



**TRAFFIC IMPACT ANALYSIS REPORT**  
**EV COLLISION CENTER**  
San Bernardino, California  
January 10, 2024

*Prepared for:*  
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# TABLE OF CONTENTS

SECTION	PAGE
<b>Executive Summary .....</b>	<b>v</b>
<b>1.0 Introduction.....</b>	<b>1</b>
1.1 Study Area .....	2
1.2 Traffic Impact Analysis Components.....	2
1.3 Traffic Impact Analysis Scenarios .....	3
<b>2.0 Project Description and Location.....</b>	<b>4</b>
2.1 Site Access .....	4
<b>3.0 Analysis Conditions and Methodology .....</b>	<b>5</b>
3.1 Existing Street Network .....	5
3.2 Existing Traffic Volumes .....	5
3.3 Level of Service (LOS) Analysis Methodologies .....	6
3.3.1 Highway Capacity Manual 7 (HCM 7) Method of Analysis (Signalized Intersections).....	6
3.3.2 Highway Capacity Manual 7 (HCM 7) Method of Analysis (Unsignalized Intersections).....	6
3.3.2.1 Two-Way Stop-Controlled Intersections .....	6
3.3.2.2 All-Way Stop-Controlled Intersections .....	7
3.4 Impact Criteria and Thresholds .....	7
3.4.1 City of San Bernardino .....	7
<b>4.0 Traffic Forecasting Methodology .....</b>	<b>10</b>
<b>5.0 Project Traffic Characteristics .....</b>	<b>11</b>
5.1 Project Trip Generation Forecast .....	11
5.2 Project Trip Distribution and Assignment.....	11
<b>6.0 Future Traffic Conditions .....</b>	<b>14</b>
6.1 Existing With Project Traffic Volumes.....	14
6.2 Year 2025 Without Project Traffic Volumes .....	14
6.2.1 Ambient Growth Traffic .....	14
6.2.2 Cumulative Projects Traffic.....	14
6.3 Year 2025 With Project Traffic Volumes .....	15
<b>7.0 Existing With Project Analysis.....</b>	<b>18</b>
7.1 Existing Traffic Conditions .....	18
7.2 Existing With Project Traffic Conditions.....	18

## TABLE OF CONTENTS (CONTINUED)

SECTION	PAGE
<b>8.0 Year 2025 With Project Analysis.....</b>	<b>20</b>
8.1 Year 2025 Without Project Traffic Conditions .....	20
8.2 Year 2025 With Project Traffic Conditions .....	20
<b>9.0 Site Access and Internal Circulation Evaluation .....</b>	<b>22</b>
9.1 Site Access .....	22
9.2 Internal Circulation Evaluation .....	22
<b>10.0 Recommended Improvements.....</b>	<b>23</b>
10.1 Existing With Project Traffic Conditions.....	23
10.2 Year 2025 With Project Traffic Conditions .....	23
<b>11.0 Vehicle Miles Traveled (VMT) Analysis.....</b>	<b>24</b>
11.1 VMT Analysis Conclusion.....	26

## APPENDICES

APPENDIX
<b>A. Traffic Study Scope of Work</b>
<b>B. Existing Traffic Count Data</b>
<b>C. Existing Traffic Conditions Intersection Level of Service Calculation Worksheets</b>
C-I Existing Traffic Conditions
C-II Existing With Project Traffic Conditions
<b>D. Year 2025 Traffic Conditions Intersection Level of Service Calculation Worksheets</b>
D-I Year 2025 Without Project Traffic Conditions
D-II Year 2025 With Project Traffic Conditions
<b>E. SBCTA VMT Screening Tool Data</b>

## LIST OF FIGURES

SECTION – FIGURE #	FOLLOWING PAGE
1–1 Vicinity Map .....	3
2–1 Existing Site Aerial .....	4
2–2 Proposed Site Plan.....	4
3–1 Existing Roadway Conditions and Intersection Controls .....	6
3–2 City of San Bernardino General Plan Circulation Element.....	6
3–3 Existing AM Peak Hour Traffic Volumes.....	6
3–4 Existing PM Peak Hour Traffic Volumes .....	6
5–1 Project Traffic Distribution Pattern .....	13
5–2 AM Peak Hour Project Traffic Volumes .....	13
5–3 PM Peak Hour Project Traffic Volumes .....	13
6–1 Existing With Project AM Peak Hour Traffic Volumes .....	17
6–2 Existing With Project PM Peak Hour Traffic Volumes .....	17
6–3 Location of Cumulative Projects .....	17
6–4 AM Peak Hour Cumulative Projects Traffic Volumes .....	17
6–5 PM Peak Hour Cumulative Projects Traffic Volumes.....	17
6–6 Year 2025 Without Project AM Peak Hour Traffic Volumes.....	17
6–7 Year 2025 Without Project PM Peak Hour Traffic Volumes .....	17
6–8 Year 2025 With Project AM Peak Hour Traffic Volumes .....	17
6–9 Year 2025 With Project PM Peak Hour Traffic Volumes.....	17

## LIST OF TABLES

SECTION-TABLE#	PAGE
3-1 Level of Service Criteria For Signalized Intersections (HCM 7 Methodology).....	8
3-2 Level of Service Criteria For Unsignalized Intersections (HCM 7 Methodology) .....	9
5-1 Project Traffic Generation Rates and Forecast.....	13
6-1 Location and Description of Cumulative Projects .....	16
6-2 Cumulative Projects Traffic Generation Forecast.....	17
7-1 Existing With Project Conditions	
Peak Hour Intersection Capacity Analysis Summary .....	19
8-1 Year 2025 With Project Conditions	
Peak Hour Intersection Capacity Analysis Summary .....	21

# EXECUTIVE SUMMARY

## **Project Description**

- The project site is located at 424 W. Orange Show Road and 455 W. Orange Show Lane in the City of San Bernardino, California. The project site is currently occupied by an approximately 29,469 SF furniture store and a 6,000 SF office building. The proposed Project will consist of a 30,095 SF EV Collision Center. It should be noted that existing 6,000 SF building will be razed in order to provide additional parking for the proposed Project. The proposed Project is anticipated to be completed by the Year 2025.

