RCTC. This system must include, at a minimum, all state highways and principal arterials, both new and existing facilities. Once designated, components of the system cannot be removed. The procedure for identifying deficient segments or intersections along the CMP System of Highways and Roadways is documented in Chapter 5 of the CMP. Deficient segments would be identified as part of the LOS evaluation process. Upon initial identification of a deficiency, further detailed analysis of LOS shall be conducted to determine whether an actual deficiency has occurred or if the initial analysis identified a deficiency due to extenuating circumstances (e.g., construction, incident, etc.) or faulty data (e.g., traffic counter equipment malfunction). Coordination with the affected local jurisdiction will be made to ensure that appropriate data, geometrics, counts and other related information is applied to calculate LOS. If a deficiency is identified, affected agencies will be notified. A review of mitigation measures, including capital improvement, transit, and TDM projects, will be conducted to determine how the deficiency can be mitigated. The recommended mitigation measure(s) will be reviewed by the Technical Advisory Committee.

Principal arterial roadways within the study area that are CMP facilities include:

- Alessandro Boulevard – from the intersection of Central Avenue, Arlington Avenue, and Chicago Avenue to the Interstate 215 (I-215)
- Arlington Avenue – from California Avenue to the intersection of Central Avenue, Alessandro Boulevard, and Chicago Avenue.

Western Riverside County Transportation Uniform Mitigation Fee

As discussed in the General Plan 2025 Final Environmental Impact Report (FEIR), the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program is a multi-jurisdictional impact fee program that funds capacity improvements on a defined system of arterial highways as needed to mitigate cumulative impacts associated with new growth. The City of Riverside (City) is a participant in the TUMF program. All new development in each of the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development. Riverside's participation in this program constitutes an important step toward making needed improvements to the regional

transportation system. The Western Riverside Council of Governments is designated as the program administrator for the TUMF program.

Pursuant to Riverside Municipal Code (RMC) Section 16.68, new developments (such as residential, office, commercial, etc.) are required to pay fees into the TUMF program.

Some recently completed TUMF projects within the Project vicinity include:

1. Wood Road/Van Buren Boulevard Intersection Improvements
2. Overlook Parkway except bridge (Chateau Ridge Lane to Sandtrack Road) – widen 2 to 4 lanes
3. Alessandro Boulevard (Arlington Avenue to Trautwein Road) – widen 4 to 6 lanes.

Because none of the scenarios associated with the proposed Project involve the construction of new buildings, they would not be subject to TUMF fees.

Riverside Transit Agency (RTA)

The RTA is the transportation service agency for western Riverside County and is responsible for coordinating transit services throughout the approximate 2,500-square-mile service area and the development of Short Range Transit Plans. The RTA prepares the Short Range Transit Plan in order to forecast public transportation needs. The RTA uses several factors to help in the determination of whether service is effective at meeting the common needs of the community, and if additional bus routes are warranted. New local transit centers and transfer nodes around the RTA service area are possible as community-centered residential and employment densities increase and the need for centralized bus marshaling and transfer facilities become evident. RTA will partner with state, regional, and local planning agencies and with the private sector to coordinate the design, funding, and construction of these sites.

b. City of Riverside

Municipal Code

Title 10 of the RMC, typically referred to as the Riverside Traffic Code, establishes the City's traffic regulations. Section 10.08.030 of the Traffic Code establishes the office of the City Traffic Engineer. It is the general duty of the City Traffic Engineer to determine the installation and proper timing and maintenance of traffic-control devices and signals, to conduct engineering investigation of traffic conditions, and to cooperate with other City officials in the development of ways and means to improve traffic conditions.

The Public Works Department is responsible for the design and construction of new streets. The Public Works Department has development standards and requirements for streets, including the length of right-of-way, median, pavement width, etc. Additionally, curves on major and secondary streets are required to have a centerline radius that conforms to the specifications of the Public Works Department.

General Plan 2025

Several of the Elements of the General Plan 2025 contain goals, recommendations, objectives, guidelines, and standards for the management of circulation and mobility in the City. The following policies are applicable to the proposed Project and aim to minimize adverse conditions to traffic and alternate modes of transportation for the City, as well as preserving and enhancing the local streets.

Transportation Policies

Circulation and Community Mobility Element

Policy CCM-2.1: Complete the Master Plan of Roadways shown on Figure CCM-4 (see Figure 2-3 of this DEIR; Master Plan of Roadways).

Policy CCM-2.2: Balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short-term delays at peak-flow hours.

Policy CCM-2.3: Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis.

Policy CCM-2.4: Minimize the occurrence of streets operating at LOS F by building out the planned street network and by integrating land use and transportation in accordance with the General Plan principles.

Policy CCM-2.8: Design street improvements considering the effect on aesthetic character and livability of residential neighborhoods, along with traffic engineering criteria.

Policy CCM-2.9: Design all street improvement projects in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise and air quality wherever any of these factors are applicable.

Policy CCM-2.10: Emphasize the landscaping of parkways and boulevards.

Policy CCM-2.11: Consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhoods in which they are located.

Policy CCM-2.14: Ensure that intersection improvements on Victoria Avenue are limited to areas where Level of Service is below the City standard of D. Allow only the minimum necessary improvements in recognition of Victoria Avenue's historic character.

Objective CCM-4: Provide a connection between Washington Street and State Route (SR-91) via an extension of Overlook Parkway.

Policy CCM-4.1: Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a 110-foot right-of-way.

Policy CCM-4.2: The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91. See Figure CCM-3 for a map of the study area.

Policy CCM-4.3: Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension.

Policy CCM-4.4: Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.

Policy CCM-8.2: Promote walking and biking as a safe mode of travel for children attending local schools.

Policy CCM-9.1: Encourage increased use of public transportation and multi-modal transportation as means of reducing roadway congestion, air pollution and nonpoint source water pollution, through such techniques as directing new growth along transportation corridor.

Policy CCM-9.2: Support implementation of RTA's Bus Rapid Transit Program and recommendations of the Go Riverside Task Force.

Policy CCM-9.5: Incorporate facilities for transit and other alternative modes of transportation, such as park-and-ride lots and bus turnouts, in the design of future developments.

Policy CCM-9.6: Enhance and encourage the provision of attractive and appropriate transit amenities, including shaded bus stops, to facilitate use of public transportation.

Policy CCM-9.7: Ensure adequate connections among all alternative modes.

Policy CCM-10.1: Ensure the provision of bicycle facilities consistent with the Bicycle Master Plan.

Policy CCM-10.10: Evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all roadway projects funded by the City.

Air Quality Element

Policy AQ-2.4: Monitor and strive to achieve performance goals and/or VMT reduction which are consistent with SCAG's goals.

Policy AQ-2.8: Work with Riverside Transit Authority (RTA) to establish mass transit mechanisms for the reduction of work-related and non-work-related vehicle trips.

Policy AQ-2.10: Identify and develop non-motorized transportation corridors.

Policy AQ-2.15: Manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, as a way to achieve mobility.

Policy AQ-2.22: Monitor traffic and congestion to determine when and where the City needs new transportation facilities to achieve increased mobility efficiency.

Policy AQ-2.23: Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand.

Land Use and Urban Design Element

Policy LU-13.2: Intersection improvements on Victoria Avenue related to the extension of Overlook Parkway shall be determined in conjunction with a specific plan for Overlook Parkway between Alessandro Boulevard and SR-91. The specific plan shall address the crossing of the Alessandro Arroyo, traffic-calming measures necessary to protect local streets in the area and the extension of Overlook Parkway westerly of the Washington Street/Overlook Parkway

intersection. Acceptable levels of service of intersection(s) on Victoria Avenue related to the extension of Overlook Parkway shall be determined as a part of the specific plan process. In any event, all improvements shall be designed to sensitively reflect Victoria Avenue's historic character.

Policy LU-13.3: Adopt strong measures to protect Victoria Avenue's signature landscaping.

Policy LU-13.4: Ensure that the design and development standards for Victoria Avenue encourage pedestrians, bicyclists and equestrian users in addition to automobiles.

Policy LU-5.6: The design of the crossing of the Alessandro Arroyo, for the purposes of connecting Overlook Parkway, will be considered through the Specific Plan process noted in polices CCM-4.2 and LU-13.2. The design will address those issues identified in Policy LU-5.3.

Objective LU-17: Identify the completed Overlook Parkway as an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Park.

Policy LU-17-1: Develop appropriate streetscape, bicycle and pedestrian improvements.

Education Element

Policy ED-4.6: Work towards providing a bicycle network within Riverside that connects schools, employment centers and residential areas.

Public Safety Element

Policy PS-5.1: Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices and school routes throughout the City. Reasonable means of pedestrian accessibility shall be an important consideration in the approval of new development.

Policy PS-5.2: Develop objectives and detailed standards and guidelines for the treatment of public streetscapes to improve safety and walkability. Recommendations should address street trees, street lighting, street furniture, traffic calming and other pertinent issues. Establish funding sources and priorities and set forth a phased improvement program.

Policy PS-5.3: Prioritize locations for potential pedestrian safety enhancements, including modified signage, lighted crosswalks and other similar facilities.

Policy PS-5.4: Require that new development provide adequate safety lighting in pedestrian areas and parking lots.

Policy PS-5.5: Implement pedestrian and bicycle safety measures in any new grade separation project.

Emergency Services Policies

Public Safety Element – Police Services

Policy PS-7.1: Deploy human and financial resources to ensure adequate and equitable distribution of police services.

Policy PS-7.2: Support the transition of the Riverside Police Department from a centralized agency to one built around precincts as a means of providing more rapid, equitable, and proactive community policing services.

Policy PS-7.5: Endeavor to provide minimum response times of seven minutes on all Priority 1 calls and 12 minutes on all Priority 2 calls.

Policy PS-7.6: Empower police, public safety personnel, and residents to develop innovative methods to reduce or prevent crime.

Public Safety Element – Fire Prevention and Response

Policy PS-6.1: Ensure that sufficient fire stations, personnel, and equipment are provided to meet the needs of the community as it grows in size and population.

Policy PS-6.2: Endeavor to meet/maintain a response time of five minutes for Riverside's urbanized areas.

Policy PS-6.3: Integrate fire safety considerations in the planning process.

Policy PS-6.4: Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.

Policy PS-6.5: Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Policy PS-6.6: Continue to implement stringent brush-clearance requirements in areas subject to wildland fire hazards.

Policy PS-6.7: Continue to involve the City Fire Department in the development review process.

Policy PS-6.8: Pursue strategies that maintain and improve the City's Class 2 Insurance Service Office (ISO) rating.

Policy PS-6.9: Provide outreach and education to the community regarding fire safety and prevention.

Policy PS-6.10: Identify noncontiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers.

Public Safety Element – Multi-Hazard Functional Planning and Interagency Response

Policy PS-10.1: Ensure that police and fire service facilities are strategically located to meet the needs of all areas of the city.

Policy PS-10.3: Ensure that public safety infrastructure and staff resources keep pace with new development planned or proposed in Riverside and the Sphere of Influence.

Policy PS-10.4: Continue to ensure that each development or neighborhood in the city has adequate emergency ingress and egress, and review neighborhood access needs to solve problems, if possible.

Traffic Impact Analysis Preparation Guide 2011

The Public Works Department maintains a TIA Preparation Guide to direct the preparation of studies and the methods for analysis of impacts in the City. The Guide, prepared in 2011, addresses the suggested format and methodology that is generally required to be utilized in the studies prepared for projects within the City's jurisdiction. The purpose of the guide is to establish procedures to ensure consistency of analysis and the adequacy of information presented regarding the proposed Project. The guide identifies methodology, study area, study scenarios, existing traffic volumes, future traffic forecasts, California Environmental Quality Act (CEQA) compliance, and format sections to be considered in traffic analysis for projects.

Bicycle Master Plan

The City's Bicycle Master Plan Update (2007d) serves to develop a feasible plan for an interconnected on-street and off-street bicycle lane network throughout the City.

Figure 3.11-1 shows the existing and planned network of bike and trail facilities. The Bicycle Master Plan Update seeks to enhance and expand the existing bikeway network, connect gaps, address constrained areas and improve intersections, provide for greater local and regional connectivity, and encourage even more residents to bicycle. As addressed in the General Plan 2025, and as amended by the Bicycle Master Plan Addendum, adopted March 2012, bikeways are classified into the standard Caltrans bikeway categories identified in Chapter 1000 of the California Highway Design Manual, as detailed below. Figure 3.11-2 shows the existing network of bike and trail facilities.

Class I Bikeway: Typically called a “bike path,” a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.

Class II Bikeway: Often referred to as a “bike lane,” a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.

Class III Bikeway: Generally referred to as a “bike route,” a Class III bikeway provides for shared use with motor vehicle traffic and is identified only by signing.

The City intends for the Bicycle Master Plan to facilitate and encourage bicycle trips by designating Class I, Class II and Class III routes throughout the City.

Trails Master Plan

The trails system for the City, addressed in the Circulation and Community Mobility Element of the General Plan 2025 and as amended by the Bicycle Master Plan Addendum (2012), includes a map of the trails and bikeways in the City (see Figure 3.11-1). The trail system is based on several plans, including the Trails Master Plan and the Park and Recreation Master Plan.

Finally, Section 13.18 of the RMC requires that recreational trails within the City be developed according to approved standards and design elements as set forth in the Trails Master Plan. Trails in the City are designated to accommodate equestrian, bike, and pedestrian users. Where possible, the City is working to coordinate trail development and connections with the County of Riverside.

3.11.2 Environmental Setting

3.11.2.1 Emergency Services

a. Fire Protection

Fire protection service is provided by the City of Riverside Fire Department (RFD). The RFD’s major facilities include 14 fire stations located strategically throughout the City (Figure 3.11-2).

Map Source: City of Riverside, 2012

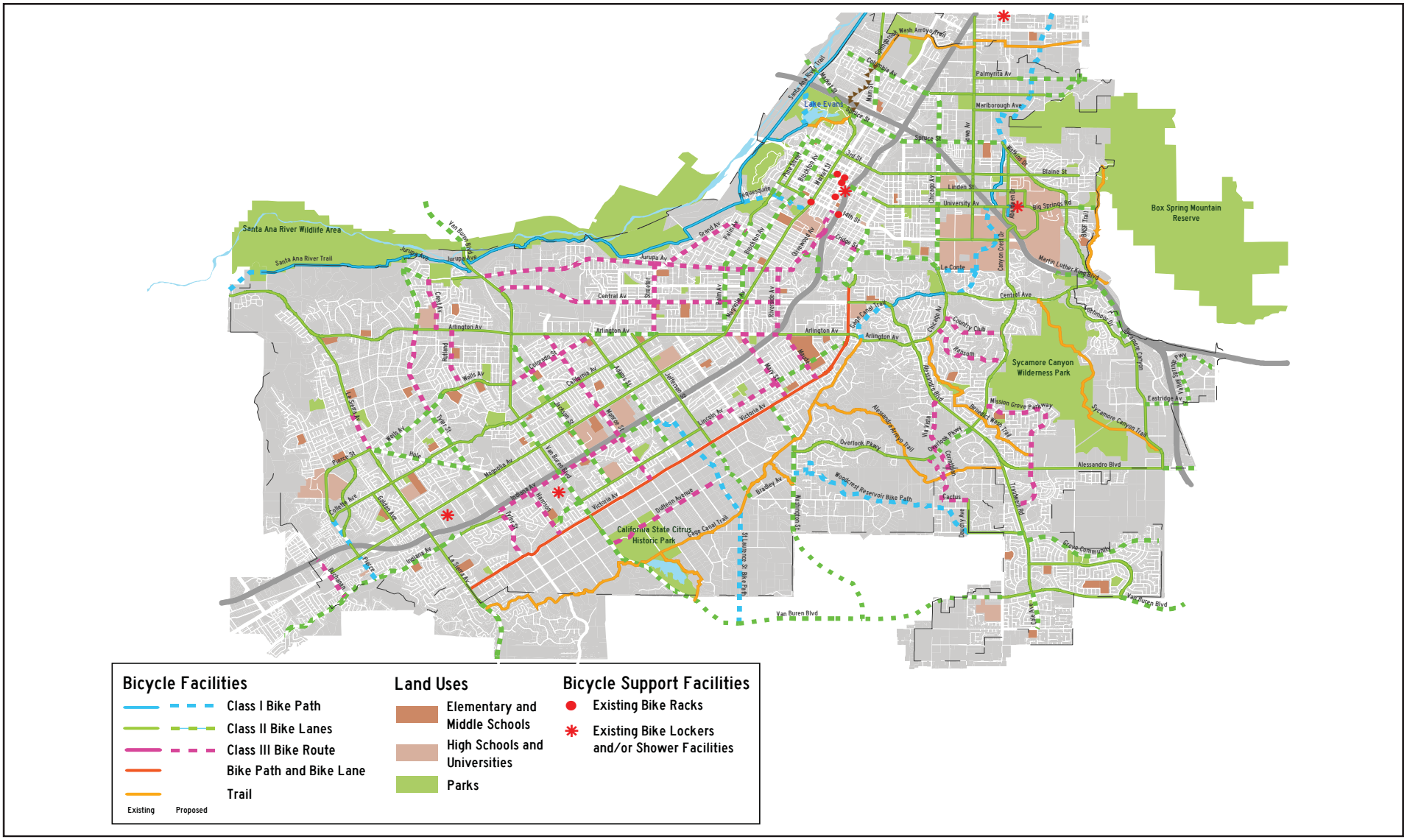

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FIGURE 3.11-1

Existing and Planned Network of Bicycle and Trail Facilities

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The standard response time goal is to have the first emergency response unit arrive to an emergency within five minutes 90 percent of the time. For multiple unit incident responses, the desirable response time for the second and additional units on a first alarm assignment is 10 to 15 minutes. The five-minute variance is based on the type of incident response and the locations of the strategic placement of specialized response vehicles. A response to the Project vicinity could come from any of the 14 stations, depending on the Fire Department response activity in the City and the complexity of an incident in the Project vicinity.

There are three primary fire stations that would serve as the usual first in response station:

- Mission Grove Fire Station 9 is located at 6674 Alessandro Boulevard. The average response time from this station is 6 minutes 27 seconds; the highest response time is 7 minutes 51 seconds.

- Arlington Heights Fire Station 10 is located at 2590 Jefferson Street. The average response time from this station is 9 minutes 7 seconds; the highest response time is 13 minutes 11 seconds.

- Orange Crest Fire Station 11 is located at 19595 Orange Terrace Parkway. The average response time from this station is 7 minutes 36 seconds; the highest response time is 9 minutes 47 seconds.

The secondary fire stations that would serve the area for a first alarm (multi-unit response) would typically come from the following stations:

- Magnolia Center Fire Station 3 is located at 6395 Riverside Avenue. The average response time from this station is 13 minutes 53 seconds; the highest response time is 13 minutes 53 seconds.

- Canyon Crest Fire Station 14 is located at 725 Central Avenue. There is no data available for the average response time; the highest response time is estimated to be 15 minutes.

- Sycamore Canyon Fire Station 13 is located at 6490 Sycamore Canyon Boulevard. There is no data available for the average response time; the highest response time is estimated to be 14 minutes.

- Downtown Fire Station 1 is located at 3420 Mission Inn Avenue. There is no data available for the average response time; the highest response time is estimated to be 17 minutes.

Image source: City of Riverside (flown in 2009)

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FIGURE 3.11-2

Fire Station Locations

- La Sierra South Fire Station 12 is located at 10692 Indiana Avenue. There is no data available for the average response time; the highest response time is estimated to be 20 minutes.

This analysis is based on the scenario where all emergency response units are available and not on another emergency. In summary, the historical data indicates that the response times for the Project vicinity do not meet the desirable five-minute response time goals. The average response times to the Project vicinity listed above include fire and medical emergencies.

Although there are gates on Crystal View Terrace and Green Orchard Place to prevent cut-through traffic, these gates are periodically opened by residents without the knowledge or permission of the City. Therefore, the RFD could not differentiate whether or not the gates were open or closed for these responses.

The Project vicinity is in a recognized wildland fire urban interface area. Should a wildland vegetation fire occur in the area, it is likely that additional RFD units would respond from one of the additional six fire stations located in the City. The estimated response times from these locations would vary from 17 to 24 minutes. These response times exceed the desirable response time of 15 minutes. However, these times are considered to be acceptable since the responders would be coming from tertiary response stations.

b. Police Protection

Police protection service is provided by the City of Riverside Police Department (RPD). The Field Operations Division is the largest division of the RPD and provides the first response to all emergencies and performs preliminary investigations and basic patrol services for the City. Officers begin and end their shifts at Lincoln Station, which is located in mid-city at 8181 Lincoln Avenue. Once going on-duty, officers travel to their areas of responsibility, or “beats,” which are found in the four different Neighborhood Policing Precincts making up the City (Figure 3.11-3). As shown in Figure 3.11-3, the Project vicinity is located within the East and Central Neighborhood Policing Precincts.

Officers respond to calls for service from wherever they happen to be in their shifts at the time the call is dispatched. Police officer response times for responding officers vary based on a number of different factors. These include the level of priority which is placed on the call for service, as they vary greatly between an in-progress felony assault versus a late-reported misdemeanor fraud. Also included are the number of calls for service holding, staffing levels, deployment schemes, and traffic conditions. Police officers strive to respond within seven minutes to Priority 1 calls. Officers will respond to less-urgent Priority 2 calls within 12 minutes.

As of 2007, the RPD staff included 394 sworn officers and 236 civilian personnel. RPD has recognized that it wants to decentralize its policing centers, and provide “satellite” policing centers distributed throughout the City, thereby, putting police services closer to residents over a more widespread geographical area. The RPD does not use a formula for calculating the number of officers per capita. Instead, staffing for the RPD is based on the business and residential growth and evaluated on a project-by-project basis. Residential staffing is based on dwellings per development, and business staffing is based on square footage of the business, type of business, and type of police service required. As a result of these criteria, RPD estimates that its staffing projections through 2025 are 110 additional sworn officers and 55 additional non-sworn personnel above 2007 levels.

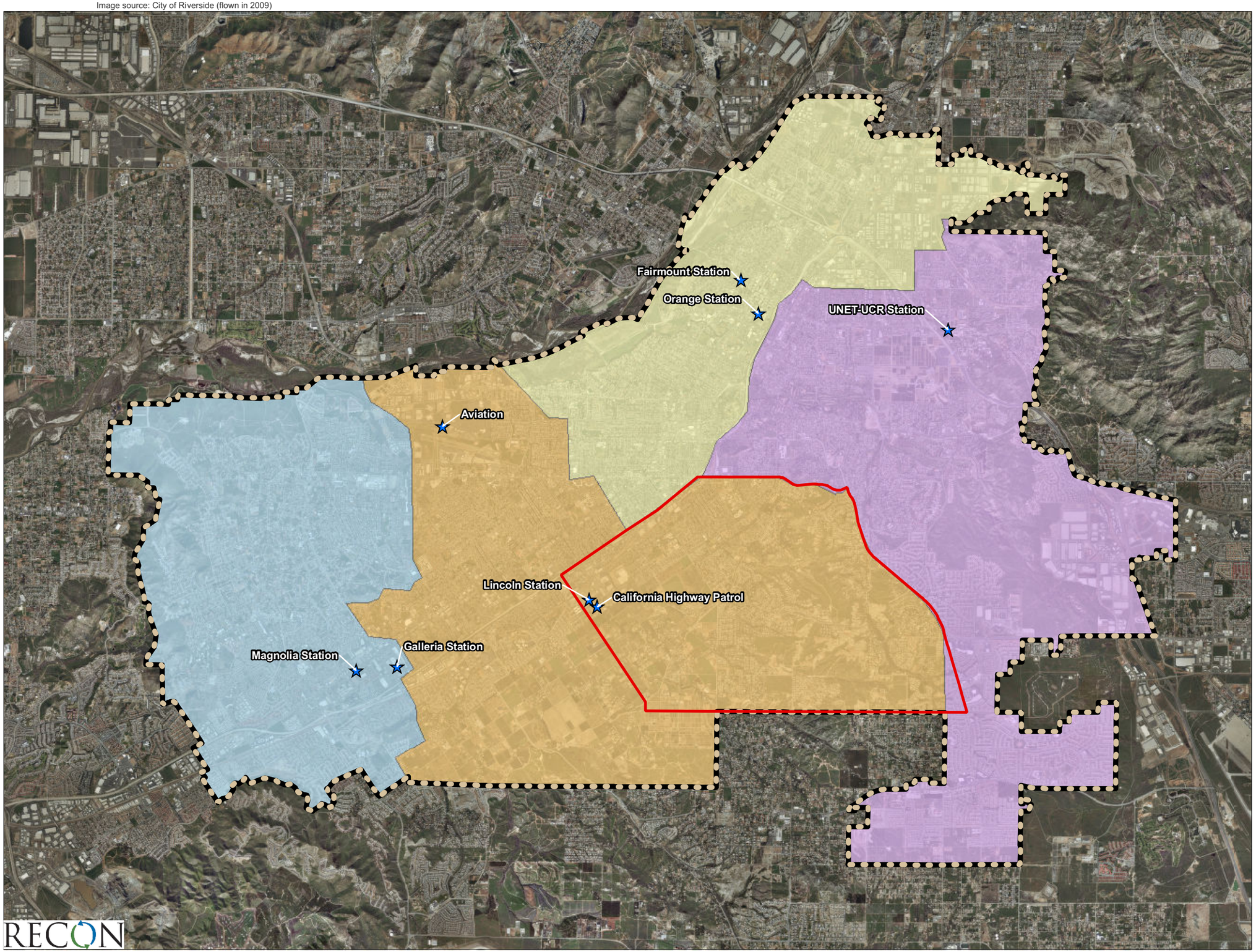
3.11.2.2 Existing Circulation System

The City can be accessed regionally via the Riverside Freeway (SR-91), Pomona Freeway (SR-60), and Moreno Valley Freeway (SR-60 and I-215). Figures 3.11-4 and 3.11-5 show the intersections and street links, respectively, analyzed by the TIA. These intersections and roadway links thus comprise the study area for the traffic analysis (refer to “Project vicinity” in Figure 2-2). Brief descriptions of the roadways within the study area are listed below. Classifications of roadways within the study area are based on the Circulation and Community Mobility Element. Streets designated as Parkways, Scenic Boulevards, etc. have variable widths and may have additional design and landscaping requirements. The existing public transit network is shown in Figure 3.11-6. The bus route and bikeways on each roadway are also described below.

Alessandro Boulevard is a north–south street between Fairview Avenue and Trautwein Road, and an east-west street between Trautwein Road and east City boundary. It has two to three travel lanes in each direction. Within the study area, it is classified as a 120-foot Scenic Boulevard arterial between Arlington Avenue and Trautwein Road and a 110-foot Scenic Boulevard arterial between Trautwein Road and John F. Kennedy Drive. As noted earlier, Alessandro Boulevard—from the intersection of Central Avenue, Arlington Avenue, and Chicago Avenue to the I-215—is listed on the CMP. It is also used by RTA for bus service. A Class II bike lane is provided from Victoria Avenue to Sycamore Canyon Boulevard (5.3 miles).

Canyon Crest Drive is a north–south street which runs between Alessandro Boulevard and Martin Luther King Boulevard. It has one to two travel lanes in each direction. It is classified as a 110-foot Scenic Boulevard/Parkway arterial in the Circulation and Community Mobility Element. The portion of this street between Country Club Drive and Via Vista Drive is listed on the Five-Year Transportation Improvement Program (TIP) of the TUMF Program to widen two to four lanes; however, it has been delayed due to lack of funding with no new schedule. It is not used by RTA for bus service. A Class II bike lane is provided from Watkins Drive to Alessandro Boulevard (4.3 miles).

Image source: City of Riverside (flown in 2009)



Project Vicinity
Riverside City Limit

Policing Centers

Central
East
North
West
Police Stations

0 Miles 1

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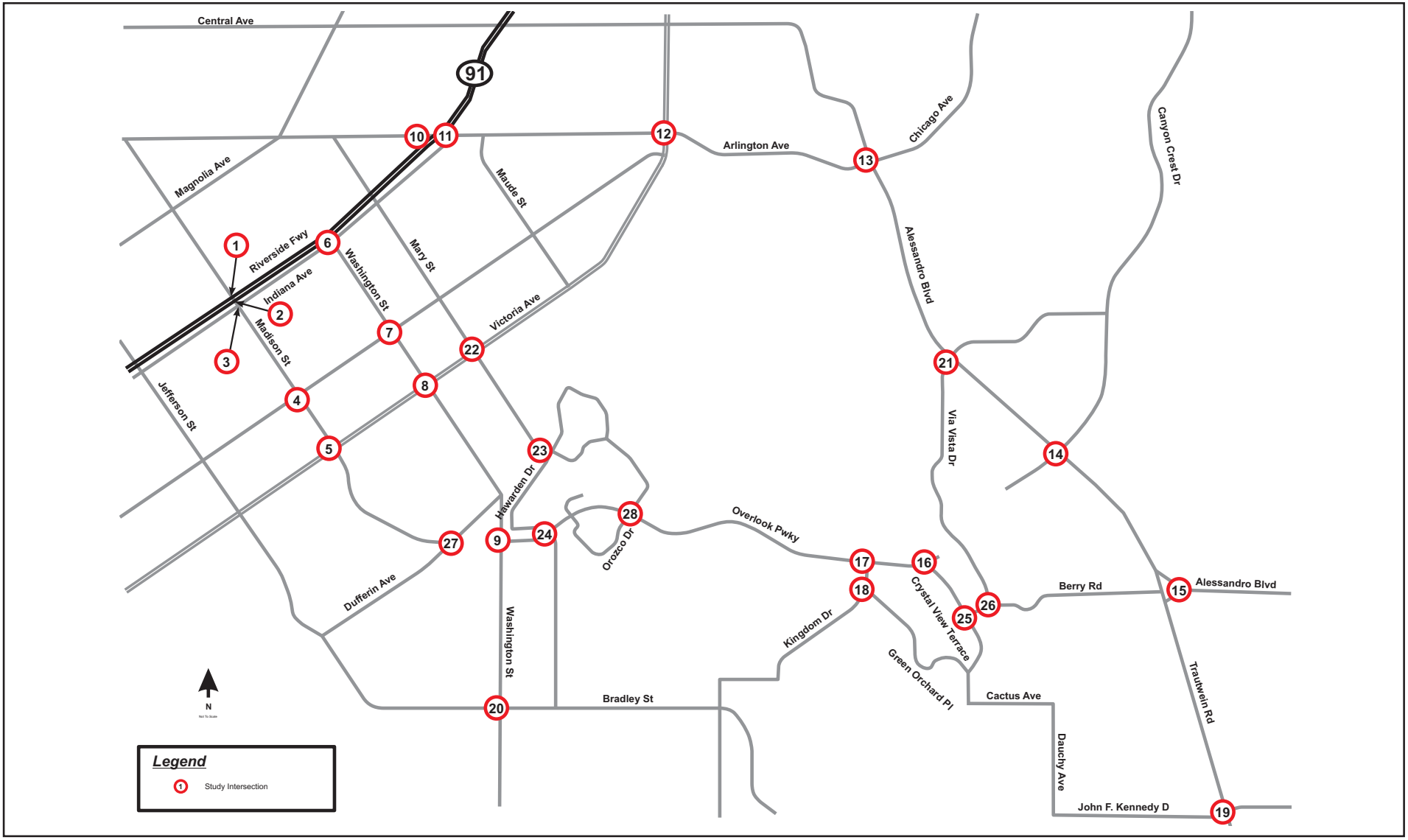
FIGURE 3.11-3

Neighborhood Policing Centers

Source: Iteris, 2012



No Scale

FIGURE 3.11-4

Intersections within the Study Area

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Source: Iteris, 2012

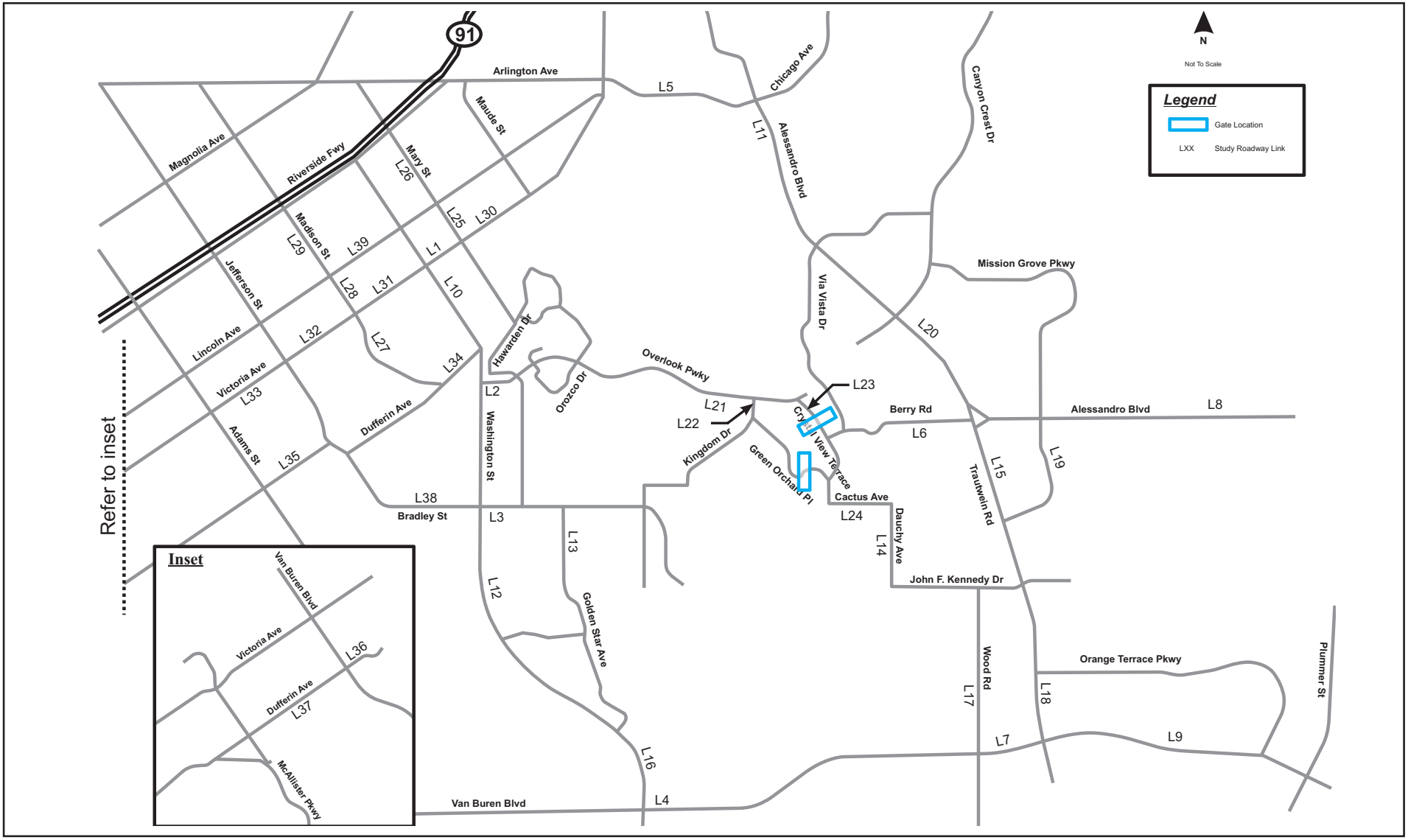

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FIGURE 3.11-5

Roadway Segments within the Study Area

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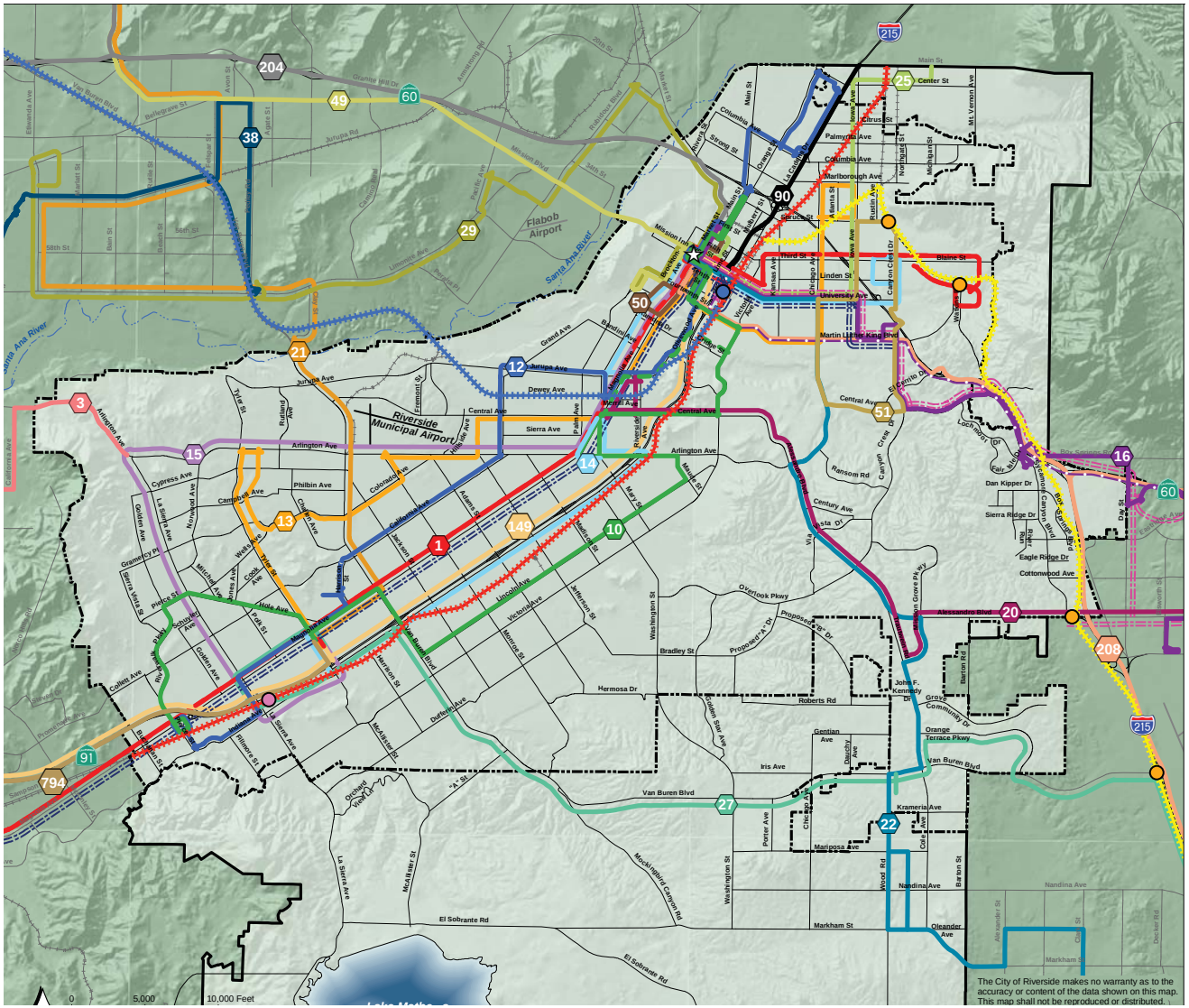
Source: City of Riverside, 2009


Riverside Municipal Airport
Flabob Airport
Santa Ana River
Sanger Ave
Van Buren Blvd
Arlington Ave
Central Ave
Magnolia Ave
Jurupa Ave
Pierce St
Hermosa Dr
Roberts Rd
Iris Ave
Orange Terrace Pkwy
Krameria Ave
Nandina Ave
Markham St
Oleander Ave
El Sobrante Rd
Mockingbird Canyon Rd
Wood Rd
Barton Rd
Washington St
Porter Ave
Chicago Ave
Overlook Pkwy
Bradley St
Proposed Arg. Dr.
Ransom Rd
Century Ave
Sierra Ave
Palm Ave
Riverside Ave
Magnolia Ave
Lincoln Ave
Vicentia Ave
Jefferson St
Mary St
Market St
Van Buren Blvd
Merrill Ave
Central Ave
Sierra Ave
Dewey Ave
Grand Ave
Jurupa Ave
Arlington Ave
Philbin Ave
Colorado Ave
Adams St
Jackson St
Harrison St
Orchard View Dr
"A" St
McAllister St
La Sierra Ave
Dufferin Ave
Hole Ave
Pierce St
Schuyler Ave
Boston Ave
Collett Ave
Cypress Ave
Nowlard Ave
Campbell Ave
Wells Ave
Cole Ave
Dwight Ave
Mission Inn Ave
Blaine St
Linden St
University Ave
Martin Luther King Blvd
Third St
Fair Ave
Dan Kipper Dr
Sierra Ridge Dr
Eagle Ridge Dr
Cottonwood Ave
Alessandro Blvd
Van Buren Blvd
Gentian Ave
Dandy Ave
Iris Ave
Roberts Rd
Hermosa Dr
Bradley St
Overlook Pkwy
Ransom Rd
Century Ave
Central Ave
Arlington Ave
Sierra Ave
Palm Ave
Riverside Ave
Magnolia Ave
Jurupa Ave
Grand Ave
Dewey Ave
Merrill Ave
Columbia Ave
Palmyrita Ave
Marlborough Ave
Main St
Center St
Mt Vernon Ave
Iowa Ave
Kansas Ave
Chicago Ave
Canyon Crest Dr

Madison Street is a north–south street which runs between Arlington Avenue and Dufferin Avenue. The portion of Madison Street within the Project vicinity is between Indiana Avenue and Dufferin Avenue. It has one to two travel lanes in each direction. Between Victoria Avenue and Indiana Avenue, it is classified as an 88-foot arterial. South of Victoria Avenue it is a 66-foot local street. It is not used by RTA for bus service and does not provide a bike lane.

Mary Street is a north–south street which runs between Arlington Avenue and Hawarden Drive. The portion of Mary Street within the Project vicinity is between Indiana Avenue and Hawarden Drive. It has one to two travel lanes in each direction. It is classified as an 88-foot arterial north of Victoria Avenue, and a local street south of Victoria Avenue. It is not used by RTA for bus service. The Bicycle Master Plan Addendum recommends a 1.2-mile Class III bike route between Arlington Avenue and Victoria Avenue.

Riverside Avenue is a north–south street which runs between Terracina Drive and Bandini Avenue and then picks up again between Oakwood Place and Indiana Avenue. It has one to two travel lanes in each direction. It is classified as an 88-foot arterial between Jurupa Avenue and Indiana Avenue. Portions of this street are used by RTA for bus service. The Bicycle Master Plan Addendum recommends a one-mile Class III bike route from Jurupa Avenue to Arlington Avenue.

Trautwein Road is a north–south road between Alessandro Boulevard and Van Buren Boulevard. Trautwein Road becomes Cole Avenue south of Van Buren Boulevard. Trautwein Road has two travel lanes in each direction. Cole Avenue has one to two travel lanes in each direction. Trautwein Road is classified as a 110-foot Scenic arterial. This street is used by RTA for bus service. A Class II bike lane is provided from Alessandro Boulevard to Van Buren Boulevard (2.2 miles).

Washington Street is a north–south street which runs between Magnolia Avenue and Diana Avenue, and between Indiana Avenue and the southern City boundary into Riverside County. It has one travel lane in each direction between Magnolia Avenue and Diana Avenue, and one to two travel lanes in each direction between Indiana Avenue and south City boundary. It is classified as an 80-foot collector between Magnolia Avenue and Diana Avenue and 110-foot arterial between Indiana Avenue and Van Buren Boulevard in the County. South of Van Buren Boulevard it is classified as an 88-foot arterial. It is classified as a Parkway between Overlook Parkway and Indiana Avenue. It is not used by RTA for bus service. The Bicycle Master Plan Addendum recommends a 3.9-mile Class II bike lane, starting at Victoria Avenue in the City and extending south to Van Buren Boulevard in the County.

Arlington Avenue is an east–west street which runs between west City boundary and Alessandro Boulevard. Arlington Avenue becomes Chicago Avenue east of Alessandro Boulevard. It has one to two travel lanes in each direction. It is classified as a 120-foot

arterial between Grand Avenue and Alessandro Boulevard and Scenic Parkway the whole length. As noted earlier, Arlington Avenue—from California Avenue to the intersection of Central Avenue, Alessandro Boulevard, and Chicago Avenue—is listed on the CMP. It is also used by RTA for bus service. A Class II bike lane is provided from Crest View Drive to Alessandro Boulevard (with gaps between Adams Street and Streeter Avenue, and Magnolia Avenue and Indiana Avenue). The Bicycle Master Plan Addendum recommends a Class II bike lane between Adams Street and Streeter Avenue, and a Class III bike route between Magnolia Avenue and Indiana Avenue.

Indiana Avenue is an east–west street which runs between the western City boundary and Arlington Avenue. It has one to two travel lanes in each direction. It is classified as an 88-foot arterial. It is used by RTA for bus service. Outside of the Project vicinity, the Bicycle Master Plan Addendum recommends a Class III bike lane from Tyler Street to Monroe Street (2.1 miles), and a Class II bike lane from Monroe Street to Adams Street (0.5 mile). Within the Project vicinity, no bicycle facilities exist or are recommended along Indiana Avenue.

John F. Kennedy Drive is an east–west street which runs between Dauchy Avenue and Faircrest Road. It has one travel lane in each direction. It is classified as an 88-foot arterial. It is not used by RTA for bus service. A Class II bike lane is provided from Dauchy Avenue to Branding Iron Lane (0.7 mile). The Bicycle Master Plan Addendum recommends a Class II bike lane between Branding Iron Lane and Trautwein Road (0.1 mile).

Lincoln Avenue is an east–west street which runs between Harrison Street and Victoria Avenue. It has one to two travel lanes in each direction. It is classified as a 66-foot collector between Victoria Avenue and Madison Street, an 88-foot arterial between Madison Street and Van Buren Boulevard, and 66-foot local street between Van Buren Boulevard and Harrison Street. It is used by RTA for bus service. A Class II bike lane is provided from Van Buren Boulevard to Jefferson Street (2.1 miles). The Bicycle Master Plan Addendum recommends a Class III bike lane between Jefferson Street and Mary Street (1.29 miles), and a Class II bike lane between Mary Street and Victoria Avenue (1.18 miles).

Overlook Parkway is an east–west street which runs between Washington Street and Crystal View Terrace, and between Sandtrack Road and Alessandro Boulevard. Overlook Parkway becomes Canyon Crest Drive east of Alessandro Boulevard. It has one to two travel lanes in each direction. It is classified as a 110-foot Scenic Parkway arterial. It is not used by RTA for bus service. A Class II bike lane is provided between Washington Street and Crystal View Terrace (2 miles). The Bicycle Master Plan Addendum recommends a Class II bike lane between Crystal View Terrace and Alessandro Boulevard (0.78 mile).