Primary vehicular access to the Project site will be provided via one (1) full access unsignalized driveway located along W Orange Show Road. It should be noted that this driveway is existing and will remain unchanged with the Project. Additional vehicular access to the Project site will be provided via two (2) full access unsignalized driveways located along W Orange Show Lane. These two (2) driveways are anticipated to be utilized exclusively by employees of the site.

- The proposed Project is forecast to generate approximately 936 daily trips, with 68 trips (45 inbound, 23 outbound) produced in the AM peak hour and 94 trips (45 inbound, 49 outbound) produced in the PM peak hour on a “typical” weekday. The existing entitled land uses generate approximately 272 daily trips, with 18 trips (14 inbound, 4 outbound) produced in the AM peak hour and 28 trips (11 inbound, 17 outbound) produced in the PM peak hour on a “typical” weekday. Comparison of the trips generated by the existing entitled land uses to the trips generated by the proposed Project shows that the proposed Project will generate 664 greater net daily trips, 50 greater net AM peak hour trips, and 66 greater net PM peak hour trips. Although the proposed Project will result in a net trip generation forecast, the full project trips (i.e. 936 daily trips, 68 AM peak hour trips and 94 PM peak hour trips) were assessed in the traffic study to provide a conservative analysis.

## **Study Area**

- Three (3) key study intersections were selected for evaluation based on discussions with City of San Bernardino Public Works Department staff. The intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where each key study intersection is located is also identified.

### **Key Study Intersections:**

1. E Street at W. Orange Show Road (San Bernardino)
2. Arrowhead Avenue at W. Orange Show Road (San Bernardino)
3. Project Driveway/Target Driveway at W. Orange Show Road (San Bernardino)

## **Cumulative Projects Description**

- The three (3) cumulative projects are expected to generate 4,109 daily trips (one half arriving, one half departing), with 225 trips (139 inbound and 86 outbound) forecast during the AM peak hour and 294 trips (126 inbound and 168 outbound) forecast during the PM peak hour on a “typical” weekday.

## **Traffic Impact Analysis**

### **Existing Traffic Conditions**

- For Existing traffic conditions, all three (3) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours when compared to the LOS standards defined in this report.

### **Existing With Project Traffic Conditions**

- The proposed Project **will not** cause an operational deficiency at the three (3) key study intersections when compared to the LOS criteria defined in this report. The three (3) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

### **Year 2025 With Project Traffic Conditions**

- The proposed Project **will not** cause an operational deficiency at the three (3) key study intersections when compared to the LOS criteria defined in this report. The three (3) key study intersections are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic in the horizon Year 2025.

## **Site Access and Internal Circulation Evaluation**

- The Project Driveway/Target Driveway at W. Orange Show Road (i.e. key study intersection #3) is forecast to operate at an acceptable service level during the AM and PM peak hours under Existing Plus Project traffic conditions and Year 2025 Cumulative Plus Project traffic conditions. As such, project access will be adequate.
- The on-site circulation layout of the proposed Project on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for passenger cars, service/delivery trucks and trash trucks.

## **Recommended Improvements**

### **Existing With Project Traffic Conditions**

- The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project **will not** impact any of the three (3) key study intersections. All three (3) key study intersections are forecast to operate at acceptable service levels under Existing With Project traffic conditions. As such, no improvement measures have been recommended.

### **Year 2025 With Project Traffic Conditions**

- The results of the Year 2025 With Project traffic conditions level of service analyses indicate that the proposed Project **will not** impact any of the three (3) key study intersections. All three (3) key study intersections are forecast to operate at acceptable service levels under Year 2025 With Project traffic conditions. As such, no improvement measures have been recommended.

## **Vehicle Miles Traveled (VMT) Analysis**

- *Based on the SBCTA screening tool, the project site is located within a Transit Priority Area (TPA). However, the Project has a FAR less than 0.75. Therefore, Project Screening Step 1: Transit Priority Area (TPA) Screening is not satisfied.*
- *Based on the SBCTA screening tool, the project site is located within Traffic Analysis Zone (TAZ) #53796301. Per the SBCTA screening tool (Baseline Year 2016), the Project TAZ VMT/service population is 64.4 VMT per service population and the City average VMT/service population is 29.6 VMT per service population. Comparison of the two VMT values indicates that the Project TAZ VMT is higher than the City VMT average. Therefore, Project Screening Step 2: Low VMT Area Screening is not satisfied.*
- *The proposed Project will consist of a 30,095 SF EV Collision Center. Therefore, based on the Step 3: Project Type Screening criteria [i.e. Local Serving Retail Uses Less Than 50,000 Square Feet], this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.*
- Based on the City's guidelines, the proposed Project satisfies Step 3: Project Type Screening. Therefore, this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.



## TRAFFIC IMPACT ANALYSIS REPORT

### EV COLLISION CENTER

San Bernardino, California

January 10, 2024

## 1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts and circulation needs associated with the proposed EV Collision Center Project (hereinafter referred to as Project). The project site is located at 424 W. Orange Show Road and 455 W. Orange Show Lane in the City of San Bernardino, California. The project site is currently occupied by an approximately 29,469 square-foot (SF) furniture store and a 6,000 SF office building. The proposed Project will consist of a 30,095 SF EV Collision Center. It should be noted that existing 6,000 SF building will be razed in order to provide additional parking for the proposed Project. The proposed Project is anticipated to be completed by the Year 2025. Primary vehicular access to the Project site will be provided via one (1) full access unsignalized driveway located along W Orange Show Road. It should be noted that this driveway is existing and will remain unchanged with the Project. Additional vehicular access to the Project site will be provided via two (2) full access unsignalized driveways located along W Orange Show Lane. These two (2) driveways are anticipated to be utilized exclusively by employees of the site.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential traffic impacts that the Project may have on the local and/or regional transportation network in the vicinity of the Project site. The traffic impact analysis evaluates the operating conditions at three (3) existing key study intersections within the Project vicinity, estimates the trip generation potential of the Project and forecasts future (near-term) operating conditions without and with the Project.

This traffic report satisfies the *City of San Bernardino Traffic Impact Analysis Guidelines*, dated August 2020, and is consistent with the most current *Congestion Management Program (CMP) for San Bernardino County*. The Scope of Work for this traffic study, which is included in **Appendix A**, was developed in conjunction with City of San Bernardino Public Works Department staff.

The project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing (i.e. baseline) AM peak hour and PM peak hour traffic information has been collected at three (3) key study intersections on a “typical” weekday for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project (i.e. within a one-mile radius) has been researched at the City of San Bernardino. Based on our research, there are three (3) cumulative projects in the City of San Bernardino within the vicinity of the subject site. These three (3) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this project.

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2025 – Project Opening Year) setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2025 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of three percent (3.0%) per year and adding traffic volumes generated by three (3) cumulative projects.

## 1.1 Study Area

Three (3) key study intersections were selected for evaluation based on discussions with City of San Bernardino Public Works Department staff. The intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where each key study intersection is located is also identified.

### **Key Study Intersections:**

1. E Street at W. Orange Show Road (San Bernardino)
2. Arrowhead Avenue at W. Orange Show Road (San Bernardino)
3. Project Driveway/Target Driveway at W. Orange Show Road (San Bernardino)

## 1.2 Traffic Impact Analysis Components

The Highway Capacity Manual (HCM) Delay, Volume to Capacity (V/C) ratio and corresponding Level of Service (LOS) calculations at the key study locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project.

Included in this Traffic Impact Analysis are:

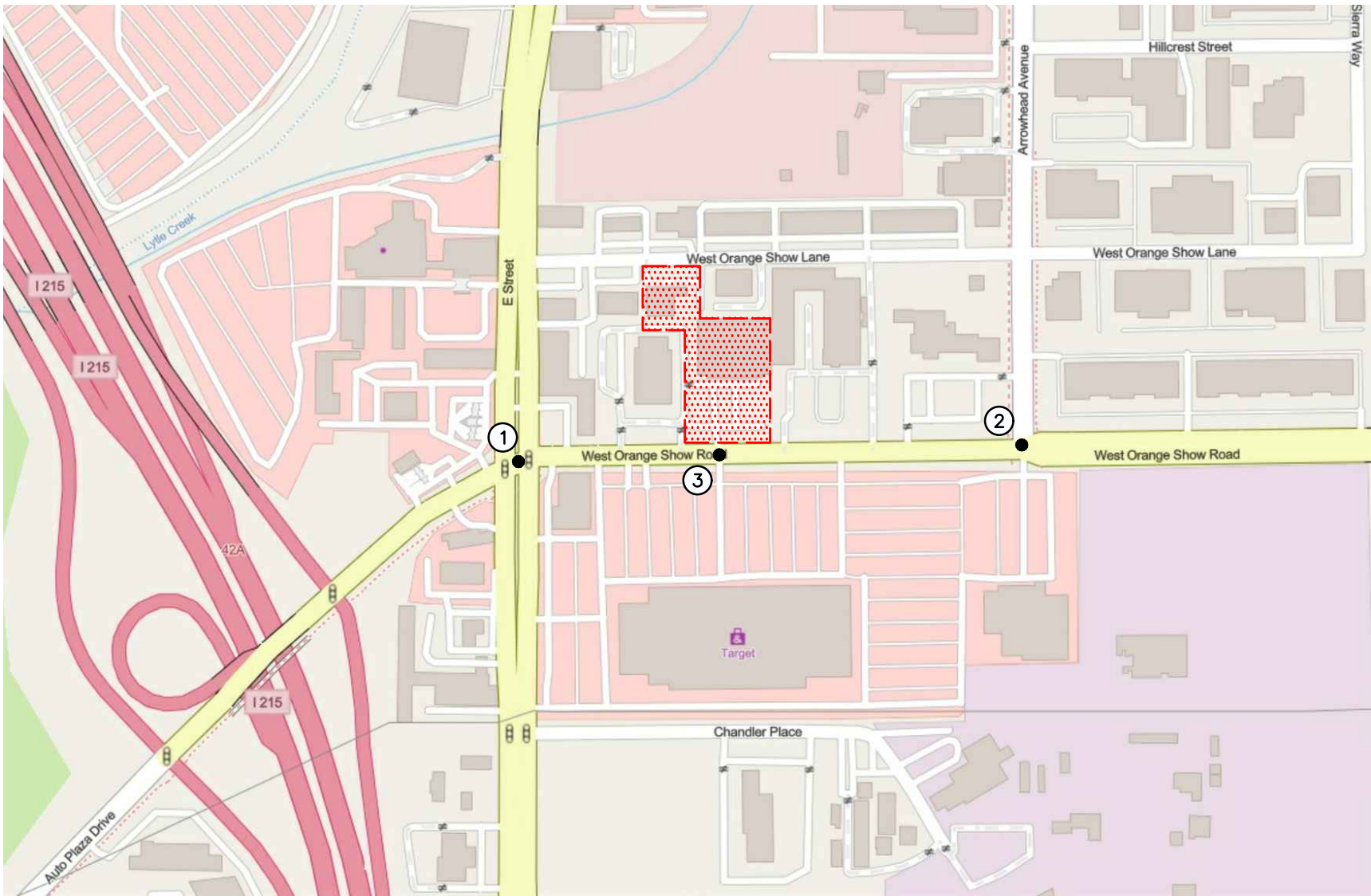
- Existing Traffic Counts,
- Estimated Project traffic generation/distribution/assignment,
- Estimated Cumulative Projects traffic generation/distribution/assignment,
- AM and PM peak hour LOS analyses for Existing (i.e. Baseline) Conditions,
- AM and PM peak hour for Existing (i.e. Baseline) Conditions with Project traffic,
- AM and PM peak hour LOS analyses for Near-Term (Year 2025) Conditions without and with Project traffic,
- Site Access and Internal Circulation Evaluation,
- Recommended Improvements (if any), and
- Vehicle Miles Traveled (VMT) Assessment.