Victoria Avenue is an east–west street between Rockwood Drive and Arlington Avenue, and a north-south street north of Arlington Avenue. It has one travel lane in the westbound/southbound direction and one to two travel lanes in the westbound/ northbound direction. It is classified as a Scenic, Special Parkway arterial. It is used by RTA for bus service north of Central Avenue only. A Class I Bike Path is provided from La Sierra Avenue to Arroyo Drive (7.6 miles). The Bicycle Master Plan Addendum recommends a Class II bike path from Arroyo Drive to 14th Street (0.8 mile).

Green Orchard Place (formerly Proposed "B" Drive) is shown on the Master Plan of Roadways (Figure 2-3) as "B" Drive, but is now known as Green Orchard Place. Green Orchard Place is a north–south street between Kingdom Drive and Crystal View Terrace. It has one travel lane in each direction. It is classified as an 80-foot collector. To prevent cut-through traffic, a gate is installed on Green Orchard Place approximately 1,200 feet west of the intersection of Green Orchard Place and Crystal View Terrace. RTA does not provide bus service along this street and there are no bike paths.

Crystal View Terrace is a north–south street which runs between Overlook Parkway and Cactus Avenue. It is a local street. Similar to Green Orchard Place, a gate is located approximately 950 feet south of the intersection of Crystal View Terrace and Overlook Parkway to prevent cut-through traffic. RTA does not provide bus service along this street. The Bicycle Master Plan Addendum recommends a Class III bike route between Overlook Parkway and Cactus Avenue (0.8 mile).

When the gates at Green Orchard Place and Crystal View Terrace are closed to traffic, vehicles traveling north of Overlook Parkway must take a circuitous route through the use of Bradley Street, Berry Road, and/or John F. Kennedy Drive. The gates are designed to be unlocked by and accessible to emergency vehicles and City personnel; however, when closed, the gates limit additional access points into the local community pockets for commuters.

3.11.2.3 Existing Alternative Transportation

a. Bus

The proposed Project area is served by the RTA which offers 45 RTA bus routes within the City (see Figure 3.11-6). The RTA also offers additional services including CommuterLink and Dial-A-Ride. CommuterLink provides services to major transit centers and Metrolink stations in Riverside, San Diego, and San Bernardino counties. Dial-A-Ride service is available for ADA-certified and senior passengers. Bus routes within the Project vicinity are outlined below (see Figure 3.11-6).

10. This route begins at Watkins Drive and West Big Springs Road in the northern portion of the City at the University of California Riverside (UCR). This route runs southwest, primarily along Lincoln Avenue within the Project vicinity, and ends in the

southwestern part of the City in the Arlington community at Galleria Court and Tyler Street.

14. This route begins in the southwestern part of the City at Galleria Court and Tyler Street. This route runs northeast along Indiana Avenue within the Project vicinity to the Downtown Terminal. The route continues north and ends in Loma Linda.

20. This route begins in the central portion of the City at Magnolia Center. Within the Project vicinity, the route runs east along Central Avenue, southeast along Alessandro Boulevard, and then continues east to Moreno Valley where it ends.

22. This route begins at the City's Downtown Terminal. Within the Project vicinity, the route runs south-southeast along Alessandro Boulevard. The route continues south and ends in Lake Elsinore.

27. This route begins in the southwestern part of the City at Galleria Court and Tyler Street. Within the Project vicinity, the route runs southeast and then directly east along Van Buren Boulevard. The route continues southeast, eventually ending at Hemet Valley Mall.

b. Bicycle

The existing and proposed bikeways within the Project vicinity are discussed under each roadway in Section 3.11.2.1 above. Since the adoption of the Bicycle Master Plan in 2007, the City of Riverside has added 0.5 mile of Class I bike paths to the Santa Ana River Trail and 50 miles of Class II bike lanes to its on-street bikeway network, for a total of 123.4 miles of existing bikeways (see Figure 3.11-1).

c. Trails

The City also has a network of 26.4 miles of unpaved trails, which are non-standard trails that are frequently used by bicyclists and pedestrians in the City. As shown in Figure 3.11-1 above, the existing non-standard trails within the Project vicinity include the Alessandro Arroyo Trail and the Gage Canal Trail.

The Gage Canal Trail extends approximately 8 miles. The trail begins in the southwestern portion of the City, approximately 1 mile southeast of the intersection of Indiana Avenue and La Sierra Avenue. The trail runs primarily northeast, through the California State Citrus Historic Park, then crossing into the Project vicinity near Dufferin Avenue to Washington Street.

The Alessandro Arroyo Trail extends approximately 3.6 miles. The trail begins off the Gage Canal Trail, approximately 0.5 mile east of the intersection of Victoria Avenue and Mary Street, and runs east-southeast through the central portion of the City. The trail ends near the intersection of Trautwein Road and Alessandro Boulevard.

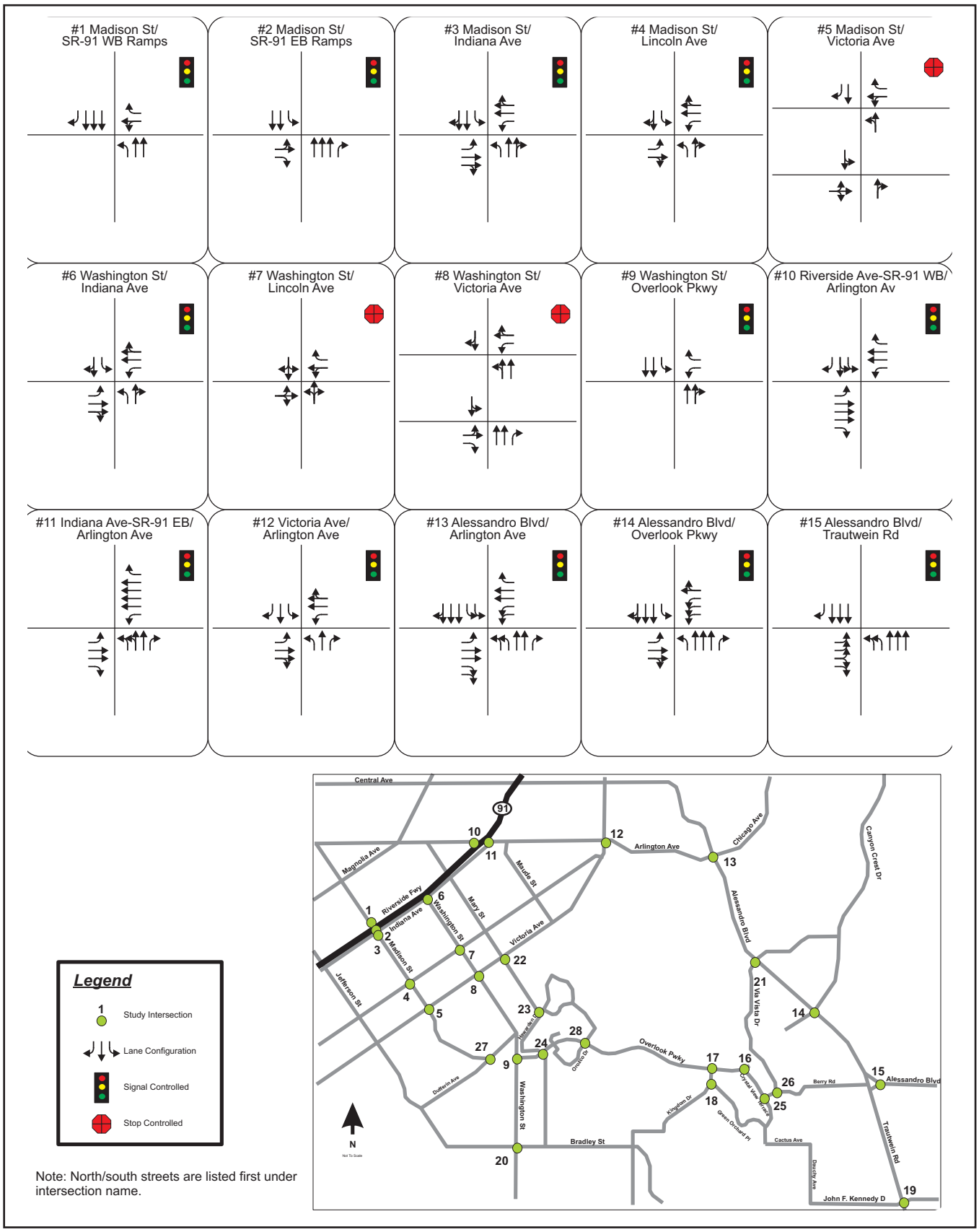
3.11.2.4 Existing Traffic Volumes

Traffic flow is measured and analyzed on a daily basis for roadway links, and during peak hours for intersections. For roadway links, traffic flow is measured on roadways at mid-block locations to determine the overall level of travel demand and LOS. ADT values are developed that represent the typical daily traffic flow on each key roadway in the City. During peak hours, intersection traffic volume is counted to determine the operating conditions during the peak hours of travel demand. Typically, intersection traffic demand is measured for the peak morning and afternoon commute peak periods (7–9 A.M. and 4–6 P.M.). Then, the single highest hour in the morning and in the afternoon is determined and used to develop intersection LOS estimates. Each study intersection was field reviewed to determine the geometric characteristics including the number of lanes on each intersection approach by type (through lanes, left-turn lanes, right-turn lanes and shared lanes), type of traffic control, and other relevant information. The configuration of each intersection within the study area is shown in Figures 3.11-7a and 7b.

Gates installed on both Green Orchard Place and Crystal View Terrace are required to be closed by the project conditions for two tract map projects; and the gate on Crystal View Terrace is also required to be closed and left in place by General Plan 2025 Policy CCM-4.4. However, the gates are regularly opened and closed by local residents at undetermined intervals without the knowledge or permission of the City. Therefore, primarily for traffic conditions, two environmental baselines were established for the Project to provide analysis for both Gates Closed (the legal condition that require the gates to remain in place until such time that Overlook Parkway is connected) and Gates Open (the existing condition at the time the Notice of Preparation was released). The results for both baselines are carried through the analysis; however, the ultimate conclusion of significance is based on the worse case results when compared to either baseline. Existing intersection and roadway link counts were taken on two separate occasions to measure the effects of the both Gates Closed and Gates Open at Green Orchard Place and Crystal View Terrace. There are variations in traffic at intersections directly affected by traffic being able to access to and from Overlook Parkway. Figures 3.11-8 and 3.11-9 show the total AM and PM peak hour volumes entering intersections in the vicinity of the gates. The hatched band shows a five percent variation, which can be considered a conservative normal day-to-day traffic variation.

The figures show that the LOS is higher at certain intersections when the gates are open, as expected. These include intersections along Overlook Parkway. The further away from the gate locations, there is minimal differences in the volumes, generally less than the five to ten percent difference. Similar results were shown for roadway link ADT counts; higher volumes are shown in the vicinity of the area of the gates, when the gates were open. Note that additional roadway link counts were taken subsequent to the initial Gates Closed and Gates Open traffic counts. These locations, 25–39, were only counted

Source: Iteris, 2012



Note: North/south streets are listed first under intersection name.

No Scale

FIGURE 3.11-7a

Existing Intersection Configuration within the Study Area

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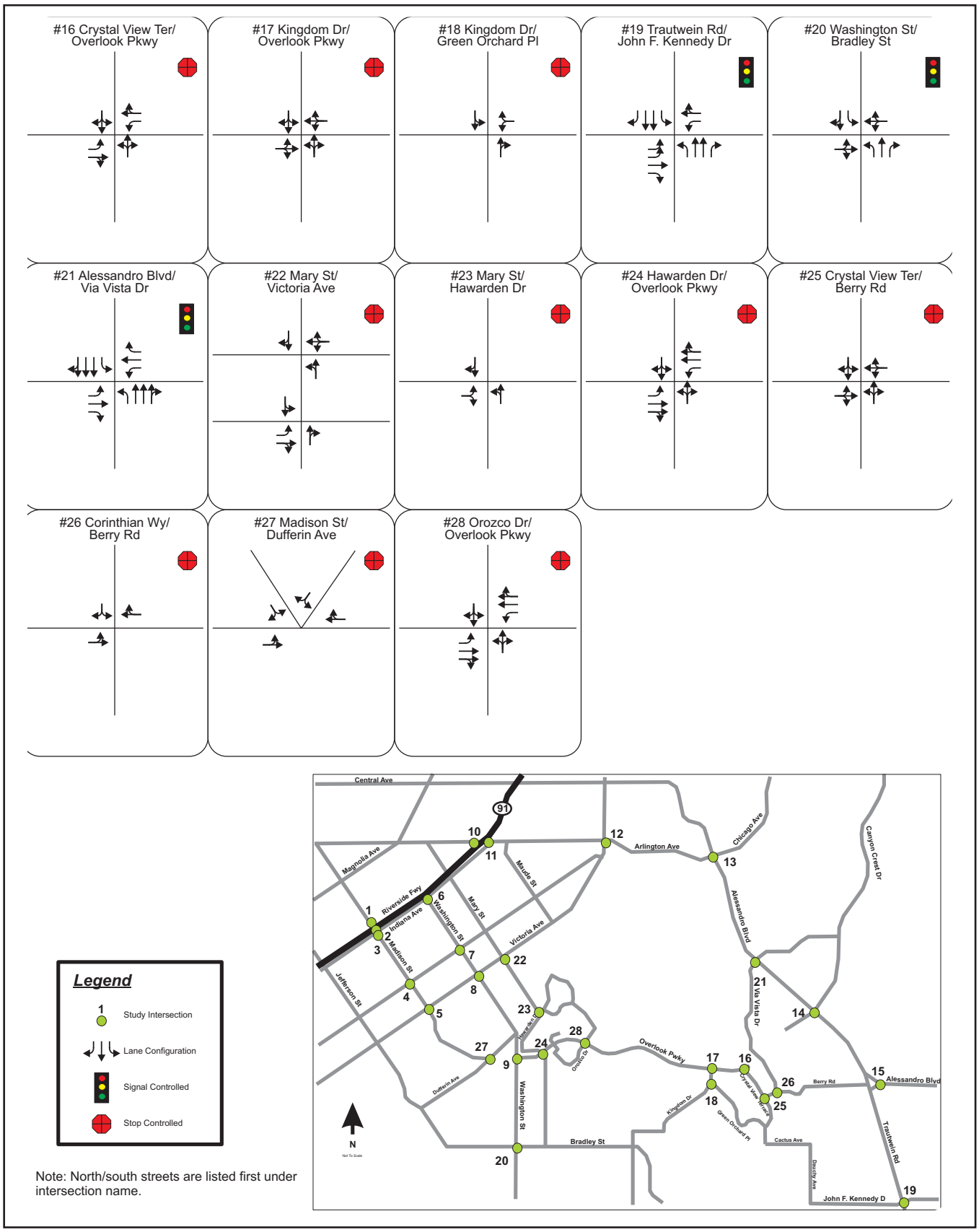
Source: Iteris, 2012



No Scale

FIGURE 3.11-7b

Existing Intersection Configuration within the Study Area

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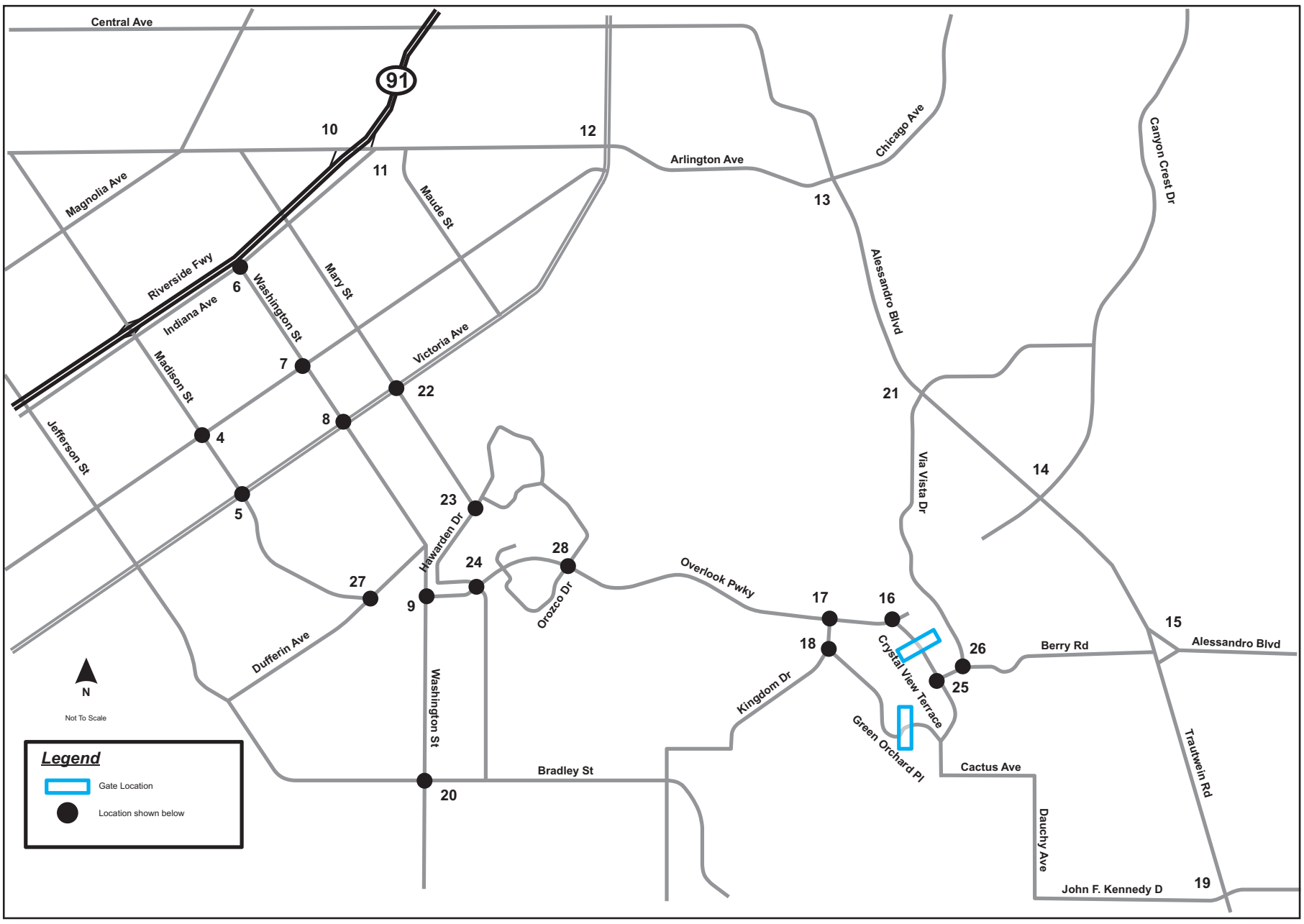
Source: Iteris, 2012



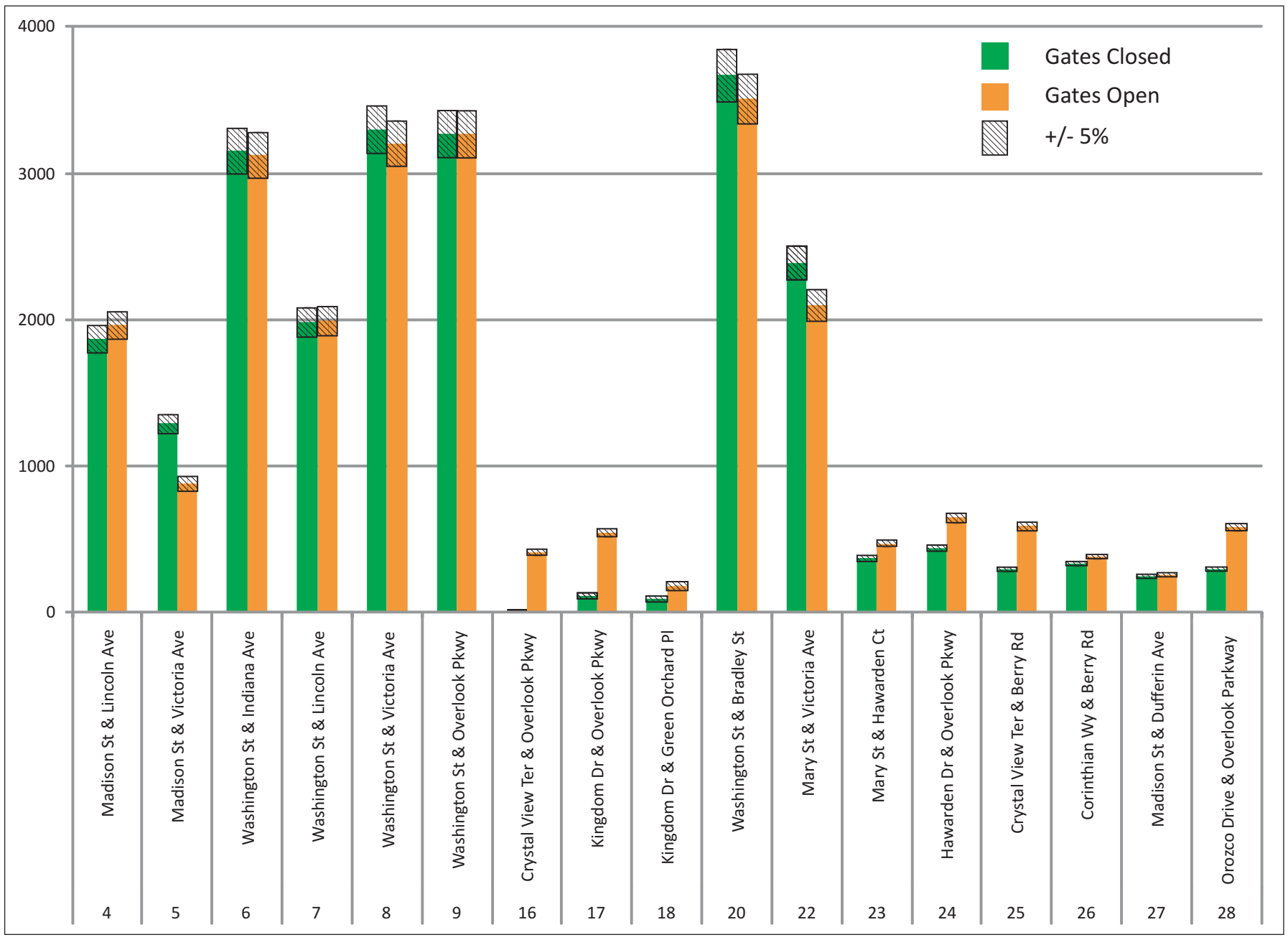


FIGURE 3.11-8

Traffic Count Comparison (AM Peak Hour) – Gates Open versus Gates Closed

RECON

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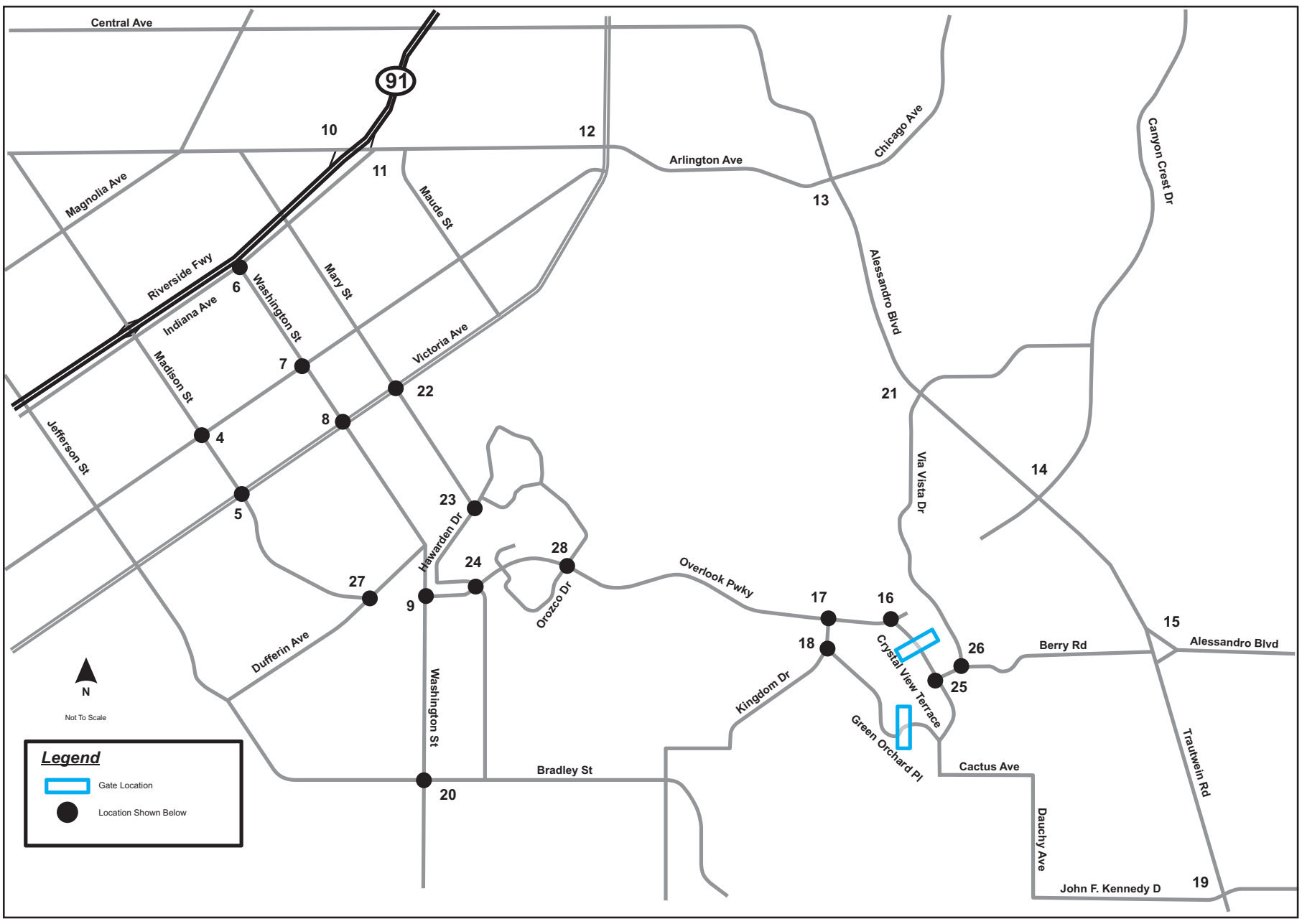
Source: Iteris, 2012



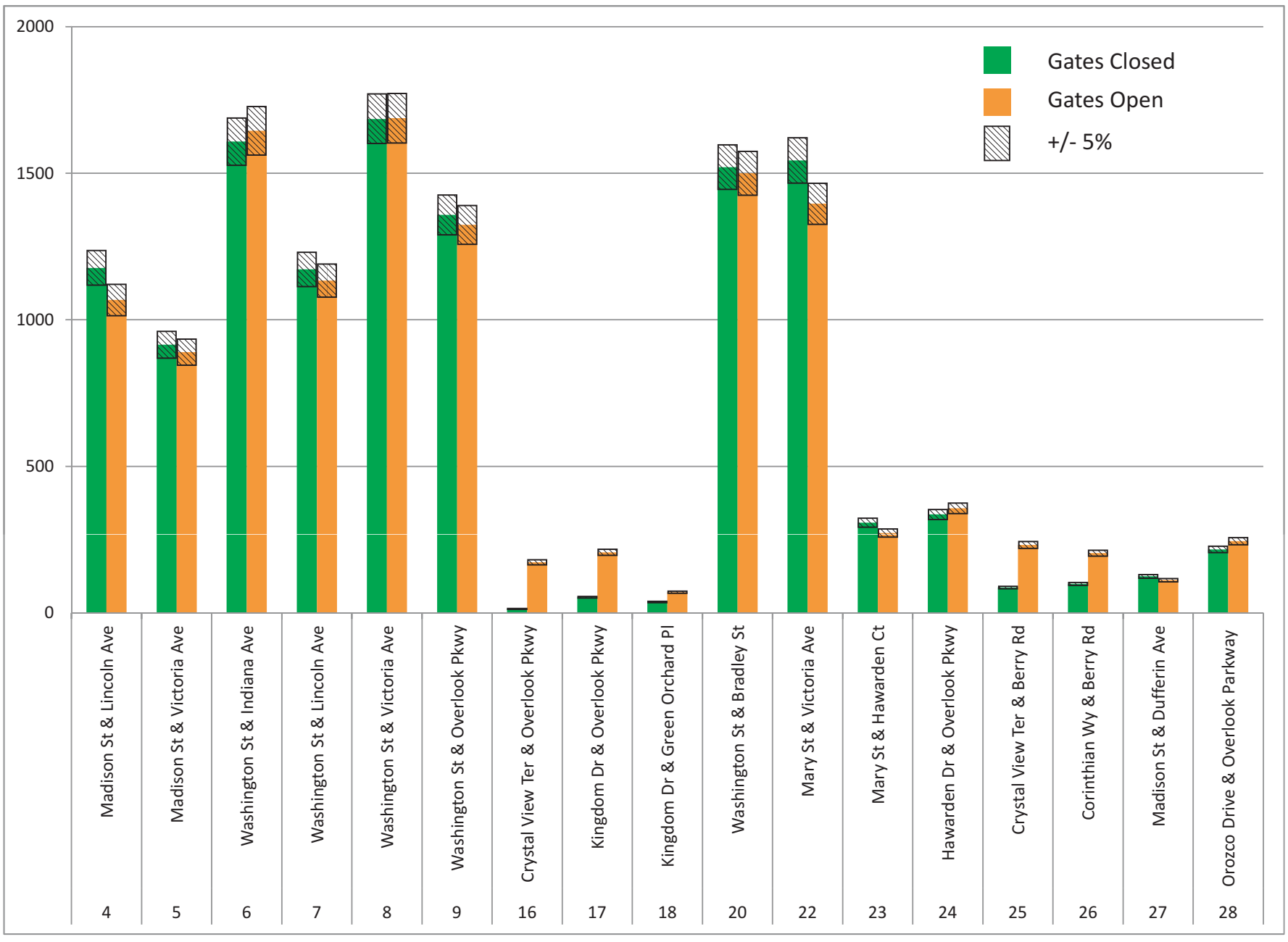


FIGURE 3.11-9

Traffic Count Comparison (PM Peak Hour) – Gates Open versus Gates Closed

RECON

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once. They are distanced far enough away from the gates area, that no difference in counts would be expected if they had been counted under both Gates Closed and Gates Open conditions.

It should be noted that the changes in volumes that were recorded when the gates were closed and when the gates were open generally cause little to no change in the operation of intersections or roadway links. The difference in volumes was within the range of normal day-to-day traffic fluctuations within the City. This is because there is adequate capacity for the traffic volumes under either baseline scenario.

a. Gates Closed Baseline

Intersections

Peak period intersection turning movement counts were conducted at 28 intersections when the two gates at Green Orchard Place and Crystal View Terrace were closed. The counts were conducted on weekdays in March 2011. Table 3.11-2 shows the existing peak hour intersection volumes with the gates closed. The results indicate that all intersections operate at an acceptable LOS during both the AM and PM peak hours with the gates closed.

Links

Roadway link volumes were conducted in the study area. Table 3.11-3 shows the existing ADT and LOS for each roadway link in the study area with the gates closed. The analysis shows that two roadway links exceed LOS D. Note that two locations operate at LOS E/F; however, this is an acceptable LOS at these locations per the General Plan 2025 FEIR (Table 5.15J, page 5.15-33).

TABLE 3.11-2
GATES CLOSED – EXISTING PEAK HOUR INTERSECTION OPERATIONS

	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
1	Madison St & SR-91 WB Ramps	C	27.4	C	26.5
2	Madison St & SR-91 EB Ramps	C	26.9	C	27.5
3	Madison St & Indiana Ave	D	36.0	D	35.4
4	Madison St & Lincoln Ave	C	30.0	C	29.9
5A	Madison St & Victoria Ave North	A	9.7	B	10.2
5B	Madison St & Victoria Ave South	A	9.3	B	10.2
6	Washington St & Indiana Ave	C	23.6	C	23.5
7	Washington St & Lincoln Ave	C	24.5	C	15.3
8A	Washington St & Victoria Ave North	B	14.5	B	14.0
8B	Washington St & Victoria Ave South	C	15.8	D	30.5
9	Washington St & Overlook Pkwy	B	13.4	B	11.1
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	29.7	C	31.6
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	25.8	C	27.7
12	Victoria Ave & Arlington Ave	D	42.7	D	36.3
13	Alessandro Blvd & Arlington Ave	C	29.9	D	41.0
14	Alessandro Blvd & Overlook Pkwy	B	19.4	C	24.8
15	Alessandro Blvd & Trautwein Rd	C	28.4	C	21.6
16	Crystal View Terrace & Overlook Pkwy	A	6.9	A	7.0
17	Kingdom Dr & Overlook Pkwy	A	8.7	A	8.7
18	Kingdom Dr & Green Orchard Pl	A	8.4	A	8.4
19	Trautwein Rd & John F. Kennedy Dr	C	30.6	C	20.3
20	Washington St & Bradley St	C	21.1	C	25.4
21	Alessandro Blvd & Via Vista Dr	C	23.8	B	17.2
22A	Mary St & Victoria Ave North	C	21.5	D	25.4
22B	Mary St & Victoria Ave South	C	16.2	B	13.4
23	Mary St & Hawarden Ct	A	8.0	A	7.8
24	Hawarden Dr & Overlook Pkwy	A	7.9	A	7.8
25	Crystal View Terrace & Berry Rd	A	7.0	A	6.9
26	Corinthian Wy & Berry Rd	A	7.4	A	6.9
27	Madison St & Dufferin Ave *	A	7.1	A	7.1
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.5

*Indicates intersection analysis conducted with Synchro.

TABLE 3.11-3
GATES CLOSED – EXISTING ROADWAY SEGMENT OPERATIONS

	Street	Location	Street Classification	ADT	LOS
1	Victoria Avenue	East of Washington Street	Collector (66' or 80')	10,661	C
2	Overlook Parkway	East of Washington Street	Arterial (100')	2,717	A-B
3	Bradley Street	East of Washington Street	Collector (66' or 80')	2,805	A-B
4	Van Buren Boulevard	East of Washington Street	Arterial (120')	38,085	A-B
5	Arlington Avenue	West of Alessandro Boulevard	Arterial (120')	33,924	A-B
6	Berry Road	West of Trautwein Road	Local	694	A-B
7	Van Buren Boulevard	West of Trautwein Road	Arterial (120')	34,330	A-B
8	Alessandro Boulevard	West of Sycamore Canyon Road	Arterial (120')	37,516	A-B
9	Van Buren Boulevard	West of Plummer Street	Arterial (120')	28,219	A-B
10	Washington Street	South of Victoria Avenue	Arterial (100')	16,502	A-B
11	Alessandro Boulevard	South of Arlington Avenue	Arterial (120')	47,391	D
12	Washington Street	North of Valle Vista Way	Arterial (100')	15,633	A-B
13	Golden Star Avenue	North of Valle Vista Way	Collector (66' or 80')	744	A-B
14	Dauchy Avenue	North of John F Kennedy Drive	Collector (66' or 80')	1,026	A-B
15	Trautwein Road	North of John F Kennedy Drive	Arterial (100')	38,447	E-F
16	Washington Street	North of Van Buren Boulevard	Arterial (100')	16,385	A-B
17	Wood Drive	North of Van Buren Boulevard	Arterial (88')	10,014	A-B
18	Trautwein Road	North of Van Buren Boulevard	Arterial (88')	17,718	C
19	Mission Grove Parkway	South of Alessandro Boulevard	Collector (66' or 80')	9,881	A-B
20	Alessandro Boulevard	South of Canyon Crest Drive	Arterial (120')	51,445	E-F
21	Overlook Parkway	West of Kingdom Drive	Arterial	836	A-B
22	Kingdom Drive	South of Overlook Parkway	Collector (66' or 80')	598	A-B
23	Crystal View Drive	South of Overlook Parkway	Local	118	A-B
24	Cactus Avenue	East of Crystal View Terrace	Collector (66' or 80')	787	A-B
25	Mary Street	North of Victoria Avenue	Arterial (88')	8,674	A-B
26	Mary Street	North of Lincoln Avenue	Arterial (88')	10,670	A-B
27	Proposed C Street	South of Victoria Avenue	Arterial (100')	--	n/a
28	Madison Street	North of Victoria Avenue	Arterial (88')	4,014	A-B
29	Madison Street	North of Lincoln Avenue	Arterial (88')	9,925	A-B
30	Victoria Avenue	East of Mary Street	Collector (66' or 80')	8,524	A-B
31	Victoria Avenue	East of Madison Street	Collector (66' or 80')	7,079	A-B
32	Victoria Avenue	West of Madison Street	Collector (66' or 80')	5,582	A-B
33	Victoria Avenue	East of Adams Street	Collector (66' or 80')	4,591	A-B
34	Dufferin Avenue	West of Washington Street	Collector (66' or 80')	1,071	A-B
35	Dufferin Avenue	East of Adams Street	Collector (66' or 80')	2,239	A-B
36	Dufferin Avenue	East of Van Buren Boulevard	Collector (66' or 80')	807	A-B
37	Dufferin Avenue	East of McAllister Street	Collector (66' or 80')	1,406	A-B
38	Bradley Street	West of Washington Street	Collector (66' or 80')	3,554	A-B
39	Lincoln Avenue	East of Madison Street	Collector (66' or 80')	6,535	A-B

n/a = Not applicable

b. Gates Open Baseline

Intersections

Peak period intersection turning movement counts were also conducted at the 28 intersections when the two gates at Green Orchard Place and Crystal View Terrace were open. The counts were conducted on weekdays in February and April 2011. Table 3.11-4 shows the existing peak hour intersection volumes under Gates Open. The results indicate that the following intersection within the study area currently exceeds LOS standards during the PM peak hour when the gates are open:

8B. Washington Street and Victoria Avenue (South) (PM)

TABLE 3.11-4
GATES OPEN – EXISTING PEAK HOUR INTERSECTION OPERATIONS

		AM Peak Hour		PM Peak Hour	
	Intersection	LOS	Delay	LOS	Delay
1	Madison St & SR-91 WB Ramps	C	27.9	C	25.9
2	Madison St & SR-91 EB Ramps	C	27.9	C	25.7
3	Madison St & Indiana Ave	D	37.7	D	37.0
4	Madison St & Lincoln Ave	C	30.2	C	29.8
5A	Madison St & Victoria Ave North	A	9.7	A	9.7
5B	Madison St & Victoria Ave South	A	9.5	B	10.3
6	Washington St & Indiana Ave	C	24.2	C	23.7
7	Washington St & Lincoln Ave	C	21.9	B	14.8
8A	Washington St & Victoria Ave North	B	13.7	B	14.4
8B	Washington St & Victoria Ave South	B	13.7	E	37.1
9	Washington St & Overlook Pkwy	B	16.2	B	11.6
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	31.8	C	30.8
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	26.0	C	27.4
12	Victoria Ave & Arlington Ave	D	45.4	C	33.7
13	Alessandro Blvd & Arlington Ave	C	30.0	D	41.6
14	Alessandro Blvd & Overlook Pkwy	C	21.5	C	27.9
15	Alessandro Blvd & Trautwein Rd	C	31.3	C	20.8
16	Crystal View Ter & Overlook Pkwy	A	7.4	A	7.4
17	Kingdom Dr & Overlook Pkwy	A	9.6	A	9.7
18	Kingdom Dr & Green Orchard Pl	A	8.5	A	8.5
19	Trautwein Rd & John F. Kennedy Dr	C	32.8	B	19.3
20	Washington St & Bradley St	C	20.8	C	24.4
21	Alessandro Blvd & Via Vista Dr	C	24.0	C	21.1
22A	Mary St & Victoria Ave North	C	16.3	C	16.7
22B	Mary St & Victoria Ave South	B	12.3	B	11.7
23	Mary St & Hawarden Ct	A	8.0	A	7.7
24	Hawarden Dr & Overlook Pkwy	A	8.1	A	7.8
25	Crystal View Ter & Berry Rd	A	7.5	A	7.4
26	Corinthian Wy & Berry Rd	A	7.7	A	7.4
27	Madison St & Dufferin Ave *	A	7.2	A	7.1
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.7

*Indicates intersection analysis conducted with Synchro
Shaded Text represents unacceptable level of operation.

Links

Roadway link volumes were conducted in the study area. Table 3.11-5 shows the existing ADT and LOS for each roadway link in the study area with the gates open. Note that two locations operate at LOS E/F; however, this is an acceptable LOS at these locations per the General Plan 2025 FEIR (Table 5.15J, page 5.15-33).

TABLE 3.11-5
GATES OPEN – EXISTING ROADWAY SEGMENT OPERATIONS

	Street	Location	Street Classification	ADT	LOS
1	Victoria Avenue	East of Washington Street	Collector (66' or 80')	10,001	C
2	Overlook Parkway	East of Washington Street	Arterial (100')	3,536	A-B
3	Bradley Street	East of Washington Street	Collector (66' or 80')	2,628	A-B
4	Van Buren Boulevard	East of Washington Street	Arterial (120')	37,891	A-B
5	Arlington Avenue	West of Alessandro Boulevard	Arterial (120')	34,325	A-B
6	Berry Road	West of Trautwein Road	Local	1,016	A-B
7	Van Buren Boulevard	West of Trautwein Road	Arterial (120')	34,593	A-B
8	Alessandro Boulevard	West of Sycamore Canyon Road	Arterial (120')	37,846	A-B
9	Van Buren Boulevard	West of Plummer Street	Arterial (120')	30,407	A-B
10	Washington Street	South of Victoria Avenue	Arterial (100')	16,360	A-B
11	Alessandro Boulevard	South of Arlington Avenue	Arterial (120')	46,989	D
12	Washington Street	North of Valle Vista Way	Arterial (100')	14,865	A-B
13	Golden Star Avenue	North of Valle Vista Way	Collector (66' or 80')	660	A-B
14	Dauchy Avenue	North of John F Kennedy Drive	Collector (66' or 80')	1,505	A-B
15	Trautwein Road	North of John F Kennedy Drive	Arterial (100')	36,508	E-F
16	Washington Street	North of Van Buren Boulevard	Arterial (100')	15,516	A-B
17	Wood Drive	North of Van Buren Boulevard	Arterial (88')	9,877	A-B
18	Trautwein Road	North of Van Buren Boulevard	Arterial (88')	17,600	C
19	Mission Grove Parkway	South of Alessandro Boulevard	Collector (66' or 80')	9,464	A-B
20	Alessandro Boulevard	South of Canyon Crest Drive	Arterial (120')	51,669	E-F
21	Overlook Parkway	West of Kingdom Drive	Arterial	1,793	A-B
22	Kingdom Drive	South of Overlook Parkway	Collector (66' or 80')	763	A-B
23	Crystal View Drive	South of Overlook Parkway	Local	1,520	A-B
24	Cactus Avenue	East of Crystal View Terrace	Collector (66' or 80')	1,214	A-B
25	Mary Street	North of Victoria Avenue	Arterial (88')	8,674	A-B
26	Mary Street	North of Lincoln Avenue	Arterial (88')	10,670	A-B
27	Proposed C Street	South of Victoria Avenue	Arterial (100')	--	n/a
28	Madison Street	North of Victoria Avenue	Arterial (88')	4,014	A-B
29	Madison Street	North of Lincoln Avenue	Arterial (88')	9,925	A-B
30	Victoria Avenue	East of Mary Street	Collector (66' or 80')	8,524	A-B
31	Victoria Avenue	East of Madison Street	Collector (66' or 80')	7,079	A-B
32	Victoria Avenue	West of Madison Street	Collector (66' or 80')	5,582	A-B
33	Victoria Avenue	East of Adams Street	Collector (66' or 80')	4,591	A-B
34	Dufferin Avenue	West of Washington Street	Collector (66' or 80')	1,071	A-B
35	Dufferin Avenue	East of Adams Street	Collector (66' or 80')	2,239	A-B
36	Dufferin Avenue	East of Van Buren Boulevard	Collector (66' or 80')	807	A-B
37	Dufferin Avenue	East of McAllister Street	Collector (66' or 80')	1,406	A-B
38	Bradley Street	West of Washington Street	Collector (66' or 80')	3,554	A-B
39	Lincoln Avenue	East of Madison Street	Collector (66' or 80')	6,535	A-B

n/a = Not applicable

3.11.3 Significance Determination Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to transportation/traffic would be significant if the proposed Project would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;

2. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

3. Result in inadequate emergency access;

4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

5. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

As discussed in the Initial Study Checklist (see Appendix B), the proposed Project would have no impact or a less than significant impact in regard to the following criteria, and will not be addressed in this section:

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

3.11.4 Issue 1: Circulation System

Would the proposed Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

a. Methodology

For the majority of projects evaluated under CEQA, traffic impacts for project operation are typically assessed by how many trips a project would generate and thus add to the circulation system. The trips are then modeled into the system, and the project is evaluated against the jurisdiction's significance criteria in order to determine if the project would have a significant traffic impact. This Project does not involve uses (i.e., residential, commercial), changes to land use, or new development that would inherently generate trips. However, all four scenarios involve changes to the traffic circulation system. For example, a new roadway that is built can sometimes "attract" trips. A new roadway can also redistribute how traffic flows within an area, in some cases, possibly diverting traffic from residential collector streets that are not designed to handle a high capacity of vehicles to arterial streets that are designed for a high capacity of vehicles during peak operating hours. Therefore, even though none of the scenarios associated with the Project would generate trips in the sense that typical residential/commercial projects do, they do have the potential to redistribute and attract trips, and thus are evaluated against the City's significance criteria.

b. Significance Criteria

The City's Public Works Department has prepared a Traffic Impact Analysis (TIA) Preparation Guide. The TIA Preparation Guide states the following LOS standards:

Level of Service Standards

> City of Riverside allows Level of Service (LOS) D to be used as the maximum acceptable threshold for the study intersections and roadways of Collector or higher classification. LOS C is to be maintained on all street intersections. For projects in conformance with the General Plan, a significant impact occurs at a study intersection when the peak hour LOS falls below C, or D per CCM-2.3 as noted below.
>
> For projects that propose uses or intensities above that contained in the General Plan, a significant impact at a study intersection is when the addition of project related trips causes either peak hour LOS to degrade from acceptable (LOS A thru D) to unacceptable levels (E or F) or the peak hour delay to increase as follows:
>
> LOS A/B = by 10.0 seconds
> LOS C = by 8.0 seconds
> LOS D = by 5.0 seconds
> LOS E = by 2.0 seconds
> LOS F = by 1.0 second

Policy CCM-2.3:

Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis.

As detailed above, none of the scenarios that comprise the Project create new trips. Thus, the Project does not "propose uses or intensities above that contained in the General Plan," as detailed above in the TIA Preparation Guide. Therefore, the Project is in conformance with the General Plan 2025, and is subject to General Plan 2025 Policy CCM-2.3. The thresholds of significance apply to the operational trips of the project.