**Figure 1-1** presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system.

### 1.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity and corresponding LOS calculations have been performed at the three (3) key study intersections for existing and near-term traffic conditions:

1. Existing (i.e. Baseline) Traffic Conditions;
2. Existing (i.e. Baseline) With Project Traffic Conditions;
3. Scenario (2) with Recommended Improvements, if any;
4. Year 2025 Without Project Traffic Conditions;
5. Year 2025 With Project Traffic Conditions; and
6. Scenario (5) With Recommended Improvements, if any.



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GREENSPAN  
engineers



SOURCE: OPEN STREETS

#### KEY

- # = STUDY INTERSECTION
- [Red Dotted Box] = PROJECT SITE

## FIGURE 1-1

### VICINITY MAP

EV COLLISION CENTER, SAN BERNARDINO

## 2.0 PROJECT DESCRIPTION AND LOCATION

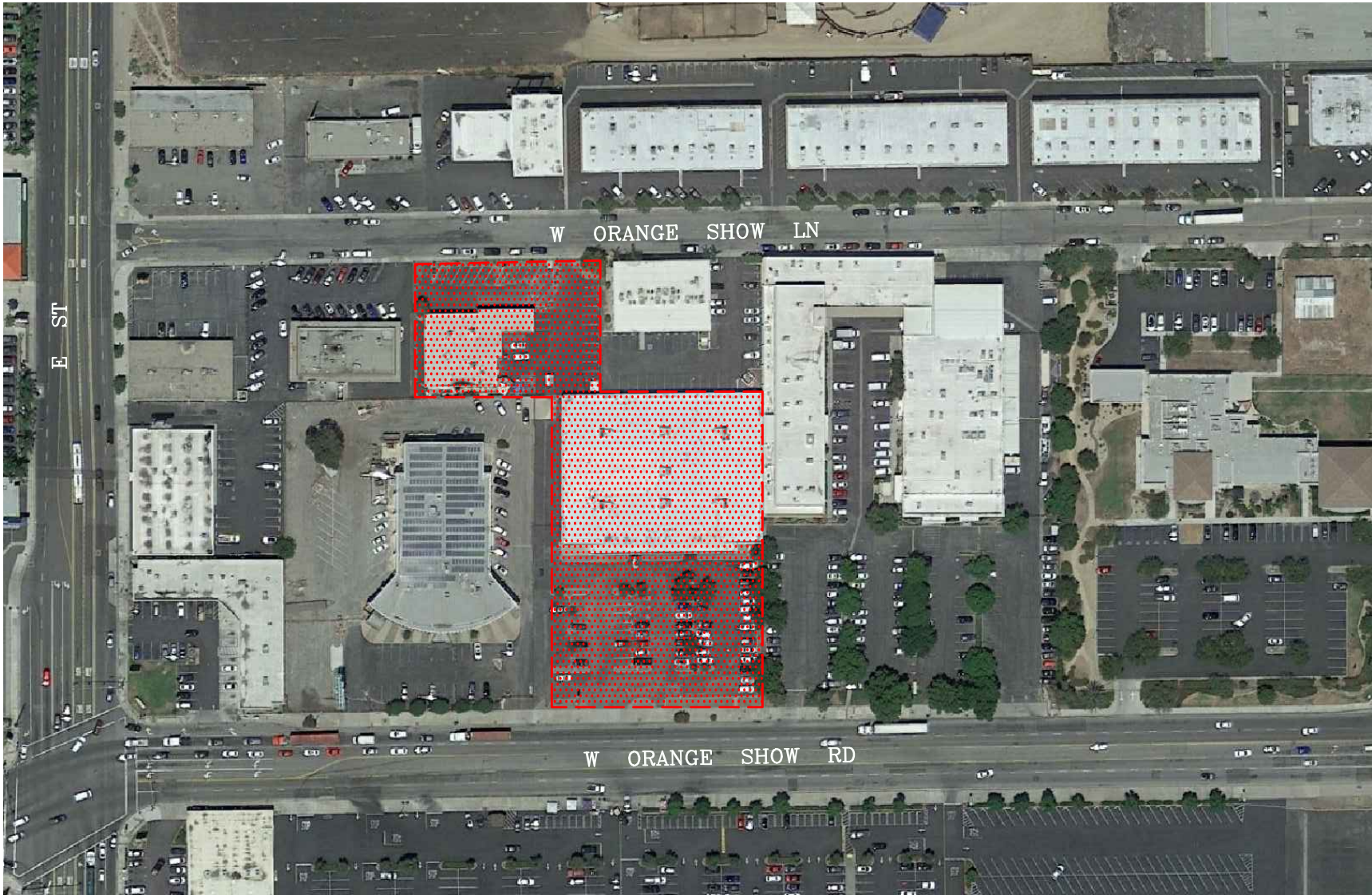
The project site is located at 424 W. Orange Show Road and 455 W. Orange Show Lane in the City of San Bernardino, California. The project site is currently occupied by an approximately 29,469 SF furniture store and a 6,000 SF office building. The proposed Project will consist of a 30,095 SF EV Collision Center. It should be noted that existing 6,000 SF building will be razed in order to provide additional parking for the proposed Project. The proposed Project is anticipated to be completed by the Year 2025.