Intersections

Policy CCM-2.3 of the Circulation and Community Mobility Element of the General Plan 2025 policies identify the maximum LOS allowed for intersections, which is LOS D for roadways classified as Collector or higher. LOS C is the standard for local streets. The General Plan 2025 also notes locations where LOS E is acceptable (see pages CCM-11 through CCM-15), and are generally located along regional corridors and freeway interchanges. The General Plan 2025 FEIR (Table 5.15J, page 5.15-33) lists the roadways in detail. Therefore, for this study, maximum LOS allowed for each intersection is listed in Table 3.11-6.

General Plan 2025 Policy CCM-2.3 identifies the maximum LOS allowed for intersections, but does not identify impact criteria. Impact determination assumptions have been developed with City guidance. Therefore, the project would be considered to cause a significant impact at a study intersection, when the addition of project trips cause either peak hour LOS to exceed the LOS standard noted above, and the peak hour delay increases by more than the following:

LOS C = by 8.0 seconds
LOS D = by 5.0 seconds
LOS E = by 2.0 seconds
LOS F = by 1.0 second

TABLE 3.11-6
MAXIMUM LOS FOR STUDY AREA INTERSECTIONS

No.	Intersection	Maximum LOS
1	Madison St & SR-91 WB Ramps	E
2	Madison St & SR-91 EB Ramps	E
3	Madison St & Indiana Ave	D
4	Madison St & Lincoln Ave	D
5A	Madison St & Victoria Ave (North)	D
5B	Madison St & Victoria Ave (South)	D
6	Washington St & Indiana Ave	D
7	Washington St & Lincoln Ave	D
8A	Washington St & Victoria Ave (North)	D
8B	Washington St & Victoria Ave (South)	D
9	Washington St & Overlook Pkwy	D
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	E
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	E
12	Victoria Ave & Arlington Ave	E
13	Alessandro Blvd & Arlington Ave	E
14	Alessandro Blvd & Overlook Pkwy	E
15	Alessandro Blvd & Trautwein Rd	E
16	Crystal View Ter & Overlook Pkwy	D
17	Kingdom Dr & Overlook Pkwy	D
18	Kingdom Dr & Green Orchard Pl	C
19	Trautwein Rd & John F. Kennedy Dr	D
20	Washington St & Bradley St	D
21	Alessandro Blvd & Via Vista Dr	E
22A	Mary St & Victoria Ave (North)	D
22B	Mary St & Victoria Ave (South)	D
23	Mary St & Hawarden Ct	C
24	Hawarden Dr & Overlook Pkwy	D
25	Crystal View Ter & Berry Rd	C
26	Corinthian Wy & Berry Rd	C
27	Madison St & Dufferin Ave *	C
28	Orozco Dr & Overlook Pkwy	D

*Indicates intersection analysis conducted with Synchro

Roadway Links

Similar to the intersection standards listed above, the General Plan 2025 has generally defined LOS D as the minimum adequate service level on roadway links, except for those locations identified in Policy CCM-2.3. The General Plan 2025 does list locations where a lower LOS is acceptable, such as roadways used by regional traffic and at heavily traveled interchanges (see pages CCM-11 through CCM-18 of the Circulation and Community Mobility Element of the General Plan 2025), and a more detailed listing is contained in the General Plan 2025 FEIR. Thus, roadway links are considered to operate over-capacity when the future forecast daily traffic volume exceeds the daily capacity values, unless specifically noted in the General Plan 2025. The maximum LOS per the General Plan 2025 and FEIR is defined as locations projected to be at LOS E or

F upon buildout of the General Plan land uses; the maximum LOS for study area roadway links are shown in Table 3.11-7.

TABLE 3.11-7
MAXIMUM LOS FOR STUDY AREA ROADWAY LINKS

No.	Roadway Link	Location	Maximum LOS
1	Victoria Avenue	East of Washington Street	D
2	Overlook Parkway	East of Washington Street	E/F
3	Bradley Street	East of Washington Street	D
4	Van Buren Boulevard	East of Washington Street	D
5	Arlington Avenue	West of Alessandro Boulevard	E/F
6	Berry Road	West of Trautwein Road	D
7	Van Buren Boulevard	West of Trautwein Road	E/F
8	Alessandro Boulevard	West of Sycamore Canyon Road	E/F
9	Van Buren Boulevard	West of Plummer Street	E/F
10	Washington Street	South of Victoria Avenue	D
11	Alessandro Boulevard	South of Arlington Avenue	E/F
12	Washington Street	North of Valle Vista Way	D
13	Golden Star Avenue	North of Valle Vista Way	D
14	Dauchy Avenue	North of John F Kennedy Drive	D
15	Trautwein Road	North of John F Kennedy Drive	E/F
16	Washington Street	North of Van Buren Boulevard	D
17	Wood Drive	North of Van Buren Boulevard	D
18	Trautwein Road	North of Van Buren Boulevard	E/F
19	Mission Grove Parkway	South of Alessandro Boulevard	D
20	Alessandro Boulevard	South of Canyon Crest Drive	E/F
21	Overlook Parkway	West of Kingdom Drive	D
22	Kingdom Drive	South of Overlook Parkway	D
23	Crystal View Drive	South of Overlook Parkway	C
24	Cactus Avenue	East of Crystal View Terrace	D
25	Mary Street	North of Victoria Avenue	D
26	Mary Street	North of Lincoln Avenue	D
27	Proposed “C” Street	South of Victoria Avenue	D
28	Madison Street	North of Victoria Avenue	D
29	Madison Street	North of Lincoln Avenue	D
30	Victoria Avenue	East of Mary Street	D
31	Victoria Avenue	East of Madison Street	D
32	Victoria Avenue	West of Madison Street	D
33	Victoria Avenue	East of Adams Street	D
34	Dufferin Avenue	West of Washington Street	D
35	Dufferin Avenue	East of Adams Street	D
36	Dufferin Avenue	East of Van Buren Boulevard	D
37	Dufferin Avenue	East of McAllister Street	D
38	Bradley Street	West of Washington Street	D
39	Lincoln Avenue	East of Madison Street	D

- General Plan 2025 Policy CCM-2.3 identifies maximum LOS allowed for roadway links, but does not identify impact criteria. Impact determination assumptions have been developed with City guidance and are based upon information provided in the TIA Preparation Guide, which states that the roadway link

analysis shall be performed by comparing the Average Daily Traffic (ADT) on a link with the "City of Riverside Roadway Capacity" table, which is shown below. Therefore for this study, the project would be considered to cause a significant impact if: The project causes a LOS A, B, C or D roadway to fall to LOS E/F

- The project adds trips to a roadway link projected to operate at LOS E/F.

The daily capacity values, which are given in ADT, are as follows:

TABLE 3.11-8
CITY OF RIVERSIDE ROADWAY CAPACITIES

Roadway Classification	Number of Lanes	Two-Way Traffic Volume (ADT)[1]		
		LOS C	LOS D	LOS E
Local	2	2,500-2,799	2,800-3,099	3,100+
Collector (66' or 80')	2	9,900-11,199	11,200-12,499	12,500+
Arterial[2]	2	14,400-16,199	16,200-17,999	18,000+
Arterial (88')	4	16,800-19,399	19,400-21,199	22,000+
Arterial (100')	4	26,200-29,599	29,600-32,999	33,000+
Arterial (120')	6	38,700-44,099	44,100-49,499	49,500+
Arterial (144')	8	50,600-57,799	57,800-64,999	65,000+

[1]Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables
[2]Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignments area analyzed as arterials

3.11.4.1 Impact Analysis

a. City of Riverside Significance Criteria

The analysis below evaluates each scenario against the significance criteria (described above) in two time periods: the Year 2011 (existing plus Project) and the Year 2035 (buildout). The Year 2011 represents opening day of each scenario using the traffic counts obtained for the description of existing conditions. In other words, Year 2011 represents the changes that would occur if each scenario is implemented in the near-term. The Year 2035 condition represents the City approximately 25 years in the future. In the Year 2035, the analysis also takes into account the "buildout" condition as envisioned in the General Plan 2025.

As discussed above, there are two baseline conditions: Gates Open and Gates Closed. A baseline condition represents what the "on the ground condition" is at the time an environmental document is being prepared. The gates are mandated to be closed and left in place. However, the gates have been opened by citizens and others who use it to cut through residential areas. Thus, there are two on the ground (baseline) conditions modeled in the study. In conclusion, the following section includes an analysis of traffic volumes for all four scenarios. To determine impacts, the results of the analysis are compared against the City's significance criteria, detailed above, for both the Gates

Closed and Gates Open baselines in both the existing plus Project year (2011) and the long-term year (2035). The results are organized as follows:

Year 2011 (Existing Plus Project)	**Year 2035 (Buildout)**
Gates Closed	*Gates Closed*
Scenario 1	Scenario 1
Scenario 2	Scenario 2
Scenario 3	Scenario 3
Scenario 4	Scenario 4
Gates Open	*Gates Open*
Scenario 1	Scenario 1
Scenario 2	Scenario 2
Scenario 3	Scenario 3
Scenario 4	Scenario 4

Year 2011 (Existing Plus Project) – Gates Closed Baseline Comparison

Scenario 1

For study purposes, Scenario 1 is the same as the Gates Closed Baseline. There will be no difference in the volumes and resultant levels of service when comparing Scenario 1 to the Gates Closed Baseline. Thus, there would be no impact.

Scenario 2

Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway. However, Overlook Parkway would remain on the Master Plan of Roadways) in the General Plan 2025 (see Figure 2-3 of this DEIR).

Intersections

Table 3.11-9 shows the intersection LOS summary and impacts due to implementation of Scenario 2 during the AM and PM peak hours when compared to the Gates Closed baseline. The table below summarizes the differences in LOS under Scenario 2 compared to the Gates Closed baseline.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	2	28	1
PM	4	25	2

TABLE 3.11-9
EXISTING PLUS PROJECT (2011)
SCENARIO 2 COMPARED TO GATES CLOSED BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Closed Baseline				Scenario 2				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	27.4	C	26.5	C	27.9	C	25.9	0.5	N	-0.6	N
2	Madison St & SR-91 EB Ramps	C	26.9	C	27.5	C	27.9	C	25.7	1.0	N	-1.8	N
3	Madison St & Indiana Ave	D	36.0	D	35.4	D	37.7	D	37.0	1.7	N	1.6	N
4	Madison St & Lincoln Ave	C	30.0	C	29.9	C	30.2	C	29.8	0.2	N	-0.1	N
5A	Madison St & Victoria Ave North	A	9.7	B	10.2	A	9.7	A	9.7	0.0	N	-0.5	N
5B	Madison St & Victoria Ave South	A	9.3	B	10.2	A	9.5	B	10.3	0.2	N	0.1	N
6	Washington St & Indiana Ave	C	23.6	C	23.5	C	24.2	C	23.7	0.6	N	0.2	N
7	Washington St & Lincoln Ave	C	24.5	C	15.3	C	21.9	B	14.8	-2.6	N	-0.5	N
8A	Washington St & Victoria Ave North	B	14.5	B	14.0	B	13.7	B	14.4	-0.8	N	0.4	N
8B	Washington St & Victoria Ave South	C	15.8	D	30.5	B	13.7	E	37.1	-2.1	N	6.6	Y
9	Washington St & Overlook Pkwy	B	13.4	B	11.1	B	16.2	B	11.6	2.8	N	0.5	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	29.7	C	31.6	C	31.8	C	30.8	2.1	N	-0.8	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	25.8	C	27.7	C	26.0	C	27.4	0.2	N	-0.3	N
12	Victoria Ave & Arlington Ave	D	42.7	D	36.3	D	45.4	C	33.7	2.7	N	-2.6	N
13	Alessandro Blvd & Arlington Ave	C	29.9	D	41.0	C	30.0	D	41.6	0.1	N	0.6	N
14	Alessandro Blvd & Overlook Pkwy	B	19.4	C	24.8	C	21.5	C	27.9	2.1	N	3.1	N
15	Alessandro Blvd & Trautwein Rd	C	28.4	C	21.6	C	31.3	C	20.8	2.9	N	-0.8	N
16	Crystal View Ter & Overlook Pkwy	A	6.9	A	7.0	A	7.4	A	7.4	0.5	N	0.4	N
17	Kingdom Dr & Overlook Pkwy	A	8.7	A	8.7	A	9.6	A	9.7	0.9	N	1.0	N
18	Kingdom Dr & Green Orchard Pl	A	8.4	A	8.4	A	8.5	A	8.5	0.1	N	0.1	N
19	Trautwein Rd & John F. Kennedy Dr	C	30.6	C	20.3	C	32.8	B	19.3	2.2	N	-1.0	N
20	Washington St & Bradley St	C	21.1	C	25.4	C	20.8	C	24.4	-0.3	N	-1.0	N
21	Alessandro Blvd & Via Vista Dr	C	23.8	B	17.2	C	24.0	C	21.1	0.2	N	3.9	N
22A	Mary St & Victoria Ave North	C	21.5	D	25.4	C	16.3	C	16.7	-5.2	N	-8.7	N
22B	Mary St & Victoria Ave South	C	16.2	B	13.4	B	12.3	B	11.7	-3.9	N	-1.7	N
23	Mary St & Hawarden Ct	A	8.0	A	7.8	A	8.0	A	7.7	0.0	N	-0.1	N
24	Hawarden Dr & Overlook Pkwy	A	7.9	A	7.8	A	8.1	A	7.8	0.2	N	0.0	N
25	Crystal View Ter & Berry Rd	A	7.0	A	6.9	A	7.5	A	7.4	0.5	N	0.5	N
26	Corinthian Wy & Berry Rd	A	7.4	A	6.9	A	7.7	A	7.4	0.3	N	0.5	N
27	Madison St & Dufferin Ave *	A	7.1	A	7.1	A	7.2	A	7.1	0.1	N	0.0	N
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.5	A	9.8	A	9.7	0.0	N	0.2	N

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

The additional volumes cause the peak hour LOS at this intersection to exceed the LOS standard noted in Table 3.11-6; therefore, a **significant impact** is projected to occur at the following location:

8B. Washington Street and Victoria Avenue (South) (PM) – from LOS D to LOS E (**S2-INT-1**)

Links

Table 3.11-10 shows the resultant LOS for the study area roadway links if Scenario 2 were to be implemented. Under Scenario 2, for the larger capacity streets (i.e., arterials, collectors), the change in volumes would be negligible. However, traffic volumes would increase on links classified as local streets, such as links 6 (Berry Road) and 23 (Crystal View Drive), due to the gates being open. These roadways would operate at an acceptable LOS, and no impacts are identified. However, the increase of 322 and 1,402 trips, respectively, would likely be noticeable to those who reside on these streets. Overall, under Scenario 2, traffic volumes would decrease at 12 roadway links and increase at 12 roadway links; and remain the same at 14 roadway links.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F is considered significant; therefore, a **significant impact** is projected to occur at the following link:

20. Alessandro Boulevard south of Canyon Crest Drive – from LOS E-F to LOS E-F (increase in ADT) (**S2-LINK-1**)

Scenario 3

Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected across the Alessandro Arroyo to Alessandro Boulevard by constructing a fill crossing and a bridge.

Intersections

Table 3.11-11 shows the intersection LOS summary and impacts due to implementation of Scenario 3 during the AM and PM peak hours. The table below summarizes the differences in LOS under Scenario 3 compared to the Gates Closed baseline.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	3	20	8
PM	4	22	5

TABLE 3.11-10
EXISTING PLUS PROJECT (2011)
SCENARIO 2 COMPARED TO GATES CLOSED BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Closed ADT	Gates Closed LOS	Scenario 2 ADT	Scenario 2 LOS	Δ Vol	Impact (Y/N)
1	Victoria Avenue	N/O Washington Street	Collector (66' or 80')	10,661	C	10,001	C	-660	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	2,717	A-B	3,536	A-B	819	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	2,805	A-B	2,628	A-B	-177	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	38,085	A-B	37,891	A-B	-194	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	33,924	A-B	34,325	A-B	401	N
6	Berry Road	W/O Trautwein Road	Local	694	A-B	1,016	A-B	322	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	34,330	A-B	34,593	A-B	263	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	37,516	A-B	37,846	A-B	330	N
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	28,219	A-B	30,407	A-B	2,188	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	16,502	A-B	16,360	A-B	-142	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	47,391	D	46,989	D	-402	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	15,633	A-B	14,865	A-B	-768	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	744	A-B	660	A-B	-84	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	1,026	A-B	1,505	A-B	479	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	38,447	E-F	36,508	E-F	-1,939	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	16,385	A-B	15,516	A-B	-869	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	10,014	A-B	9,877	A-B	-137	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	17,718	C	17,600	C	-118	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	9,881	A-B	9,464	A-B	-417	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	51,445	E-F	51,669	E-F	224	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	836	A-B	1,793	A-B	957	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	598	A-B	763	A-B	165	N
23	Crystal View Drive	S/O Overlook Parkway	Local	118	A-B	1,520	A-B	1,402	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	787	A-B	1,214	A-B	427	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	8,674	A-B	8,674	A-B	0	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	10,670	A-B	10,670	A-B	0	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	4,014	A-B	4,014	A-B	0	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	9,925	A-B	9,925	A-B	0	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	8,524	A-B	8,524	A-B	0	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	7,079	A-B	7,079	A-B	0	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	5,582	A-B	5,582	A-B	0	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	4,591	A-B	4,591	A-B	0	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	1,071	A-B	1,071	A-B	0	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	2,239	A-B	2,239	A-B	0	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	807	A-B	807	A-B	0	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	1,406	A-B	1,406	A-B	0	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	3,554	A-B	3,554	A-B	0	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	6,535	A-B	6,535	A-B	0	N

Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-11
EXISTING PLUS PROJECT (2011)
SCENARIO 3 COMPARED TO GATES CLOSED BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Closed				Scenario 3				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1.	Madison St & SR-91 WB Ramps	C	27.4	C	26.5	C	29.1	C	27.2	1.7	N	0.7	N
2.	Madison St & SR-91 EB Ramps	C	26.9	C	27.5	C	27.7	C	25.4	0.8	N	-2.1	N
3.	Madison St & Indiana Ave	D	36.0	D	35.4	D	39.0	D	38.8	3.0	N	3.4	N
4.	Madison St & Lincoln Ave	C	30.0	C	29.9	C	30.5	C	29.7	0.5	N	-0.2	N
5A.	Madison St & Victoria Ave North	A	9.7	B	10.2	B	11.5	B	10.4	1.8	N	0.2	N
5B.	Madison St & Victoria Ave South	A	9.3	B	10.2	B	10.5	B	11.7	1.2	N	1.5	N
6.	Washington St & Indiana Ave	C	23.6	C	23.5	C	24.9	C	24.8	1.3	N	1.3	N
7.	Washington St & Lincoln Ave	C	24.5	C	15.3	C	22.9	B	14.5	-1.6	N	-0.8	N
8A.	Washington St & Victoria Ave North	B	14.5	B	14.0	B	14.3	B	13.6	-0.2	N	-0.4	N
8B.	Washington St & Victoria Ave South	C	15.8	D	30.5	B	14.7	D	29.5	-1.1	N	-1.0	N
9.	Washington St & Overlook Pkwy	B	13.4	B	11.1	C	27.4	B	16.8	14.0	N	5.7	N
10.	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	29.7	C	31.6	C	31.4	C	30.5	1.7	N	-1.1	N
11.	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	25.8	C	27.7	C	26.0	C	27.2	0.2	N	-0.5	N
12.	Victoria Ave & Arlington Ave	D	42.7	D	36.3	D	42.7	C	30.4	0.0	N	-5.9	N
13.	Alessandro Blvd & Arlington Ave	C	29.9	D	41.0	C	28.4	D	37.8	-1.5	N	-3.2	N
14.	Alessandro Blvd & Overlook Pkwy	B	19.4	C	24.8	C	28.4	F	151.5	9.0	N	126.7	Y
15.	Alessandro Blvd & Trautwein Rd	C	28.4	C	21.6	C	33.3	C	20.4	4.9	N	-1.2	N
16.	Crystal View Ter & Overlook Pkwy	A	6.9	A	7.0	B	10.3	B	13.7	3.4	N	6.7	N
17.	Kingdom Dr & Overlook Pkwy	A	8.7	A	8.7	C	17.7	C	22.4	9.0	N	13.7	N
18.	Kingdom Dr & Green Orchard Pl	A	8.4	A	8.4	A	8.7	A	9.2	0.3	N	0.8	N
19.	Trautwein Rd & John F. Kennedy Dr	C	30.6	C	20.3	C	32.6	B	17.5	2.0	N	-2.8	N
20.	Washington St & Bradley St	C	21.1	C	25.4	C	20.5	C	25.3	-0.6	N	-0.1	N
21.	Alessandro Blvd & Via Vista Dr	C	23.8	B	17.2	B	19.2	B	17.4	-4.6	N	0.2	N
22A.	Mary St & Victoria Ave North	C	21.5	D	25.4	C	18.1	C	20.2	-3.4	N	-5.2	N
22B.	Mary St & Victoria Ave South	C	16.2	B	13.4	B	13.5	B	14.7	-2.7	N	1.3	N
23.	Mary St & Hawarden Ct	A	8.0	A	7.8	A	8.4	A	9.1	0.4	N	1.3	N
24.	Hawarden Dr & Overlook Pkwy	A	7.9	A	7.8	B	10.4	B	12.0	2.5	N	4.2	N
25.	Crystal View Ter & Berry Rd	A	7.0	A	6.9	A	7.5	A	7.5	0.5	N	0.6	N
26.	Corinthian Wy & Berry Rd	A	7.4	A	6.9	A	7.4	A	7.2	0.0	N	0.3	N
27	Madison St & Dufferin Ave *	A	7.1	A	7.1	A	8.1	A	8.2	1.0	N	1.1	N
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.5	C	16.3	C	23.8	6.5	N	14.3	N

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

The additional volumes cause the peak hour LOS at this intersection to exceed the LOS standard noted in Table 3.11-6; therefore, a **significant impact** is projected to occur at the following location:

14. Alessandro Boulevard at Overlook Parkway (PM) – from LOS C to LOS F (**S3-INT- 1**)

Links

Table 3.11-12 shows the resultant LOS for the study area roadway links if Scenario 3 were to be implemented. In general, the data shows that near the location of the gates in the eastern Project vicinity, traffic volumes on residential streets (designated as local and collector) would decrease and be shifted to arterial streets that are designed to handle an increase in volume such as Overlook Parkway and Alessandro Boulevard. Most increases and decreases are slight, and would not change the LOS from, for example, B to D. Nevertheless, a decrease from 694 ADT to 106 ADT on a local street, as would be the case on Berry Road, may be noticeable to residences in the immediate area. In the western Project vicinity, Scenario 3 would result in higher ADT on collectors such as Victoria and Dufferin Avenues. Again, though the LOS designation would not change and roadways would operate at acceptable levels, the slight increase may be perceptible to residences in the vicinity.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following link:

20. Alessandro Boulevard south of Canyon Crest Drive – from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-1**)

Scenario 4

Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be permanently removed, and Overlook Parkway would be connected. In addition, the Proposed C Street would be constructed to provide a more direct connection to SR-91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. As a result of this new roadway, other Project components are required, including cul-de-sacs and roadway vacations and realignments (see Figure 2-16).

Intersections

Table 3.11-13 shows the intersection LOS summary and impacts due to implementation of Scenario 4 during the AM and PM peak hours when compared to the Gates Closed baseline conditions. The table below summarizes the differences in LOS under Scenario 4 compared to the Gates Closed baseline.

TABLE 3.11-12
EXISTING PLUS PROJECT (2011)
SCENARIO 3 COMPARED TO GATES CLOSED BASELINE
ROADWAY LINK ANALYSIS

No.	Street	Location	Existing Street Classification	Gates Closed		Scenario 3		Δ Vol	Impact (Y/N)
				ADT	LOS	ADT	LOS		
1	Victoria Avenue	N/O Washington Street	Collector (66' or 80')	10,661	C	8,864	A-B	-1,797	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	2,717	A-B	9,493	A-B	6,776	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	2,805	A-B	2,478	A-B	-327	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	38,085	A-B	37,101	A-B	-984	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	33,924	A-B	31,775	A-B	-2,149	N
6	Berry Road	W/O Trautwein Road	Local	694	A-B	106	A-B	-588	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	34,330	A-B	33,764	A-B	-566	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	37,516	A-B	39,034	C	1,518	N
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	28,219	A-B	29,746	A-B	1,527	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	16,502	A-B	18,009	A-B	1,507	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	47,391	D	42,860	C	-4,531	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	15,633	A-B	14,189	A-B	-1,444	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	744	A-B	827	A-B	83	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	1,026	A-B	998	A-B	-28	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	38,447	E-F	36,001	E-F	-2,446	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	16,385	A-B	14,740	A-B	-1,645	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	10,014	A-B	9,792	A-B	-222	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	17,718	C	16,981	C	-737	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	9,881	A-B	8,326	A-B	-1,555	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	51,445	E-F	54,659	E-F	3,214	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	836	A-B	7,895	A-B	7,059	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	598	A-B	430	A-B	-168	N
23	Crystal View Drive	S/O Overlook Parkway	Local	118	A-B	308	A-B	190	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	787	A-B	20	A-B	-767	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	8,674	A-B	9,602	A-B	928	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	10,670	A-B	10,952	A-B	282	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100')	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	4,014	A-B	3,776	A-B	-238	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	9,925	A-B	9,947	A-B	22	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	8,524	A-B	6,999	A-B	-1,525	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	7,079	A-B	7,493	A-B	414	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	5,582	A-B	6,989	A-B	1,407	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	4,591	A-B	5,394	A-B	803	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	1,071	A-B	2,522	A-B	1,451	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	2,239	A-B	2,758	A-B	519	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	807	A-B	1,034	A-B	227	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	1,406	A-B	1,470	A-B	64	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	3,554	A-B	3,629	A-B	75	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	6,535	A-B	6,559	A-B	24	N

Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-13
EXISTING PLUS PROJECT (2011)
SCENARIO 4 COMPARED TO GATES CLOSED BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Closed				Scenario 4				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	27.4	C	26.5	C	30.8	C	29.0	3.4	N	2.5	N
2	Madison St & SR-91 EB Ramps	C	26.9	C	27.5	C	26.3	C	25.6	-0.6	N	-1.9	N
3	Madison St & Indiana Ave	D	36.0	D	35.4	D	40.3	D	37.8	4.3	N	2.4	N
4	Madison St & Lincoln Ave	C	30.0	C	29.9	C	28.4	C	27.9	-1.6	N	-2.0	N
5A	Madison St & Victoria Ave North	A	9.7	B	10.2	F	163.4	F	97.6	153.7	Y	87.4	Y
5B	Madison St & Victoria Ave South	A	9.3	B	10.2	F	140.4	F	172.7	131.1	Y	162.5	Y
6	Washington St & Indiana Ave	C	23.6	C	23.5	C	24.1	C	24.1	0.5	N	0.6	N
7	Washington St & Lincoln Ave	C	24.5	C	15.3	C	17.9	B	12.3	-6.6	N	-3.0	N
8A	Washington St & Victoria Ave North	B	14.5	B	14.0	B	10.6	B	14.5	-3.9	N	0.5	N
8B	Washington St & Victoria Ave South	C	15.8	D	30.5	B	10.5	D	28.4	-5.3	N	-2.1	N
9	Washington St & Overlook Pkwy	B	13.4	B	11.1	D	48.0	B	16.7	34.6	N	5.6	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	29.7	C	31.6	C	31.1	C	30.5	1.4	N	-1.1	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	25.8	C	27.7	C	26.0	C	27.1	0.2	N	-0.6	N
12	Victoria Ave & Arlington Ave	D	42.7	D	36.3	D	42.1	C	29.9	-0.6	N	-6.4	N
13	Alessandro Blvd & Arlington Ave	C	29.9	D	41.0	C	27.7	D	36.8	-2.2	N	-4.2	N
14	Alessandro Blvd & Overlook Pkwy	B	19.4	C	24.8	D	36.5	F	249.4	17.1	N	224.6	Y
15	Alessandro Blvd & Trautwein Rd	C	28.4	C	21.6	C	34.4	C	20.3	6.0	N	-1.3	N
16	Crystal View Ter & Overlook Pkwy	A	6.9	A	7.0	B	13.0	C	22.8	6.1	N	15.8	N
17	Kingdom Dr & Overlook Pkwy	A	8.7	A	8.7	D	25.6	E	36.3	16.9	N	27.6	Y
18	Kingdom Dr & Green Orchard Pl	A	8.4	A	8.4	A	8.6	A	9.0	0.2	N	0.6	N
19	Trautwein Rd & John F. Kennedy Dr	C	30.6	C	20.3	C	32.2	B	18.1	1.6	N	-2.2	N
20	Washington St & Bradley St	C	21.1	C	25.4	B	19.4	C	21.4	-1.7	N	-4.0	N
21	Alessandro Blvd & Via Vista Dr	C	23.8	B	17.2	B	18.1	B	17.4	-5.7	N	0.2	N
22A	Mary St & Victoria Ave North	C	21.5	D	25.4	B	12.7	B	13.2	-8.8	N	-12.2	N
22B	Mary St & Victoria Ave South	C	16.2	B	13.4	B	11.6	A	9.9	-4.6	N	-3.5	N
23	Mary St & Hawarden Ct	A	8.0	A	7.8	A	7.8	A	7.3	-0.2	N	-0.5	N
24	Hawarden Dr & Overlook Pkwy	A	7.9	A	7.8	C	15.2	C	18.5	7.3	N	10.7	N
25	Crystal View Ter & Berry Rd	A	7.0	A	6.9	A	7.4	A	7.4	0.4	N	0.5	N
26	Corinthian Wy & Berry Rd	A	7.4	A	6.9	A	7.4	A	7.2	0.0	N	0.3	N
27	Madison St & Dufferin Ave *	A	7.1	A	7.1	A	7.1	A	7.1	0.0	N	0.0	N
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.5	D	25.3	E	42.5	15.5	N	33.0	Y

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	5	18	8
PM	5	19	7

The additional volumes cause the peak hour LOS at each intersection to exceed the LOS standard noted in Table 3.11-6; therefore, a **significant impact** is projected to occur at the following five locations:

5A. Madison Street at Victoria Avenue (North) (AM and PM) – from LOS A to LOS F in the AM and LOS B to LOS F in the PM (**S4-INT-1**)

5B. Madison Street at Victoria Avenue (South) (AM and PM) – from LOS A to LOS F in the AM and LOS B to LOS F in the PM. (**S4-INT-1**)

14. Alessandro Boulevard at Overlook Parkway (PM) – from LOS C to LOS F (**S4-INT-2**)

17. Kingdom Drive at Overlook Parkway (PM) – from LOS A to LOS E (**S4-INT-3**)

28. Orozco Drive at Overlook Parkway (PM) – from LOS A to LOS E (**S4-INT-4**)

Links

The roadway link ADT volumes are shown in Table 3.11-14. Overall, if Scenario 4 were implemented, traffic volumes would decrease at 23 roadway links and increase at 16 roadway links under Scenario 4 when compared to the Gates Closed baseline. The decrease in traffic volumes would occur on some of the streets designated as local and collector. However, traffic volumes also decrease on such arterials as Alessandro Boulevard (south of Arlington Avenue) and Arlington Avenue (west of Alessandro Boulevard). The decrease in volumes on Alessandro Boulevard (south of Arlington Avenue) would result in the LOS improving from D to C. The other changes in volumes are slight, and would not change the LOS from, for example, B to D.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following link:

20. Alessandro Boulevard south of Canyon Crest Drive – from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-1**)

TABLE 3.11-14
EXISTING PLUS PROJECT (2011)
SCENARIO 4 COMPARED TO GATES CLOSED BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Closed		Scenario 4		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	N/O Washington Street	Collector (66' or 80')	10,661	C	8,285	A-B	-2,376	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	2,717	A-B	14,333	A-B	11,616	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	2,805	A-B	2,515	A-B	-290	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	38,085	A-B	36,478	A-B	-1,607	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	33,924	A-B	30,635	A-B	-3,289	N
6	Berry Road	W/O Trautwein Road	Local	694	A-B	208	A-B	-486	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	34,330	A-B	33,340	A-B	-990	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	37,516	A-B	39,844	C	2,328	N
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	28,219	A-B	29,684	A-B	1,465	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	16,502	A-B	11,025	A-B	-5,477	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	47,391	D	39,994	C	-7,397	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	15,633	A-B	14,232	A-B	-1,401	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	744	A-B	793	A-B	49	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	1,026	A-B	1,077	A-B	51	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	38,447	E-F	35,559	E-F	-2,888	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	16,385	A-B	14,635	A-B	-1,750	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	10,014	A-B	9,599	A-B	-415	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	17,718	C	16,853	C	-865	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	9,881	A-B	7,923	A-B	-1,958	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	51,445	E-F	55,424	E-F	3,979	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	836	A-B	12,664	A-B	11,828	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	598	A-B	1,255	A-B	657	N
23	Crystal View Drive	S/O Overlook Parkway	Local	118	A-B	997	A-B	879	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	787	A-B	918	A-B	131	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	8,674	A-B	7,971	A-B	-703	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	10,670	A-B	9,792	A-B	-878	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	17,974	A-B	17,974	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	4,014	A-B	9,696	A-B	5,682	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	9,925	A-B	14,461	A-B	4,536	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	8,524	A-B	6,837	A-B	-1,687	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	7,079	A-B	1,766	A-B	-5,313	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	5,582	A-B	10,328	C	4,746	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	4,591	A-B	7,768	A-B	3,177	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	1,071	A-B	0	A-B	-1,071	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	2,239	A-B	1,618	A-B	-621	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	807	A-B	837	A-B	30	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	1,406	A-B	1,323	A-B	-83	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	3,554	A-B	2,076	A-B	-1,478	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	6,535	A-B	5,674	A-B	-861	N

Shaded Text represents location that exceeds LOS standard or significant impact.

Year 2011 (Existing Plus Project) - Gates Open Baseline Comparison

Scenario 1

Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway is connected across the Alessandro Arroyo and to Alessandro Boulevard.

Intersections

Table 3.11-15 shows the intersection LOS summary and impacts. The table below summarizes the differences in LOS under Scenario 1 compared to the Gates Open baseline.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	1	28	2
PM	2	24	5

Although there is a decrease in LOS at some intersections, all intersections are projected to operate at an acceptable LOS. Therefore, **no impact** would occur.

Links

The roadway link ADT volumes are listed on Table 3.11-16. The data shows that volumes would decrease at several links near the location of the gates—including links 20 through 24. The volumes would decrease substantially along link 23 (Crystal View Terrace), from 1,520 to 118 ADT. Additionally, ADT would decrease along links 5 through 9, with 2,188 less vehicles using link 9 (Van Buren Boulevard west of Plummer Street). Overall, traffic volumes would decrease at 12 roadway links and increase at 12 roadway links.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following link:

15. Trautwein Road north of John F. Kennedy Drive – from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-1**)

TABLE 3.11-15
EXISTING PLUS PROJECT (2011)
SCENARIO 1 COMPARED TO GATES OPEN BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Open				Scenario 1				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	27.9	C	25.9	C	27.4	C	26.5	-0.5	N	0.6	N
2	Madison St & SR-91 EB Ramps	C	27.9	C	25.7	C	26.9	C	27.5	-1.0	N	1.8	N
3	Madison St & Indiana Ave	D	37.7	D	37.0	D	36.0	D	35.4	-1.7	N	-1.6	N
4	Madison St & Lincoln Ave	C	30.2	C	29.8	C	30.0	C	29.9	-0.2	N	0.1	N
5A	Madison St & Victoria Ave North	A	9.7	A	9.7	A	9.7	B	10.2	0.0	N	0.5	N
5B	Madison St & Victoria Ave South	A	9.5	B	10.3	A	9.3	B	10.2	-0.2	N	-0.1	N
6	Washington St & Indiana Ave	C	24.2	C	23.7	C	23.6	C	23.5	-0.6	N	-0.2	N
7	Washington St & Lincoln Ave	C	21.9	B	14.8	C	24.5	C	15.3	2.6	N	0.5	N
8A	Washington St & Victoria Ave North	B	13.7	B	14.4	B	14.5	B	14.0	0.8	N	-0.4	N
8B	Washington St & Victoria Ave South	B	13.7	E	37.1	C	15.8	D	30.5	2.1	N	-6.6	N
9	Washington St & Overlook Pkwy	B	16.2	B	11.6	B	13.4	B	11.1	-2.8	N	-0.5	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	31.8	C	30.8	C	29.7	C	31.6	-2.1	N	0.8	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	26.0	C	27.4	C	25.8	C	27.7	-0.2	N	0.3	N
12	Victoria Ave & Arlington Ave	D	45.4	C	33.7	D	42.7	D	36.3	-2.7	N	2.6	N
13	Alessandro Blvd & Arlington Ave	C	30.0	D	41.6	C	29.9	D	41.0	-0.1	N	-0.6	N
14	Alessandro Blvd & Overlook Pkwy	C	21.5	C	27.9	B	19.4	C	24.8	-2.1	N	-3.1	N
15	Alessandro Blvd & Trautwein Rd	C	31.3	C	20.8	C	28.4	C	21.6	-2.9	N	0.8	N
16	Crystal View Ter & Overlook Pkwy	A	7.4	A	7.4	A	6.9	A	7.0	-0.5	N	-0.4	N
17	Kingdom Dr & Overlook Pkwy	A	9.6	A	9.7	A	8.7	A	8.7	-0.9	N	-1.0	N
18	Kingdom Dr & Green Orchard Pl	A	8.5	A	8.5	A	8.4	A	8.4	-0.1	N	-0.1	N
19	Trautwein Rd & John F. Kennedy Dr	C	32.8	B	19.3	C	30.6	C	20.3	-2.2	N	1.0	N
20	Washington St & Bradley St	C	20.8	C	24.4	C	21.1	C	25.4	0.3	N	1.0	N
21	Alessandro Blvd & Via Vista Dr	C	24.0	C	21.1	C	23.8	B	17.2	-0.2	N	-3.9	N
22A	Mary St & Victoria Ave North	C	16.3	C	16.7	C	21.5	D	25.4	5.2	N	8.7	N
22B	Mary St & Victoria Ave South	B	12.3	B	11.7	C	16.2	B	13.4	3.9	N	1.7	N
23	Mary St & Hawarden Ct	A	8.0	A	7.7	A	8.0	A	7.8	0.0	N	0.1	N
24	Hawarden Dr & Overlook Pkwy	A	8.1	A	7.8	A	7.9	A	7.8	-0.2	N	0.0	N
25	Crystal View Ter & Berry Rd	A	7.5	A	7.4	A	7.0	A	6.9	-0.5	N	-0.5	N
26	Corinthian Wy & Berry Rd	A	7.7	A	7.4	A	7.4	A	6.9	-0.3	N	-0.5	N
27	Madison St & Dufferin Ave *	A	7.2	A	7.1	A	7.1	A	7.1	-0.1	N	0.0	N
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.7	A	9.8	A	9.5	0.0	N	-0.2	N

*Indicates intersection analysis conducted with Synchro
Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-16
EXISTING PLUS PROJECT (2011)
SCENARIO 1 COMPARED TO GATES OPEN BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Open		Scenario 1		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	N/O Washington Street	Collector (66' or 80')	10,001	C	10,661	C	660	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	3,536	A-B	2,717	A-B	-819	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	2,628	A-B	2,805	A-B	177	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	37,891	A-B	38,085	A-B	194	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	34,325	A-B	33,924	A-B	-401	N
6	Berry Road	W/O Trautwein Road	Local	1,016	A-B	694	A-B	-322	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	34,593	A-B	34,330	A-B	-263	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	37,846	A-B	37,516	A-B	-330	N
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	30,407	A-B	28,219	A-B	-2,188	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	16,360	A-B	16,502	A-B	142	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	46,989	D	47,391	D	402	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	14,865	A-B	15,633	A-B	768	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	660	A-B	744	A-B	84	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	1,505	A-B	1,026	A-B	-479	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	36,508	E-F	38,447	E-F	1,939	Y
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	15,516	A-B	16,385	A-B	869	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	9,877	A-B	10,014	A-B	137	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	17,600	C	17,718	C	118	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	9,464	A-B	9,881	A-B	417	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	51,669	E-F	51,445	E-F	-224	N
21	Overlook Parkway	W/O Kingdom Drive	Arterial	1,793	A-B	836	A-B	-957	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	763	A-B	598	A-B	-165	N
23	Crystal View Drive	S/O Overlook Parkway	Local	1,520	A-B	118	A-B	-1,402	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	1,214	A-B	787	A-B	-427	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	8,674	A-B	8,674	A-B	0	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	10,670	A-B	10,670	A-B	0	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	4,014	A-B	4,014	A-B	0	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	9,925	A-B	9,925	A-B	0	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	8,524	A-B	8,524	A-B	0	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	7,079	A-B	7,079	A-B	0	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	5,582	A-B	5,582	A-B	0	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	4,591	A-B	4,591	A-B	0	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	1,071	A-B	1,071	A-B	0	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	2,239	A-B	2,239	A-B	0	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	807	A-B	807	A-B	0	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	1,406	A-B	1,406	A-B	0	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	3,554	A-B	3,554	A-B	0	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	6,535	A-B	6,535	A-B	0	N

Shaded Text represents location that exceeds LOS standard or significant impact.

Scenario 2

As Scenario 2 represents the Gates Open baseline condition, traffic conditions are the same as detailed in the Existing Traffic Volumes section above. Thus, there would be no impact.

Scenario 3

Intersections

Table 3.11-17 shows the intersection LOS summary and impacts due to implementation of Scenario 3 during the AM and PM peak hours when compared to the Gates Open baseline. The table below summarizes the differences in LOS under Scenario 3 compared to the Gates Open baseline.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	1	23	7
PM	2	23	6

The additional volumes cause the peak hour LOS at this intersection to exceed the LOS standard noted in Table 3.11-6; therefore, a **significant impact** is projected to occur at the following location:

14. Alessandro Boulevard at Overlook Parkway (PM peak hour) – from LOS C to LOS F (**S3-INT-2**)

Links

The roadway link ADT volumes in the Project vicinity for Scenario 3 are shown on Table 3.11-18. When compared to the Gates Closed baseline, volumes in the eastern Project vicinity on streets designated as local and collector would decrease and be shifted to arterial streets that are designed to handle an increase in volume such as Overlook Parkway and Alessandro Boulevard. Most increases and decreases would not significantly change the LOS. Nevertheless, a decrease from 1,016 ADT to 106 ADT on a local street, as would be the case on Berry Road, may be noticeable to residences in the immediate area. In the western Project vicinity, Scenario 3 would result in higher ADT on collectors such as Victoria and Dufferin Avenues. Again, although the LOS designation would not change and the roadways would operate at an acceptable level, the slight increase may be perceptible to residences in the vicinity. Overall, traffic volumes would decrease at 20 roadway links and increase at 18 roadway links.