**Figure 2-1** presents an aerial image of the existing site for the proposed Project. **Figure 2-2** presents the site plan for the proposed Project.

### 2.1 Site Access

As shown on *Figure 2-2*, primary vehicular access to the Project site will be provided via one (1) full access unsignalized driveway located along W Orange Show Road. It should be noted that this driveway is existing and will remain unchanged with the Project. Additional vehicular access to the Project site will be provided via two (2) full access unsignalized driveways located along W Orange Show Lane. These two (2) driveways are anticipated to be utilized exclusively by employees of the site.





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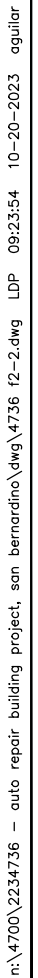
SOURCE: GOOGLE

KEY

 = PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL  
EV COLLISION CENTER, SAN BERNARDINO



## 3.0 ANALYSIS CONDITIONS AND METHODOLOGY

### 3.1 Existing Street Network

Regional access to the site is provided via the I-215 Freeway, which is located west of the project site. The principal local network of streets serving the project includes W. Orange Show Road and E Street. The following discussion provides a brief synopsis of these key area streets.

**W. Orange Show Road** is generally a four-lane, divided roadway, oriented in the east-west direction that borders the project site to the south. On-street parking is generally not permitted along either side of the roadway within the vicinity of the Project site. The posted speed limit on W. Orange Show Road is 50 miles per hour (mph). W. Orange Show Road is classified as a Major Arterial in the City of San Bernardino General Plan. W. Orange Show Road is classified as a Class II Bike Lane in the City of San Bernardino General Plan. Traffic signals control the study intersections of W. Orange Show Road at E Street and Arrowhead Avenue. The intersection of W. Orange Show Road at Project Driveway No. 1/Target Driveway is stop controlled.

**E Street** is generally a four-lane, divided roadway, oriented in the north-south direction. On-street parking is generally not permitted along either side of the roadway within the vicinity of the Project site. Bus lanes exist running in both directions along E Street. E Street is classified as a Major Arterial in the City of San Bernardino General Plan. No bike lanes currently exist or are planned along this roadway. A traffic signal controls the study intersection of E Street at W. Orange Show Road.

#### Pedestrian Facilities

Pedestrian circulation is currently provided via existing public sidewalks along W. Orange Show Road, E Street, Arrowhead Avenue, and W. Orange Show Lane, which provide access to the sites internal walkways. The Project will protect the existing sidewalk along Project frontage and if necessary, repair or reconstruct sidewalks along the project frontage per the City's request. The existing sidewalk system within the Project vicinity provides direct connectivity to the surrounding commercial and office developments, as well as nearby public transit stops, along E Street.

*Figure 3-1* presents an inventory of the existing roadway conditions within the study area evaluated in this report. The number of travel lanes and intersection controls for the key area study intersections are identified. *Figure 3-2* shows the current City of San Bernardino General Plan Circulation Element.

### 3.2 Existing Traffic Volumes

Three (3) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. These key intersections were selected for evaluation based on coordination with City of San Bernardino Public Works Department staff.



Existing AM and PM peak hour traffic volumes for the three (3) key study intersections evaluated in this report were obtained from manual peak hour turning movement counts conducted by *Transportation Studies, Inc.* in December 2023 when local area schools were in session. **Figures 3-3** and **3-4** illustrate the existing AM and PM peak hour traffic volumes at the three (3) key study intersections evaluated in this report, respectively. **Appendix B** contains the detailed peak hour traffic count sheets for the key intersections evaluated in this report.

### **3.3 Level of Service (LOS) Analysis Methodologies**

AM and PM peak hour operating conditions for the key study intersections were evaluated using the methodology outlined in *Chapter 19 of the Highway Capacity Manual 7 (HCM 7)* for signalized intersections, the methodology outlined in *Chapter 20 of the HCM 7* for two-way stop-controlled intersections and the methodology outlined in *Chapter 21 of the HCM 7* for all-way stop-controlled intersections.

#### **3.3.1 Highway Capacity Manual 7 (HCM 7) Method of Analysis (Signalized Intersections)**

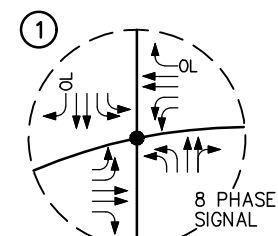
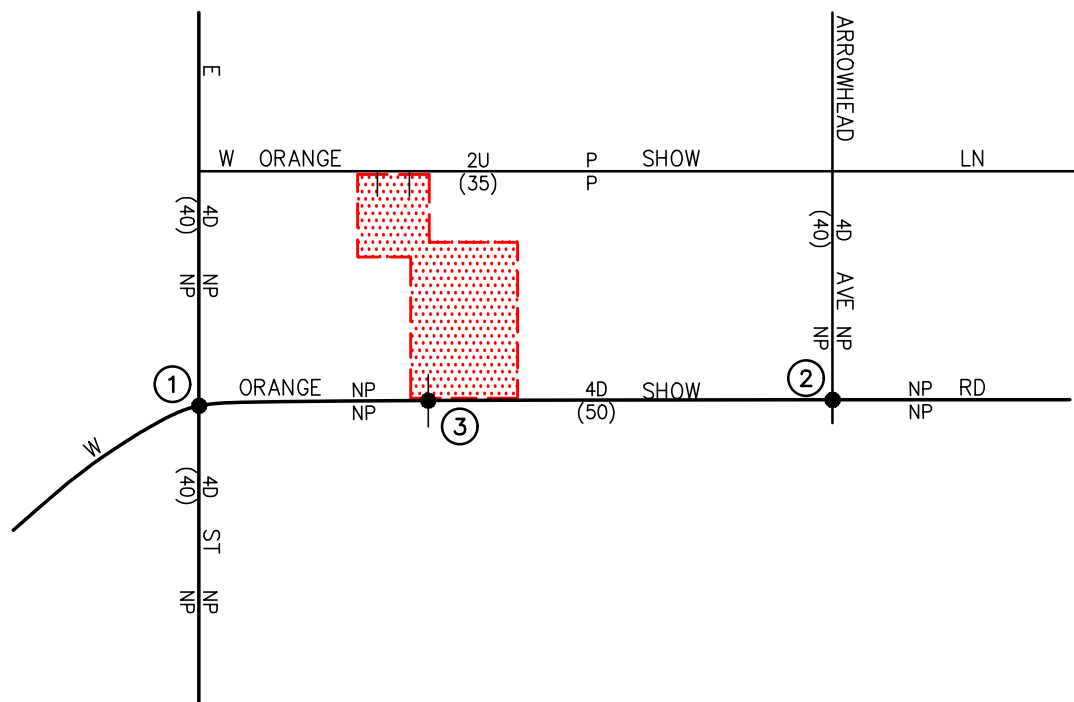
Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in **Table 3-1**.

#### **3.3.2 Highway Capacity Manual 7 (HCM 7) Method of Analysis (Unsignalized Intersections)**

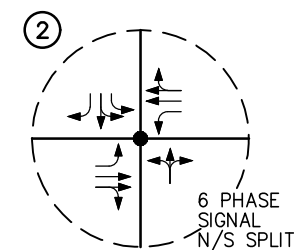
The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

##### **3.3.2.1 Two-Way Stop-Controlled Intersections**

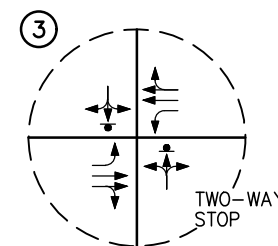
Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value ranges for two-way stop-controlled intersections are shown in **Table 3-2**.



E ST @  
W ORANGE SHOW RD



ARROWHEAD AVE @  
W ORANGE SHOW RD



PROJECT DWY/TARGET DWY @  
W ORANGE SHOW RD

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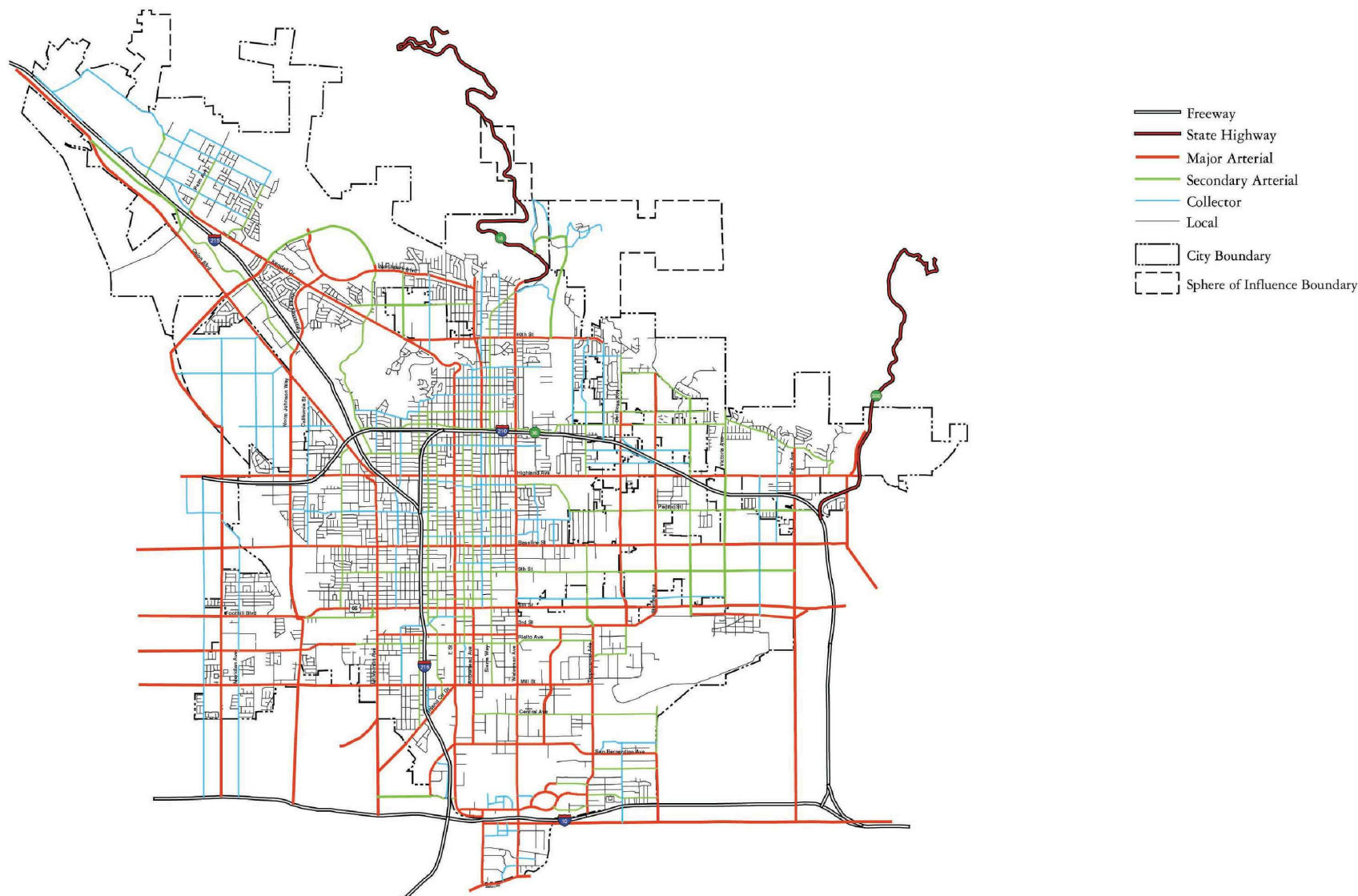