TABLE 3.11-17
EXISTING PLUS PROJECT (2011)
SCENARIO 3 COMPARED TO GATES OPEN BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Open				Scenario 3				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	27.9	C	25.9	C	29.1	C	27.2	1.2	N	1.3	N
2	Madison St & SR-91 EB Ramps	C	27.9	C	25.7	C	27.7	C	25.4	-0.2	N	-0.3	N
3	Madison St & Indiana Ave	D	37.7	D	37.0	D	39.0	D	38.8	1.3	N	1.8	N
4	Madison St & Lincoln Ave	C	30.2	C	29.8	C	30.5	C	29.7	0.3	N	-0.1	N
5A	Madison St & Victoria Ave North	A	9.7	A	9.7	B	11.5	B	10.4	1.8	N	0.7	N
5B	Madison St & Victoria Ave South	A	9.5	B	10.3	B	10.5	B	11.7	1.0	N	1.4	N
6	Washington St & Indiana Ave	C	24.2	C	23.7	C	24.9	C	24.8	0.7	N	1.1	N
7	Washington St & Lincoln Ave	C	21.9	B	14.8	C	22.9	B	14.5	1.0	N	-0.3	N
8A	Washington St & Victoria Ave North	B	13.7	B	14.4	B	14.3	B	13.6	0.6	N	-0.8	N
8B	Washington St & Victoria Ave South	B	13.7	E	37.1	B	14.7	D	29.5	1.0	N	-7.6	N
9	Washington St & Overlook Pkwy	B	16.2	B	11.6	C	27.4	B	16.8	11.2	N	5.2	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	31.8	C	30.8	C	31.4	C	30.5	-0.4	N	-0.3	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	26.0	C	27.4	C	26.0	C	27.2	0.0	N	-0.2	N
12	Victoria Ave & Arlington Ave	D	45.4	C	33.7	D	42.7	C	30.4	-2.7	N	-3.3	N
13	Alessandro Blvd & Arlington Ave	C	30.0	D	41.6	C	28.4	D	37.8	-1.6	N	-3.8	N
14	Alessandro Blvd & Overlook Pkwy	C	21.5	C	27.9	C	28.4	F	151.5	6.9	N	123.6	Y
15	Alessandro Blvd & Trautwein Rd	C	31.3	C	20.8	C	33.3	C	20.4	2.0	N	-0.4	N
16	Crystal View Ter & Overlook Pkwy	A	7.4	A	7.4	B	10.3	B	13.7	2.9	N	6.3	N
17	Kingdom Dr & Overlook Pkwy	A	9.6	A	9.7	C	17.7	C	22.4	8.1	N	12.7	N
18	Kingdom Dr & Green Orchard Pl	A	8.5	A	8.5	A	8.7	A	9.2	0.2	N	0.7	N
19	Trautwein Rd & John F. Kennedy Dr	C	32.8	B	19.3	C	32.6	B	17.5	-0.2	N	-1.8	N
20	Washington St & Bradley St	C	20.8	C	24.4	C	20.5	C	25.3	-0.3	N	0.9	N
21	Alessandro Blvd & Via Vista Dr	C	24.0	C	21.1	B	19.2	B	17.4	-4.8	N	-3.7	N
22A	Mary St & Victoria Ave North	C	16.3	C	16.7	C	18.1	C	20.2	1.8	N	3.5	N
22B	Mary St & Victoria Ave South	B	12.3	B	11.7	B	13.5	B	14.7	1.2	N	3.0	N
23	Mary St & Hawarden Ct	A	8.0	A	7.7	A	8.4	A	9.1	0.4	N	1.4	N
24	Hawarden Dr & Overlook Pkwy	A	8.1	A	7.8	B	10.4	B	12.0	2.3	N	4.2	N
25	Crystal View Ter & Berry Rd	A	7.5	A	7.4	A	7.5	A	7.5	0.0	N	0.1	N
26	Corinthian Wy & Berry Rd	A	7.7	A	7.4	A	7.4	A	7.2	-0.3	N	-0.2	N
27	Madison St & Dufferin Ave *	A	7.2	A	7.1	A	8.1	A	8.2	0.9	N	1.1	N
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.7	C	16.3	C	23.8	6.5	N	14.1	N

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-18
EXISTING PLUS PROJECT (2011)
SCENARIO 3 COMPARED TO GATES OPEN BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Open		Scenario 3		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	N/O Washington Street	Collector (66' or 80')	10,001	C	8,864	A-B	-1,137	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	3,536	A-B	9,493	A-B	5,957	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	2,628	A-B	2,478	A-B	-150	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	37,891	A-B	37,101	A-B	-790	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	34,325	A-B	31,775	A-B	-2,550	N
6	Berry Road	W/O Trautwein Road	Local	1,016	A-B	106	A-B	-910	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	34,593	A-B	33,764	A-B	-829	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	37,846	A-B	39,034	C	1,188	N
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	30,407	A-B	29,746	A-B	-661	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	16,360	A-B	18,009	A-B	1,649	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	46,989	D	42,860	C	-4,129	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	14,865	A-B	14,189	A-B	-676	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	660	A-B	827	A-B	167	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	1,505	A-B	998	A-B	-507	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	36,508	E-F	36,001	E-F	-507	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	15,516	A-B	14,740	A-B	-776	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	9,877	A-B	9,792	A-B	-85	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	17,600	C	16,981	C	-619	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	9,464	A-B	8,326	A-B	-1,138	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	51,669	E-F	54,659	E-F	2,990	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	1,793	A-B	7,895	A-B	6,102	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	763	A-B	430	A-B	-333	N
23	Crystal View Drive	S/O Overlook Parkway	Local	1,520	A-B	308	A-B	-1,212	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	1,214	A-B	20	A-B	-1,194	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	8,674	A-B	9,602	A-B	928	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	10,670	A-B	10,952	A-B	282	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100')	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	4,014	A-B	3,776	A-B	-238	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	9,925	A-B	9,947	A-B	22	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	8,524	A-B	6,999	A-B	-1,525	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	7,079	A-B	7,493	A-B	414	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	5,582	A-B	6,989	A-B	1,407	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	4,591	A-B	5,394	A-B	803	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	1,071	A-B	2,522	A-B	1,451	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	2,239	A-B	2,758	A-B	519	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	807	A-B	1,034	A-B	227	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	1,406	A-B	1,470	A-B	64	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	3,554	A-B	3,629	A-B	75	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	6,535	A-B	6,559	A-B	24	N

Shaded Text represents location that exceeds LOS standard or significant impact.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following link:

20. Alessandro Boulevard south of Canyon Crest Drive - from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-2**)

Scenario 4

Intersections

Table 3.11-19 shows the intersection LOS summary and impacts during the AM and PM peak hours due to implementation of Scenario 4 when compared to the Gates Open baseline conditions. The table below summarizes the differences in LOS under Scenario 4 compared to the Gates Open baseline.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	3	20	8
PM	4	20	7

The additional volumes cause the peak hour LOS at each intersection to exceed the LOS standard noted in Table 3.11-6; therefore, a **significant impact** is projected to occur at the following five locations:

5A. Madison Street at Victoria Avenue (North) (AM and PM) – from LOS A to LOS F (**S4-INT-5**)

5B. Madison Street at Victoria Avenue (South) (AM and PM) – from LOS A and B respectively to LOS F (**S4-INT-5**)

14. Alessandro Boulevard at Overlook Parkway (PM) – from LOS C to LOS F (**S4-INT-6**)

17. Kingdom Drive at Overlook Parkway (PM) – from LOS A to LOS E (**S4-INT-7**)

28. Orozco Drive at Overlook Parkway (PM) – from LOS A to LOS E (**S4-INT-8**)

Links

The roadway link ADT volumes are shown on Table 3.11-20. Overall, traffic volumes decrease on links 14 through 19, and on other arterials. The LOS on Alessandro Boulevard (south of Arlington Avenue) would improve from LOS D to C. Volumes also increase along Victoria Avenue, as the Proposed C Street would increase access to this street. The other changes in volumes are slight, and would not cause a significant

TABLE 3.11-19
EXISTING PLUS PROJECT (2011)
SCENARIO 4 COMPARED TO GATES OPEN BASELINE
PEAK HOUR INTERSECTION ANALYSIS

	Intersection	Gates Open				Scenario 4				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in Delay	Impact (Y/N)	Δ in Delay	Impact (Y/N)
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay				
1	Madison St & SR-91 WB Ramps	C	27.9	C	25.9	C	30.8	C	29.0	2.9	N	3.1	N
2	Madison St & SR-91 EB Ramps	C	27.9	C	25.7	C	26.3	C	25.6	-1.6	N	-0.1	N
3	Madison St & Indiana Ave	D	37.7	D	37.0	D	40.3	D	37.8	2.6	N	0.8	N
4	Madison St & Lincoln Ave	C	30.2	C	29.8	C	28.4	C	27.9	-1.8	N	-1.9	N
5A	Madison St & Victoria Ave North	A	9.7	A	9.7	F	163.4	F	97.6	153.7	Y	87.9	Y
5B	Madison St & Victoria Ave South	A	9.5	B	10.3	F	140.4	F	172.7	130.9	Y	162.4	Y
6	Washington St & Indiana Ave	C	24.2	C	23.7	C	24.1	C	24.1	-0.1	N	0.4	N
7	Washington St & Lincoln Ave	C	21.9	B	14.8	C	17.9	B	12.3	-4.0	N	-2.5	N
8A	Washington St & Victoria Ave North	B	13.7	B	14.4	B	10.6	B	14.5	-3.1	N	0.1	N
8B	Washington St & Victoria Ave South	B	13.7	E	37.1	B	10.5	D	28.4	-3.2	N	-8.7	N
9	Washington St & Overlook Pkwy	B	16.2	B	11.6	D	48.0	B	16.7	31.8	N	5.1	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	31.8	C	30.8	C	31.1	C	30.5	-0.7	N	-0.3	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	26.0	C	27.4	C	26.0	C	27.1	0.0	N	-0.3	N
12	Victoria Ave & Arlington Ave	D	45.4	C	33.7	D	42.1	C	29.9	-3.3	N	-3.8	N
13	Alessandro Blvd & Arlington Ave	C	30.0	D	41.6	C	27.7	D	36.8	-2.3	N	-4.8	N
14	Alessandro Blvd & Overlook Pkwy	C	21.5	C	27.9	D	36.5	F	249.4	15.0	N	221.5	Y
15	Alessandro Blvd & Trautwein Rd	C	31.3	C	20.8	C	34.4	C	20.3	3.1	N	-0.5	N
16	Crystal View Ter & Overlook Pkwy	A	7.4	A	7.4	B	13.0	C	22.8	5.6	N	15.4	N
17	Kingdom Dr & Overlook Pkwy	A	9.6	A	9.7	D	25.6	E	36.3	16.0	N	26.6	Y
18	Kingdom Dr & Green Orchard Pl	A	8.5	A	8.5	A	8.6	A	9.0	0.1	N	0.5	N
19	Trautwein Rd & John F. Kennedy Dr	C	32.8	B	19.3	C	32.2	B	18.1	-0.6	N	-1.2	N
20	Washington St & Bradley St	C	20.8	C	24.4	B	19.4	C	21.4	-1.4	N	-3.0	N
21	Alessandro Blvd & Via Vista Dr	C	24.0	C	21.1	B	18.1	B	17.4	-5.9	N	-3.7	N
22A	Mary St & Victoria Ave North	C	16.3	C	16.7	B	12.7	B	13.2	-3.6	N	-3.5	N
22B	Mary St & Victoria Ave South	B	12.3	B	11.7	B	11.6	A	9.9	-0.7	N	-1.8	N
23	Mary St & Hawarden Ct	A	8.0	A	7.7	A	7.8	A	7.3	-0.2	N	-0.4	N
24	Hawarden Dr & Overlook Pkwy	A	8.1	A	7.8	C	15.2	C	18.5	7.1	N	10.7	N
25	Crystal View Ter & Berry Rd	A	7.5	A	7.4	A	7.4	A	7.4	-0.1	N	0.0	N
26	Corinthian Wy & Berry Rd	A	7.7	A	7.4	A	7.4	A	7.2	-0.3	N	-0.2	N
27	Madison St & Dufferin Ave *	A	7.2	A	7.1	A	7.1	A	7.1	-0.1	N	0.0	N
28	Orozco Dr & Overlook Pkwy	A	9.8	A	9.7	D	25.3	E	42.5	15.5	N	32.8	Y

*Indicates intersection analysis conducted with Synchro
Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-20
EXISTING PLUS PROJECT (2011)
SCENARIO 4 COMPARED TO GATES OPEN BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Open		Scenario 4		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	N/O Washington Street	Collector (66' or 80')	10,001	C	8,285	A-B	-1,716	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	3,536	A-B	14,333	A-B	10,797	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	2,628	A-B	2,515	A-B	-113	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	37,891	A-B	36,478	A-B	-1,413	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	34,325	A-B	30,635	A-B	-3,690	N
6	Berry Road	W/O Trautwein Road	Local	1,016	A-B	208	A-B	-808	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	34,593	A-B	33,340	A-B	-1,253	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	37,846	A-B	39,844	C	1,998	N
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	30,407	A-B	29,684	A-B	-723	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	16,360	A-B	11,025	A-B	-5,335	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	46,989	D	39,994	C	-6,995	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	14,865	A-B	14,232	A-B	-633	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	660	A-B	793	A-B	133	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	1,505	A-B	1,077	A-B	-428	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	36,508	E-F	35,559	E-F	-949	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	15,516	A-B	14,635	A-B	-881	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	9,877	A-B	9,599	A-B	-278	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	17,600	C	16,853	C	-747	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	9,464	A-B	7,923	A-B	-1,541	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	51,669	E-F	55,424	E-F	3,755	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	1,793	A-B	12,664	A-B	10,871	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	763	A-B	1,255	A-B	492	N
23	Crystal View Drive	S/O Overlook Parkway	Local	1,520	A-B	997	A-B	-523	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	1,214	A-B	918	A-B	-296	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	8,674	A-B	7,971	A-B	-703	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	10,670	A-B	9,792	A-B	-878	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	17,974	A-B	17,974	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	4,014	A-B	9,696	A-B	5,682	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	9,925	A-B	14,461	A-B	4,536	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	8,524	A-B	6,837	A-B	-1,687	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	7,079	A-B	1,766	A-B	-5,313	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	5,582	A-B	10,328	C	4,746	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	4,591	A-B	7,768	A-B	3,177	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	1,071	A-B	0	A-B	-1,071	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	2,239	A-B	1,618	A-B	-621	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	807	A-B	837	A-B	30	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	1,406	A-B	1,323	A-B	-83	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	3,554	A-B	2,076	A-B	-1,478	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	6,535	A-B	5,674	A-B	-861	N

Shaded Text represents location that exceeds LOS standard or significant impact.

change in the LOS. Overall, if Scenario 4 were implemented, traffic volumes would decrease at 27 roadway links and increase at 12 roadway links when compared to the Gates Open baseline.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following link:

20. Alessandro Boulevard south of Canyon Crest Drive from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-2**)

Year 2035 (Buildout)

Future traffic volumes were also projected for the buildout of the City in order to provide a comparison for how the scenarios would change or alter the roadway network. The Year 2035 projections assume buildout of all land uses at the year 2035. The 2035 conditions are assessed in order to determine if the proposed Project is projected to cause or contribute to a cumulative impact. Traffic volumes used in the buildout condition were developed through the use of the travel demand model, which is specific to the City, and consistent with the Riverside County Traffic Analysis Model, and the SCAG travel demand model. The buildout projections assumes all General Plan 2025 roadways are in place except for the completion of Overlook Parkway, removal of the Crystal View Terrace and Green Orchard Place gates, and the Proposed C Street.

In this section, the traffic operations in 2035 without the Project are described first. It is then followed by a comparison for each scenario in 2035. References to Gates Closed in 2035 describe a situation where the gates would become a long-term traffic control device.

Gates Closed Baseline – Year 2035 Traffic Volumes

Intersections

Table 3.11-21 shows the intersection LOS summary during the AM and PM peak hours. Under the Gates Closed baseline, the results indicate that the following 13 locations are projected to exceed the LOS standards detailed in Table 3.11-6 during the AM and/or PM peak hours:

3. Madison Street at Indiana Avenue (AM and PM) – LOS F

5A. Madison Street at Victoria Avenue (North) (PM) – LOS F

5B. Madison Street at Victoria Avenue (South) (PM) – LOS E

7. Washington Street at Lincoln Avenue (AM and PM) – LOS F

8A. Washington Street at Victoria Avenue (North) (AM and PM) – LOS F in AM and LOS E in PM

8B. Washington Street at Victoria Avenue (South) (AM and PM) – LOS F

12. Victoria Avenue at Arlington Avenue (AM.) – LOS F

13. Alessandro Boulevard at Arlington Avenue (PM) – LOS F

14. Alessandro Boulevard at Overlook Parkway (PM) – LOS F

19. Trautwein Road at John F. Kennedy Drive (AM) – LOS F

20. Washington Street at Bradley Street (PM) – LOS E

22A. Mary Street at Victoria Avenue (North) (AM and PM) – LOS F

22B. Mary Street at Victoria Avenue (South) (AM and PM) – LOS F

Links

Table 3.11-22 shows that six roadway links would exceed the LOS standards detailed in Table 3.11-7. Note that some of these roadway links were identified in the General Plan 2025 FEIR as projected to operate at LOS E-F upon General Plan 2025 buildout, and are not shown in the table as exceeding LOS standards. These include portions of Arlington Avenue, Alessandro Boulevard, Van Buren Boulevard, and La Sierra Avenue.

1. Victoria Avenue east of Washington Street – LOS E-F

4. Van Buren Boulevard east of Washington Street - LOS E-F

10. Washington Street south of Victoria Avenue - LOS E-F

12. Washington Street north of Valle Vista Way- LOS E-F

16. Washington Street north of Van Buren Boulevard- LOS E-F

19. Mission Grove Parkway south of Alessandro Boulevard – LOS E-F

TABLE 3.11-21
YEAR 2035 (BUILDOUT)
GATES CLOSED BASELINE
PEAK HOUR INTERSECTION ANALYSIS

No.	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
1	Madison St & SR-91 WB Ramps	C	31.7	C	34.3
2	Madison St & SR-91 EB Ramps	D	37.5	E	57.9
3	Madison St & Indiana Ave	F	103.3	F	131.1
4	Madison St & Lincoln Ave	C	30.7	C	32.3
5A	Madison St & Victoria Ave (North)	B	12.4	F	77.2
5B	Madison St & Victoria Ave (South)	B	10.3	E	47.4
6	Washington St & Indiana Ave	D	44.7	C	31.1
7	Washington St & Lincoln Ave	F	226.4	F	135.0
8A	Washington St & Victoria Ave (North)	F	90.9	E	45.7
8B	Washington St & Victoria Ave (South)	F	127.5	F	285.3
9	Washington St & Overlook Pkwy	B	16.1	B	12.3
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	34.0	E	62.0
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	32.3	E	61.3
12	Victoria Ave & Arlington Ave	F	83.5	E	73.4
13	Alessandro Blvd & Arlington Ave	E	61.3	F	104.4
14	Alessandro Blvd & Overlook Pkwy	E	69.4	F	88.7
15	Alessandro Blvd & Trautwein Rd	D	38.2	C	28.4
16	Crystal View Ter & Overlook Pkwy	A	6.9	A	7.0
17	Kingdom Dr & Overlook Pkwy	A	8.9	A	8.9
18	Kingdom Dr & Green Orchard Pl	A	8.6	A	8.5
19	Trautwein Rd & John F. Kennedy Dr	F	85.0	D	36.1
20	Washington St & Bradley St	C	34.4	E	60.4
21	Alessandro Blvd & Via Vista Dr	C	34.0	C	24.3
22A	Mary St & Victoria Ave (North)	F	154.9	F	91.5
22B	Mary St & Victoria Ave (South)	F	59.0	F	86.2
23	Mary St & Hawarden Ct	A	8.2	A	7.9
24	Hawarden Dr & Overlook Pkwy	A	8.2	A	8.0
25	Crystal View Ter & Berry Rd	A	7.5	A	9.5
26	Corinthian Wy & Berry Rd	A	8.4	A	8.9
27	Madison St & Dufferin Ave *	A	7.8	A	8.3
28	Orozco Dr & Overlook Pkwy	B	10.4	B	10.1

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents unacceptable level of operation.

TABLE 3.11-22
YEAR 2035 (BUILDOUT)
GATES CLOSED BASELINE
ROADWAY LINK ANALYSIS

No.	Street	Location	Street Classification	ADT	LOS
1	Victoria Avenue	East of Washington Street	Collector (66' or 80')	15,114	E-F
2	Overlook Parkway	East of Washington Street	Arterial (100')	3,837	A-B
3	Bradley Street	East of Washington Street	Collector (66' or 80')	6,199	A-B
4	Van Buren Boulevard	East of Washington Street	Arterial (120')	61,518	E-F
5	Arlington Avenue	West of Alessandro Boulevard	Arterial (120')	57,865	E-F
6	Berry Road	West of Trautwein Road	Local	893	A-B
7	Van Buren Boulevard	West of Trautwein Road	Arterial (120')	50,165	E-F
8	Alessandro Boulevard	West of Sycamore Canyon Road	Arterial (120')	59,305	E-F
9	Van Buren Boulevard	West of Plummer Street	Arterial (120')	55,995	E-F
10	Washington Street	South of Victoria Avenue	Arterial (100')	34,804	E-F
11	Alessandro Boulevard	South of Arlington Avenue	Arterial (120')	69,894	E-F
12	Washington Street	North of Valle Vista Way	Arterial (100')	39,116	E-F
13	Golden Star Avenue	North of Valle Vista Way	Collector (66' or 80')	822	A-B
14	Dauchy Avenue	North of John F Kennedy Drive	Collector (66' or 80')	2,699	A-B
15	Trautwein Road	North of John F Kennedy Drive	Arterial (100')	53,577	E-F
16	Washington Street	North of Van Buren Boulevard	Arterial (100')	39,150	E-F
17	Wood Drive	North of Van Buren Boulevard	Arterial (88')	20,126	D
18	Trautwein Road	North of Van Buren Boulevard	Arterial (88')	20,851	D
19	Mission Grove Parkway	South of Alessandro Boulevard	Collector (66' or 80')	13,165	E-F
20	Alessandro Boulevard	South of Canyon Crest Drive	Arterial (120')	76,391	E-F
21	Overlook Parkway	West of Kingdom Drive	Arterial	1,399	A-B
22	Kingdom Drive	South of Overlook Parkway	Collector (66' or 80')	1,165	A-B
23	Crystal View Drive	South of Overlook Parkway	Local	118	A-B
24	Cactus Avenue	East of Crystal View Terrace	Collector (66' or 80')	2,679	A-B
25	Mary Street	North of Victoria Avenue	Arterial (88')	15,106	A-B
26	Mary Street	North of Lincoln Avenue	Arterial (88')	19,599	D
27	Proposed C Street	South of Victoria Avenue	Arterial (100')	-	N/A
28	Madison Street	North of Victoria Avenue	Arterial (88')	8,773	A-B
29	Madison Street	North of Lincoln Avenue	Arterial (88')	16,271	A-B
30	Victoria Avenue	East of Mary Street	Collector (66' or 80')	10,941	C
31	Victoria Avenue	East of Madison Street	Collector (66' or 80')	9,528	A-B
32	Victoria Avenue	West of Madison Street	Collector (66' or 80')	4,487	A-B
33	Victoria Avenue	East of Adams Street	Collector (66' or 80')	3,169	A-B
34	Dufferin Avenue	West of Washington Street	Collector (66' or 80')	2,394	A-B
35	Dufferin Avenue	East of Adams Street	Collector (66' or 80')	5,566	A-B
36	Dufferin Avenue	East of Van Buren Boulevard	Collector (66' or 80')	1,684	A-B
37	Dufferin Avenue	East of McAllister Street	Collector (66' or 80')	2,528	A-B
38	Bradley Street	West of Washington Street	Collector (66' or 80')	7,606	A-B
39	Lincoln Avenue	East of Madison Street	Collector (66' or 80')	7,706	A-B

Shaded Text represents unacceptable level of operation.

Gates Closed Baseline Comparison

Scenario 1

For study purposes, in 2035, Scenario 1 is the same as the Gates Closed Baseline. There will be no difference in the volumes and resultant levels of service when comparing Scenario 1 to the Gates Closed Baseline. Thus, there would be **no impact**.

Scenario 2

In 2035, the gates would be removed. Although Overlook Parkway would remain in the General Plan 2025, there would be no connection of Overlook Parkway.

Intersections

Table 3.11-23 shows the intersection LOS summary and impacts for 2035 due to implementation of Scenario 2 during the AM and PM peak hours when compared to the Gates Closed baseline. The table below summarizes the differences in LOS under Scenario 2 compared to the Gates Closed baseline.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	1	24	6
PM	1	19	11

The additional volumes either cause the peak hour LOS to exceed the LOS standard noted in Table 3.11-6, or add delay exceeding the impact threshold (i.e., more than one second of delay to an intersection operating at LOS F); therefore, a **significant impact** is projected to occur at 12 locations:

3. Madison Street at Indiana Avenue (AM and PM) – from LOS F to LOS F (increase in delay) (**S2-INT-2**)

5A. Madison Street at Victoria Avenue (North) (PM) – from LOS F to LOS F (increase in delay) (**S2-INT-3**)

5B. Madison Street at Victoria Avenue (South) (PM) – from LOS E to LOS F (**S2-INT-3**)

7. Washington Street at Lincoln Avenue (PM) – from LOS F to LOS F (increase in delay) (**S2-INT-4**)

8A. Washington Street at Victoria Avenue North (AM and PM) – from LOS F to LOS F in AM (increase in delay) and from LOS E to LOS F in the PM (**S2-INT-5**)

8B. Washington Street at Victoria Avenue South (PM) – from LOS F to LOS F (increase in delay) (**S2-INT-5**)

TABLE 3.11-23
YEAR 2035 (BUILDOUT)
SCENARIO 2 COMPARED TO GATES CLOSED BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Closed				Scenario 2				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	31.7	C	34.3	C	31.2	C	32.8	-0.5	N	-1.5	N
2	Madison St & SR-91 EB Ramps	D	37.5	E	57.9	D	38.1	E	70.2	0.6	N	12.3	N
3	Madison St & Indiana Ave	F	103.3	F	131.1	F	113.4	F	179.7	10.1	Y	48.6	Y
4	Madison St & Lincoln Ave	C	30.7	C	32.3	C	30.5	C	33.6	-0.2	N	1.3	N
5A	Madison St & Victoria Ave North	B	12.4	F	77.2	B	13.0	F	152.1	0.6	N	74.9	Y
5B	Madison St & Victoria Ave South	B	10.3	E	47.4	B	10.4	F	121.8	0.1	N	74.4	Y
6	Washington St & Indiana Ave	D	44.7	C	31.1	D	40.7	C	34.9	-4.0	N	3.8	N
7	Washington St & Lincoln Ave	F	226.4	F	135.0	F	222.7	F	177.9	-3.7	N	42.9	Y
8A	Washington St & Victoria Ave North	F	90.9	E	45.7	F	103.5	F	155.0	12.6	Y	109.3	Y
8B	Washington St & Victoria Ave South	F	127.5	F	285.3	F	116.3	F	386.2	-11.2	N	100.9	Y
9	Washington St & Overlook Pkwy	B	16.1	B	12.3	C	22.5	C	28.0	6.4	N	15.7	N
10.	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	34.0	E	62.0	D	39.2	E	67.2	5.2	N	5.2	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	32.3	E	61.3	D	35.3	E	59.6	3.0	N	-1.7	N
12	Victoria Ave & Arlington Ave	F	83.5	E	73.4	F	94.0	E	68.6	10.5	Y	-4.8	N
13	Alessandro Blvd & Arlington Ave	E	61.3	F	104.4	E	68.6	F	117.6	7.3	N	13.2	Y
14	Alessandro Blvd & Overlook Pkwy	E	69.4	F	88.7	F	83.5	F	108.3	14.1	Y	19.6	Y
15	Alessandro Blvd & Trautwein Rd	D	38.2	C	28.4	E	57.9	D	42.4	19.7	N	14.0	N
16	Crystal View Ter & Overlook Pkwy	A	6.9	A	7.0	A	8.9	B	15.0	2.0	N	8.0	N
17	Kingdom Dr & Overlook Pkwy	A	8.9	A	8.9	B	11.2	C	19.7	2.3	N	10.8	N
18	Kingdom Dr & Green Orchard Pl	A	8.6	A	8.5	A	8.9	A	8.5	0.3	N	0.0	N
19	Trautwein Rd & John F. Kennedy Dr	F	85.0	D	36.1	F	94.8	D	36.5	9.8	Y	0.4	N
20	Washington St & Bradley St	C	34.4	E	60.4	C	27.6	D	52.6	-6.8	N	-7.8	N
21	Alessandro Blvd & Via Vista Dr	C	34.0	C	24.3	C	29.7	D	42.7	-4.3	N	18.4	N
22A	Mary St & Victoria Ave North	F	154.9	F	91.5	F	110.7	F	96.2	-44.2	N	4.7	Y
22B	Mary St & Victoria Ave South	F	59.0	F	86.2	E	40.9	F	94.1	-18.1	N	7.9	Y
23	Mary St & Hawarden Ct	A	8.2	A	7.9	A	8.8	A	9.7	0.6	N	1.8	N
24	Hawarden Dr & Overlook Pkwy	A	8.2	A	8.0	A	8.8	B	11.6	0.6	N	3.6	N
25	Crystal View Ter & Berry Rd	A	7.5	A	9.5	A	9.0	C	20.4	1.5	N	10.9	N
26	Corinthian Wy & Berry Rd	A	8.4	A	8.9	A	8.6	C	19.3	0.2	N	10.4	N
27	Madison St & Dufferin Ave *	A	7.8	A	8.3	A	7.9	A	9.3	0.1	N	1.0	N
28	Orozco Dr & Overlook Pkwy	B	10.4	B	10.1	B	12.4	D	27.1	2.0	N	17.0	N

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

12. Victoria Avenue at Arlington Avenue (AM) – from LOS F to LOS F (increase in delay) (**S2-INT-6**)
13. Alessandro Boulevard at Arlington Avenue (PM) –from LOS F to LOS F (increase in delay) (**S2-INT-7**)
14. Alessandro Boulevard at Overlook Parkway (AM and PM) – from LOS E to LOS F in AM and from LOS F to LOS F in PM (increase in delay) (**S2-INT-8**)
19. Trautwein Road at John F. Kennedy Drive (AM) – from LOS F to LOS F (increase in delay) (**S2-INT-9**)

22A. Mary Street at Victoria Avenue (North) (PM) – from LOS F to LOS F (increase in delay) (**S2-INT-10**)

22B. Mary Street at Victoria Avenue (South) (PM) – From LOS F to LOS F (increase in delay) (**S2-INT-10**)

Links

The roadway link ADT volumes at in the Project vicinity for Scenario 2 were compared to Gates Closed for impact determination. As shown in Table 3.11-24, volumes decrease at several links, including numbers 3, 11, 12, 15, and 19 (as numbered in the table). At link number 19, LOS improves from LOS E-F to LOS D. Volumes would continue to increase along collector and local streets near the gates, including link numbers 22–24. The volumes would not be substantial enough to change the LOS; however, it is likely that residents along these streets would notice the increase in volumes. Overall, traffic volumes would decrease at 14 roadway links and increase at 24 roadway links.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F or causing the LOS to decline from LOS A-B to LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following six locations:

5. Arlington Avenue west of Alessandro Boulevard – from LOS E-F to LOS E-F (increase in ADT) (**S2-LINK-2)**
6. Berry Road west of Trautwein Road – from LOS A-B to LOS E-F (**S2-LINK-3)**
7. Van Buren Boulevard west of Trautwein Road – from LOS E-F to LOS E-F (increase in ADT) (**S2-LINK-4)**
8. Alessandro Boulevard west of Sycamore Canyon Road – from LOS E-F to LOS E-F (increase in ADT) (**S2-LINK-5)**

TABLE 3.11-24
YEAR 2035 (BUILDOUT)
SCENARIO 2 COMPARED TO GATES CLOSED BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Closed		Scenario 2		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	E/O Washington Street	Collector (66' or 80')	15,114	E-F	14,629	E-F	-484	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	3,837	A-B	7,290	A-B	3,453	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	6,199	A-B	4,989	A-B	-1,210	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	61,518	E-F	61,403	E-F	-116	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	57,865	E-F	58,268	E-F	403	Y
6	Berry Road	W/O Trautwein Road	Local	893	A-B	3,432	E-F	2,540	Y
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	50,165	E-F	50,540	E-F	375	Y
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	59,305	E-F	60,061	E-F	756	Y
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	55,995	E-F	58,188	E-F	2,193	Y
10	Washington Street	S/O Victoria Avenue	Arterial (100')	34,804	E-F	35,951	E-F	1,147	Y
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	69,894	E-F	68,706	E-F	-1,188	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	39,116	E-F	37,930	E-F	-1,186	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	822	A-B	1,005	A-B	183	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	2,699	A-B	3,974	A-B	1,276	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	53,577	E-F	51,081	E-F	-2,496	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	39,150	E-F	38,162	E-F	-988	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	20,126	D	19,650	D	-476	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	20,851	D	20,766	D	-85	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	13,165	E-F	11,728	D	-1,437	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	76,391	E-F	76,102	E-F	-290	N
21	Overlook Parkway	W/O Kingdom Drive	Arterial	1,399	A-B	6,135	A-B	4,736	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	1,165	A-B	4,933	A-B	3,768	N
23	Crystal View Drive	S/O Overlook Parkway	Local	118	A-B	2,048	A-B	1,930	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	2,679	A-B	3,935	A-B	1,256	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	15,106	A-B	15,815	A-B	709	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	19,599	D	20,218	D	619	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	8,773	A-B	9,398	A-B	626	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	16,271	A-B	16,541	A-B	270	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	10,941	C	10,868	C	-73	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	9,528	A-B	10,093	C	566	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	4,487	A-B	4,614	A-B	127	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	3,169	A-B	3,459	A-B	290	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	2,394	A-B	2,906	A-B	512	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	5,566	A-B	5,517	A-B	-49	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	1,684	A-B	1,716	A-B	32	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	2,528	A-B	2,537	A-B	10	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	7,606	A-B	7,452	A-B	-154	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	7,706	A-B	7,755	A-B	49	N

Shaded Text represents location that exceeds LOS standard or significant impact.

9. Van Buren Boulevard west of Plummer Street – from LOS E-F to LOS E-F (increase in ADT) (**S2-LINK-6)**
10. Washington Street south of Victoria Avenue – from LOS E-F to LOS E-F (increase in ADT) (**S2-LINK-7)**

Scenario 3

Under this scenario, the gates at Crystal View Terrace and Green Orchard Place would be removed, and Overlook Parkway would be connected.

Intersections

Table 3.11-25 shows the intersection LOS summary and impacts due to implementation of Scenario 3. The table below summarizes the differences in LOS under Scenario 3 compared to the Gates Closed baseline in 2035.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	1	20	10
PM	3	15	13

The additional volumes either cause the peak hour LOS to exceed the LOS standard noted in Table 3.11-6, or add delay exceeding the impact threshold (i.e., more than one second of delay to an intersection operating at LOS F); therefore, a **significant impact** is projected to occur at the following 16 locations:

3. Madison Street at Indiana Avenue (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-3)**

5A. Madison Street at Victoria Avenue (North) (PM) – from LOS F to LOS F (increase in delay) (**S3-INT-4)**

5B. Madison Street at Victoria Avenue (South) (PM) – from LOS E to LOS F (**S3-INT-4)**

7. Washington Street at Lincoln Avenue (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-5)**

8A. Washington Street at Victoria Avenue North (AM and PM) – from LOS F to LOS F in AM (increase in delay) and from LOS E to LOS F in PM (**S3-INT-6)**

8B. Washington Street at Victoria Avenue South (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-6)**

9. Washington Street at Overlook Parkway (AM and PM) – from LOS B to LOS F in AM and from LOS B to LOS E in PM (**S3-INT-7)**

TABLE 3.11-25
YEAR 2035 (BUILDOUT)
SCENARIO 3 COMPARED TO GATES CLOSED BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Closed				Scenario 3				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	31.7	C	34.3	D	35.1	C	34.5	3.4	N	0.2	N
2	Madison St & SR-91 EB Ramps	D	37.5	E	57.9	D	39.8	E	68.0	2.3	N	10.1	N
3	Madison St & Indiana Ave	F	103.3	F	131.1	F	135.4	F	173.2	32.1	Y	42.1	Y
4	Madison St & Lincoln Ave	C	30.7	C	32.3	C	30.9	C	34.3	0.2	N	2.0	N
5A	Madison St & Victoria Ave North	B	12.4	F	77.2	C	16.3	F	182.2	3.9	N	105.0	Y
5B	Madison St & Victoria Ave South	B	10.3	E	47.4	B	12.1	F	149.0	1.8	N	101.6	Y
6	Washington St & Indiana Ave	D	44.7	C	31.1	D	42.1	D	35.8	-2.6	N	4.7	N
7	Washington St & Lincoln Ave	F	226.4	F	135.0	F	257.5	F	183.0	31.1	Y	48.0	Y
8A	Washington St & Victoria Ave North	F	90.9	E	45.7	F	160.6	F	190.4	69.7	Y	144.7	Y
8B	Washington St & Victoria Ave South	F	127.5	F	285.3	F	190.5	F	432.3	63.0	Y	147.0	Y
9	Washington St & Overlook Pkwy	B	16.1	B	12.3	F	109.4	E	75.6	93.3	Y	63.3	Y
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	34.0	E	62.0	D	37.9	E	66.8	3.9	N	4.8	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	32.3	E	61.3	C	29.6	C	34.9	-2.7	N	-26.4	N
12	Victoria Ave & Arlington Ave	F	83.5	E	73.4	F	88.9	E	62.6	5.4	Y	-10.8	N
13	Alessandro Blvd & Arlington Ave	E	61.3	F	104.4	D	53.0	F	96.3	-8.3	N	-8.1	N
14	Alessandro Blvd & Overlook Pkwy	E	69.4	F	88.7	F	130.3	F	310.5	60.9	Y	221.8	Y
15	Alessandro Blvd & Trautwein Rd	D	38.2	C	28.4	E	66.3	D	39.0	28.1	N	10.6	N
16	Crystal View Ter & Overlook Pkwy	A	6.9	A	7.0	C	15.1	E	49.6	8.2	N	42.6	Y
17	Kingdom Dr & Overlook Pkwy	A	8.9	A	8.9	D	34.4	F	610.4	25.5	N	601.5	Y
18	Kingdom Dr & Green Orchard Pl	A	8.6	A	8.5	A	9.3	A	9.1	0.7	N	0.6	N
19	Trautwein Rd & John F. Kennedy Dr	F	85.0	D	36.1	F	87.1	C	31.8	2.1	Y	-4.3	N
20	Washington St & Bradley St	C	34.4	E	60.4	C	27.8	D	52.2	-6.6	N	-8.2	N
21	Alessandro Blvd & Via Vista Dr	C	34.0	C	24.3	C	29.9	D	36.3	-4.1	N	12.0	N
22A	Mary St & Victoria Ave North	F	154.9	F	91.5	F	160.3	F	113.2	5.4	Y	21.7	Y
22B	Mary St & Victoria Ave South	F	59.0	F	86.2	F	59.0	F	100.1	0.0	N	13.9	Y
23	Mary St & Hawarden Ct	A	8.2	A	7.9	A	8.5	A	9.5	0.3	N	1.6	N
24	Hawarden Dr & Overlook Pkwy	A	8.2	A	8.0	C	15.0	E	35.6	6.8	N	27.6	Y
25	Crystal View Ter & Berry Rd	A	7.5	A	9.5	A	8.0	B	10.9	0.5	N	1.4	N
26	Corinthian Wy & Berry Rd	A	8.4	A	8.9	A	8.3	B	10.9	-0.1	N	2.0	N
27	Madison St & Dufferin Ave *	A	7.8	A	8.3	A	9.1	B	11.5	1.3	N	3.2	N
28	Orozco Dr & Overlook Pkwy	B	10.4	B	10.1	D	32.9	F	781.0	22.5	N	770.9	Y

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

12. Victoria Avenue at Arlington Avenue (AM) – from LOS F to LOS F (increase in delay) (**S3-INT-8)**
14. Alessandro Boulevard at Overlook Parkway (AM and PM) – from LOS E to LOS F in AM and from LOS F to LOS F in PM (increase in delay) (**S3-INT-9)**
16. Crystal View Terrace at Overlook Parkway (PM) – from LOS A to LOS E (**S3-INT-10)**
17. Kingdom Drive at Overlook Parkway (PM) – from LOS A to LOS F (**S3-INT-11)**
19. Trautwein Road at John F. Kennedy Drive (AM) – from LOS F to LOS F (increase in delay) (**S3-INT-12)**

22A. Mary Street at Victoria Avenue North (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-13)**

22B. Mary Street at Victoria Avenue South (PM) – from LOS F to LOS F (increase in delay) (**S3-INT-13)**

24. Hawarden Drive at Overlook Parkway (PM) – from LOS A to LOS E (**S3-INT-14)**
28. Orozco Drive at Overlook Parkway (PM) – from LOS B to LOS F (**S3-INT-15)**

Links

The roadway link ADT volumes for 2035 are shown in Table 3.11-26. If Scenario 3 were implemented, traffic volumes would decrease at 14 roadway links and increase at 24 roadway links when compared to the Gates Closed baseline.

Under Scenario 3, volumes slightly decrease on several arterials within the Project vicinity, including link numbers 3, 4, 5, 11, 12, 16, 17, and 19 (as numbered in the table). Near the location of the gates in the eastern Project vicinity, traffic volumes on smaller streets (designated as local and collector) would increase along link numbers 22, 23, and 24. Most increases and decreases are slight, and would not significantly change the LOS. Nevertheless, an increase may be noticeable to residences in the immediate area.

In the western Project vicinity, Scenario 3 would result in higher ADT on collectors such as Victoria and Dufferin Avenues. Again, though the LOS designation would not change, the slight increase may be perceptible to residences in the vicinity.

TABLE 3.11-26
YEAR 2035 (BUILDOUT)
SCENARIO 3 COMPARED TO GATES CLOSED BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Closed		Scenario 3		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	E/O Washington Street	Collector (66' or 80')	15,114	E-F	14,648	E-F	-466	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	3,837	A-B	16,880	A-B	13,044	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	6,199	A-B	4,898	A-B	-1,301	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	61,518	E-F	60,065	E-F	-1,453	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	57,865	E-F	53,004	E-F	-4,861	N
6	Berry Road	W/O Trautwein Road	Local	893	A-B	1,416	A-B	524	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	50,165	E-F	50,022	E-F	-143	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	59,305	E-F	60,903	E-F	1,598	Y
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	55,995	E-F	58,083	E-F	2,088	Y
10	Washington Street	S/O Victoria Avenue	Arterial (100')	34,804	E-F	40,897	E-F	6,093	Y
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	69,894	E-F	63,273	E-F	-6,621	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	39,116	E-F	37,055	E-F	-2,061	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	822	A-B	1,572	A-B	750	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	2,699	A-B	3,272	A-B	574	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	53,577	E-F	50,142	E-F	-3,435	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	39,150	E-F	37,538	E-F	-1,613	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	20,126	D	19,062	C	-1,064	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	20,851	D	20,848	D	-3	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	13,165	E-F	11,280	D	-1,885	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	76,391	E-F	79,940	E-F	3,548	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	1,399	A-B	16,551	A-B	15,152	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	1,165	A-B	3,295	A-B	2,130	N
23	Crystal View Drive	S/O Overlook Parkway	Local	118	A-B	1,638	A-B	1,520	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	2,679	A-B	3,244	A-B	566	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	15,106	A-B	17,815	C	2,709	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	19,599	D	21,870	E-F	2,272	Y
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	8,773	A-B	11,352	A-B	2,579	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	16,271	A-B	17,475	C	1,204	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	10,941	C	9,332	A-B	-1,609	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	9,528	A-B	11,770	D	2,242	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	4,487	A-B	5,466	A-B	979	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	3,169	A-B	4,405	A-B	1,237	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	2,394	A-B	4,699	A-B	2,306	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	5,566	A-B	5,961	A-B	396	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	1,684	A-B	1,994	A-B	311	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	2,528	A-B	2,478	A-B	-49	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	7,606	A-B	7,770	A-B	164	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	7,706	A-B	7,711	A-B	5	N

Shaded Text represents location that exceeds LOS standard or significant impact.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F, or causing the LOS to decline to LOS E-F, is considered a significant impact; therefore, a **significant impact** is projected to occur at the following five locations:

8. Alessandro Boulevard west of Sycamore Canyon Road – from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-3)**
9. Van Buren Boulevard west of Plummer Street – from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-4)**
10. Washington Street south of Victoria Avenue – from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-5)**
20. Alessandro Boulevard south of Canyon Crest Drive – from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-6)**
26. Mary Street north of Lincoln Avenue – from LOS D to LOS E-F (**S3-LINK-7)**

Scenario 4

Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be permanently removed, and Overlook Parkway would be connected. In addition, the Proposed C Street would be constructed and nearby roadways would be modified with cul-de-sacs, right-of-way vacations, and realignments (see Figure 2-16).

Intersections

Table 3.11-27 shows the intersection LOS summary and impacts due to implementation of Scenario 4. The table below summarizes the differences in LOS under Scenario 4 compared to the Gates Closed baseline in 2035.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	5	15	11
PM	3	14	14

TABLE 3.11-27
YEAR 2035 (BUILDOUT)
SCENARIO 4 COMPARED TO GATES CLOSED BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Closed				Scenario 4				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	31.7	C	34.3	D	36.9	D	36.2	5.2	N	1.9	N
2	Madison St & SR-91 EB Ramps	D	37.5	E	57.9	D	47.6	E	70.6	10.1	N	12.7	N
3	Madison St & Indiana Ave	F	103.3	F	131.1	F	95.0	F	161.3	-8.3	N	30.2	Y
4	Madison St & Lincoln Ave	C	30.7	C	32.3	C	33.0	E	63.3	2.3	N	31.0	Y
5A	Madison St & Victoria Ave North	B	12.4	F	77.2	F	109.6	F	178.5	97.2	Y	101.3	Y
5B	Madison St & Victoria Ave South	B	10.3	E	47.4	F	113.2	F	223.1	102.9	Y	175.7	Y
6	Washington St & Indiana Ave	D	44.7	C	31.1	C	34.0	C	29.8	-10.7	N	-1.3	N
7	Washington St & Lincoln Ave	F	226.4	F	135.0	F	138.0	F	87.9	-88.4	N	-47.1	N
8A	Washington St & Victoria Ave North	F	90.9	E	45.7	C	17.5	F	59.3	-73.4	N	13.6	Y
8B	Washington St & Victoria Ave South	F	127.5	F	285.3	C	18.1	F	169.5	-109.4	N	-115.8	N
9	Washington St & Overlook Pkwy	B	16.1	B	12.3	F	136.8	F	92.6	120.7	Y	80.3	Y
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	C	34.0	E	62.0	D	36.5	E	62.4	2.5	N	0.4	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	C	32.3	E	61.3	C	28.5	C	32.7	-3.8	N	-28.6	N
12	Victoria Ave & Arlington Ave	F	83.5	E	73.4	F	81.4	E	61.5	-2.1	N	-11.9	N
13	Alessandro Blvd & Arlington Ave	E	61.3	F	104.4	D	50.3	F	91.2	-11.0	N	-13.2	N
14	Alessandro Blvd & Overlook Pkwy	E	69.4	F	88.7	F	174.3	F	358.0	104.9	Y	269.3	Y
15	Alessandro Blvd & Trautwein Rd	D	38.2	C	28.4	E	69.2	D	39.9	31.0	N	11.5	N
16	Crystal View Ter & Overlook Pkwy	A	6.9	A	7.0	C	21.2	F	79.5	14.3	N	72.5	Y
17	Kingdom Dr & Overlook Pkwy	A	8.9	A	8.9	F	152.0	F	OVRFL	143.1	Y	N/A	Y
18	Kingdom Dr & Green Orchard Pl	A	8.6	A	8.5	A	9.6	A	9.2	1.0	N	0.7	N
19	Trautwein Rd & John F. Kennedy Dr	F	85.0	D	36.1	F	87.0	C	32.4	2.0	Y	-3.7	N
20	Washington St & Bradley St	C	34.4	E	60.4	C	25.8	D	47.8	-8.6	N	-12.6	N
21	Alessandro Blvd & Via Vista Dr	C	34.0	C	24.3	C	28.3	D	35.3	-5.7	N	11.0	N
22A	Mary St & Victoria Ave North	F	154.9	F	91.5	F	71.2	F	54.6	-83.7	N	-36.9	N
22B	Mary St & Victoria Ave South	F	59.0	F	86.2	C	25.0	F	70.9	-34.0	N	-15.3	N
23	Mary St & Hawarden Ct	A	8.2	A	7.9	A	9.6	B	13.4	1.4	N	5.5	N
24	Hawarden Dr & Overlook Pkwy	A	8.2	A	8.0	C	24.4	F	80.3	16.2	N	72.3	Y
25	Crystal View Ter & Berry Rd	A	7.5	A	9.5	A	8.2	B	11.0	0.7	N	1.5	N
26	Corinthian Wy & Berry Rd	A	8.4	A	8.9	A	8.2	B	11.3	-0.2	N	2.4	N
27	Madison St & Dufferin Ave *	A	7.8	A	8.3	A	7.1	A	7.1	-0.7	N	-1.2	N
28	Orozco Dr & Overlook Pkwy	B	10.4	B	10.1	F	58.5	F	OVRFL	48.1	Y	N/A	Y

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact. OVRFL=Overflow.

The additional volumes either cause the peak hour LOS to exceed the LOS standard noted in Table 3.11-6 or add delay exceeding the impact threshold (i.e., more than one second of delay to an intersection operating at LOS F); therefore, a **significant impact** is projected to occur at the following 12 locations:

3. Madison Street at Indiana Avenue (PM) – from LOS F to LOS F (increase in delay) (**S4-INT-9)**
4. Madison Street at Lincoln Avenue (PM) – from LOS C to LOS E (**S4-INT-10)**

5A. Madison Street at Victoria Avenue (North) (AM and PM) – from LOS B to LOS F in AM and from LOS F to LOS F in PM (increase in delay) (**S4-INT-11)**

5B. Madison Street at Victoria Avenue (South) (AM and PM) – from LOS B to LOS F in AM and from LOS E to LOS F in PM (increase in delay) (**S4-INT-11)**

8A. Washington Street at Victoria Avenue (North) (PM) – from LOS E to LOS F (**S4-INT-12)**

9. Washington Street at Overlook Parkway (AM and PM) – from LOS B to LOS F (**S4-INT-13)**
14. Alessandro Boulevard at Overlook Parkway (AM and PM) – from LOS E to LOS F in AM and from LOS F to LOS F in PM (increase in delay) (**S4-INT-14)**
16. Crystal View Terrace at Overlook Parkway (PM) – from LOS A to LOS F (**S4-INT-15)**
17. Kingdom Drive at Overlook Parkway (AM and PM) – from LOS A to LOS F (**S4-INT-16)**
19. Trautwein Road at John F. Kennedy Drive (AM) – from LOS F to LOS F (increase in delay) (**S4-INT-17)**
24. Hawarden Drive at Overlook Parkway (PM) – from LOS A to LOS F (**S4-INT-18)**
28. Orozco Drive at Overlook Parkway (AM and PM) – From LOS B to LOS F (**S4-INT-19)**

Links

The roadway link ADT volumes are displayed in Table 3.11-28. The data shows that volumes decrease on several arterials within the Project vicinity, including link numbers 4, 5, 10, 11, 12, 15, 16, and 17. However, volumes would increase on other arterials, including link numbers 8, 9, 20, and 21. Volumes would also increase in the area of the gates, including numbers 21–24.