- KEY**
- ← = APPROACH LANE ASSIGNMENT
  - = TRAFFIC SIGNAL, ▼ = STOP SIGN
  - P = PARKING, NP = NO PARKING
  - U = UNDIVIDED, D = DIVIDED
  - 2 = NUMBER OF TRAVEL LANES
  - (XX) = POSTED SPEED LIMIT (MPH)
  - OL = OVERLAP
  - [Red Hatched Box] = PROJECT SITE

## FIGURE 3-1

**EXISTING ROADWAY CONDITIONS  
AND INTERSECTION CONTROLS**  
EV COLLISION CENTER, SAN BERNARDINO

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SOURCE: CITY OF SAN BERNARDINO

FIGURE 3-2

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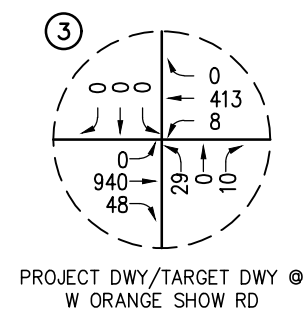
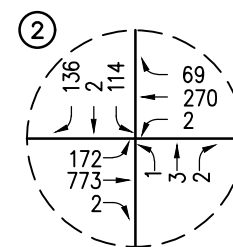
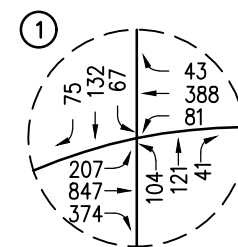
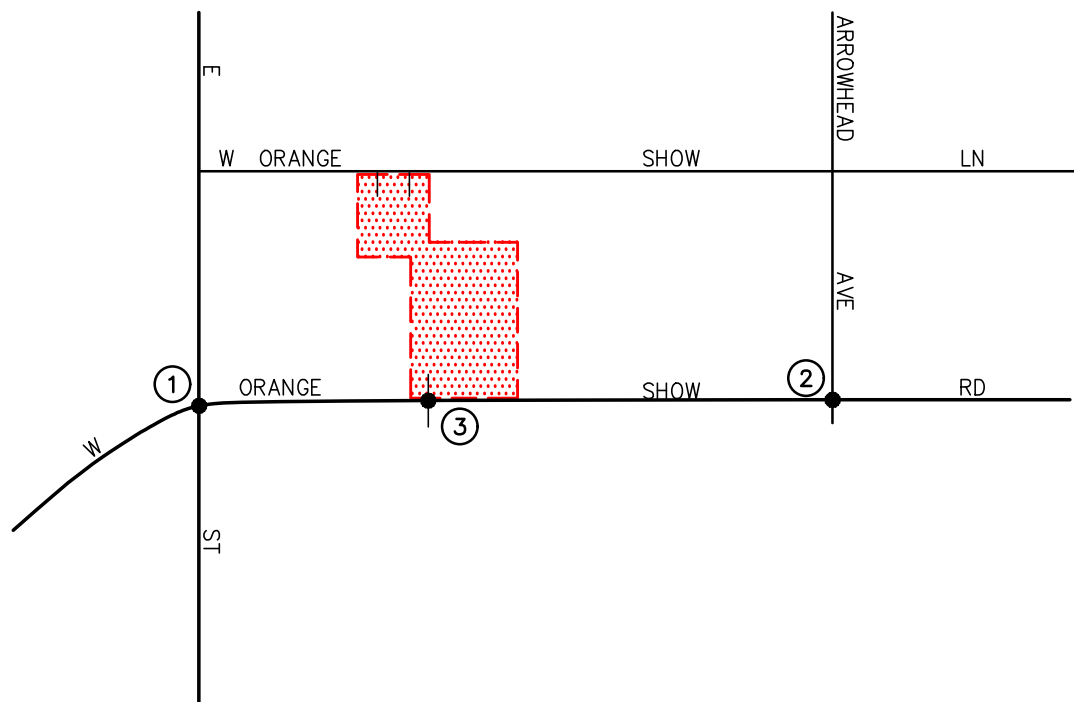