Overall, if Scenario 4 were implemented, traffic volumes would decrease at 21 roadway links and increase at 18 roadway links when compared to the Gates Closed baseline.

TABLE 3.11-28
YEAR 2035 (BUILDOUT)
SCENARIO 4 COMPARED TO GATES CLOSED BASELINE
ROADWAY LINK ANALYSIS

No.	Street	Location	Existing Street Classification	Gates Closed		Scenario 4		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	E/O Washington Street	Collector (66' or 80')	15,114	E-F	11,111	C	-4,003	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	3,837	A-B	21,820	A-B	17,983	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	6,199	A-B	4,980	A-B	-1,218	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	61,518	E-F	59,965	E-F	-1,553	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	57,865	E-F	51,437	E-F	-6,428	N
6	Berry Road	W/O Trautwein Road	Local	893	A-B	1,462	A-B	569	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	50,165	E-F	50,096	E-F	-68	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	59,305	E-F	61,318	E-F	2,013	Y
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	55,995	E-F	58,334	E-F	2,339	Y
10	Washington Street	S/O Victoria Avenue	Arterial (100')	34,804	E-F	21,071	A-B	-13,733	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	69,894	E-F	61,021	E-F	-8,874	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	39,116	E-F	37,197	E-F	-1,920	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	822	A-B	1,617	A-B	795	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	2,699	A-B	3,474	A-B	775	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	53,577	E-F	50,117	E-F	-3,459	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	39,150	E-F	37,698	E-F	-1,452	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	20,126	D	19,022	C	-1,104	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	20,851	D	20,906	D	55	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	13,165	E-F	11,288	D	-1,876	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	76,391	E-F	80,619	E-F	4,228	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	1,399	A-B	20,028	A-B	18,628	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	1,165	A-B	3,598	A-B	2,433	N
23	Crystal View Drive	S/O Overlook Parkway	Local	118	A-B	1,770	A-B	1,652	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	2,679	A-B	3,474	A-B	796	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	15,106	A-B	12,793	A-B	-2,313	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	19,599	D	16,610	A-B	-2,988	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	31,999	D	31,999	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	8,773	A-B	25,909	E-F	17,136	Y
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	16,271	A-B	27,925	E-F	11,654	Y
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	10,941	C	9,375	A-B	-1,566	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	9,528	A-B	1,643	A-B	-7,885	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	4,487	A-B	7,867	A-B	3,380	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	3,169	A-B	6,184	A-B	3,015	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	2,394	A-B	0	A-B	-2,394	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	5,566	A-B	5,050	A-B	-516	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	1,684	A-B	1,853	A-B	170	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	2,528	A-B	2,466	A-B	-61	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	7,606	A-B	6,647	A-B	-959	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	7,706	A-B	6,619	A-B	-1,087	N

Shaded Text represents location that exceeds LOS standard or significant impact.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F or causing the LOS to decline to LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following five locations:

8. Alessandro Boulevard west of Sycamore Canyon Road — from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-3)**
9. Van Buren Boulevard west of Plummer Street — from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-4)**
20. Alessandro Boulevard south of Canyon Crest Drive — from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-5)**
28. Madison Street north of Victoria Avenue — from LOS A-B to LOS E-F (**S4-LINK-6)**
29. Madison Street north of Lincoln Avenue — from LOS A-B to LOS E-F (**S4-LINK-7)**

Gates Open Baseline – Year 2035 Traffic Volumes

In this section, the traffic operations in 2035 without the Project are described under the Gates Open baseline. It is then followed by a comparison of each scenario to the Gates Open baseline in 2035. Under this baseline condition, the gates at Crystal View Terrace and Green Orchard Place would be removed, but the analysis assumes that the connection of Overlook Parkway—although still in the General Plan 2025—has not been constructed.

Intersections

Table 3.11-29 shows the intersection LOS summary during the AM and PM peak hours, which indicates that the following 12 locations are projected to exceed LOS standards during the AM and/or PM peak hours:

3. Madison Street at Indiana Avenue (AM and PM) – LOS F

5A. Madison Street at Victoria Avenue (North) (PM) – LOS F

5B. Madison Street at Victoria Avenue (South) (PM) – LOS F

7. Washington Street at Lincoln Avenue (AM and PM) – LOS F

8A. Washington Street at Victoria Avenue (North) (AM and PM) – LOS F

8B. Washington Street at Victoria Avenue (South) (AM and PM) – LOS F

12. Victoria Avenue at Arlington Avenue (AM and PM) – LOS F in AM

TABLE 3.11-29
YEAR 2035 (BUILDOUT)
GATES OPEN BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		AM Peak Hour		PM Peak Hour	
No.	Intersection	LOS	Delay	LOS	Delay
1	Madison St & SR-91 WB Ramps	C	31.2	C	32.8
2	Madison St & SR-91 EB Ramps	D	38.1	E	70.2
3	Madison St & Indiana Ave	F	113.4	F	179.7
4	Madison St & Lincoln Ave	C	30.5	C	33.6
5A	Madison St & Victoria Ave (North)	B	13.0	F	152.1
5B	Madison St & Victoria Ave (South)	B	10.4	F	121.8
6	Washington St & Indiana Ave	D	40.7	C	34.9
7	Washington St & Lincoln Ave	F	222.7	F	177.9
8A	Washington St & Victoria Ave (North)	F	103.5	F	155.0
8B	Washington St & Victoria Ave (South)	F	116.3	F	386.2
9	Washington St & Overlook Pkwy	C	22.5	C	28.0
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	D	39.2	E	67.2
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	D	35.3	E	59.6
12	Victoria Ave & Arlington Ave	F	94.0	E	68.6
13	Alessandro Blvd & Arlington Ave	E	68.6	F	117.6
14	Alessandro Blvd & Overlook Pkwy	F	83.5	F	108.3
15	Alessandro Blvd & Trautwein Rd	E	57.9	D	42.4
16	Crystal View Ter & Overlook Pkwy	A	8.9	B	15.0
17	Kingdom Dr & Overlook Pkwy	B	11.2	C	19.7
18	Kingdom Dr & Green Orchard Pl	A	8.9	A	8.5
19	Trautwein Rd & John F. Kennedy Dr	F	94.8	D	36.5
20	Washington St & Bradley St	C	27.6	D	52.6
21	Alessandro Blvd & Via Vista Dr	C	29.7	D	42.7
22A	Mary St & Victoria Ave (North)	F	110.7	F	96.2
22B	Mary St & Victoria Ave (South)	E	40.9	F	94.1
23	Mary St & Hawarden Ct	A	8.8	A	9.7
24	Hawarden Dr & Overlook Pkwy	A	8.8	B	11.6
25	Crystal View Ter & Berry Rd	A	9.0	C	20.4
26	Corinthian Wy & Berry Rd	A	8.6	C	19.3
27	Madison St & Dufferin Ave *	A	7.9	A	9.3
28	Orozco Dr & Overlook Pkwy	B	12.4	D	27.1

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents unacceptable level of operation.

13. Alessandro Boulevard at Arlington Avenue (PM) –LOS F
14. Alessandro Boulevard at Overlook Parkway (AM and PM) – LOS F
19. Trautwein Road at John F. Kennedy Drive (AM) – LOS F

22A. Mary Street at Victoria Avenue (North) (AM and PM) – LOS F

22B. Mary Street at Victoria Avenue (South) (AM and PM) – LOS E in AM and LOS F in PM.

Links

Table 3.11-30 shows that six roadway links would exceed the City's LOS standards under the Gates Open baseline in 2035. Note that several locations operate at LOS E/F; however, this is an acceptable LOS at these locations per the General Plan 2025 FEIR, including portions of Arlington Avenue, Alessandro Boulevard, and Van Buren Boulevard.

1. Victoria Avenue east of Washington Street – LOS E-F
4. Van Buren Boulevard east of Washington Street – LOS E-F
6. Berry Road west of Trautwein Road – LOS E-F
10. Washington Street south of Victoria Avenue – LOS E-F
12. Washington Street north of Valle Vista Way – LOS E-F
16. Washington Street north of Van Buren Boulevard – LOS E-F

TABLE 3.11-30
YEAR 2035 (BUILDOUT)
GATES OPEN BASELINE
ROADWAY LINK VOLUMES

No.	Street	Location	Street Classification	ADT	LOS
1	Victoria Avenue	East of Washington Street	Collector (66' or 80')	14,629	E-F
2	Overlook Parkway	East of Washington Street	Arterial (100')	7,290	A-B
3	Bradley Street	East of Washington Street	Collector (66' or 80')	4,989	A-B
4	Van Buren Boulevard	East of Washington Street	Arterial (120')	61,403	E-F
5	Arlington Avenue	West of Alessandro Boulevard	Arterial (120')	58,268	E-F
6	Berry Road	West of Trautwein Road	Local	3,432	E-F
7	Van Buren Boulevard	West of Trautwein Road	Arterial (120')	50,540	E-F
8	Alessandro Boulevard	West of Sycamore Canyon Road	Arterial (120')	60,061	E-F
9	Van Buren Boulevard	West of Plummer Street	Arterial (120')	58,188	E-F
10	Washington Street	South of Victoria Avenue	Arterial (100')	35,951	E-F
11	Alessandro Boulevard	South of Arlington Avenue	Arterial (120')	68,706	E-F
12	Washington Street	North of Valle Vista Way	Arterial (100')	37,930	E-F
13	Golden Star Avenue	North of Valle Vista Way	Collector (66' or 80')	1,005	A-B
14	Dauchy Avenue	North of John F Kennedy Drive	Collector (66' or 80')	3,974	A-B
15	Trautwein Road	North of John F Kennedy Drive	Arterial (100')	51,081	E-F
16	Washington Street	North of Van Buren Boulevard	Arterial (100')	38,162	E-F
17	Wood Drive	North of Van Buren Boulevard	Arterial (88')	19,650	D
18	Trautwein Road	North of Van Buren Boulevard	Arterial (88')	20,766	D
19	Mission Grove Parkway	South of Alessandro Boulevard	Collector (66' or 80')	11,728	D
20	Alessandro Boulevard	South of Canyon Crest Drive	Arterial (120')	76,102	E-F
21	Overlook Parkway	West of Kingdom Drive	Arterial	6,135	A-B
22	Kingdom Drive	South of Overlook Parkway	Collector (66' or 80')	4,933	A-B
23	Crystal View Drive	South of Overlook Parkway	Local	2,048	A-B
24	Cactus Avenue	East of Crystal View Terrace	Collector (66' or 80')	3,935	A-B
25	Mary Street	North of Victoria Avenue	Arterial (88')	15,815	A-B
26	Mary Street	North of Lincoln Avenue	Arterial (88')	20,218	D
27	Proposed C Street	South of Victoria Avenue	Arterial (100')	--	n/a
28	Madison Street	North of Victoria Avenue	Arterial (88')	9,398	A-B
29	Madison Street	North of Lincoln Avenue	Arterial (88')	16,541	A-B
30	Victoria Avenue	East of Mary Street	Collector (66' or 80')	10,868	C
31	Victoria Avenue	East of Madison Street	Collector (66' or 80')	10,093	C
32	Victoria Avenue	West of Madison Street	Collector (66' or 80')	4,614	A-B
33	Victoria Avenue	East of Adams Street	Collector (66' or 80')	3,459	A-B
34	Dufferin Avenue	West of Washington Street	Collector (66' or 80')	2,906	A-B
35	Dufferin Avenue	East of Adams Street	Collector (66' or 80')	5,517	A-B
36	Dufferin Avenue	East of Van Buren Boulevard	Collector (66' or 80')	1,716	A-B
37	Dufferin Avenue	East of McAllister Street	Collector (66' or 80')	2,537	A-B
38	Bradley Street	West of Washington Street	Collector (66' or 80')	7,452	A-B
39	Lincoln Avenue	East of Madison Street	Collector (66' or 80')	7,755	A-B

Shaded Text represents unacceptable level of operation; N/A = Not applicable

Gates Open Baseline Comparison

Scenario 1

Intersections

Table 3.11-31 shows the intersection LOS summary and impacts due to implementation of Scenario 1 during the AM and PM peak hours when compared to the Gates Open baseline in 2035. The table below summarizes the differences in LOS under Scenario 1 compared to the Gates Open baseline in 2035.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	6	24	1
PM	11	19	1

The additional volumes either cause the peak hour LOS to exceed the LOS standard noted in Table 3.11-6 or add delay exceeding the impact threshold (i.e., more than one second of delay to an intersection operating at LOS F); therefore, a **significant impact** is projected to occur at the following five locations:

7. Washington Street at Lincoln Avenue (AM) – from LOS F to LOS F (increase in delay) (**S1-INT-1)**

8B. Washington Street at Victoria Avenue (South) (AM) – from LOS F to LOS F (increase in delay) (**S1-INT-2)**

20. Washington Street at Bradley Street (PM) – from LOS D to LOS E (**S1-INT-3)**

22A. Mary Street at Victoria Avenue (North) (AM) – from LOS F to LOS F (increase in delay) (**S1-INT-4)**

22B. Mary Street at Victoria Avenue (South) (AM) – from LOS E to LOS F (**S1-INT-4)**

Links

The roadway link ADT volumes are shown in Table 3.11-32. The data shows that volumes would decrease at several links near the location of the gates—including links 21 through 24. The volumes would decrease substantially along link 23 (Crystal View Terrace), from 2,048 to 118 ADT. Additionally, ADT would decrease along links 5 through 10. If Scenario 1 were implemented, traffic volumes would decrease at 24 roadway links and increase at 14 roadway links when compared to the Gates Open baseline.

TABLE 3.11-31
YEAR 2035 (BUILDOUT)
SCENARIO 1 COMPARED TO GATES OPEN BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Open				Scenario 1				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	31.2	C	32.8	C	31.7	C	34.3	0.5	N	1.5	N
2	Madison St & SR-91 EB Ramps	D	38.1	E	70.2	D	37.5	E	57.9	-0.6	N	-12.3	N
3	Madison St & Indiana Ave	F	113.4	F	179.7	F	103.3	F	131.1	-10.1	N	-48.6	N
4	Madison St & Lincoln Ave	C	30.5	C	33.6	C	30.7	C	32.3	0.2	N	-1.3	N
5A	Madison St & Victoria Ave North	B	13.0	F	152.1	B	12.4	F	77.2	-0.6	N	-74.9	N
5B	Madison St & Victoria Ave South	B	10.4	F	121.8	B	10.3	E	47.4	-0.1	N	-74.4	N
6	Washington St & Indiana Ave	D	40.7	C	34.9	D	44.7	C	31.1	4.0	N	-3.8	N
7	Washington St & Lincoln Ave	F	222.7	F	177.9	F	226.4	F	135.0	3.7	Y	-42.9	N
8A	Washington St & Victoria Ave North	F	103.5	F	155.0	F	90.9	E	45.7	-12.6	N	-109.3	N
8B	Washington St & Victoria Ave South	F	116.3	F	386.2	F	127.5	F	285.3	11.2	Y	100.9	N
9	Washington St & Overlook Pkwy	C	22.5	C	28.0	B	16.1	B	12.3	-6.4	N	-15.7	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	D	39.2	E	67.2	C	34.0	E	62.0	-5.2	N	-5.2	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	D	35.3	E	59.6	C	32.3	E	61.3	-3.0	N	1.7	N
12	Victoria Ave & Arlington Ave	F	94.0	E	68.6	F	83.5	E	73.4	-10.5	N	4.8	N
13	Alessandro Blvd & Arlington Ave	E	68.6	F	117.6	E	61.3	F	104.4	-7.3	N	-13.2	N
14	Alessandro Blvd & Overlook Pkwy	F	83.5	F	108.3	E	69.4	F	88.7	-14.1	N	-19.6	N
15	Alessandro Blvd & Trautwein Rd	E	57.9	D	42.4	D	38.2	C	28.4	-19.7	N	-14.0	N
16	Crystal View Ter & Overlook Pkwy	A	8.9	B	15.0	A	6.9	A	7.0	-2.0	N	-8.0	N
17	Kingdom Dr & Overlook Pkwy	B	11.2	C	19.7	A	8.9	A	8.9	-2.3	N	-10.8	N
18	Kingdom Dr & Green Orchard Pl	A	8.9	A	8.5	A	8.6	A	8.5	-0.3	N	0.0	N
19	Trautwein Rd & John F. Kennedy Dr	F	94.8	D	36.5	F	85.0	D	36.1	-9.8	N	-0.4	N
20	Washington St & Bradley St	C	27.6	D	52.6	C	34.4	E	60.4	6.8	N	7.8	Y
21	Alessandro Blvd & Via Vista Dr	C	29.7	D	42.7	C	34.0	C	24.3	4.3	N	-18.4	N
22A	Mary St & Victoria Ave North	F	110.7	F	96.2	F	154.9	F	91.5	44.2	Y	-4.7	N
22B	Mary St & Victoria Ave South	E	40.9	F	94.1	F	59.0	F	86.2	18.1	Y	-7.9	N
23	Mary St & Hawarden Ct	A	8.8	A	9.7	A	8.2	A	7.9	-0.6	N	-1.8	N
24	Hawarden Dr & Overlook Pkwy	A	8.8	B	11.6	A	8.2	A	8.0	-0.6	N	-3.6	N
25	Crystal View Ter & Berry Rd	A	9.0	C	20.4	A	7.5	A	9.5	-1.5	N	-10.9	N
26	Corinthian Wy & Berry Rd	A	8.6	C	19.3	A	8.4	A	8.9	-0.2	N	-10.4	N
27	Madison St & Dufferin Ave *	A	7.9	A	9.3	A	7.8	A	8.3	-0.1	N	-1.0	N
28	Orozco Dr & Overlook Pkwy	B	12.4	D	27.1	B	10.4	B	10.1	-2.0	N	-17.0	N

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-32
YEAR 2035 (BUILDOUT)
SCENARIO 1 COMPARED TO GATES OPEN BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Open		Scenario 1		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	E/O Washington Street	Collector (66' or 80')	14,629	E-F	15,114	E-F	484	Y
2	Overlook Parkway	E/O Washington Street	Arterial (100')	7,290	A-B	3,837	A-B	-3,453	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	4,989	A-B	6,199	A-B	1,210	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	61,403	E-F	61,518	E-F	116	Y
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	58,268	E-F	57,865	E-F	-403	N
6	Berry Road	W/O Trautwein Road	Local	3,432	E-F	893	A-B	-2,540	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	50,540	E-F	50,165	E-F	-375	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	60,061	E-F	59,305	E-F	-756	N
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	58,188	E-F	55,995	E-F	-2,193	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	35,951	E-F	34,804	E-F	-1,147	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	68,706	E-F	69,894	E-F	1,188	Y
12	Washington Street	N/O Valle Vista Way	Arterial (100')	37,930	E-F	39,116	E-F	1,186	Y
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	1,005	A-B	822	A-B	-183	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	3,974	A-B	2,699	A-B	-1,276	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	51,081	E-F	53,577	E-F	2,496	Y
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	38,162	E-F	39,150	E-F	988	Y
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	19,650	D	20,126	D	476	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	20,766	D	20,851	D	85	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	11,728	D	13,165	E-F	1,437	Y
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	76,102	E-F	76,391	E-F	290	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	6,135	A-B	1,399	A-B	-4,736	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	4,933	A-B	1,165	A-B	-3,768	N
23	Crystal View Drive	S/O Overlook Parkway	Local	2,048	A-B	118	A-B	-1,930	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	3,935	A-B	2,679	A-B	-1,256	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	15,815	A-B	15,106	A-B	-709	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	20,218	D	19,599	D	-619	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	9,398	A-B	8,773	A-B	-626	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	16,541	A-B	16,271	A-B	-270	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	10,868	C	10,941	C	73	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	10,093	C	9,528	A-B	-566	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	4,614	A-B	4,487	A-B	-127	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	3,459	A-B	3,169	A-B	-290	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	2,906	A-B	2,394	A-B	-512	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	5,517	A-B	5,566	A-B	49	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	1,716	A-B	1,684	A-B	-32	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	2,537	A-B	2,528	A-B	-10	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	7,452	A-B	7,606	A-B	154	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	7,755	A-B	7,706	A-B	-49	N

Shaded Text represents location that exceeds LOS standard or significant impact.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F or causing the LOS to decline to LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following eight links:

1. Victoria Avenue east of Washington Street — from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-2)**
4. Van Buren Boulevard east of Washington Street — from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-3)**
11. Alessandro Boulevard south of Arlington Avenue — from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-4)**
12. Washington Street north of Valle Vista Way — from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-5)**
15. Trautwein Road north of John F Kennedy Drive — from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-6)**
16. Washington Street north of Van Buren Boulevard — from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-7)**
19. Mission Grove Parkway south of Alessandro Boulevard — from LOS D to LOS E-F (**S1-LINK-8)**
20. Alessandro Boulevard south of Canyon Crest Drive — from LOS E-F to LOS E-F (increase in ADT) (**S1-LINK-9)**

Scenario 2

For study purposes, Scenario 2 is the same as the Gates Open Baseline. There will be no difference in the volumes and resultant levels of service when comparing Scenario 2 to the Gates Open Baseline. Thus, there would be no impact.

Scenario 3

Intersections

Table 3.11-33 shows the intersection LOS summary and impacts due to implementation of Scenario 3 during the AM and PM peak hours when compared to the Gates Open baseline in 2035. The table below summarizes the differences in LOS under Scenario 1 compared to the Gates Open baseline in 2035.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	2	21	8
PM	4	20	7

TABLE 3.11-33
YEAR 2035 (BUILDOUT)
SCENARIO 3 COMPARED TO GATES OPEN BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Open				Scenario 3				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	31.2	C	32.8	D	35.1	C	34.5	3.9	N	1.7	N
2	Madison St & SR-91 EB Ramps	D	38.1	E	70.2	D	39.8	E	68.0	1.7	N	-2.2	N
3	Madison St & Indiana Ave	F	113.4	F	179.7	F	135.4	F	173.2	22.0	Y	-6.5	N
4	Madison St & Lincoln Ave	C	30.5	C	33.6	C	30.9	C	34.3	0.4	N	0.7	N
5A	Madison St & Victoria Ave North	B	13.0	F	152.1	C	16.3	F	182.2	3.3	N	30.1	Y
5B	Madison St & Victoria Ave South	B	10.4	F	121.8	B	12.1	F	149.0	1.7	N	27.2	Y
6	Washington St & Indiana Ave	D	40.7	C	34.9	D	42.1	D	35.8	1.4	N	0.9	N
7	Washington St & Lincoln Ave	F	222.7	F	177.9	F	257.5	F	183.0	34.8	Y	5.1	Y
8A	Washington St & Victoria Ave North	F	103.5	F	155.0	F	160.6	F	190.4	57.1	Y	35.4	Y
8B	Washington St & Victoria Ave South	F	116.3	F	386.2	F	190.5	F	432.3	74.2	Y	46.1	Y
9	Washington St & Overlook Pkwy	C	22.5	C	28.0	F	109.4	E	75.6	86.9	Y	47.6	Y
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	D	39.2	E	67.2	D	37.9	E	66.8	-1.3	N	-0.4	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	D	35.3	E	59.6	C	29.6	C	34.9	-5.7	N	-24.7	N
12	Victoria Ave & Arlington Ave	F	94.0	E	68.6	F	88.9	E	62.6	-5.1	N	-6.0	N
13	Alessandro Blvd & Arlington Ave	E	68.6	F	117.6	D	53.0	F	96.3	-15.6	N	-21.3	N
14	Alessandro Blvd & Overlook Pkwy	F	83.5	F	108.3	F	130.3	F	310.5	46.8	Y	202.2	Y
15	Alessandro Blvd & Trautwein Rd	E	57.9	D	42.4	E	66.3	D	39.0	8.4	N	-3.4	N
16	Crystal View Ter & Overlook Pkwy	A	8.9	B	15.0	C	15.1	E	49.6	6.2	N	34.6	Y
17	Kingdom Dr & Overlook Pkwy	B	11.2	C	19.7	D	34.4	F	610.4	23.2	N	590.7	Y
18	Kingdom Dr & Green Orchard Pl	A	8.9	A	8.5	A	9.3	A	9.1	0.4	N	0.6	N
19	Trautwein Rd & John F. Kennedy Dr	F	94.8	D	36.5	F	87.1	C	31.8	-7.7	N	-4.7	N
20	Washington St & Bradley St	C	27.6	D	52.6	C	27.8	D	52.2	0.2	N	-0.4	N
21	Alessandro Blvd & Via Vista Dr	C	29.7	D	42.7	C	29.9	D	36.3	0.2	N	-6.4	N
22A	Mary St & Victoria Ave North	F	110.7	F	96.2	F	160.3	F	113.2	49.6	Y	17.0	Y
22B	Mary St & Victoria Ave South	E	40.9	F	94.1	F	59.0	F	100.1	18.1	Y	6.0	Y
23	Mary St & Hawarden Ct	A	8.8	A	9.7	A	8.5	A	9.5	-0.3	N	-0.2	N
24	Hawarden Dr & Overlook Pkwy	A	8.8	B	11.6	C	15.0	E	35.6	6.2	N	24.0	Y
25	Crystal View Ter & Berry Rd	A	9.0	C	20.4	A	8.0	B	10.9	-1.0	N	-9.5	N
26	Corinthian Wy & Berry Rd	A	8.6	C	19.3	A	8.3	B	10.9	-0.3	N	-8.4	N
27	Madison St & Dufferin Ave *	A	7.9	A	9.3	A	9.1	B	11.5	1.2	N	2.2	N
28	Orozco Dr & Overlook Pkwy	B	12.4	D	27.1	D	32.9	F	781.0	20.5	N	753.9	Y

*Indicates intersection analysis conducted with Synchro.
Shaded Text represents location that exceeds LOS standard or significant impact.

The additional volumes either cause the peak hour LOS to exceed the LOS standard noted in Table 3.11-6 or add delay exceeding the impact threshold (i.e., more than one second of delay to an intersection operating at LOS F); therefore, a **significant impact** is projected to occur at the following 14 locations:

3. Madison Street at Indiana Avenue (AM) – from LOS F to LOS F (increase in delay) (**S3-INT-16)**

5A. Madison Street and Victoria Avenue (North) (PM) – from LOS F to LOS F (increase in delay) (**S3-INT-17)**

5B. Madison Street and Victoria Avenue (South) (PM) – from LOS F to LOS F (increase in delay) (**S3-INT-17)**

7. Washington Street at Lincoln Avenue (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-18)**

8A. Washington Street at Victoria Avenue North (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-19)**

8B. Washington Street at Victoria Avenue South (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-19)**

9. Washington Street at Overlook Parkway (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-20)**

14. Alessandro Boulevard at Overlook Parkway (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-21)**

16. Crystal View Terrace at Overlook Parkway (PM) – from LOS B to LOS E (**S3-INT-22)**

17. Kingdom Drive at Overlook Parkway (PM) – from LOS C to LOS F (**S3-INT-23)**

22A. Mary Street at Victoria Avenue North (AM and PM) – from LOS F to LOS F (increase in delay) (**S3-INT-24)**

22B. Mary Street at Victoria Avenue South (AM and PM) – from LOS E to LOS F in AM and from LOS F to LOS F in PM (increase in delay) (**S3-INT-24)**

24. Hawarden Drive at Overlook Parkway (PM) – from LOS B to LOS E (**S3-INT-25)**

28. Orozco Drive at Overlook Parkway (PM) – from LOS D to LOS F (**S3-INT-26)**

Links

The roadway link ADT volumes are shown in Table 3.11-34 when Scenario 3 is compared to Gates Open in 2035. The data shows that volumes slightly decrease on

TABLE 3.11-34
YEAR 2035 (BUILDOUT)
SCENARIO 3 COMPARED TO GATES OPEN BASELINE
ROADWAY LINK ANALYSIS

	Street	Location	Existing Street Classification	Gates Open		Scenario 3		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	E/O Washington Street	Collector (66' or 80')	14,629	E-F	14,648	E-F	18	Y
2	Overlook Parkway	E/O Washington Street	Arterial (100')	7,290	A-B	16,880	A-B	9,590	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	4,989	A-B	4,898	A-B	-91	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	61,403	E-F	60,065	E-F	-1,337	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	58,268	E-F	53,004	E-F	-5,263	N
6	Berry Road	W/O Trautwein Road	Local	3,432	E-F	1,416	A-B	-2,016	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	50,540	E-F	50,022	E-F	-518	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	60,061	E-F	60,903	E-F	842	Y
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	58,188	E-F	58,083	E-F	-105	N
10	Washington Street	S/O Victoria Avenue	Arterial (100')	35,951	E-F	40,897	E-F	4,946	Y
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	68,706	E-F	63,273	E-F	-5,433	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	37,930	E-F	37,055	E-F	-875	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	1,005	A-B	1,572	A-B	568	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	3,974	A-B	3,272	A-B	-702	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	51,081	E-F	50,142	E-F	-939	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	38,162	E-F	37,538	E-F	-624	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	19,650	D	19,062	C	-588	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	20,766	D	20,848	D	82	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	11,728	D	11,280	D	-448	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	76,102	E-F	79,940	E-F	3,838	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	6,135	A-B	16,551	A-B	10,416	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	4,933	A-B	3,295	A-B	-1,638	N
23	Crystal View Drive	S/O Overlook Parkway	Local	2,048	A-B	1,638	A-B	-410	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	3,935	A-B	3,244	A-B	-690	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	15,815	A-B	17,815	C	2,000	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	20,218	D	21,870	E-F	1,652	Y
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100’)	-	N/A	-	N/A	-	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	9,398	A-B	11,352	A-B	1,953	N
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	16,541	A-B	17,475	C	934	N
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	10,868	C	9,332	A-B	-1,536	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	10,093	C	11,770	D	1,676	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	4,614	A-B	5,466	A-B	852	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	3,459	A-B	4,405	A-B	946	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	2,906	A-B	4,699	A-B	1,793	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	5,517	A-B	5,961	A-B	444	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	1,716	A-B	1,994	A-B	279	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	2,537	A-B	2,478	A-B	-59	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	7,452	A-B	7,770	A-B	318	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	7,755	A-B	7,711	A-B	-44	N

Shaded Text represents location that exceeds LOS standard or significant impact.

several arterials within the Project vicinity, including link numbers 4, 5, 6, 7, 11, 12, and 16. The data also shows that near the location of the gates in the eastern Project vicinity, traffic volumes on streets designated as local and collector would decrease along link numbers 22, 23, and 24. Most increases and decreases are slight, and would not change the LOS from, for example, B to D. Nevertheless, an increase may be noticeable to residences in the immediate area. In the western Project vicinity, Scenario 3 would result in higher ADT on collectors such as Victoria and Dufferin Avenues. This would result in a higher LOS on such links as numbers 29 and 31, but they would still operate at an acceptable LOS. If Scenario 3 were implemented, traffic volumes would decrease at 19 roadway links and increase at 19 roadway links when compared to the Gates Open baseline.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F or causing the LOS to decline to LOS E-F is considered a significant impact; therefore, a **significant impact** is projected to occur at the following five locations:

1. Victoria Avenue east of Washington Street — from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-8)**

8. Alessandro Boulevard west of Sycamore Canyon Road — from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-9)**

10. Washington Street south of Victoria Avenue — from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-10)**

20. Alessandro Boulevard south of Canyon Crest Drive — from LOS E-F to LOS E-F (increase in ADT) (**S3-LINK-11)**

26. Mary Street north of Lincoln Avenue — from LOS D to LOS E-F (**S3-LINK-12)**

Scenario 4

Intersections

Table 3.11-35 shows the intersection LOS summary and impacts due to implementation of Scenario 4 during the peak hours. The table below summarizes the differences in LOS under Scenario 1 compared to the Gates Open baseline in 2035.

Peak Hour	LOS		
	Improves	Remains the Same	Degrades
AM	6	17	8
PM	4	19	8

TABLE 3.11-35
YEAR 2035 (BUILDOUT)
SCENARIO 4 COMPARED TO GATES OPEN BASELINE
PEAK HOUR INTERSECTION ANALYSIS

		Gates Open				Scenario 4				AM Peak Hour		PM Peak Hour	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Δ in	Impact	Δ in	Impact
No.	Intersection	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Delay	(Y/N)	Delay	(Y/N)
1	Madison St & SR-91 WB Ramps	C	31.2	C	32.8	D	36.9	D	36.2	5.7	N	3.4	N
2	Madison St & SR-91 EB Ramps	D	38.1	E	70.2	D	47.6	E	70.6	9.5	N	0.4	N
3	Madison St & Indiana Ave	F	113.4	F	179.7	F	95.0	F	161.3	-18.4	N	-18.4	N
4	Madison St & Lincoln Ave	C	30.5	C	33.6	C	33.0	E	63.3	2.5	N	29.7	Y
5A	Madison St & Victoria Ave North	B	13.0	F	152.1	F	109.6	F	178.5	96.6	Y	26.4	Y
5B	Madison St & Victoria Ave South	B	10.4	F	121.8	F	113.2	F	223.1	102.8	Y	101.3	Y
6	Washington St & Indiana Ave	D	40.7	C	34.9	C	34.0	C	29.8	-6.7	N	-5.1	N
7	Washington St & Lincoln Ave	F	222.7	F	177.9	F	138.0	F	87.9	-84.7	N	-90.0	N
8A	Washington St & Victoria Ave North	F	103.5	F	155.0	C	17.5	F	59.3	-86.0	N	-95.7	N
8B	Washington St & Victoria Ave South	F	116.3	F	386.2	C	18.1	F	169.5	-98.2	N	-216.7	N
9	Washington St & Overlook Pkwy	C	22.5	C	28.0	F	136.8	F	92.6	114.3	Y	64.6	Y
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	D	39.2	E	67.2	D	36.5	E	62.4	-2.7	N	-4.8	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	D	35.3	E	59.6	C	28.5	C	32.7	-6.8	N	-26.9	N
12	Victoria Ave & Arlington Ave	F	94.0	E	68.6	F	81.4	E	61.5	-12.6	N	-7.1	N
13	Alessandro Blvd & Arlington Ave	E	68.6	F	117.6	D	50.3	F	91.2	-18.3	N	-26.4	N
14	Alessandro Blvd & Overlook Pkwy	F	83.5	F	108.3	F	174.3	F	358.0	90.8	Y	249.7	Y
15	Alessandro Blvd & Trautwein Rd	E	57.9	D	42.4	E	69.2	D	39.9	11.3	N	-2.5	N
16	Crystal View Ter & Overlook Pkwy	A	8.9	B	15.0	C	21.2	F	79.5	12.3	N	64.5	Y
17	Kingdom Dr & Overlook Pkwy	B	11.2	C	19.7	F	152.0	F	OVRFL	140.8	Y	N/A	Y
18	Kingdom Dr & Green Orchard Pl	A	8.9	A	8.5	A	9.6	A	9.2	0.7	N	0.7	N
19	Trautwein Rd & John F. Kennedy Dr	F	94.8	D	36.5	F	87.0	C	32.4	-7.8	N	-4.1	N
20	Washington St & Bradley St	C	27.6	D	52.6	C	25.8	D	47.8	-1.8	N	-4.8	N
21	Alessandro Blvd & Via Vista Dr	C	29.7	D	42.7	C	28.3	D	35.3	-1.4	N	-7.4	N
22A	Mary St & Victoria Ave North	F	110.7	F	96.2	F	71.2	F	54.6	-39.5	N	-41.6	N
22B	Mary St & Victoria Ave South	E	40.9	F	94.1	C	25.0	F	70.9	-15.9	N	-23.2	N
23	Mary St & Hawarden Ct	A	8.8	A	9.7	A	9.6	B	13.4	0.8	N	3.7	N
24	Hawarden Dr & Overlook Pkwy	A	8.8	B	11.6	C	24.4	F	80.3	15.6	N	68.7	Y
25	Crystal View Ter & Berry Rd	A	9.0	C	20.4	A	8.2	B	11.0	-0.8	N	-9.4	N
26	Corinthian Wy & Berry Rd	A	8.6	C	19.3	A	8.2	B	11.3	-0.4	N	-8.0	N
27	Madison St & Dufferin Ave *	A	7.9	A	9.3	A	7.1	A	7.1	-0.8	N	-2.2	N
28	Orozco Dr & Overlook Pkwy	B	12.4	D	27.1	F	58.5	F	OVRFL	46.1	Y	N/A	Y

*Indicates intersection analysis conducted with Synchro;
Shaded Text represents location that exceeds LOS standard or significant impact. OVRFL= Overflow.

The additional volumes either cause the peak hour LOS to exceed the LOS standard noted in Table 3.11-6 or add delay exceeding the impact threshold (i.e., more than one second of delay to an intersection operating at LOS F); therefore, a **significant impact** is projected to occur at the following nine locations:

4. Madison Street at Lincoln Avenue (PM) – from LOS C to LOS E (**S4-INT-20)**

5A. Madison Street at Victoria Avenue (North) (AM and PM) – from LOS B to LOS F in AM and from LOS F to LOS F in PM (**S4-INT-21)**

5B. Madison Street at Victoria Avenue (South) (AM and PM) – from LOS B to LOS F in AM and from LOS F to LOS F in PM (increase in delay) (**S4-INT-21)**

9. Washington Street at Overlook Parkway (AM and PM) – from LOS C to LOS F (**S4-INT-22)**

14. Alessandro Boulevard at Overlook Parkway (AM and PM) – from LOS F to LOS F (increase in delay) (**S4-INT-23)**

16. Crystal View Terrace at Overlook Parkway (PM) – from LOS B to LOS F (**S4-INT-24)**

17. Kingdom Drive at Overlook Parkway (AM and PM) – from LOS B to LOS F in AM and from LOS C to LOS F in PM (**S4-INT-25)**

24. Hawarden Drive at Overlook Parkway (PM) – from LOS B to LOS F (**S4-INT-26)**

28. Orozco Drive at Overlook Parkway (AM and PM) – from LOS B to LOS F in AM and from LOS D to LOS F in PM (**S4-INT-27)**

Links

The roadway link ADT volumes for the 39 study locations are shown in Table 3.11-36. The data shows that volumes decrease on several arterials within the Project vicinity, including link numbers 1, 4, 5, 10, 11, and 12. However, volumes would increase on other arterials, including link numbers 2, 8, 20, 28, and 29. Volumes would be reduced in the area of the gates, including numbers 22–24. In the western Project vicinity, Victoria Avenue links (30–33) would improve or remain at LOS A-B; however, Madison Street links (28–29) would decline from LOS A-B to LOS E-F.

Overall, if Scenario 4 were implemented, traffic volumes would decrease at 26 roadway links and increase at 13 roadway links when compared to the Gates Open baseline.

Per the significance criteria, any increase in ADT on a roadway link already operating at LOS E-F, or causing the LOS to decline to LOS E-F, is considered a significant impact; therefore, a **significant impact** is projected to occur at the following five locations:

TABLE 3.11-36
YEAR 2035 (BUILDOUT)
SCENARIO 4 COMPARED TO GATES OPEN BASELINE
ROADWAY LINK ANALYSIS

No.	Street	Location	Existing Street Classification	Gates Open		Scenario 4		Δ	Impact
				ADT	LOS	ADT	LOS	Vol	(Y/N)
1	Victoria Avenue	E/O Washington Street	Collector (66' or 80')	14,629	E-F	11,111	C	-3,519	N
2	Overlook Parkway	E/O Washington Street	Arterial (100')	7,290	A-B	21,820	A-B	14,530	N
3	Bradley Street	E/O Washington Street	Collector (66' or 80')	4,989	A-B	4,980	A-B	-9	N
4	Van Buren Boulevard	E/O Washington Street	Arterial (120')	61,403	E-F	59,965	E-F	-1,438	N
5	Arlington Avenue	W/O Alessandro Boulevard	Arterial (120')	58,268	E-F	51,437	E-F	-6,831	N
6	Berry Road	W/O Trautwein Road	Local/Arterial (100')	3,432	E-F	1,462	A-B	-1,970	N
7	Van Buren Boulevard	W/O Trautwein Road	Arterial (120')	50,540	E-F	50,096	E-F	-443	N
8	Alessandro Boulevard	W/O Sycamore Canyon Road	Arterial (120')	60,061	E-F	61,318	E-F	1,256	Y
9	Van Buren Boulevard	W/O Plummer Street	Arterial (120')	58,188	E-F	58,334	E-F	146	Y
10	Washington Street	S/O Victoria Avenue	Arterial (100')	35,951	E-F	21,071	A-B	-14,880	N
11	Alessandro Boulevard	S/O Arlington Avenue	Arterial (120')	68,706	E-F	61,021	E-F	-7,685	N
12	Washington Street	N/O Valle Vista Way	Arterial (100')	37,930	E-F	37,197	E-F	-734	N
13	Golden Star Avenue	N/O Valle Vista Way	Collector (66' or 80')	1,005	A-B	1,617	A-B	613	N
14	Dauchy Avenue	N/O John F Kennedy Drive	Collector (66' or 80')	3,974	A-B	3,474	A-B	-500	N
15	Trautwein Road	N/O John F Kennedy Drive	Arterial (100')	51,081	E-F	50,117	E-F	-964	N
16	Washington Street	N/O Van Buren Boulevard	Arterial (100')	38,162	E-F	37,698	E-F	-464	N
17	Wood Drive	N/O Van Buren Boulevard	Arterial (88')	19,650	D	19,022	C	-628	N
18	Trautwein Road	N/O Van Buren Boulevard	Arterial (88')	20,766	D	20,906	D	140	N
19	Mission Grove Parkway	S/O Alessandro Boulevard	Collector (66' or 80')	11,728	D	11,288	D	-440	N
20	Alessandro Boulevard	S/O Canyon Crest Drive	Arterial (120')	76,102	E-F	80,619	E-F	4,518	Y
21	Overlook Parkway	W/O Kingdom Drive	Arterial	6,135	A-B	20,028	A-B	13,893	N
22	Kingdom Drive	S/O Overlook Parkway	Collector (66' or 80')	4,933	A-B	3,598	A-B	-1,335	N
23	Crystal View Drive	S/O Overlook Parkway	Local	2,048	A-B	1,770	A-B	-278	N
24	Cactus Avenue	E/O Crystal View Terrace	Collector (66' or 80')	3,935	A-B	3,474	A-B	-460	N
25	Mary Street	N/O Victoria Avenue	Arterial (88')	15,815	A-B	12,793	A-B	-3,022	N
26	Mary Street	N/O Lincoln Avenue	Arterial (88')	20,218	D	16,610	A-B	-3,607	N
27	Proposed “C” Street	S/O Victoria Avenue	Arterial (100')	-	N/A	31,999	D	31,999	N
28	Madison Street	N/O Victoria Avenue	Arterial (88')	9,398	A-B	25,909	E-F	16,510	Y
29	Madison Street	N/O Lincoln Avenue	Arterial (88')	16,541	A-B	27,925	E-F	11,384	Y
30	Victoria Avenue	E/O Mary Street	Collector (66' or 80')	10,868	C	9,375	A-B	-1,493	N
31	Victoria Avenue	E/O Madison Street	Collector (66' or 80')	10,093	C	1,643	A-B	-8,450	N
32	Victoria Avenue	W/O Madison Street	Collector (66' or 80')	4,614	A-B	7,867	A-B	3,253	N
33	Victoria Avenue	E/O Adams Street	Collector (66' or 80')	3,459	A-B	6,184	A-B	2,725	N
34	Dufferin Avenue	W/O Washington Street	Collector (66' or 80')	2,906	A-B	0	A-B	-2,906	N
35	Dufferin Avenue	E/O Adams Street	Collector (66' or 80')	5,517	A-B	5,050	A-B	-468	N
36	Dufferin Avenue	E/O Van Buren Boulevard	Collector (66' or 80')	1,716	A-B	1,853	A-B	137	N
37	Dufferin Avenue	E/O McAllister Street	Collector (66' or 80')	2,537	A-B	2,466	A-B	-71	N
38	Bradley Street	W/O Washington Street	Collector (66' or 80')	7,452	A-B	6,647	A-B	-805	N
39	Lincoln Avenue	E/O Madison Street	Collector (66' or 80')	7,755	A-B	6,619	A-B	-1,136	N

Shaded Text represents location that exceeds LOS standard or significant impact.

8. Alessandro Boulevard west of Sycamore Canyon Road — from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-8)**
9. Van Buren Boulevard west of Plummer Street — from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-9)**
20. Alessandro Boulevard south of Canyon Crest Drive — from LOS E-F to LOS E-F (increase in ADT) (**S4-LINK-10)**
28. Madison Street north of Victoria Avenue — from LOS A-B to LOS E-F (**S4-LINK-11)**
29. Madison Street north of Lincoln Avenue — from LOS A-B to LOS E-F (**S4-LINK-12)**

b. Construction Traffic

The City's TIA Preparation Guide requires traffic analysis for construction activities that create 50 or more peak hour trips. Scenarios 1 and 2 would not involve construction; therefore, no further analysis is needed. Scenarios 3 and 4 involve construction of roadway links and a bridge. Therefore, there would be increased traffic volumes on the study area roadways during the construction period. The number of construction workers is estimated to range from 15 to 25 workers, and would only occur for a limited time duration (e.g., two months for the fill crossing and nine months for the bridge). It is assumed that the 15–25 workers would make one trip to the site per day. Construction activities shall not be permitted between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, between 5:00 P.M. and 8:00 A.M. on Saturday, or at any time on Sunday or federal holidays except for emergency work or by variance as required by Section 7.35.010 of the City's RMC. If the workers arrive in the AM peak hour, and depart during the PM peak hours, there would be a maximum of 15–25 construction worker trips on area roadways near the fill crossing and bridge along Overlook Parkway for Scenarios 3 and 4, and then along the Proposed C Street alignment for Scenario 4 only. Since the proposed construction of any of the Project alternatives would generate less than 50 peak hour trips, **no significant impacts** are expected at any of the local intersections or roadway links.

c. Potential Cut-through Traffic

The City does not have adopted thresholds governing potential cut-through traffic; however, each scenario was evaluated in the TIA for the potential to cause an increase in cut-through traffic in the Project vicinity in order to provide the most complete information disclosure possible.

Since Scenarios 3 and 4 would add new roadways not currently available to drivers, the potential for regional cut-through traffic exists. This analysis looks at the numbers of new vehicles coming into the Project vicinity that can be attributed to changes in the circulation network (traffic that comes into the area that did not come to this area before).

Since the difference in volumes is negligible when comparing Scenarios 1 and 2 (Gates Closed and Gates Open), this evaluation looks at daily traffic volume changes between Scenarios 3 and 4 against the Gates Open baseline, for both Year 2011 and Year 2035 conditions. These scenarios are not evaluated against the Gates Closed baseline in this section, as motorists would be unable to cut through under that condition. Any new cut-through traffic would eventually enter or leave the area via roads on the east of the study area; this analysis focuses on east-west facilities that are generally parallel to Overlook Parkway.

The analysis shows that for both 2011 and 2035 conditions, the projected cut-through volumes are low. As explained below, new potential cut-through traffic entering the area is low overall; however, Scenario 3 would have less cut-through traffic compared to Scenario 4.

Year 2011 Analysis

The volumes used in this portion of the analysis are the same as those above under Section 3.11.4.1a; refer to Table 3.11-18 for a comparison of 2011 Gates Open and Scenario 3 volume changes, and Table 3.11-20 for a comparison of 2011 Gates Open and Scenario 4 volume changes.

Scenario 3 Volume Changes

Volumes were compared between Scenario 3 and the Gates Open baseline in Year 2011. Figure 3.11-10 illustrates the changes in daily volumes. A positive value indicates an increase in volumes with Scenario 3 in place (as compared to Gates Open) and a negative number indicates a decrease in volumes with Scenario 3 in place (as compared to Gates Open).

On Alessandro Boulevard, east of Mission Grove Parkway, the daily volumes are projected to increase by about 1,200 vehicles (about 50/hour on average) or about three percent. Between Trautwein Road and Overlook Parkway, Alessandro Boulevard is expected to increase by about 3,000 vehicles per day (about 125/hour on average) or approximately six percent. However, south of Arlington, volumes on Alessandro are projected to decrease by about 4,200 vehicles (about 175/hour or nine percent). West of Alessandro Boulevard, Arlington Avenue is also projected to have a decrease in volumes, almost 2,600 vehicles per day (108/hour on average or seven percent).

Map Source: Iteris, 2012

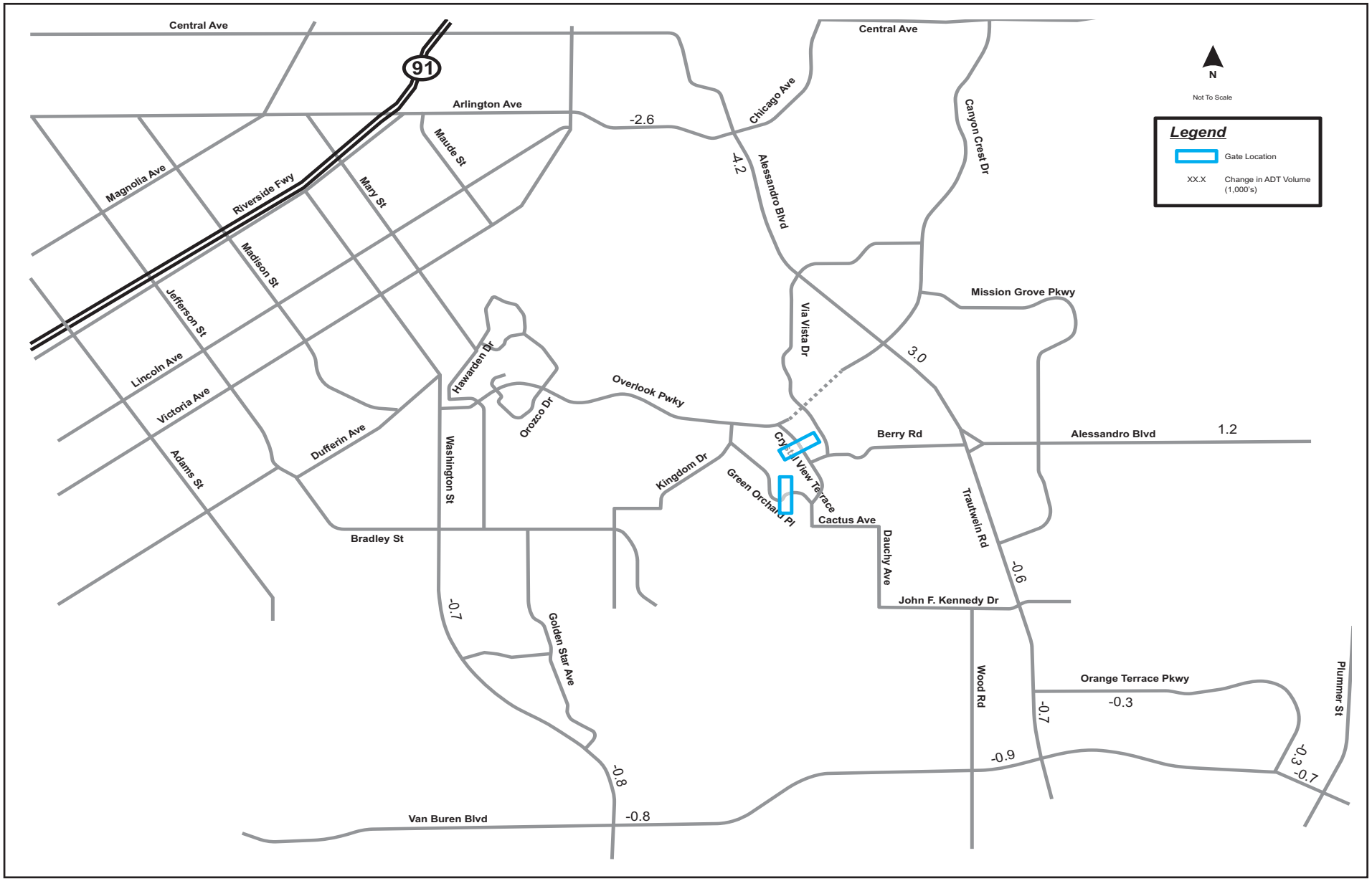

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FIGURE 3.11-10

Scenario 3 ADT Volume Difference –

Compared to Gates Open Baseline in Year 2011

Along Van Buren Boulevard, volumes are projected to show a decrease of between 700 to 900 vehicles per day (29 to 38/hour on average) between the area of Washington Street and Plummer Street. This is about a two percent decrease in traffic.

Trautwein Road is also projected to experience a decrease in volumes in compared to Gates Open. North of Van Buren Boulevard, a drop of approximately 700 vehicles per day (one percent) is projected, and north of John F. Kennedy Drive, a decrease of about 600 vehicles per day, or about a three percent decrease, is projected.

Scenario 4 Volume Changes

Daily traffic volumes were compared between Scenario 4 and Gates Open baseline in the Year 2011. Figure 3.11-11 illustrates the changes in daily volumes. A positive value indicates an increase in volumes with Scenario 4 in place (as compared to Gates Open) and a negative number indicates a decrease in volumes with Scenario 4 in place (as compared to Gates Open).

On Alessandro Boulevard east of Mission Grove Parkway, the daily volumes are projected to increase by about 2,000 vehicles (about 83/hour on average) or about five percent. Between Trautwein Road and Overlook Parkway, Alessandro Boulevard is expected to increase by about 3,800 vehicles per day (about 158/hour on average) or approximately seven percent. However, south of Arlington, volumes on Alessandro are projected to decrease by about 7,000 vehicles (about 292/hour) or a 15 percent decrease. West of Alessandro Boulevard, Arlington Avenue is also projected to have a decrease in volumes, almost 3,700 vehicles per day (154/hour on average or 11 percent).

Along Van Buren Boulevard, volumes are projected to show a decrease of between 800 to 1,300 vehicles per day (33 to 54/hour on average) between the area of Washington Street and Plummer Street. This is about a three percent decrease in traffic on average.

Trautwein Road is also projected to experience a decrease in volumes in compared to Gates Open. North of Van Buren Boulevard, a drop of approximately 800 vehicles per day, or four percent, and north of John F. Kennedy Drive, a decrease of about 1,000 vehicles per day, or about a three percent decrease.

Year 2035 (Buildout) Analysis

The volumes used in this portion of the analysis are the same as those shown in Section 3.11.4.1a; refer to Table 3.11-34 for a comparison of 2035 Gates Open and Scenario 3 volume changes, and Table 3.11-36 for a comparison of 2035 Gates Open and Scenario 4 volume changes.

Map Source: Iteris, 2012

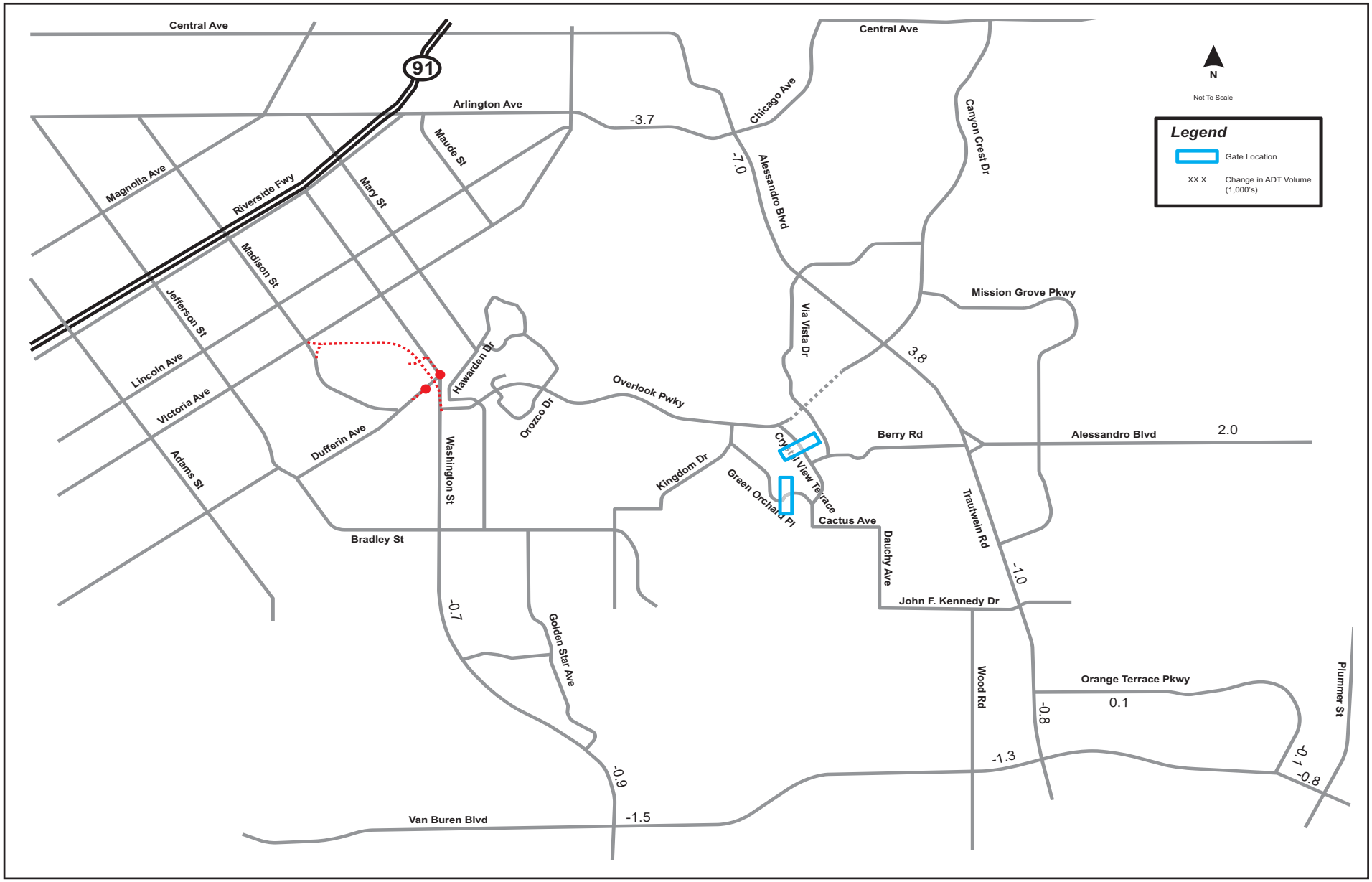

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FIGURE 3.11-11

Scenario 4 ADT Volume Difference –

Compared to Gates Open Baseline in Year 2011

Map Source: Iteris, 2012

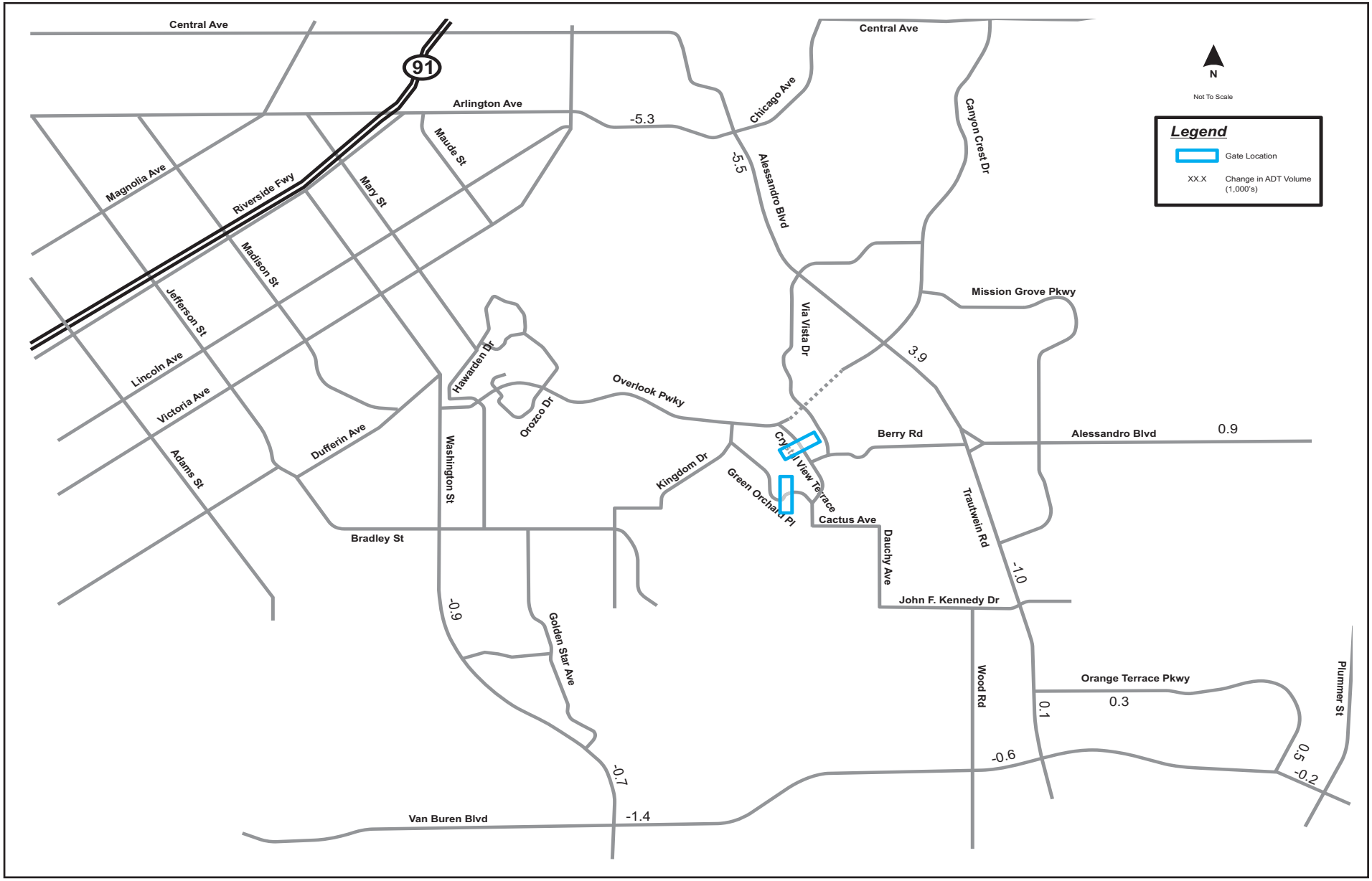

FIGURE 3.11-12

Scenario 3 ADT Volume Difference –

Compared to Gates Open Baseline in Year 2035

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Scenario 3 Volume Changes

Volumes were compared between Scenario 3 and Gates Open baseline in Year 2035. Figure 3.11-12 illustrates the changes in daily volumes. A positive value indicates an increase in volumes with Scenario 3 in place (as compared to Gates Open) and a negative number indicates a decrease in volumes with Scenario 3 in place (as compared to Gates Open).

On Alessandro Boulevard east of Mission Grove Parkway, the daily volumes are projected to increase by about 900 vehicles (about 38/hour on average) or about one percent. Between Trautwein Road and Overlook Parkway, Alessandro Boulevard is expected to increase by about 3,900 vehicles per day (about 163/hour on average) or approximately five percent. However, south of Arlington, volumes on Alessandro are projected to decrease by about 5,500 vehicles (about 229/hour or eight percent). West of Alessandro Boulevard, Arlington Avenue is also projected to have a decrease in volumes, almost 5,300 vehicles per day (221/hour on average or nine percent).

Along Van Buren Boulevard, volumes are projected to show a decrease of between 200 to 600 vehicles per day (8 to 25/hour on average) between the area of Washington Street and Plummer Street. This is almost a one percent decrease in traffic.

Trautwein Road is also projected to experience a both ha slight increase and a decrease in volumes in compared to Gates Open. North of Van Buren Boulevard, an increase of approximately 100 vehicles per day, or less than one percent, and north of John F. Kennedy Drive, a decrease of about 1,000 vehicles per day is projected, or about a two percent decrease.

It can be seen that new potential cut-through traffic entering the area is low overall, and the results are similar to the 2011 analysis.

Scenario 4 Volume Changes

Daily traffic volumes were compared between Scenario 4 and Gates Open baseline in Year 2035. Figure 3.11-13 illustrates the changes in daily volumes. A positive value indicates an increase in volumes with Scenario 4 in place (as compared to Gates Open) and a negative number indicates a decrease in volumes with Scenario 4 in place (as compared to Gates Open).

On Alessandro Boulevard east of Mission Grove Parkway, the daily volumes are projected to increase by about 1,300 vehicles (about 54/hour on average) or about two percent. Between Trautwein Road and Overlook Parkway, Alessandro Boulevard is expected to increase by about 4,600 vehicles per day (about 192/hour on average) or approximately six percent. However, south of Arlington, volumes on Alessandro are projected to decrease by about 7,700 vehicles (about 321/hour or 11 percent). West of

Map Source: Iteris, 2012

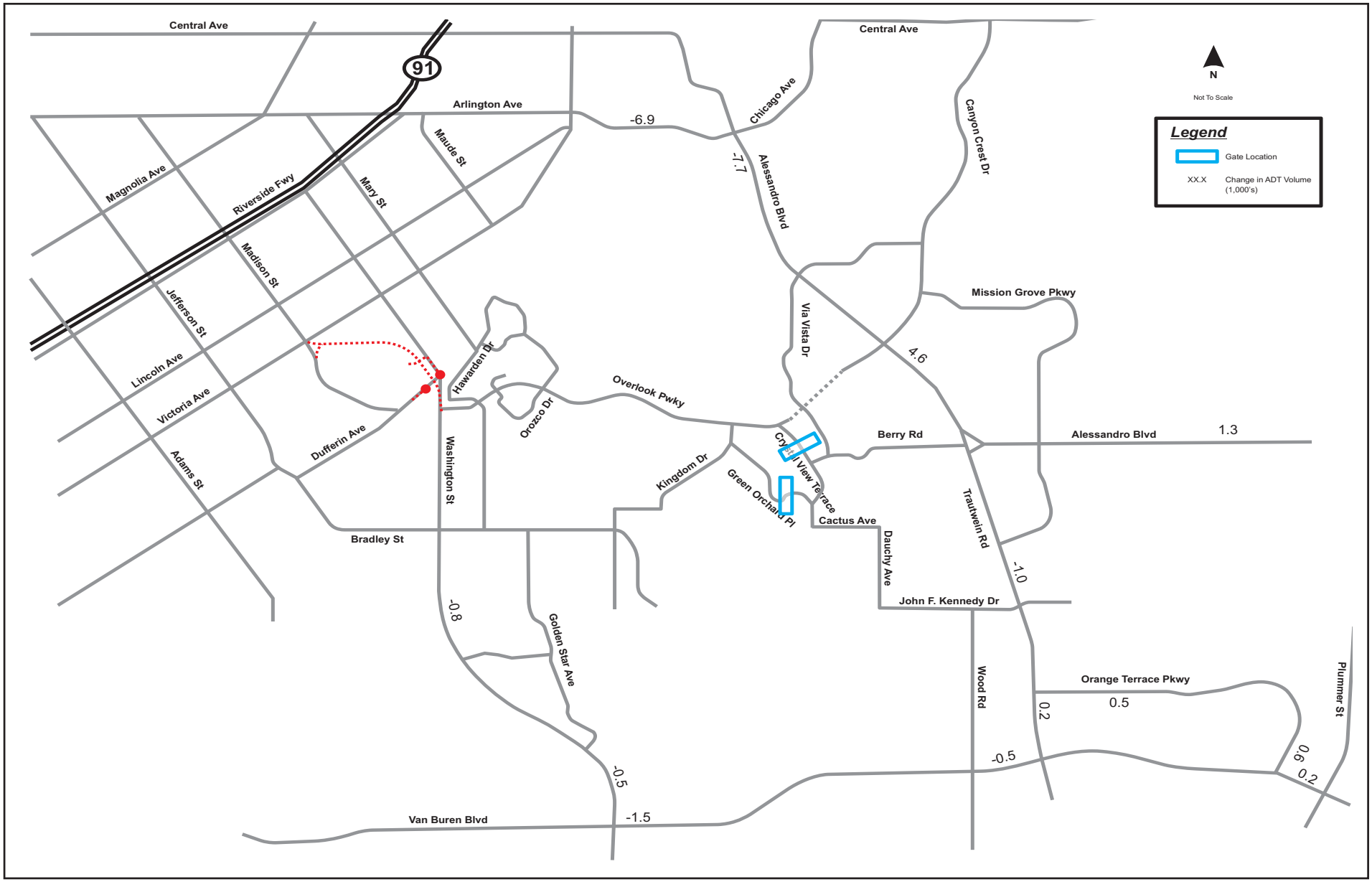

FIGURE 3.11-13

Scenario 4 ADT Volume Difference –

Compared to Gates Open Baseline in Year 2035

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Alessandro Boulevard, Arlington Avenue is also projected to have a decrease in volumes, almost 6,900 vehicles per day (288/hour on average or -12 percent).

Along Van Buren Boulevard near Trautwein Road, volumes show a projected slight increase near Plummer Street of 200 vehicles per day, which is considerably less than a one percent increase, and a decrease of about 500 vehicles per day (21/hour on average) between the area of Washington Street and Plummer Street. This is about a one percent decrease in traffic on average.

Trautwein Road is also projected to experience a decrease in volumes north of John F. Kennedy Drive and a slight increase north of Van Buren Boulevard, compared to Gates Open. North of Van Buren Boulevard, a slight increase of approximately 200 vehicles per day, or less than one percent is projected, and north of John F. Kennedy Drive, a decrease of about 1,000 vehicles per day, or about a two percent decrease.

In summary, the analysis shows that for both 2011 and 2035 conditions, the projected cut-through volumes are low, and impacts would be **less than significant**.

3.11.4.2 Significance of Impacts

a. City of Riverside Significance Criteria

Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below.

Year 2011 – Gates Closed

No impacts would result from Scenario 1, as this scenario represents the Gates Closed baseline.

Scenario 2 would have a significant impact at one intersection (**S2-INT-1**) and one roadway link (**S2-LINK-1**).

Scenario 3 would have a significant impact at one intersection (**S3-INT-1**) and one roadway link (**S3-LINK-1**).

Scenario 4 would have a significant impact at five intersections (**S4-INT-1** through **S4-INT-4**) and one roadway link (**S4-LINK-1**).

Year 2011 – Gates Open

Scenario 1 would have no impact on any intersections but would have a significant impact at one roadway link (**S1-LINK-1**).

TABLE 3.11-37
INTERSECTION IMPACT SUMMARY – ALL SCENARIOS

		Existing 2011 Conditions						2035 Cumulative Conditions					
		Gates Closed Baseline			Gates Open Baseline			Gates Closed Baseline			Gates Open Baseline		
No.	Intersection	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4
1	Madison St & SR-91 WB Ramps	N	N	N	N	N	N	N	N	N	N	N	N
2	Madison St & SR-91 EB Ramps	N	N	N	N	N	N	N	N	N	N	N	N
3	Madison St & Indiana Ave	N	N	N	N	N	N	Y	Y	Y	N	Y	N
4	Madison St & Lincoln Ave	N	N	N	N	N	N	N	N	Y	N	N	Y
5A	Madison St & Victoria Ave North	N	N	Y	N	N	Y	Y	Y	Y	N	Y	Y
5B	Madison St & Victoria Ave South	N	N	Y	N	N	Y	Y	Y	Y	N	Y	Y
6	Washington St & Indiana Ave	N	N	N	N	N	N	N	N	N	N	N	N
7	Washington St & Lincoln Ave	N	N	N	N	N	N	Y	Y	N	Y	Y	N
8	Washington St & Victoria Ave North	N	N	N	N	N	N	Y	Y	Y	N	Y	N
8B	Washington St & Victoria Ave South	Y	N	N	N	N	N	Y	Y	N	Y	Y	N
9	Washington St & Overlook Pkwy	N	N	N	N	N	N	N	Y	Y	N	Y	Y
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
12	Victoria Ave & Arlington Ave	N	N	N	N	N	N	Y	Y	N	N	N	N
13	Alessandro Blvd & Arlington Ave	N	N	N	N	N	N	Y	N	N	N	N	N
14	Alessandro Blvd & Overlook Pkwy	N	Y	Y	N	Y	Y	Y	Y	Y	N	Y	Y
15.	Alessandro Blvd & Trautwein Rd	N	N	N	N	N	N	N	N	N	N	N	N
16	Crystal View Ter & Overlook Pkwy	N	N	N	N	N	N	N	Y	Y	N	Y	Y
17	Kingdom Dr & Overlook Pkwy	N	N	Y	N	N	Y	N	Y	Y	N	Y	Y
18	Kingdom Dr & Green Orchard Pl	N	N	N	N	N	N	N	N	N	N	N	N
19	Trautwein Rd & John F. Kennedy Dr	N	N	N	N	N	N	Y	Y	Y	N	N	N
20	Washington St & Bradley St	N	N	N	N	N	N	N	N	N	Y	N	N
21	Alessandro Blvd & Via Vista Dr	N	N	N	N	N	N	N	N	N	N	N	N
22A	Mary St & Victoria Ave North	N	N	N	N	N	N	Y	Y	N	Y	Y	N
22B	Mary St & Victoria Ave South	N	N	N	N	N	N	Y	Y	N	Y	Y	N
23	Mary St & Hawarden Ct	N	N	N	N	N	N	N	N	N	N	N	N
24	Hawarden Dr & Overlook Pkwy	N	N	N	N	N	N	N	Y	Y	N	Y	Y
25	Crystal View Ter & Berry Rd	N	N	N	N	N	N	N	N	N	N	N	N
26	Corinthian Wy & Berry Rd	N	N	N	N	N	N	N	N	N	N	N	N
27	Madison St & Dufferin Ave	N	N	N	N	N	N	N	N	N	N	N	N
28	Orozco Dr & Overlook Pkwy	N	N	Y	N	N	Y	N	Y	Y	N	Y	Y
	Total Number of Locations	1	1	5	0	1	5	12	16	12	5	14	9

Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-38
ROADWAY LINK IMPACT SUMMARY – ALL SCENARIOS

			Existing Conditions						2035 Cumulative Conditions					
			Gates Closed Baseline			Gates Open Baseline			Gates Closed Baseline			Gates Open Baseline		
No.	Street	Location	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4
1	Victoria Ave	E/O Washington St	N	N	N	N	N	N	N	N	N	Y	Y	N
2	Overlook Pkwy	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
3	Bradley St	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
4	Van Buren Blvd	E/O Washington St	N	N	N	N	N	N	N	N	N	Y	N	N
5	Arlington Ave	W/O Alessandro Blvd	N	N	N	N	N	N	Y	N	N	N	N	N
6	Berry Rd	W/O Trautwein Rd	N	N	N	N	N	N	Y	N	N	N	N	N
7	Van Buren Blvd	W/O Trautwein Rd	N	N	N	N	N	N	Y	N	N	N	N	N
8	Alessandro Blvd	W/O Sycamore Canyon Rd	N	N	N	N	N	N	Y	Y	Y	N	Y	Y
9	Van Buren Blvd	W/O Plummer St	N	N	N	N	N	N	Y	Y	Y	N	N	Y
10	Washington St	S/O Victoria Ave	N	N	N	N	N	N	Y	Y	N	N	Y	N
11	Alessandro Blvd	S/O Arlington Ave	N	N	N	N	N	N	N	N	N	Y	N	N
12	Washington St	N/O Valle Vista Way	N	N	N	N	N	N	N	N	N	Y	N	N
13	Golden Star Ave	N/O Valle Vista Way	N	N	N	N	N	N	N	N	N	N	N	N
14	Dauchy Ave	N/O John F Kennedy Dr	N	N	N	N	N	N	N	N	N	N	N	N
15	Trautwein Rd	N/O John F Kennedy Dr	N	N	N	Y	N	N	N	N	N	Y	N	N
16	Washington St	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	Y	N	N
17	Wood Dr	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
18	Trautwein Rd	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
19	Mission Grove Pkwy	S/O Alessandro Blvd	N	N	N	N	N	N	N	N	N	Y	N	N
20	Alessandro Blvd	S/O Canyon Crest Dr	Y	Y	Y	N	Y	Y	N	Y	Y	Y	Y	Y
21	Overlook Pkwy	W/O Kingdom Dr	N	N	N	N	N	N	N	N	N	N	N	N
22	Kingdom Dr	S/O Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
23	Crystal View Dr	S/O Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
24	Cactus Ave	E/O Crystal View Ter	N	N	N	N	N	N	N	N	N	N	N	N
25	Mary St	N/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
26	Mary St	N/O Lincoln Ave	N	N	N	N	N	N	N	Y	N	N	Y	N
27	Proposed “C” St	S/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
28	Madison St	N/O Victoria Ave	N	N	N	N	N	N	N	N	Y	N	N	Y
29	Madison St	N/O Lincoln Ave	N	N	N	N	N	N	N	N	Y	N	N	Y
30	Victoria Ave	E/O Mary St	N	N	N	N	N	N	N	N	N	N	N	N
31	Victoria Ave	E/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
32	Victoria Ave	W/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
33	Victoria Ave	E/O Adams St	N	N	N	N	N	N	N	N	N	N	N	N
34	Dufferin Ave	W/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
35	Dufferin Ave	E/O Adams St	N	N	N	N	N	N	N	N	N	N	N	N
36	Dufferin Ave	E/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
37	Dufferin Ave	E/O McAllister St	N	N	N	N	N	N	N	N	N	N	N	N
38	Bradley St	W/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
39	Lincoln Ave	E/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
	Total Number of Locations		1	1	1	1	1	1	6	5	5	8	5	5

Shaded Text represents location that exceeds LOS standard or significant impact.

No impacts would result from Scenario 2, as this scenario represents the Gates Open baseline.

Scenario 3 would have a significant impact at one intersection (**S3-INT-2**) and one roadway link (**S3-LINK-2**).

Scenario 4 would have a significant impact at five intersections (**S4-INT-5** through **S4-INT-8**) and one roadway link (**S4-LINK-2**).

Year 2035 – Gates Closed

No impacts would result from Scenario 1, as this scenario represents the Gates Closed baseline.

Scenario 2 would have a significant impact at 12 intersections (**S2-INT-2** through **S2-INT-10**) and six roadway links (**S2-LINK-2** through **S2-LINK-7**).

Scenario 3 would have a significant impact at 16 intersections (**S3-INT-3** through **S3-INT-15**) and five roadway links (**S3-LINK-3** through **S3-LINK-7**).

Scenario 4 would have a significant impact at 12 intersections (**S4-INT-9** through **S4-INT-19**) and five roadway links (**S4-LINK-3** through **S4-LINK-7**).

Year 2035 – Gates Open

Scenario 1 would have a significant impact at five intersections (**S1-INT-1** through **S1-INT-4**) and eight roadway links (**S1-LINK-2** through **S1-LINK-9**).

No impacts would result from Scenario 2, as this scenario represents the Gates Open baseline.

Scenario 3 would have a significant impact at 14 intersections (**S3-INT-16** through **S3-INT-23**) and five roadway links (**S3-LINK-8** through **S3-LINK-12**).

Scenario 4 would have a significant impact at nine locations (**S4-INT-20** through **S4-INT-27**) and five roadway links (**S4-LINK-8** through **S4-LINK-12**).

b. Construction Traffic

Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links.

c. Potential Cut-through Traffic

The analysis examined the numbers of new vehicles coming into the Project vicinity that can be attributed to cut-through traffic as a result of new roadways and connections under Scenarios 3 and 4. The analysis shows that for both 2011 and 2035 conditions, impacts would be less than significant.

3.11.4.3 Mitigation, Monitoring, and Reporting

a. City of Riverside Significance Criteria

This section provides mitigation measures for the impacts summarized above. Where intersections are required to be signalized to reduce impacts for Year 2035, the intersection shall be converted to a signalized intersection upon notice by the City Traffic Engineer that traffic counts, signal warrants, and/or field conditions satisfy the need for signalized traffic control. In addition, mitigation measures recommended to reduce impacts related to intersections along Victoria Avenue would also be required to implement design techniques as detailed in Mitigation Measures **MM-CUL-1** to reduce significant impacts to the historic character of Victoria Avenue.

Year 2011 – Gates Closed

Scenario 1

No mitigation would be required, as Scenario 1 represents the Gates Closed baseline.

Scenario 2

Intersections

This scenario would have a significant impact at one location (**S2-INT-1**). Figure 3.11-14 shows the mitigated intersection configuration, and mitigation is detailed below.

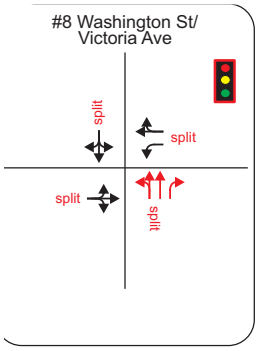
MM-S2-INT-1

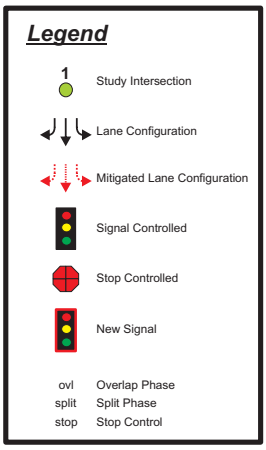
8. Washington Street at Victoria Avenue

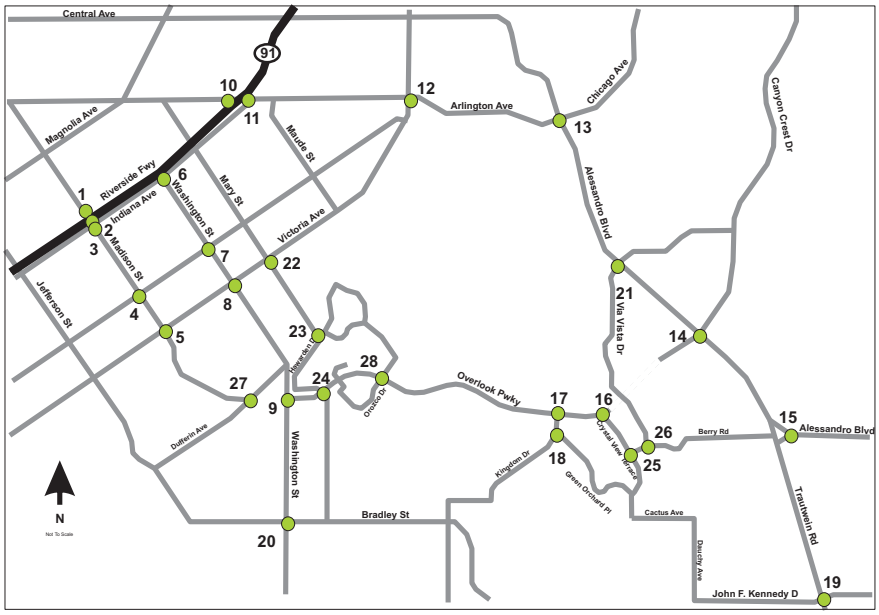
    - Signalize the intersection, include split phasing.

This would improve the LOS from E to D in the PM peak hour at this intersection. Implementation of this measure reduces impacts to less than significant.

Source: Iteris, 2012







Note: North/south streets are listed first under intersection name.

FIGURE 3.11-14

Scenario 2 Mitigated Intersection Configuration – (2011 – Gates Closed)

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Links

This scenario would have a significant impact at one roadway link (**S2-LINK-1**).

20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Scenario 3

Intersections

This scenario would have a significant impact at one location (**S3-INT-1**). Figure 3.11-15 shows the mitigated intersection configuration, and mitigation is detailed below.

MM-S3-INT-1:

14. Alessandro Boulevard at Overlook Parkway

- Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway
- Reconfigure the eastbound approach on Overlook Parkway to one left-through lane and two right-turn lanes.
- Modify signal operations.

This would improve the LOS from F to D in the PM peak hour at this intersection. Implementation of this measure would reduce impacts to less than significant.

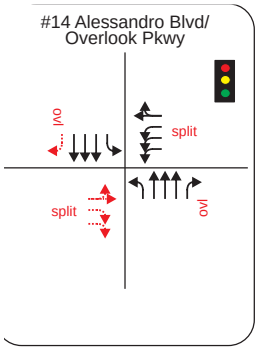
Links

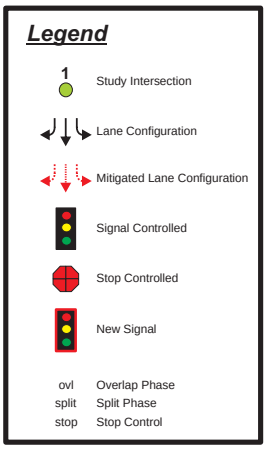
This scenario would have a significant impact at one roadway link (**S3-LINK-1**).

20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Source: Iteris, 2012





Note: North/south streets are listed first under intersection name.

FIGURE 3.11-15

Scenario 3 Mitigated Intersection Configuration – (2011 – Gates Closed)

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Scenario 4

Intersections

This scenario would have a significant impact at five locations (**S4-INT-1** through **S4-INT-4**). Figure 3.11-16 shows the mitigated intersection configurations. Mitigation measures are detailed below.

MM-S4-INT-1

5A. Madison Street at Victoria Avenue (North)
5B. Madison Street at Victoria Avenue (South)

- Signalize intersection, include split phasing.
- Modify northbound and southbound lane configurations to have two through lanes. Northbound lanes taper back to one lane north of intersection.

This would improve the LOS from F to D in the AM and PM peak hour at both locations. Implementation of these measures would reduce impacts to less than significant.

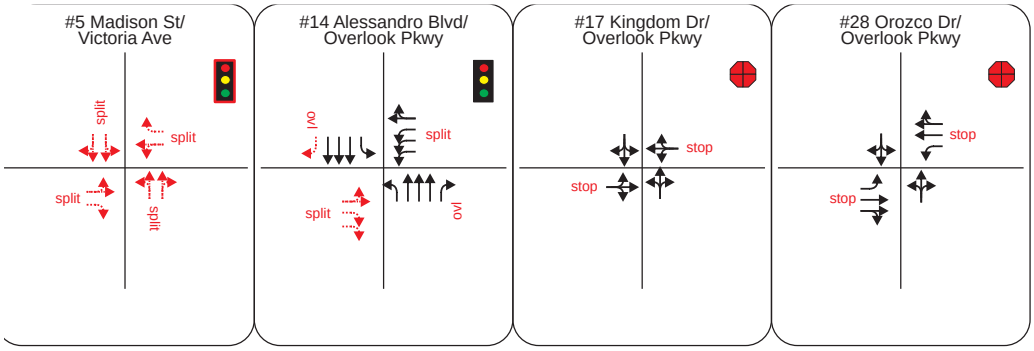
MM S4-INT-2:

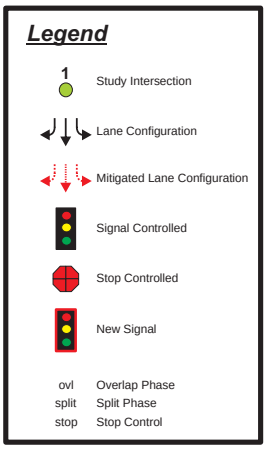
14. Alessandro Boulevard at Overlook Parkway

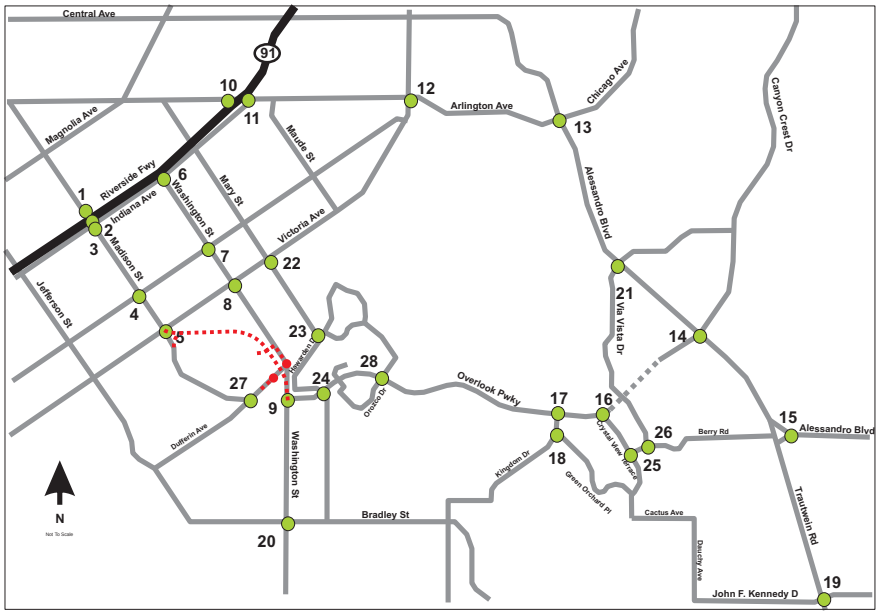
- Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway
- Reconfigure the eastbound approach on Overlook Parkway to one left-through lane and two right-turn lanes.
- Modify signal operations.

This would improve the LOS from F to D in the PM peak hour at this intersection. Implementation of this measure would reduce impacts to less than significant.

Source: Iteris, 2012







Note: North/south streets are listed first under intersection name.

FIGURE 3.11-16

Scenario 4 Mitigated Intersection Configuration – (2011 – Gates Closed)

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MM-S4-INT-3:

17. Kingdom Drive at Overlook Parkway

- Modify intersection to a four-way stop.

This would improve the LOS from E to C in the PM peak hour at this intersection. Implementation of this measure would reduce impacts to less than significant.

MM-S4-INT-4:

28. Orozco Drive at Overlook Parkway

- Modify intersection to a four-way stop.

This would improve the LOS from E to C in the PM peak hour at this intersection. Implementation of this measure would reduce impacts to less than significant.

Links

This scenario would have a significant impact at one roadway link (**S4-LINK-1**)..

20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Year 2011 – Gates Open

Scenario 1

Intersections

This scenario would have no impact on any intersections.

Links

This scenario would have a significant impact at one roadway link (**S1-LINK-1**)

15. Trautwein Road north of John F. Kennedy Drive

The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Scenario 2

No mitigation would be required, as Scenario 2 represents the Gates Open baseline.

Scenario 3

Intersections

This scenario would have a significant impact at one location (**S3-INT-2**). Figure 3.11-17 shows the mitigated intersection configurations for this scenario. Implementation of mitigation measure **MM-S3-INT-1** (detailed above) would reduce impacts to less than significant.

Links

This scenario would have a significant impact at one roadway link (**S3-LINK-2**).

20. Alessandro Boulevard south of Canyon Crest Drive

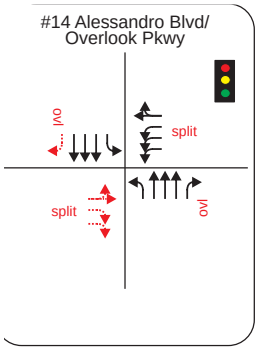
The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

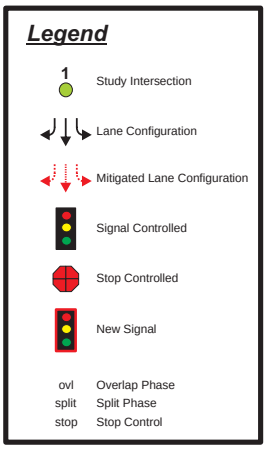
Scenario 4

Intersections

This scenario would have a significant impact at five locations (**S4-INT-5** through **S4-INT-8**). Figure 3.11-18 shows the mitigated intersection configurations for this scenario. Implementation of mitigation measures **MM-S4-INT-1** through **MM-S4-INT-4** (detailed above) would reduce impacts to less than significant.

Source: Iteris, 2012





Note: North/south streets are listed first under intersection name.

FIGURE 3.11-17

Scenario 3 Mitigated Intersection Configuration – (2011 – Gates Open)

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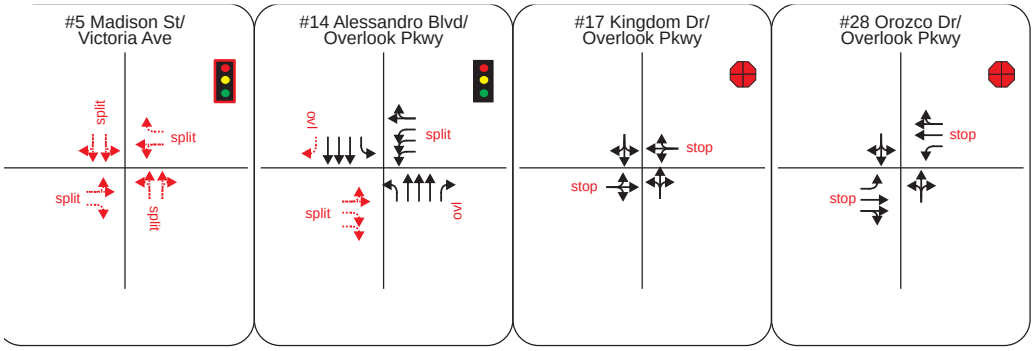
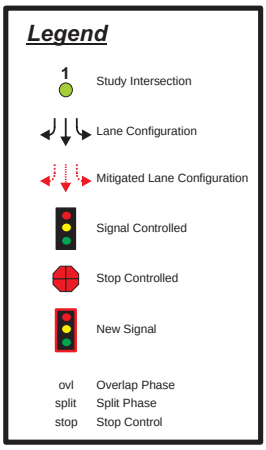
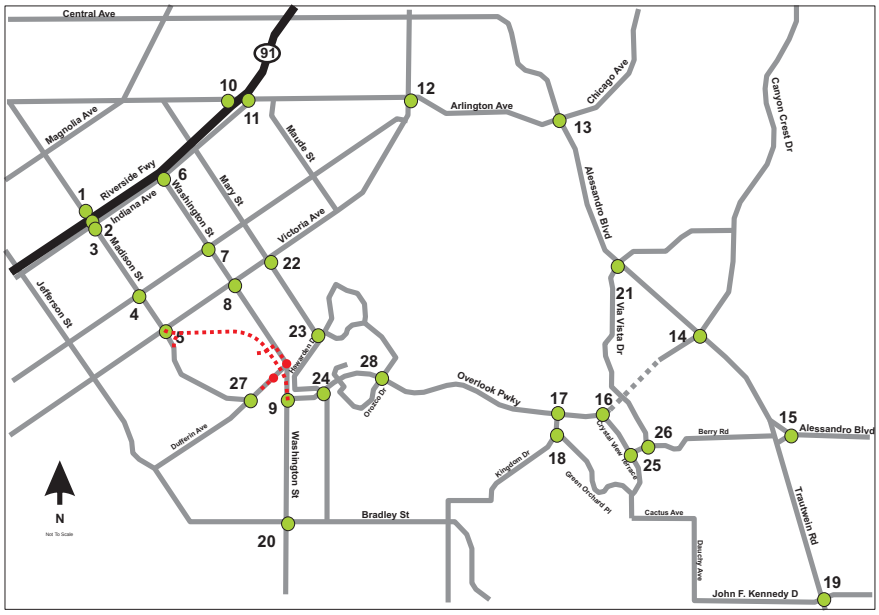
Source: Iteris, 2012







Note: North/south streets are listed first under intersection name.

FIGURE 3.11-18

Scenario 4 Mitigated Intersection Configuration – (2011 – Gates Open)

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Links

This scenario would have a significant impact at one roadway link (**S4-LINK-2**).

20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Year 2035 – Gates Closed

Scenario 1

No mitigation would be required, as Scenario 1 represents the Gates Closed baseline.

Scenario 2

Intersections

Scenario 2 would have a significant impact at 12 locations (**S2-INT-2** through **S2-INT-10**). Figure 3.11-19 shows the mitigated intersection configuration for this scenario. Mitigation measures are detailed below.

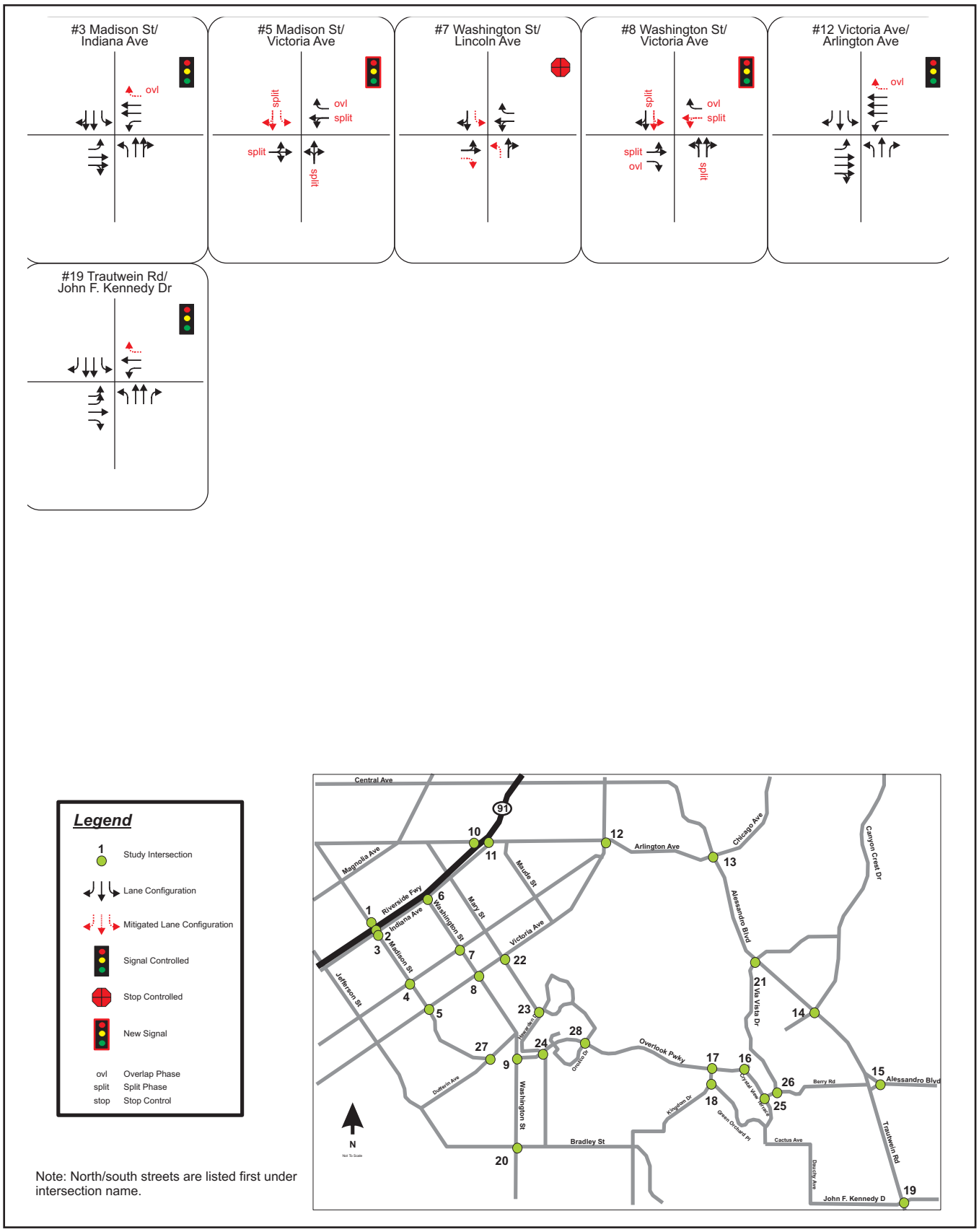
MM-S2-INT-2:

3. Madison Street at Indiana Avenue

- Add a westbound right turn lane on Indiana Avenue
- Add overlap phasing to the traffic signal

This would improve the LOS from F to E in the AM peak hour, and reduce the delay in the PM peak hour compared to the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

Source: Iteris, 2012



Note: North/south streets are listed first under intersection name.

FIGURE 3.11-19

Scenario 2 Mitigated Intersection Configuration – (2035 – Gates Closed)

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MM-S2-INT-3

5A. Madison Street at Victoria Avenue (North)
5B. Madison Street at Victoria Avenue (South)

- Signalize the intersection
- Include split phasing
- Include overlap phasing

This would improve the LOS from F to C in the PM peak hour at these locations. Implementation of this measure reduces impacts to less than significant.

MM-S2-INT-4:

7. Washington Street at Lincoln Avenue

- Add separate left turn lanes on Washington Street in both directions
- Add a separate right turn lane on eastbound Lincoln Avenue

This would reduce the delay in the PM peak hour over the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

MM-S2-INT-5

8A. Washington Street at Victoria Avenue (North)
8B. Washington Street at Victoria Avenue (South)

- Add an additional southbound through lane on Washington Street
- Signalize the intersection, with split phasing

Implementation of this measure would not fully reduce impacts. Impacts would remain significant and unavoidable.

MM-S2-INT-6:

12. Victoria Avenue at Arlington Avenue

- Add a westbound right turn lane on Arlington Avenue
- Add overlap phasing to the traffic signal

This would improve the LOS from F to E in the AM peak hour at this intersection. Implementation of this measure reduces impacts to less than significant.

MM-S2-INT-7:

13. Alessandro Boulevard at Arlington Avenue

No feasible mitigation measure was identified. Impacts would remain significant and unavoidable.

14. Alessandro Boulevard at Overlook Parkway

A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact. Impacts would remain significant and unavoidable.

S2-INT-8:

19. Trautwein Road at John F. Kennedy Drive

- Add a separate right turn lane on westbound John F. Kennedy Drive

This would improve the delay in the AM peak hour at this intersection over the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

22A. Mary Street at Victoria Avenue (North)
22B. Mary Street at Victoria Avenue (South)

This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact. Impacts would remain significant and unavoidable.

Links

Scenario 2 would have a significant impact at six links (**S2-LINK-2** through **S2-LINK-7**).

5. Arlington Avenue west of Alessandro Boulevard
7. Van Buren Boulevard west of Trautwein Road
8. Alessandro Boulevard west of Sycamore Canyon
9. Van Buren Boulevard west of Plummer Street

The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

6. Berry Road west of Trautwein Road
10. Washington Street south of Victoria Avenue

As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Scenario 3

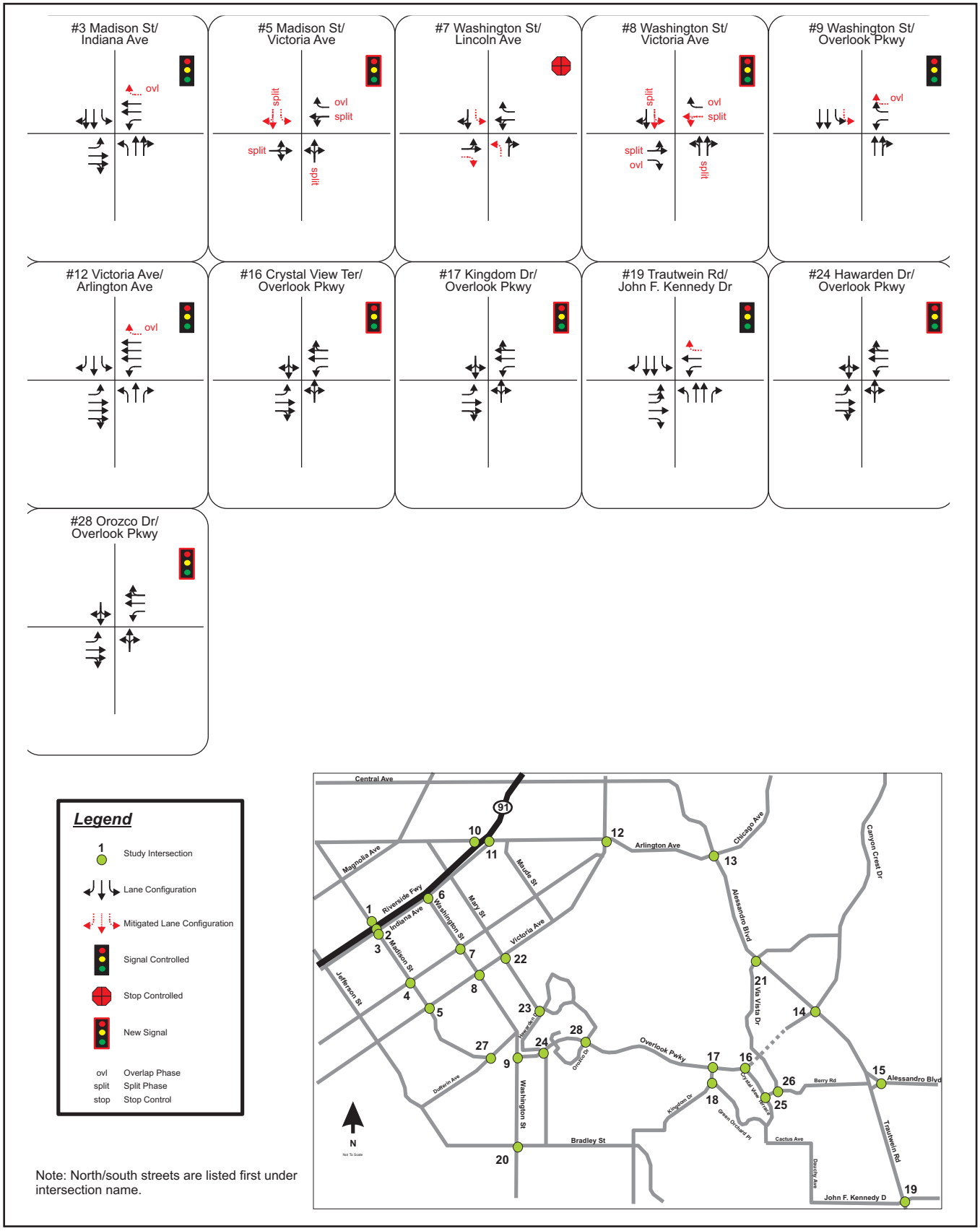
Scenario 3 would significantly impact 16 intersections (**S3-INT-3** through **S3-INT-15**). Figure 3.11-20 shows the mitigated intersection configuration for this scenario. Mitigation measures are detailed below.

Intersections

MM-S3-INT-2:

3. Madison Street at Indiana Avenue
   - Add a westbound right turn lane on Indiana Avenue
   - Add overlap phasing to the traffic signal

Source: Iteris, 2012



Note: North/south streets are listed first under intersection name.

FIGURE 3.11-20

Scenario 3 Mitigated Intersection Configuration – (2035 – Gates Closed)

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This would improve the LOS from F to E in the AM peak hour at this intersection. This would improve the delay in the PM peak hour at this intersection over the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

MM-S3-INT-3:

5A. Madison Street at Victoria Avenue (North)
5B. Madison Street at Victoria Avenue (South)

- Signalize the intersection
- Include split phasing
- Include overlap phasing

This would improve the LOS from F to D in the PM peak hour at these intersections. Implementation of this measure reduces impacts to less than significant.

MM-S3-INT-4:

7. Washington Street at Lincoln Avenue

- Add separate left turn lanes on Washington Street in both directions
- Add a separate right turn lane on eastbound Lincoln Avenue

This would improve the delay in the AM and PM peak hours over the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

MM-S3-INT-5:

8A. Washington Street at Victoria Avenue (North)
8B. Washington Street at Victoria Avenue (South)

- Add separate left turn lanes on Victoria Avenue in both directions
- Signalize the intersection

Implementation of this measure would not fully reduce impacts. Impacts would remain significant and unavoidable.

MM-S3-INT-6:

9. Washington Street at Overlook Parkway

- Add an additional southbound left turn lane on Washington Street.
- Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes.

- Add overlap phasing to the traffic signal

This would improve the LOS from F to D in the AM peak hour, and would improve the LOS from E to C in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S3-INT-7:

12. Victoria Avenue at Arlington Avenue

- Add a westbound right turn lane on Arlington Avenue
- Add overlap phasing to the traffic signal

This would improve the LOS from F to E in the AM peak hour at this intersection. This would improve the delay in the PM peak hour at this intersection over the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

14. Alessandro Boulevard at Overlook Parkway

A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact. Impacts would remain significant and unavoidable.

MM-S3-INT-8:

16. Crystal View Terrace at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions and a signal is recommended. This would improve the LOS from E to A in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S3-INT-9:

17. Kingdom Drive at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions, and a signal is recommended.

This would improve the LOS from F to A in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S3-INT-10:

19. Trautwein Road at John F. Kennedy Drive

- Add a separate right turn lane on westbound John F. Kennedy Drive

This would improve the LOS from F to E in the AM peak hour. Implementation of this measure reduces impacts to less than significant.

22A. Mary Street at Victoria Avenue (North)
22B. Mary Street at Victoria Avenue (South)

This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact. Impacts would remain significant and unavoidable.

MM-S3-INT-11:

24. Hawarden Drive at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions and a signal is recommended. This would improve the LOS from E to A in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S3-INT-12:

28. Orozco Drive at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions and a signal is recommended. This would improve the LOS from F to B in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

Links

Scenario 3 would have a significant impact at six links (**S3-LINK-3** through **S3-LINK-7**).

8. Alessandro Boulevard west of Sycamore Canyon
9. Van Buren Boulevard west of Plummer Street
20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

10. Washington Street south of Victoria Avenue
26. Mary Street north of Lincoln Avenue

As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Scenario 4

Intersections

Scenario 4 would significantly impact 12 locations (**S4-INT-9** through **S4-INT-19**). Figure 3.11-21 shows the mitigated intersection configuration for this scenario. Mitigation measures are detailed below.

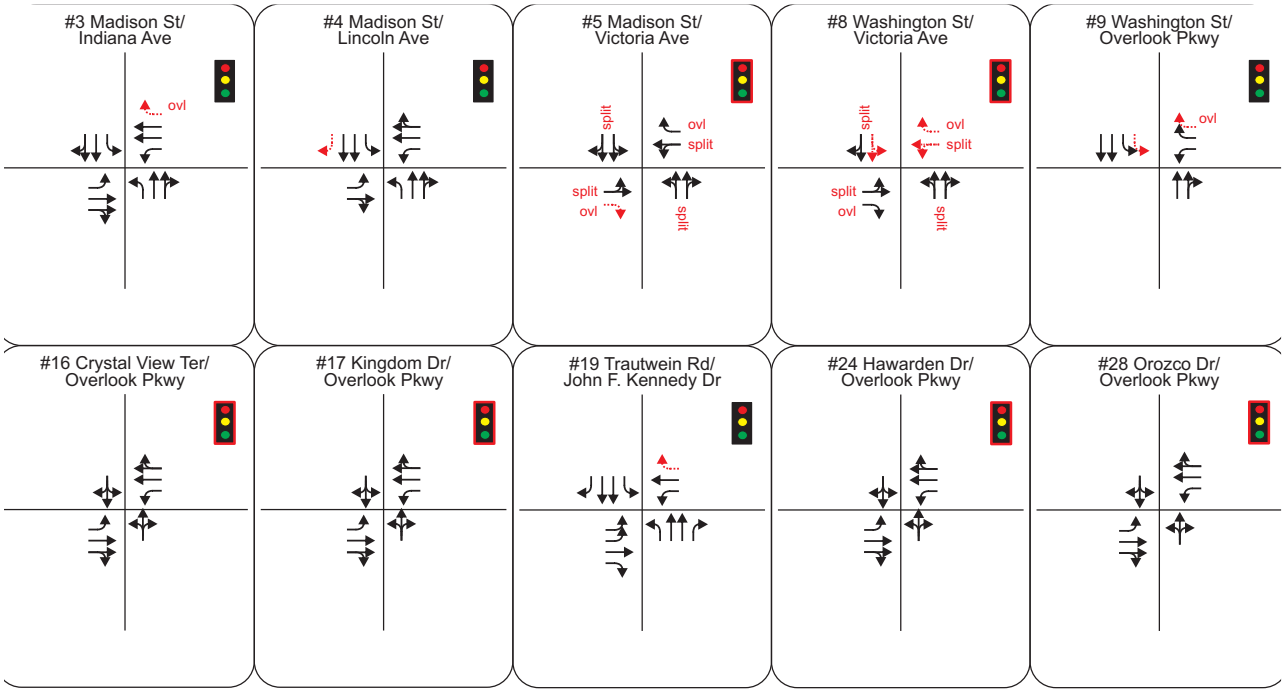
MM-S4-INT-5:

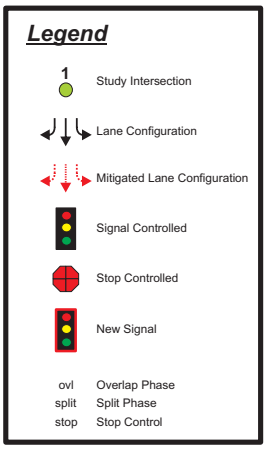
3. Madison Street at Indiana Avenue

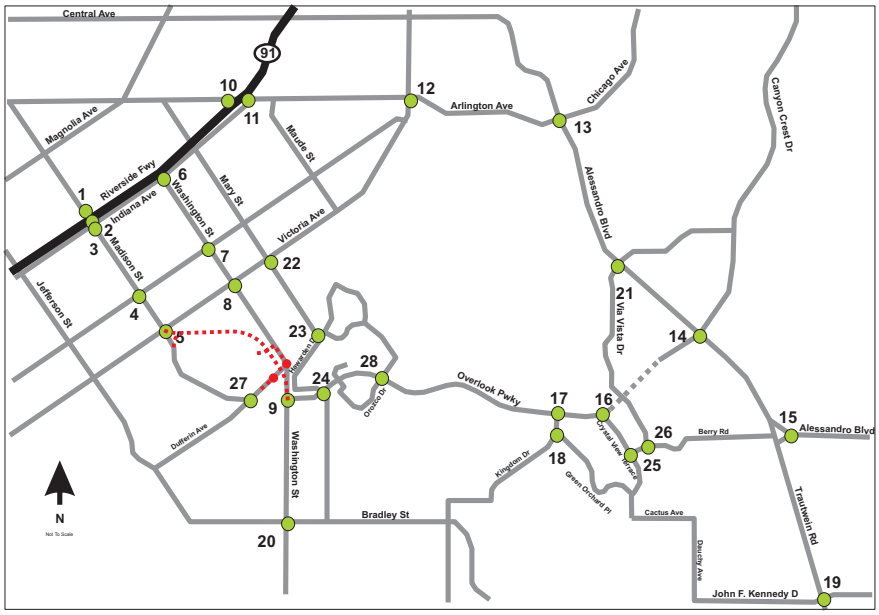
- Add a westbound right-turn lane on Indiana Avenue
- Add overlap phasing to the traffic signal

This would improve the delay in the PM peak hour at this intersection over the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

Source: Iteris, 2012







Note: North/south streets are listed first under intersection name.

FIGURE 3.11-21

Scenario 4 Mitigated Intersection Configuration – (2035 – Gates Closed)

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MM-S4-INT-6:

4. Madison Street at Lincoln Avenue

- Add a southbound right turn lane on Madison Street

This would improve the LOS from E to D in the PM peak hour at this intersection. Implementation of this measure reduces impacts to less than significant

MM-S4-INT-7:

5A. Madison Street at Victoria Avenue (North)
5B. Madison Street at Victoria Avenue (South)

- Signalize intersection
- Add split phasing to the signal
- Add a separate eastbound right turn lane, by paving the existing 2 foot shoulder for approximately 100 feet

Implementation of this measure would not fully reduce impacts. Impacts would remain significant and unavoidable.

MM-S4-INT-8:

8A. Washington Street at Victoria Avenue (North)

- Add a second southbound through lane
- Signalize the intersection
- Add split phasing to the signal

Implementation of this measure would not fully reduce impacts. Impacts would remain significant and unavoidable.

MM-S4-INT-9:

9. Washington Street at Overlook Parkway

- Add an additional southbound left turn lane on Washington Street
- Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes
- Add overlap phasing to the traffic signal

This would improve the LOS from F to D in the AM peak hour, and would improve the LOS from F to C in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

14. Alessandro Boulevard at Overlook Parkway

A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right-of-way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact. Impacts would remain significant and unavoidable.

MM-S4-INT-10:

16. Crystal View Terrace at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions and a signal is recommended. This would improve the LOS from F to A in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S4-INT-11:

17. Kingdom Drive at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions and a signal is recommended. This would improve the LOS from F to B in the AM peak hour and from F to A in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S4-INT-12:

19. Trautwein Road at John F. Kennedy Drive

- Add a separate right turn lane on westbound John F. Kennedy Drive

This would improve the LOS from F to E in the AM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S4-INT-13:

24. Hawarden Drive at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions and a signal is recommended. This would improve the LOS from F to B in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

MM-S4-INT-14:

28. Orozco Drive at Overlook Parkway

- Signalize the intersection.

Due to the high volumes on Overlook Parkway as compared to the side streets, a four-way stop does not allow acceptable operating conditions and a signal is recommended. This would improve the LOS from F to A in the AM peak hour and from F to B in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

Links

Scenario 3 would have a significant impact at six links (**S4-LINK-3** through **S4-LINK-7**).

8. Alessandro Boulevard west of Sycamore Canyon
9. Van Buren Boulevard west of Plummer Street
20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

28. Madison Street north of Victoria Avenue
29. Madison Street north of Lincoln Avenue

As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Year 2035 – Gates Open

Scenario 1

Intersections

This scenario would have a significant impact at five locations (**S1-INT-1** through **S1-INT-4**). Figure 3.11-22 shows the mitigated intersection configuration for this scenario. Mitigation measures are detailed below.

MM-S1-INT-1:

7. Washington Street at Lincoln Avenue

- Add separate left-turn lanes on Washington Street in both directions
- Add a separate right-turn lane on eastbound Lincoln Avenue

This would improve the delay in the AM and PM peak hours over the Gates Closed baseline. Implementation of this measure reduces impacts to less than significant.

MM-S1-INT-2:

8B. Washington Street at Victoria Avenue (South)

- Add separate left-turn lanes on Victoria Avenue in both directions
- Signalize the intersection

Implementation of this measure would not fully reduce impacts. Impacts would remain significant and unavoidable.

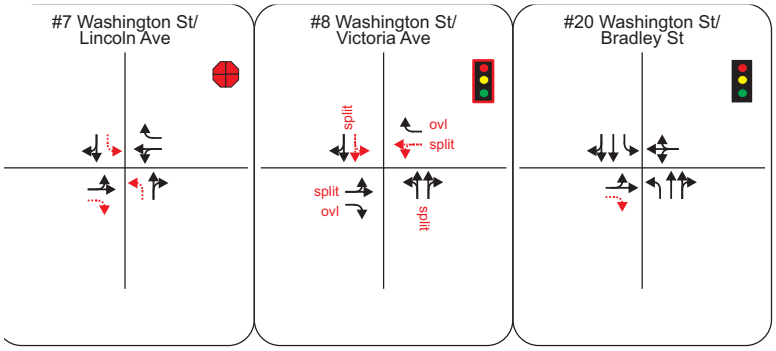
MM-S1-INT-3:

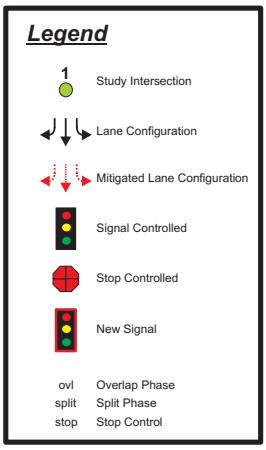
20. Washington Street at Bradley Street

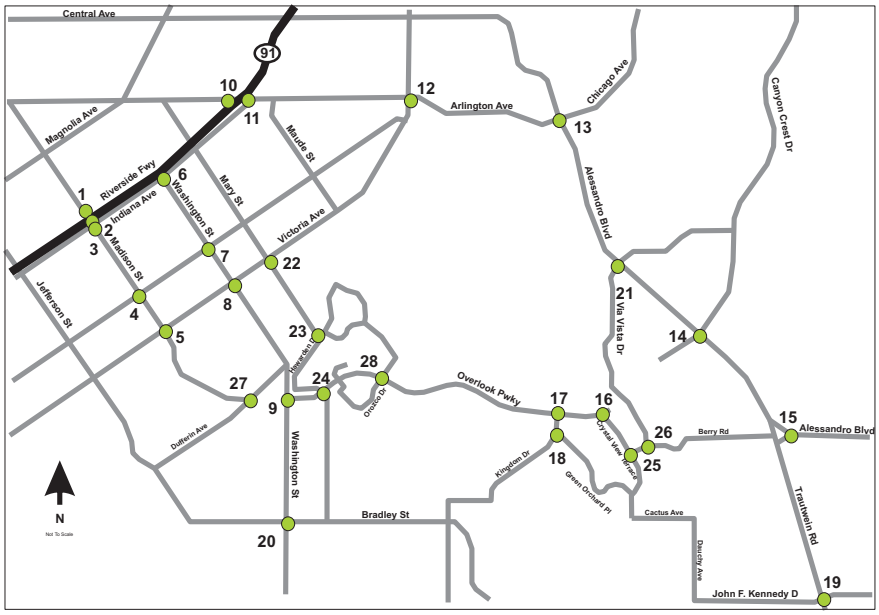
- Add a separate eastbound right turn lane on Bradley Street

This would improve the LOS from E to D in the PM peak hour. Implementation of this measure reduces impacts to less than significant.

Source: Iteris, 2012







Note: North/south streets are listed first under intersection name.

FIGURE 3.11-22

Scenario 1 Mitigated Intersection Configuration – (2035 – Gates Open)

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MM-S1-INT-4:

22A. Mary Street at Victoria Avenue (North)
22B. Mary Street at Victoria Avenue (South)

This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact. Impacts would remain significant and unavoidable.

Links

Scenario 1 would have a significant impact at eight links (**S1-LINK-2** through **S1-LINK-9**).

4. Van Buren Boulevard east of Washington Street
11. Alessandro Boulevard south of Arlington Avenue
15. Trautwein Road north of John F Kennedy Drive
20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

1. Victoria Avenue east of Washington Street
12. Washington Street north of Valle Vista Way
16. Washington Street north of Van Buren Boulevard
19. Mission Grove Parkway south of Alessandro Boulevard

As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Scenario 2

No mitigation would be required, as Scenario 2 represents the Gates Open baseline.

Scenario 3

Intersections

This scenario would have a significant impact at 14 locations (**S3-INT-16** through **S3-INT-26**). Figure 3.11-23 shows the mitigated intersection configuration for this scenario. Mitigation measures are detailed below.

3. Madison Street at Indiana Avenue

Implementation of mitigation measure **MM-S3-INT-2** (detailed above) would reduce impacts to less than significant.

5A. Madison Street at Victoria Avenue (North)
5B. Madison Street at Victoria Avenue (South)

Implementation of mitigation measure **MM-S3-INT-3** (detailed above) would reduce impacts to less than significant.

7. Washington Street at Lincoln Avenue

Implementation of mitigation measures **MM-S3-INT-4** (detailed above) would reduce impacts to less than significant.

8A. Washington Street at Victoria Avenue (North)
8B. Washington Street at Victoria Avenue (South)

Implementation of mitigation measure **MM-S3-INT-5** (detailed above) would not fully reduce impacts. Impacts would remain significant and unavoidable.

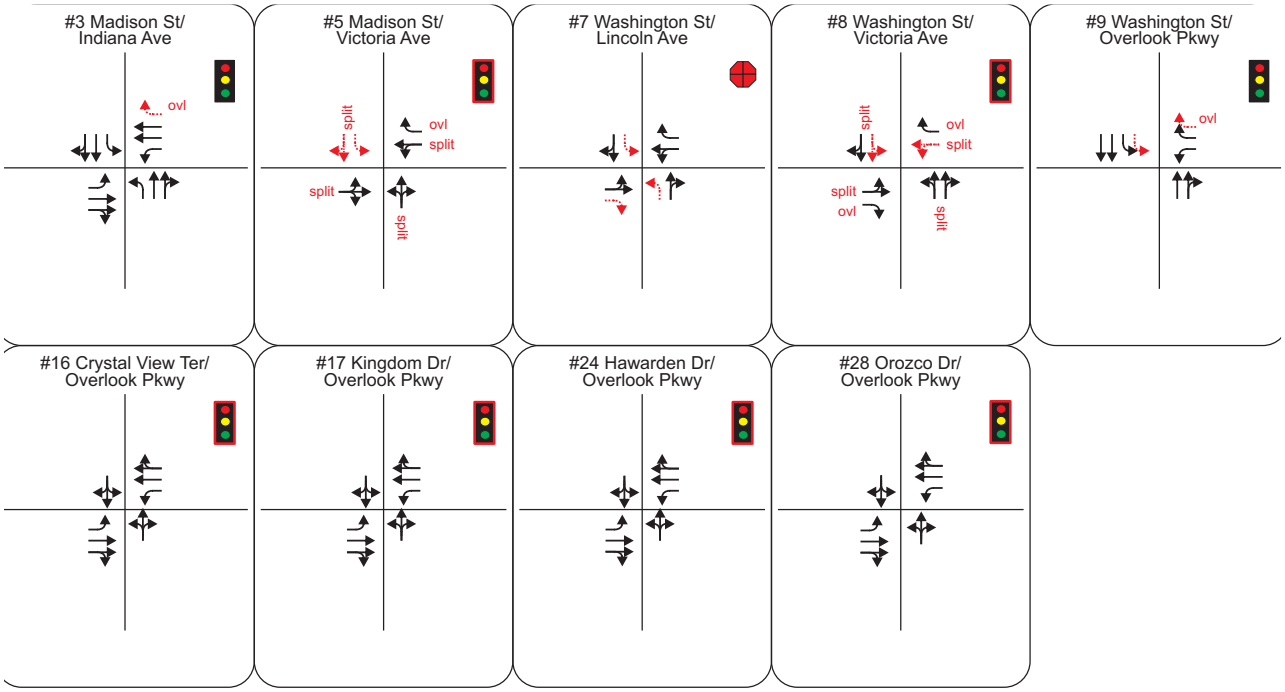
9. Washington Street at Overlook Parkway

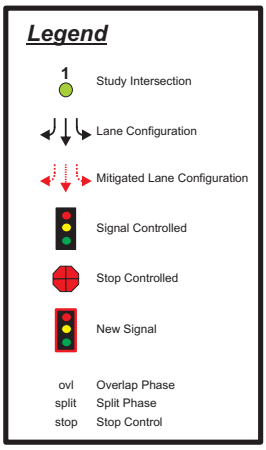
Implementation of mitigation measures **MM-S3-INT-6** (detailed above) would reduce impacts to less than significant.

14. Alessandro Boulevard at Overlook Parkway

A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact. Impacts would remain significant and unavoidable.

Source: Iteris, 2012





Note: North/south streets are listed first under intersection name.

FIGURE 3.11-23

Scenario 3 Mitigated Intersection Configuration – (2035 – Gates Open)

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16. Crystal View Terrace at Overlook Parkway

Implementation of mitigation measure **MM-S3-INT-8** (detailed above) would reduce impacts to less than significant.

17. Kingdom Drive at Overlook Parkway

Implementation of mitigation measure **MM-S3-INT-9** (detailed above) would reduce impacts to less than significant.

22A. Mary Street at Victoria Avenue (North)
22B. Mary Street at Victoria Avenue (South)

This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact. Impacts would remain significant and unavoidable.

24. Hawarden Drive at Overlook Parkway

Implementation of mitigation measure **MM-S3-INT-11** (detailed above) would reduce impacts to less than significant.

28. Orozco Drive at Overlook Parkway

Implementation of mitigation measure **MM-S3-INT-12** (detailed above) would reduce impacts to less than significant.

Links

Scenario 3 would have a significant impact at five links (**S3-LINK-8** through **S3-LINK-12**).

8. Alessandro Boulevard west of Sycamore Canyon
20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

1. Victoria Avenue east of Washington Street
10. Washington Street south of Victoria Avenue
26. Mary Street north of Lincoln Avenue

As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

Scenario 4

Intersections

Scenario 4 would have a significant impact at nine locations (**S4-INT-20** through **S4-INT-27**). Figure 3.11-24 shows the mitigated intersection configuration for this scenario. Mitigation measures are detailed below.

4. Madison Street at Lincoln Avenue

Implementation of mitigation measure **MM-S4-INT-6** (detailed above) would reduce impacts to less than significant.

5A. Madison Street at Victoria Avenue (North)
5B. Madison Street at Victoria Avenue (South)

Implementation of mitigation measures **MM-S4-INT-7** (detailed above) would not fully reduce impacts. Impacts would remain significant and unavoidable.

9. Washington Street at Overlook Parkway

Implementation of mitigation measure **MM-S4-INT-9** (detailed above) would reduce impacts to less than significant.

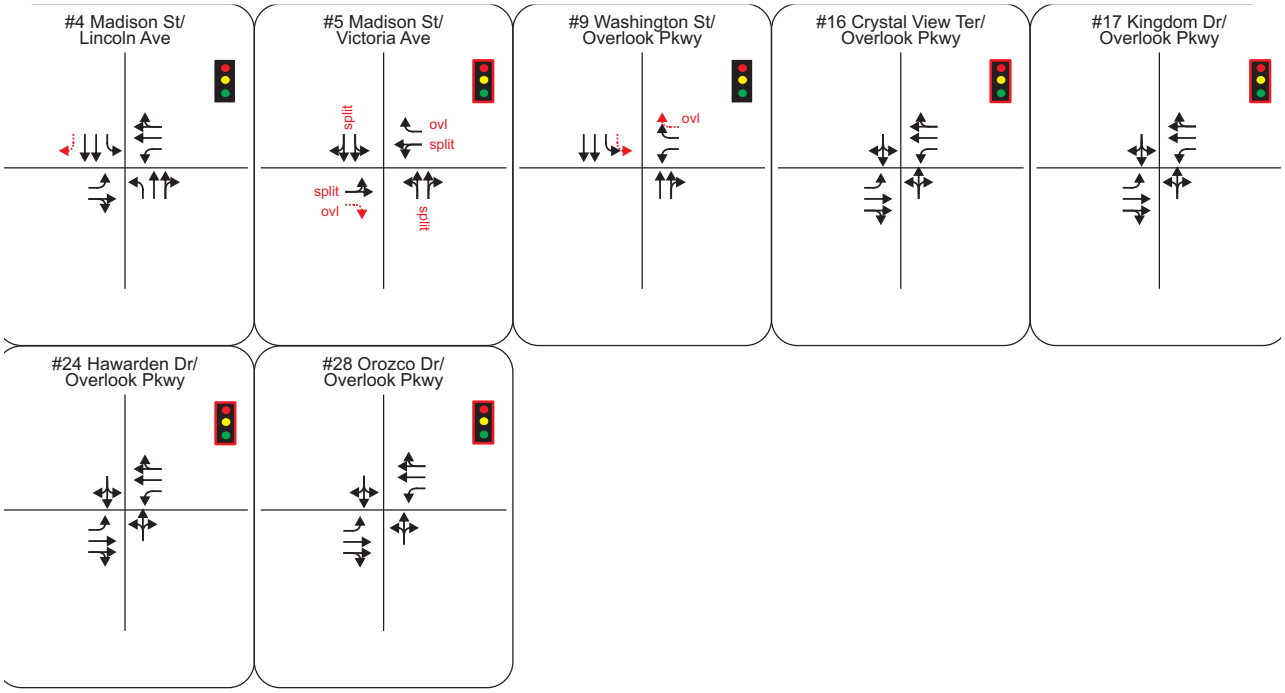
14. Alessandro Boulevard at Overlook Parkway

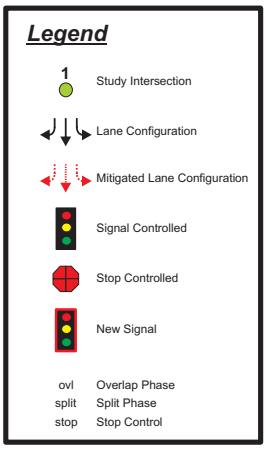
A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right-of-way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.

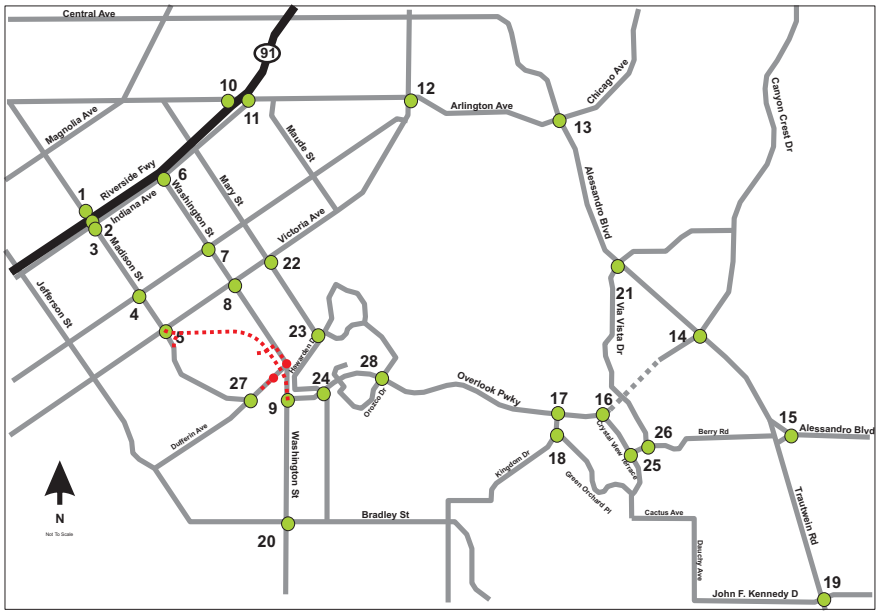
16. Crystal View Terrace at Overlook Parkway

Implementation of mitigation measure **MM-S4-INT-10** (detailed above) would reduce impacts to less than significant.

Source: Iteris, 2012







Note: North/south streets are listed first under intersection name.

FIGURE 3.11-24

Scenario 4 Mitigated Intersection Configuration – (2035 – Gates Open)

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17. Kingdom Drive at Overlook Parkway

Implementation of mitigation measure **MM-S4-INT-11** (detailed above) would reduce impacts to less than significant.

24. Hawarden Drive at Overlook Parkway

Implementation of mitigation measure **MM-S4-INT-13** (detailed above) would reduce impacts to less than significant.

28. Orozco Drive at Overlook Parkway

Implementation of mitigation measure **MM-S4-INT-14** (detailed above) would reduce impacts to less than significant.

Links

Scenario 4 would have a significant impact at five links (**S3-LINK-8** through **S3-LINK-12**).

8. Alessandro Boulevard west of Sycamore Canyon
9. Van Buren Boulevard west of Plummer Street
20. Alessandro Boulevard south of Canyon Crest Drive

The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

28. Madison Street north of Victoria Avenue
29. Madison Street north of Lincoln Avenue

As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.

3.11.4.4 Significance after Mitigation

a. City of Riverside Significance Criteria

Table 3.11-39 provides a summary of the mitigation at impacted intersections and significance after mitigation for in the Year 2011 when compared to both baselines.

TABLE 3.11-39
YEAR 2011 – INTERSECTION MITIGATION SUMMARY – ALL SCENARIOS

		Gates Closed						Gates Open					
		Significant?			Significant After Mitigation?			Significant?			Significant After Mitigation?		
No.	Intersection	Scenario 2	Scenario 3	Scenario 4	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4
1	Madison St & SR-91 WB Ramps	N	N	N	N	N	N	N	N	N	N	N	N
2	Madison St & SR-91 EB Ramps	N	N	N	N	N	N	N	N	N	N	N	N
3	Madison St & Indiana Ave	N	N	N	N	N	N	N	N	N	N	N	N
4	Madison St & Lincoln Ave	N	N	N	N	N	N	N	N	N	N	N	N
5A	Madison St & Victoria Ave North	N	N	Y	N	N	N	N	N	Y	N	N	N
5B	Madison St & Victoria Ave South	N	N	Y	N	N	N	N	N	Y	N	N	N
6	Washington St & Indiana Ave	N	N	N	N	N	N	N	N	N	N	N	N
7	Washington St & Lincoln Ave	N	N	N	N	N	N	N	N	N	N	N	N
8A	Washington St & Victoria Ave North	N	N	N	N	N	N	N	N	N	N	N	N
8B	Washington St & Victoria Ave South	Y	N	N	N	N	N	N	N	N	N	N	N
9	Washington St & Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
12	Victoria Ave & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
13	Alessandro Blvd & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
14.	Alessandro Blvd & Overlook Pkwy	N	Y	Y	N	N	N	N	Y	Y	N	N	N
15	Alessandro Blvd & Trautwein Rd	N	N	N	N	N	N	N	N	N	N	N	N
16	Crystal View Ter & Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
17	Kingdom Dr & Overlook Pkwy	N	N	Y	N	N	N	N	N	Y	N	N	N
18	Kingdom Dr & Green Orchard Pl	N	N	N	N	N	N	N	N	N	N	N	N
19	Trautwein Rd & John F. Kennedy Dr	N	N	N	N	N	N	N	N	N	N	N	N
20	Washington St & Bradley St	N	N	N	N	N	N	N	N	N	N	N	N
21	Alessandro Blvd & Via Vista Dr	N	N	N	N	N	N	N	N	N	N	N	N
22A	Mary St & Victoria Ave North	N	N	N	N	N	N	N	N	N	N	N	N
22B	Mary St & Victoria Ave South	N	N	N	N	N	N	N	N	N	N	N	N
23	Mary St & Hawarden Ct	N	N	N	N	N	N	N	N	N	N	N	N
24	Hawarden Dr & Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
25	Crystal View Ter & Berry Rd	N	N	N	N	N	N	N	N	N	N	N	N
26	Corinthian Wy & Berry Rd	N	N	N	N	N	N	N	N	N	N	N	N
27	Madison St & Dufferin Ave	N	N	N	N	N	N	N	N	N	N	N	N
28	Orozco Dr & Overlook Pkwy	N	N	Y	N	N	N	N	N	Y	N	N	N
	Total Number of Locations	**1**	**1**	**5**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**0**

Shaded Text represents location that exceeds LOS standard or significant impact.

Table 3.11-40 provides a summary of the mitigation at impacted links and significance after mitigation for roadway links in the Year 2011 when compared to both baselines.

Table 3.11-41 provides a summary of the mitigation at impacted intersections and significance after mitigation for in the Year 2035 when compared to both baselines. Table 3.11-42 provides a summary of the mitigation at impacted links and significance after mitigation for roadway links in the Year 2035 when compared to both baselines.

In addition, Figures 3.11-25a and 25b display the comparison of impacted intersections for each scenario in 2011, and Figures 3.11-26a and 26b display the comparison for 2035. Green dots represent intersections that would operate at an acceptable LOS without mitigation. Where mitigation fully reduces impacts to a level less than significant, there is a yellow dot within the red dot. The significant impacts at intersections that cannot be reduced to a level that is less than significant are indicated by red dots.

Year 2011 – Gates Closed

Scenario 1

No mitigation is required, as Scenario 1 represents the Gates Closed baseline.

Scenario 2

Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain **significant and unavoidable**.

Scenario 3

Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain **significant and unavoidable**.

Scenario 4

Implementation of mitigation at five intersections would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain **significant and unavoidable**.

Year 2011 – Gates Open

Scenario 1

No impacts were identified at any intersections. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain **significant and unavoidable**.

TABLE 3.11-40
YEAR 2011 – ROADWAY LINK MITIGATION SUMMARY – ALL SCENARIOS

			Gates Closed						Gates Open					
			Significant?			Significant After Mitigation?			Significant?			Significant After Mitigation?		
No.	Roadway	Location	Scenario 2	Scenario 3	Scenario 4	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4
1	Victoria Ave	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
2	Overlook Pkwy	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
3	Bradley St	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
4	Van Buren Blvd	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
5	Arlington Ave	W/O Alessandro Blvd	N	N	N	N	N	N	N	N	N	N	N	N
6	Berry Rd	W/O Trautwein Rd	N	N	N	N	N	N	N	N	N	N	N	N
7	Van Buren Blvd	W/O Trautwein Rd	N	N	N	N	N	N	N	N	N	N	N	N
8	Alessandro Blvd	W/O Sycamore Canyon Rd	N	N	N	N	N	N	N	N	N	N	N	N
9	Van Buren Blvd	W/O Plummer St	N	N	N	N	N	N	N	N	N	N	N	N
10	Washington St	S/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
11	Alessandro Blvd	S/O Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
12	Washington St	N/O Valle Vista Way	N	N	N	N	N	N	N	N	N	N	N	N
13	Golden Star Ave	N/O Valle Vista Way	N	N	N	N	N	N	N	N	N	N	N	N
14	Dauchy Ave	N/O John F Kennedy Dr	N	N	N	N	N	N	N	N	N	N	N	N
15	Trautwein Rd	N/O John F Kennedy Dr	N	N	N	N	N	N	Y	N	N	Y	N	N
16	Washington St	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
17	Wood Dr	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
18	Trautwein Rd	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
19	Mission Grove Pkwy	S/O Alessandro Blvd	N	N	N	N	N	N	N	N	N	N	N	N
20	Alessandro Blvd	S/O Canyon Crest Dr	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
21	Overlook Pkwy	W/O Kingdom Dr	N	N	N	N	N	N	N	N	N	N	N	N
22	Kingdom Dr	S/O Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
23	Crystal View Dr	S/O Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
24	Cactus Ave	E/O Crystal View Ter	N	N	N	N	N	N	N	N	N	N	N	N
25	Mary St	N/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
26	Mary St	N/O Lincoln Ave	N	N	N	N	N	N	N	N	N	N	N	N
27	Proposed “C” St	S/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
28	Madison St	N/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
29	Madison St	N/O Lincoln Ave	N	N	N	N	N	N	N	N	N	N	N	N
30	Victoria Ave	E/O Mary St	N	N	N	N	N	N	N	N	N	N	N	N
31	Victoria Ave	E/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
32	Victoria Ave	W/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
33	Victoria Ave	E/O Adams St	N	N	N	N	N	N	N	N	N	N	N	N
34	Dufferin Ave	W/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
35	Dufferin Ave	E/O Adams St	N	N	N	N	N	N	N	N	N	N	N	N
36	Dufferin Ave	E/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
37	Dufferin Ave	E/O McAllister St	N	N	N	N	N	N	N	N	N	N	N	N
38	Bradley St	W/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
39	Lincoln Ave	E/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
	Total Number of Locations		**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**

Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-41
YEAR 2035 – INTERSECTION MITIGATION SUMMARY – ALL SCENARIOS

		Gates Closed						Gates Open					
		Significant?			Significant After Mitigation?			Significant?			Significant After Mitigation?		
No.	Intersection	Scenario 2	Scenario 3	Scenario 4	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4
1	Madison St & SR-91 WB Ramps	N	N	N	N	N	N	N	N	N	N	N	N
2	Madison St & SR-91 EB Ramps	N	N	N	N	N	N	N	N	N	N	N	N
3	Madison St & Indiana Ave	Y	Y	Y	N	N	N	N	Y	N	N	N	N
4	Madison St & Lincoln Ave	N	N	Y	N	N	N	N	N	Y	N	N	N
5A	Madison St & Victoria Ave North	Y	Y	Y	N	N	Y	N	Y	Y	N	N	Y
5B	Madison St & Victoria Ave South	Y	Y	Y	N	N	Y	N	Y	Y	N	N	Y
6	Washington St & Indiana Ave	N	N	N	N	N	N	N	N	N	N	N	N
7	Washington St & Lincoln Ave	Y	Y	N	N	N	N	Y	Y	N	N	N	N
8A	Washington St & Victoria Ave North	Y	Y	Y	Y	Y	Y	N	Y	N	Y	Y	N
8B	Washington St & Victoria Ave South	Y	Y	N	Y	Y	N	Y	Y	N	Y	Y	N
9	Washington St & Overlook Pkwy	N	Y	Y	N	N	N	N	Y	Y	N	N	N
10	Riverside Ave-SR-91 WB Ramps & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
11	Indiana Ave-SR-91 EB Ramps & Arlington Ave	N	N	N	N	N	N	N	N	N	N	N	N
12	Victoria Ave & Arlington Ave	Y	Y	N	N	N	N	N	N	N	N	N	N
13	Alessandro Blvd & Arlington Ave	Y	N	N	Y	N	N	N	N	N	N	N	N
14	Alessandro Blvd & Overlook Pkwy	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
15	Alessandro Blvd & Trautwein Rd	N	N	N	N	N	N	N	N	N	N	N	N
16	Crystal View Ter & Overlook Pkwy	N	Y	Y	N	N	N	N	Y	Y	N	N	N
17	Kingdom Dr & Overlook Pkwy	N	Y	Y	N	N	N	N	Y	Y	N	N	N
18	Kingdom Dr & Green Orchard Pl	N	N	N	N	N	N	N	N	N	N	N	N
19	Trautwein Rd & John F. Kennedy Dr	Y	Y	Y	N	N	N	N	N	N	N	N	N
20	Washington St & Bradley St	N	N	N	N	N	N	Y	N	N	N	N	N
21	Alessandro Blvd & Via Vista Dr	N	N	N	N	N	N	N	N	N	N	N	N
22A	Mary St & Victoria Ave North	Y	Y	N	Y	Y	N	Y	Y	N	Y	Y	N
22B	Mary St & Victoria Ave South	Y	Y	N	Y	Y	N	Y	Y	N	Y	Y	N
23	Mary St & Hawarden Ct	N	N	N	N	N	N	N	N	N	N	N	N
24	Hawarden Dr & Overlook Pkwy	N	Y	Y	N	N	N	N	Y	Y	N	N	N
2.	Crystal View Ter & Berry Rd	N	N	N	N	N	N	N	N	N	N	N	N
26	Corinthian Wy & Berry Rd	N	N	N	N	N	N	N	N	N	N	N	N
27	Madison St & Dufferin Ave	N	N	N	N	N	N	N	N	N	N	N	N
28	Orozco Dr & Overlook Pkwy	N	Y	Y	N	N	N	N	Y	Y	N	N	N
	Total Number of Locations	**12**	**16**	**12**	**6**	**5**	**4**	**5**	**14**	**9**	**4**	**5**	**3**

Shaded Text represents location that exceeds LOS standard or significant impact.

TABLE 3.11-42
YEAR 2035 – ROADWAY LINK MITIGATION SUMMARY – ALL SCENARIOS

			Gates Closed						Gates Open					
			Significant?			Significant After Mitigation?			Significant?			Significant After Mitigation?		
No.	Roadway	Location	Scenario 2	Scenario 3	Scenario 4	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4	Scenario 1	Scenario 3	Scenario 4
1	Victoria Ave	E/O Washington St	N	N	N	N	N	N	Y	Y	N	Y	Y	N
2	Overlook Pkwy	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
3	Bradley St	E/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
4	Van Buren Blvd	E/O Washington St	N	N	N	N	N	N	Y	N	N	Y	N	N
5	Arlington Ave	W/O Alessandro Blvd	Y	N	N	Y	N	N	N	N	N	N	N	N
6	Berry Rd	W/O Trautwein Rd	Y	N	N	Y	N	N	N	N	N	N	N	N
7	Van Buren Blvd	W/O Trautwein Rd	Y	N	N	Y	N	N	N	N	N	N	N	N
8	Alessandro Blvd	W/O Sycamore Canyon Rd	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
9	Van Buren Blvd	W/O Plummer St	Y	Y	Y	Y	Y	Y	N	N	Y	N	N	Y
10	Washington St	S/O Victoria Ave	Y	Y	N	Y	Y	N	N	Y	N	N	Y	N
11	Alessandro Blvd	S/O Arlington Ave	N	N	N	N	N	N	Y	N	N	Y	N	N
12	Washington St	N/O Valle Vista Way	N	N	N	N	N	N	Y	N	N	Y	N	N
13	Golden Star Ave	N/O Valle Vista Way	N	N	N	N	N	N	N	N	N	N	N	N
14	Dauchy Ave	N/O John F Kennedy Dr	N	N	N	N	N	N	N	N	N	N	N	N
15	Trautwein Rd	N/O John F Kennedy Dr	N	N	N	N	N	N	Y	N	N	Y	N	N
16	Washington St	N/O Van Buren Blvd	N	N	N	N	N	N	Y	N	N	Y	N	N
17	Wood Dr	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
18	Trautwein Rd	N/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
19	Mission Grove Pkwy	S/O Alessandro Blvd	N	N	N	N	N	N	Y	N	N	Y	N	N
20	Alessandro Blvd	S/O Canyon Crest Dr	N	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y
21	Overlook Pkwy	W/O Kingdom Dr	N	N	N	N	N	N	N	N	N	N	N	N
22	Kingdom Dr	S/O Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
23	Crystal View Dr	S/O Overlook Pkwy	N	N	N	N	N	N	N	N	N	N	N	N
24	Cactus Ave	E/O Crystal View Ter	N	N	N	N	N	N	N	N	N	N	N	N
25	Mary St	N/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
26	Mary St	N/O Lincoln Ave	N	Y	N	N	Y	N	N	Y	N	N	Y	N
27	Proposed “C” St	S/O Victoria Ave	N	N	N	N	N	N	N	N	N	N	N	N
28	Madison St	N/O Victoria Ave	N	N	Y	N	N	Y	N	N	Y	N	N	Y
29	Madison St	N/O Lincoln Ave	N	N	Y	N	N	Y	N	N	Y	N	N	Y
30	Victoria Ave	E/O Mary St	N	N	N	N	N	N	N	N	N	N	N	N
31	Victoria Ave	E/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
32	Victoria Ave	W/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
33	Victoria Ave	E/O Adams St	N	N	N	N	N	N	N	N	N	N	N	N
34	Dufferin Ave	W/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
35	Dufferin Ave	E/O Adams St	N	N	N	N	N	N	N	N	N	N	N	N
36	Dufferin Ave	E/O Van Buren Blvd	N	N	N	N	N	N	N	N	N	N	N	N
37	Dufferin Ave	E/O McAllister St	N	N	N	N	N	N	N	N	N	N	N	N
38	Bradley St	W/O Washington St	N	N	N	N	N	N	N	N	N	N	N	N
39	Lincoln Ave	E/O Madison St	N	N	N	N	N	N	N	N	N	N	N	N
	Total Number of Locations		**6**	**5**	**5**	**6**	**5**	**5**	**8**	**5**	**5**	**8**	**5**	**5**

Shaded Text represents location that exceeds LOS standard or significant impact.

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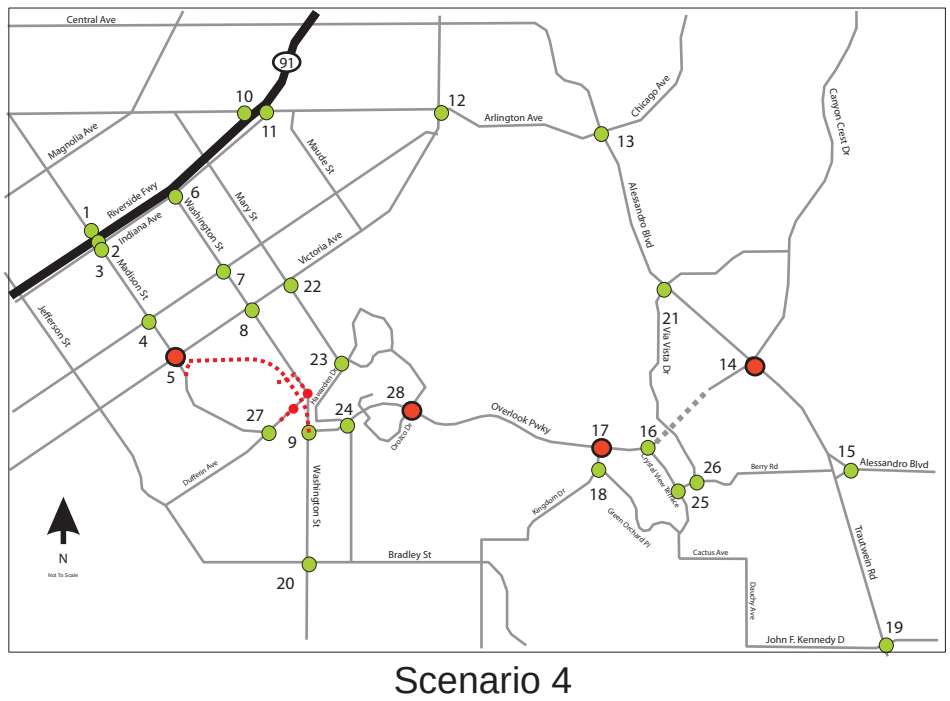
Source: Iteris

Gates Closed Baseline

1 Acceptable LOS Exceeds LOS Standards

Scenario 2

Scenario 3



Scenario 4

1 Less Than Significant

Less Than Significant with Mitigation Incorporated

RECON

M:\JOBS4\6103\env\graphics\fig3.11-25a__G.ai 11/29/12

FIGURE 3.11-25a

Year 2011 – Gates Closed

Impact and Mitigation Summary

Source: Iteris

Gates Open Baseline

1 Acceptable LOS

Exceeds LOS Standards

Scenario 1

Scenario 3

Scenario 4

1 Less Than Significant

Less Than Significant with Mitigation Incorporated

FIGURE 3.11-25b

Year 2011 – Gates Open

Impact and Mitigation Summary

RECON

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Source: Iteris

Gates Closed

1 Acceptable LOS

Exceeds LOS Standards

Scenario 2

Scenario 3

Scenario 4

1 Study Intersection

Less Than Significant

Less Than Significant with Mitigation Incorporated

Significant after Mitigation

FIGURE 3.11-26a

Year 2035 – Gates Closed

Impact and Mitigation Summary

RECON

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Source: Iteris

Gates Open

Scenario 1

Scenario 3

Scenario 4

1 Study Intersection

Less Than Significant

Less Than Significant with Mitigation Incorporated

Significant after Mitigation

RECON

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FIGURE 3.11-26b

Year 2035 – Gates Open

Impact and Mitigation Summary

Scenario 2

No mitigation is required, as Scenario 2 represents the Gates Open baseline.

Scenario 3

Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain **significant and unavoidable**.

Scenario 4

Implementation of mitigation at five intersections would reduce all impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain **significant and unavoidable**.

Year 2035 – Gates Closed

Table 3.11-41 provides a summary of the mitigation at impacted intersections and significance after mitigation in the Year 2035. Table 3.11-42 provides a summary of the mitigation at impacted links and significance after mitigation in the Year 2035.

Scenario 1

No mitigation is required, as Scenario 1 represents the Gates Closed baseline.

Scenario 2

This scenario has a significant impact at 12 intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at four intersections. Therefore, a significant impact would remain at six intersections. In addition, mitigation was determined to be infeasible at six impacted roadway links. Impacts would be **significant and unavoidable**.

Scenario 3

This scenario has a significant impact at 16 intersections. Implementation of mitigation at 11 intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be **significant and unavoidable**.

Scenario 4

This scenario has a significant impact at 12 intersections. Implementation of mitigation at eight intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at three intersections. Mitigation was determined to be infeasible at one intersection. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be **significant and unavoidable**.

Year 2035 – Gates Open

Scenario 1

This scenario has a significant impact at five intersections. Implementation of mitigation at two intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at one intersection. Mitigation was determined to be infeasible at two intersections. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at eight impacted roadway links. Impacts would be **significant and unavoidable**.

Scenario 2

No mitigation is required, as Scenario 2 represents the Gates Open baseline.

Scenario 3

This scenario has a significant impact at 14 intersections. Implementation of mitigation at nine intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be **significant and unavoidable**.

Scenario 4

This scenario has a significant impact at nine intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at one intersection. In addition, mitigation was determined to be infeasible at five impacted roadway links. Therefore, a significant impact would remain at three intersections. Impacts would be **significant and unavoidable**.

Off-site

Victoria Avenue has been identified as an historical resource pursuant to Section 15064.5 of the CEQA Guidelines.

3.11.5 Issue 2: Conflict with Congestion Management Programs

Would the Project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

3.11.5.1 Impact Analysis

As discussed above in Section 3.11.1.3, the County of Riverside CMP has an adopted minimum standard of LOS E for roadways. CMP facilities within the study area include Arlington Avenue and Alessandro Boulevard. There are seven intersections within the study area along these CMP roadway links:

10. Riverside Avenue/SR-91 westbound ramps and Arlington Avenue
11. Indiana Avenue/SR-91 eastbound ramps and Arlington Avenue
12. Victoria Avenue and Arlington Avenue
13. Alessandro Boulevard and Arlington Avenue
14. Alessandro Boulevard and Overlook Parkway
15. Alessandro Boulevard and Trautwein Road
21. Alessandro Boulevard and Via Vista Drive

In the Year 2011 condition, none of these intersections exceed LOS standards; however, there is the potential for impacts to these intersections in the Year 2035, as previously discussed in Section 3.11.4 above, and summarized below.

There are four roadway links studied in the TIA that would be considered CMP facilities:

5. Arlington Avenue West of Alessandro Boulevard
8. Alessandro Boulevard West of Sycamore Canyon Road
11. Alessandro Boulevard South of Arlington Avenue
20. Alessandro Boulevard South of Canyon Crest Drive

Link number 20 currently operates at LOS E-F in 2011 under both the Gates Closed and Gates Open baselines. The other three roadway links operate at an acceptable LOS in 2011.

The General Plan 2025 FEIR studied future roadway link operations. Several roadway links in this study were projected to operate at an unacceptable LOS. As detailed in the General Plan 2025 FEIR (Page 5.15-33):

> As described in [Table 5.15-J], some roadway [links] which are identified in the General Plan Transportation Study as operating at LOS E or F at build-out may be improved under other projects, such as CETAP. Others are currently being evaluated through studies funded in the CIP or otherwise. In some cases, it appears that the General Plan traffic analysis, which is done at a programmatic regional scale, cannot evaluate some localized details which will likely cause impacts to be found to be less than significant when [Mitigation Measure] Trans 1 is implemented.
>
> Finally, in certain cases, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate regional cut-through traffic, or to accommodate local traffic in key areas, would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation.

Segments of Alessandro Boulevard and Arlington Avenue are examples of roadways that would not be built larger just to accommodate regional cut-through traffic (see Table 5.15-J in the General Plan 2025 FEIR).

Scenario 1

In both Year 2011 and 2035 compared to both baselines, Scenario 1 would have no impact on intersections that are CMP facilities.

In Year 2011 compared to both baselines, Scenario 1 would have a significant impact on one roadway link that is a CMP facility:

20. Alessandro Boulevard South of Canyon Crest Drive

The General Plan 2025 recognizes this roadway as a location that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, mitigation was determined to be infeasible, and impacts would be **significant**.

In Year 2035 compared to both baselines, Scenario 1 would have a significant impact on two roadway links that are CMP facilities:

11. Alessandro Boulevard South of Arlington Avenue
20. Alessandro Boulevard South of Canyon Crest Drive

The General Plan 2025 recognizes these roadways as locations that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, mitigation was determined to be infeasible, and impacts would be **significant** in.

Impacts associated with Scenario 1 would be significant (**S1-CMP-1**).

Scenario 2

In Year 2011 compared to both baselines, Scenario 2 would have no impacts on intersections that are CMP facilities.

In Year 2035 compared to both baselines, Scenario 2 would have potentially significant impacts on three intersections that are CMP facilities.

12. Victoria Avenue and Arlington Avenue
13. Alessandro Boulevard and Arlington Avenue
14. Alessandro Boulevard and Overlook Parkway

With mitigation incorporated, impacts would be reduced to less than significant at intersection 12. As previously discussed in Section 3.11.4.3, no feasible mitigation measures were identified at intersections 13 and 14. Impacts would be **significant**

In Year 2011 compared to both baselines, Scenario 2 would have a significant impact on one roadway link that is a CMP facility:

20. Alessandro Boulevard South of Canyon Crest Drive

The General Plan 2025 recognizes this roadway as a location that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, mitigation was determined to be infeasible, and impacts would be **significant**.

In Year 2035 compared to both baselines, Scenario 2 would have a significant impact on three roadway links that are CMP facilities:

5. Arlington Avenue West of Alessandro Boulevard
8. Alessandro Boulevard West of Sycamore Canyon Road
20. Alessandro Boulevard South of Canyon Crest Drive

The General Plan 2025 recognizes these roadways as locations that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, mitigation was determined to be infeasible, and impacts would be **significant**.

Impacts associated with Scenario 2 would be significant (**S2-CMP-1**).

Scenario 3

In Year 2011 compared to both baselines, Scenario 3 would have an impact on one intersection that is a CMP facility:

14. Alessandro Boulevard and Overlook Parkway

With mitigation incorporated, impacts would be reduced to less than significant at this intersection.

In Year 2035 compared to the Gates Closed baseline, Scenario 3 would have impacts on two intersections that are CMP facilities.

12. Victoria Avenue and Arlington Avenue
14. Alessandro Boulevard and Overlook Parkway

With mitigation incorporated, impacts would be reduced to less than significant at intersection 12. As previously discussed in Section 3.11.4.3, no feasible mitigation measures were identified at intersection 14. Impacts would be **significant.**

In Year 2035 compared to the Gates Open baseline, Scenario 3 would have an impact on one intersection that is a CMP facility.

14. Alessandro Boulevard and Overlook Parkway

As previously discussed in Section 3.11.4.3, no feasible mitigation measures were identified at intersection 14. Impacts would remain be **significant**.

In Year 2011 compared to both baselines, Scenario 3 would have a significant impact on one roadway link that is a CMP facility:

20. Alessandro Boulevard South of Canyon Crest Drive

The General Plan 2025 recognizes this roadway as a location that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, mitigation was determined to be infeasible, and impacts would be **significant** .

In Year 2035 compared to both baselines, Scenario 3 would have a significant impact on two roadway links that are CMP facilities:

8. Alessandro Boulevard West of Sycamore Canyon Road
20. Alessandro Boulevard South of Canyon Crest Drive

The General Plan 2025 recognizes these roadways as locations that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, mitigation was determined to be infeasible, and impacts would be **significant**.

Impacts associated with Scenario 3 would be significant (**S3-CMP-1**).

Scenario 4

In Year 2011 compared to both baselines, Scenario 4 would have an impact on one intersection that is a CMP facility:

14. Alessandro Boulevard and Overlook Parkway

With mitigation incorporated, impacts would be reduced to less than significant at this intersection.

In Year 2035 compared to the both baselines, Scenario 4 would have impacts on one intersection that is a CMP facility:

14. Alessandro Boulevard and Overlook Parkway

As previously discussed in Section 3.11.4.3, no feasible mitigation measures were identified at intersection 14. Impacts would be **significant**.

In Year 2011 compared to both baselines, Scenario 4 would have a significant impact on one roadway link that is a CMP facility:

20. Alessandro Boulevard South of Canyon Crest Drive

The City of Riverside General Plan 2025 recognizes this roadway as a location that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, mitigation was determined to be infeasible, and impacts would be **significant**.

In Year 2035 compared to both baselines, Scenario 4 would have a significant impact on two roadway links that are CMP facilities:

8. Alessandro Boulevard West of Sycamore Canyon Road
20. Alessandro Boulevard South of Canyon Crest Drive

The General Plan 2025 recognizes these roadways as locations that may operate at LOS E-F, and would not be improved to accommodate regional traffic. Therefore, no mitigation was determined to be infeasible, and impacts would be **significant**.

Impacts associated with Scenario 4 would be significant (**S4-CMP-1**).

3.11.5.2 Significance of Impacts

Scenario 1 would have no impact on CMP intersections. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two links in the Year 2035. Impacts would be significant (**S1-CMP-1**).

Scenario 2 would have no impact on CMP intersections in 2011; and would have a significant and unavoidable impact on two CMP intersections in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and three CMP roadway links in 2035. Impacts would be significant (**S2-CMP-1**).

With mitigation incorporated, Scenario 3 would have a less than significant impact on one CMP intersection in 2011 and 2035; and would have a significant and unavoidable impact on one CMP intersection in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two CMP roadway links in 2035. Impacts would be significant (**S3-CMP-1**).

With mitigation incorporated, Scenario 4 would have a less than significant impact on one CMP intersection in 2011; and would have a significant and unavoidable impact on one CMP intersection in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two CMP roadway links in 2035. Impacts would be significant (**S4-CMP-1**).

3.11.5.3 Mitigation, Monitoring, and Reporting

All of the scenarios associated with the Project would have a significant and unavoidable impact on CMP roadways, including intersections and links. Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated above in Section 3.11.5.1.

3.11.5.4 Significance after Mitigation

All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a **significant and unavoidable** impacts on CMP facilities:

- Scenario 1 would have a significant and unavoidable impact on one CMP roadway link in 2011 and two links in the Year 2035.
- Scenario 2 would have a significant and unavoidable impact on two CMP intersections in 2035, one CMP roadway link in 2011, and three CMP roadway links in 2035.

- Scenario 3 would have a significant and unavoidable impact on one CMP intersection in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035.
- Scenario 4 would have a significant and unavoidable impact on one CMP intersection in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035.

3.11.6 Issue 3: Emergency Access

Would the proposed project result in inadequate emergency access?

3.11.6.1 Impacts

The adequacy of emergency access is typically determined based on how long it takes emergency service responders, such as police and fire/ambulance, to arrive at a certain location. Thus, the analysis below is based on information concerning response times from both the police and fire departments. However, as discussed in Section 7.4 of this DEIR, none of the scenarios associated with the Project propose development that would generate growth, thus impacting emergency response times and in turn causing the need for new government facilities. The gates that are currently in place at Crystal View Terrace and Green Orchard Place may, however, have the potential to result in inadequate emergency access; thus, the discussion below focuses on each scenario's potential for impacts in that regard.

Scenario 1

Police and fire response times vary based on a number of different factors. For police services, these include the level of priority which is placed on the call for service, as they vary greatly between an in-progress felony assault versus a late-reported misdemeanor fraud. Also included are the number of calls for service holding, staffing levels, deployment schemes, and traffic conditions. In general, traffic conditions are adversely affected when the number of routes to and from a location is limited by any barrier to efficient travel. Barriers can include traffic control or calming devices such as a gated road, cul-de-sacs or incomplete/unfinished roadway.

The Fire Department's mission, which is to preserve life and property, requires prompt response times. The standard response time goal is to have the first emergency response unit arrive to an emergency within five minutes 90 percent of the time. For multiple unit incident responses, the desirable response time for the second and additional units on a first alarm assignment is 10-15 minutes. The five-minute variance is based on the type of incident response and the locations of strategic placement of specialized response vehicles.

The Fire Department was able to determine the three-year historical response time statistics for the Project vicinity. However, they could not differentiate whether or not the gates were open or closed for these responses, since the gates have been open and closed at various times. In summary, the historical data simply indicates that the response times for the area do not meet their desirable response time goals. In most cases, the response times to the Project area for the first emergency response unit to arrive on the scene exceeded the desirable five-minute response time.

As discussed in Section 3.11.2.1b, police officers respond to calls for service from wherever they happen to be in their shifts at the time the call is dispatched. Police officer response times for responding officers vary based on a number of different factors. These include the level of priority which is placed on the call for service, as they vary greatly between an in-progress felony assault versus a late-reported misdemeanor fraud. Also included are the number of calls for service holding, staffing levels, deployment schemes, and traffic conditions. Police officers strive to respond within seven minutes to Priority 1 calls. Officers will respond to less-urgent Priority 2 calls within 12 minutes.

Keeping the gates in place on Crystal View Terrace and Green Orchard Place could change or affect the response times for both the police and fire departments in this area of the City. Currently, response times for the fire department to the Project vicinity do not meet the desirable five-minute response time goals, although it is not known whether the gates were open or closed for the historical response time data.

Under Scenario 1, the gates at Crystal View Terrace and Green Orchard Place would remain in place and be permanently closed, except to emergency vehicles. The gates are intended to prevent cut-through traffic, but allow for emergency personnel to unlock the gates and proceed through as needed. Although both the police and fire departments have keys to unlock the gates on Crystal View Terrace and Green Orchard Place, this process has added a 30–60 seconds to their response times. In addition, unauthorized use, tampering with, or vandalizing of the gates has the potential to further impede the ability of police and fire personnel to efficiently unlock and proceed through the gates.

If the gates at these roads were to permanently remain in place, physical barriers would remain in place that could contribute to the higher response times for emergency responders. In addition, General Plan 2025 Policy PS-6.10 states that the City should “identify noncontiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers.” Scenario 1 could hinder implementation of this policy.

Because Scenario 1 would keep the gates closed, thus adding a physical barrier to emergency access, impacts would be considered **significant** and would require mitigation (S1-ES-1).

Scenario 2

Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo and to Alessandro Boulevard. As detailed above, both the Police and Fire Department response times to the Project vicinity would not be adversely affected if there is no physical barrier in place. Because physical barriers such as the gates on Crystal View Terrace and Green Orchard Place increase response times for fire personnel by 30–60 seconds, permanent removal of the gates could improve response times.

As detailed above, General Plan 2025 Policy PS-6.10 states that the City should "identify noncontiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers." Scenario 2 could hinder implementation of this policy, as Overlook Parkway would remain a noncontiguous street. Although this scenario would conflict with Policy PS-6.10, it would not result in a secondary physical impact on the environment. In addition, because Overlook Parkway is currently not connected, the removal of the gates would not adversely impact current response times. Because Scenario 2 would remove the gates, a physical barrier, impacts related to emergency access would be **less than significant**.

Scenario 3

Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected across the Alessandro Arroyo and to Alessandro Boulevard through construction of a fill crossing and a bridge.

Because physical barriers such as the gates on Crystal View Terrace and Green Orchard Place increase response times for fire personnel by 30–60 seconds, permanent removal of the gates could improve fire response times. Further, the connection of Overlook Parkway allows for a continuous path of travel on this arterial from Washington Street east to Alessandro Boulevard. Removal of the traffic control devices combined with the connection of Overlook Parkway would facilitate travel of emergency vehicles for both the police and fire departments.

As stated in the General Plan 2025, "the level of hazard to life and property is affected not only by a fire in itself but also by road access for evacuation." If Overlook Parkway were connected easterly, one of the primary responders to the Project vicinity (Mission Grove Fire Station 9), located at 6674 Alessandro Boulevard, would be able to respond more quickly to emergencies near the eastern portion of the City. For example, if an emergency were to occur near Overlook Parkway and Crystal View Terrace, responders from Fire Station 9 would currently have to travel two miles, mostly on smaller collector streets with low speed limits, such as Via Vista Drive. If Overlook Parkway were connected easterly, responders would have to travel one mile, mostly on larger arterial

streets with higher speed limits, such as Alessandro Boulevard and Overlook Parkway. Implementation of Scenario 3 would reduce response times at a range of one to two minutes, depending on which fire station the paramedic fire engine is responding from (Riverside Fire Department 2011).

Similarly, on-duty police officers traveling to their areas of responsibility would also have a more efficient alternative route to use in responding to calls. As detailed above, the removal of the gates, a physical barrier, and the connection of Overlook Parkway would reduce response times in the area of the gates.

With the completion of Overlook Parkway, Scenario 3 also provides an additional east-west evacuation route south of Interstate 15 (I-15) where currently direct east-west routes in the area are limited. Scenario 3 would remove physical barriers, such as the gates and a noncontiguous arterial street, and improve response times and thus emergency access. Impacts would therefore be **less than significant**.

Construction activities for Overlook Parkway would occur in areas where the road currently is not used. Therefore, construction activities are not anticipated to impede emergency access. As stated above, the connection of Overlook Parkway would provide alternate arterial routes for emergency vehicles which could aid the City's emergency response times.

Scenario 4

Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be permanently removed and Overlook Parkway would be connected. In addition, the Proposed C Street would be constructed to provide a more direct connection from western Riverside to SR-91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. With the completion of Overlook Parkway, Scenario 4 provides an additional east-west evacuation route south of I-15, especially for residents located north and south of Overlook Parkway.

Implementation of Scenario 4 would improve the response times as it would increase road access to and within the Project vicinity. For the reasons discussed above under Scenario 3, impacts associated with Scenario 4 would be **less than significant**.

Construction activities associated with Scenario 4 may necessitate the temporary closure of road segments or portions of travel lanes west of Washington Street. Although Scenario 4 involves cul-de-sacs and right-of-way vacation for portions of several roads, including Washington Street and Dufferin Avenue, these closures would not take place until the new routes were completed. A traffic control plan is required to be approved by the Director of Public Works prior to construction activities. This plan would further ensure that any temporary lane closures required during construction would not interfere

with emergency access. Once construction activities are completed, the improved roadway and potential for improved traffic flow could aid the City's emergency response times.

3.11.6.2 Significance of Impacts

Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed and locked. Because Scenario 1 would keep the gates closed, thus adding a physical barrier to emergency access, impacts would be considered significant (**S1-ES-1)** and would require mitigation.

Because Scenario 2 would remove the gates at Crystal View Terrace and Green Orchard Place, which are physical barriers to emergency access that increase response times, impacts would be less than significant.

Scenarios 3 and 4 would remove physical barriers, such as the gates at Crystal View Terrace and Green Orchard Place and connect additional arterial streets. These improvements could provide a benefit to response times and thus emergency access. Impacts would therefore be less than significant.

3.11.6.3 Mitigation, Monitoring, and Reporting

Implementation of Scenario 1 would require that permanent gates be maintained at Crystal View Terrace and Green Orchard Place until Overlook Parkway is connected. In order to ensure that response times related to physical barriers are reduced, the following mitigation would be required:

MM-S1-ES-1: The permanent gates shall be automated so that no person, except for emergency and authorized City personnel, can open or disable the gates. Emergency personnel, such as the Police Department and Fire Department, shall be provided with electronic devices that would quickly open the gates in case of an emergency. Options for achieving this could include the installation of motorized gates with infrared signaling device switches. This option would require electrical power to be provided at the gate location. The gates shall be designed in consultation with the Police and Fire Departments. The final design of the automated gates shall be approved by the Director of the Public Works. The gates shall also be inspected monthly by Public Works personnel to ensure that they are not being tampered with or opened illegally.

3.11.6.4 Significance after Mitigation

Implementation of mitigation measure **MM-S1-ES-1** would reduce emergency access impacts associated with Scenario 1 to a level less than significant.

3.11.7 Issue 4: Traffic Hazards

Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

3.11.7.1 Impacts

Scenario 1

Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway is connected across the Alessandro Arroyo and to Alessandro Boulevard. Scenario 1 would not substantially increase hazards due to a design feature or incompatible uses. Signs indicate that Crystal View Terrace and Green Orchard Place are not through roads with the gates. In addition, signs near Via Vista Drive and Sandtrack Road indicate a dead end for Overlook Parkway. Barriers across the road also show that Overlook Parkway is incomplete. Permanent signs would remain near the gates that clearly show that Crystal View Terrace and Green Orchard Place do not allow through traffic. Because no new roads would be constructed under this scenario, **no impact** is identified.

Scenario 2

Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo and to Alessandro Boulevard. Scenario 2 would not substantially increase hazards due to a design feature or incompatible uses. No new roads would be constructed under this scenario. Existing signs which clearly show that Overlook Parkway is incomplete would remain. Therefore, impacts associated with traffic hazards would be **less than significant**.

Scenario 3

Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected across the Alessandro Arroyo and to Alessandro Boulevard. The fill crossing and bridge have been designed to conform to all federal, state, and local roadway design guidelines and standards. As detailed above in Section 3.11.1., the City's Public Works Department is responsible for the design and construction of new streets. The Public Works Department has development standards and requirements for streets, including the length of right-of-way, median, pavement

width, etc. In accordance with General Plan 2025 Policy CCM-2.9, all street improvement projects should be designed in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, and lighting wherever any of these factors are applicable. Further, pedestrian crossings along new roadways also are required to meet ADA Accessibility Guidelines, specifically Title III, “Public Accommodations and Commercial Facilities.” Both the fill crossing and roadway bridge have been designed to meet standard roadway design requirements, including pedestrian and bike facilities. Therefore, impacts would be **less than significant**.

Scenario 4

Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be permanently removed, and Overlook Parkway would be connected. In addition, the Proposed C Street would be constructed to provide an alternate connection from western Riverside to Madison Street then SR-91. The proposed alignment would include four lanes of travel, with 80 feet of curb-to-curb improvements, including a 12-foot median, within a 100-foot right-of-way consistent with City standards for arterials.

As a result of this new roadway, other Project components are required, including: a cul-de-sac and vacated road along Washington Street from Engle Drive to just north of the existing Overlook Parkway and Washington Street intersection; a cul-de-sac and vacated road along Dufferin Avenue west of the Proposed C Street; the realignment of Lenox Avenue/Graylock Avenue to provide a connection to the new alignment for the Proposed C Street and existing Washington Street; and the vacation of a portion of Madison Avenue and a realignment and intersection with the Proposed C Street. The City would vacate the existing right-of-way in select sections where cul-de-sacs and other improvements are proposed (see Figure 2-16).

As with the design of the fill crossing and bridge, the Proposed C Street has been designed to conform to all federal, state, and local roadway design guidelines. As can be seen in Figures 2-13 and 2-14, the alignment includes a gradual curve in a northwest direction. The Proposed C Street has been designed with a centerline radius that conforms to the specifications of the Public Works Department. The Proposed C Street would have standard roadway signage that indicates the proper speed limit when approaching this curve.

As the Proposed C Street would be located in an area with agricultural activities, standard signage and marking would be included, which indicate that the presence of tractors and other farm equipment could be encountered near this roadway. Furthermore, as equestrian/horse riding activity is also present in this area, standard signage cautioning motorists would also be included along the Proposed C Street and near trail crossings and connections. The vacated roadways associated with this scenario would also include standard signage that indicates they are dead end streets.

Finally, the construction of the Proposed C Street also requires intersection improvements at Victoria and Madison Avenues. The intersection would be signalized and a crosswalk would be added across Victoria Avenue on the western side of the intersection. All improvements are required to meet ADA and local guidelines. The Proposed C Street has been designed to conform to all federal, state, and local roadway design guidelines. Therefore, impacts would be **less than significant**.

Off-site

The TIA prepared for the Project indicates that off-site improvements, such as signalizing intersections or adding turn lanes, are needed at key intersections to accommodate flows and mitigate LOS impacts under all four scenarios. Proposed mitigation measures include alterations to the following intersections: Washington Street at Victoria Avenue; Madison Street/Proposed C Street at Victoria Avenue; Arlington Avenue at Victoria Avenue; and Mary Street at Victoria Avenue. The lane configurations at these intersections have been reviewed to ensure that the intersection improvements can be accommodated. Conceptual design plans have also been developed for intersections at Washington Street and Victoria Avenue and Madison Street and Victoria Avenue. The specific improvements for pedestrian, bike, and ADA facilities would be finalized prior to construction. All pedestrian walkways along these intersections which require lane reconfiguration or improvements would be required to comply with ADA Accessibility Guidelines, specifically Title III, “Public Accommodations and Commercial Facilities.” Impacts associated with traffic hazards would be **less than significant**.

3.11.7.2 Significance of Impacts

Scenarios 1 and 2 would not include the construction of new roadways. If Scenario 1 is implemented, permanent signs would remain near the gates and Overlook Parkway that clearly indicate dead end streets.

Scenario 3 proposes to complete roadway improvements along Overlook Parkway. Designs accommodate new sidewalks and bike lanes consistent with City design standards for arterials. Scenario 4 involves the construction of new roadways and intersection improvements. The Proposed C Street and required intersection improvements have been designed to conform to all federal, state, and local roadway design guidelines. Impacts would be less than significant.

Impacts associated with off-site improvements would be less than significant.

3.11.7.3 Mitigation, Monitoring, and Reporting

No mitigation would be required.

3.11.8 Issue 5: Conflict with Alternate Transportation Policies

Would the proposed Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

3.11.8.1 Impacts

Scenario 1

Under Scenario 1, the gates at both Crystal View Terrace and Green Orchard Place would remain closed, and Overlook Parkway would remain in its present condition into the foreseeable future. This scenario is evaluated against applicable policies from the General Plan 2025, trails system, and the Bicycle Master Plan below.

As shown in Figure 3.11-6, it can be seen that the central portion of the City near Overlook Parkway does not have existing public transportation facilities nearby. The most recent Short Range Transit Plan did not identify if the RTA is considering a bus route along Overlook Parkway. The nearest bus routes are routes 20 and 22 along Alessandro Boulevard to the north and east; route 10 along Lincoln Avenue to the west; and route 27 along Van Buren Boulevard to the south. As detailed above in Section 3.11.1.3, General Plan 2025 Objective CCM-9 states that the City should “promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.” If Overlook Parkway were not completed, it is not likely that a bus route would be implemented nearby, as there is a lack of contiguous arterial streets in this portion of the City.

Figure 3.11-1 shows the existing and planned network of trails and bikeways in the City. Currently, Overlook Parkway from Washington Street east and over the Alessandro Arroyo has a Class II bike lane. If this scenario were implemented, the bike lane would not be extended to Alessandro Boulevard, as was envisioned in both the General Plan 2025 and the Bicycle Master Plan. Cyclists and pedestrians traveling along Overlook Parkway to the bike lane on Alessandro Boulevard would be required to use local streets, such as Kingdom Drive and Berry Road, to reach Alessandro Boulevard. As stated in the General Plan 2025, the implementation of enhanced local bicycle and pedestrian linkages is consistent with the objective to create a park system for the City (see the Land Use and Urban Design Element). Scenario 1 would not facilitate the near-term completion of Overlook Parkway or a new roadway in the west as a connection to SR-91 as indicated on the Master Plan of Roadways. Scenario 1 would not provide local bicycle and pedestrian linkages as called for in the Bicycle Master Plan and General Plan 2025 policies. Overall, Scenario 1 does not provide the near-term improvements to promote alternate transportation policies set forth in the General Plan 2025 and the

Bicycle Master Plan. As Overlook Parkway would not be completed to provide an east–west arterial route and to complete the bike facilities that enhance the network. However, because this scenario does not prevent these roadways from being completed in the future, implementation of Scenario 1 would not conflict with the General Plan 2025 and the Bicycle Master Plan. Therefore, impacts would be **less than significant**.

Scenario 2

The gates at both Crystal View Terrace and Green Orchard Place would be removed, allowing traffic to pass through the existing residential communities. Overlook Parkway would not be connected and would remain in its present condition into the foreseeable future.

Although it is not known if the RTA would make Overlook Parkway a bus route, this scenario would not complete Overlook Parkway. The central portion of the City, near Overlook Parkway, currently does not have public transit facilities nearby, although bus routes are established on arterial streets in this portion of the City (see Figure 3.11-6). Scenario 2 would provide fewer local bicycle and pedestrian linkages, and would not complete bike lanes or sidewalks for pedestrians along Overlook Parkway from Alessandro Arroyo to Sandtrack Road. Similar to Scenario 1, this scenario does not preclude these roadway connections and facilities from being constructed in the future; therefore, Scenario 2 would not conflict with alternate transportation policies in the General Plan 2025 and the Bicycle Master Plan. Impacts from this scenario would be **less than significant**.

Scenario 3

Under Scenario 3, Overlook Parkway would be connected, as called for in General Plan 2025. In conjunction with the construction of Overlook Parkway, facilities such as sidewalks and a Class II bike lane would be included in the new roadway segments.

Scenario 3 would provide an additional local bicycle and pedestrian linkage, and therefore would conform to General Plan 2025 and the Bicycle Master Plan provisions for a complete circulation system as well as facilities to promote and enhance alternative transportation options. Objective LU-17 in the General Plan 2025 states, “Identify the completed Overlook Parkway as an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Park.” In addition, Policy LU-17-1 states that appropriate streetscape, bicycle, and pedestrian improvements should be developed as part of the completion of Overlook Parkway. This scenario would create a bike lane or a path for pedestrians along Overlook Parkway from the Alessandro Arroyo to Alessandro Boulevard. Scenario 3 would provide these improvements and linkages.

The central portion of the City, near Overlook Parkway, currently does not have public transit facilities nearby (see Figure 3.11-6). Although it cannot be definitively concluded if

RTA would make Overlook Parkway a bus route, the construction of the fill crossing and roadway bridge would provide a connection to Alessandro Boulevard, which currently serves two bus routes. Furthermore, Objective CCM-9 within the General Plan 2025 states that the City will "promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region."

Scenario 3 would not conflict with alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan. With Overlook Parkway completed, Scenario 3 would provide additional connections and facilities to compliment alternative transportation routes. Therefore, impacts would be considered **less than significant**.

Scenario 4

Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be permanently removed, Overlook Parkway would be connected, and the Proposed C Street would be constructed. Upon completion of the Proposed C Street, other Project components would be required, including cul-de-sacs and roadway vacations.

The central portion of the City, near Overlook Parkway, currently does not have public transit facilities nearby (see Figure 3.11-6). The completion of Overlook Parkway would provide for a more direct connection to Alessandro Boulevard, which currently serves two bus routes. The implementation of Scenario 4 would not conflict with existing public transit routes including bus routes near Victoria Avenue and Madison Street. The construction of the Proposed C Street would provide additional connectivity within the central portion of the City.

Scenario 4 would also provide an additional local bicycle and pedestrian linkage by creating a bike lane and sidewalks for pedestrians along Overlook Parkway from the Alessandro Arroyo to Sandtrack Road.

As shown in Figure 3.11-1, an existing Primary Trail runs northeast along Dufferin Avenue to Washington Street. The trail is designated for equestrian, bike, and pedestrian use. The alignment of the Proposed C Street would converge with this Primary Trail. A cul-de-sac is proposed at the east end of Dufferin Avenue to prevent vehicular traffic from continuing on to Washington Street. The City would retain the vacated road past the cul-de-sac as a trail to Washington Street.

Overall, Scenario 4 would complement and enhance alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan near Overlook Parkway, similar to Scenario 3. Therefore, impacts would be **less than significant**.

Off-site

Off-site improvements would require short-term construction in intersections, but would not affect alternative transportation policies. **No impacts** would result.

3.11.8.2 Significance of Impacts

Scenarios 1 and 2 would not provide alternative transportation routes or facilities, but would not preclude roadways, bike lanes, etc. from being constructed in the future as set forth in the General Plan 2025 and the Bicycle Master Plan, and impacts would be less than significant.

Scenario 3 would not conflict with alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan, as Overlook Parkway would be connected easterly to Alessandro Boulevard, thus creating new pedestrian and bicycle linkages as called for in each plan. Additionally, the connection to Alessandro Boulevard would also provide additional access for transit riders, as there are two bus routes that run along Alessandro Boulevard. Overall, impacts would be less than significant.

Scenario 4 would provide a linkage from Overlook Parkway to Alessandro Boulevard. Scenario 4 would complement and enhance alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan near Overlook Parkway. Overall, impacts would be considered less than significant.

No impacts would be associated with off-site improvements.

3.11.8.3 Mitigation, Monitoring, and Reporting

No mitigation would be required.