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CITY OF SAN BERNARDINO GENERAL PLAN CIRCULATION ELEMENT

EV COLLISION CENTER, SAN BERNARDINO



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#### KEY



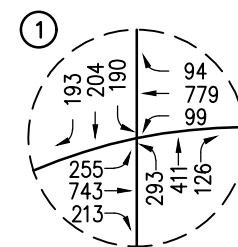
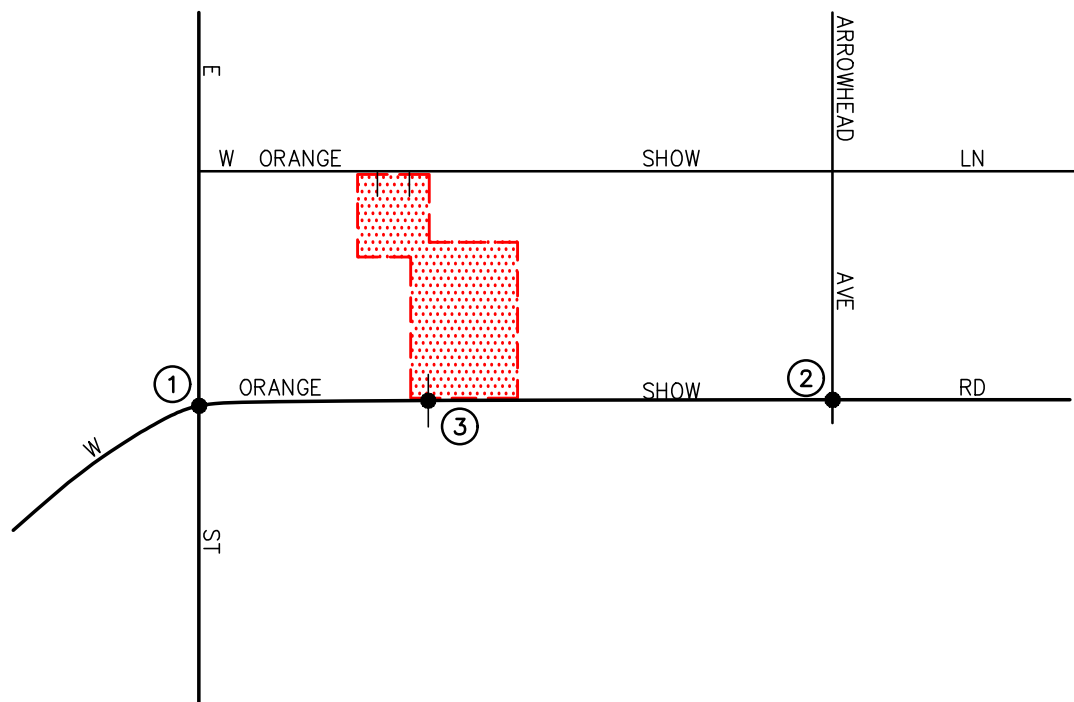
= STUDY INTERSECTION



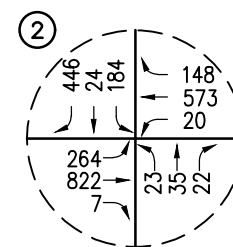
= PROJECT SITE

## FIGURE 3-3

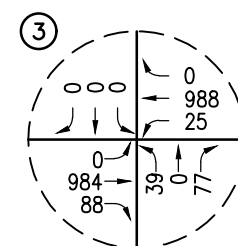
EXISTING AM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO



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W ORANGE SHOW RD



ARROWHEAD AVE @  
W ORANGE SHOW RD



PROJECT DWY/TARGET DWY @  
W ORANGE SHOW RD

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#### KEY



= STUDY INTERSECTION



= PROJECT SITE

## FIGURE 3-4

EXISTING PM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO

### 3.3.2.2 All-Way Stop-Controlled Intersections

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value ranges for all-way stop-controlled intersections are shown in *Table 3-2*.

## 3.4 Impact Criteria and Thresholds

### 3.4.1 City of San Bernardino

According to the *City of San Bernardino Traffic Impact Analysis Guidelines*, dated August 2020, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours. Therefore, any intersection operating at LOS E or LOS F is considered deficient/unsatisfactory.

- For signalized intersections, traffic impacts are to be considered “significant” when any of the following changes in the volume-to-capacity (V/C) ratios occur between the “without project” and the “with project” conditions:

<u>LOS Without Project</u>	<u>V/C Difference</u>
C	> 0.0400
D	> 0.0200
E, F	> 0.0100

Given that the City of San Bernardino does not have specific impact criteria for unsignalized intersections, this report defines the following impact criteria for unsignalized intersections.

- An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or LOS F, and the traffic signal warrant analysis determines that a traffic signal is justified.

**TABLE 3-1**  
**LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 7 METHODOLOGY)<sup>1</sup>**

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	$\leq 10.0$	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	$> 10.0$ and $\leq 20.0$	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	$> 20.0$ and $\leq 35.0$	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	$> 35.0$ and $\leq 55.0$	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	$> 55.0$ and $\leq 80.0$	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.
F	$\geq 80.0$	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

<sup>1</sup> Source: *Highway Capacity Manual 7*, Chapter 19: Signalized Intersections.

**TABLE 3-2**

**LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 7 METHODOLOGY)<sup>2,3</sup>**

<b>Level of Service (LOS)</b>	<b>Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)</b>	<b>Level of Service Description</b>
A	$\leq 10.0$	Little or no delay
B	$> 10.0$ and $\leq 15.0$	Short traffic delays
C	$> 15.0$ and $\leq 25.0$	Average traffic delays
D	$> 25.0$ and $\leq 35.0$	Long traffic delays
E	$> 35.0$ and $\leq 50.0$	Very long traffic delays
F	$> 50.0$	Severe congestion

<sup>2</sup> Source: *Highway Capacity Manual 7*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

<sup>3</sup> Source: *Highway Capacity Manual 7*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.



## 4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area improvements can then be evaluated.

## 5.0 PROJECT TRAFFIC CHARACTERISTICS

### 5.1 Project Trip Generation Forecast

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 11<sup>th</sup> Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

**Table 5-1** summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and the existing entitled land uses and presents the forecast daily and peak hour project traffic volumes for a “typical” weekday. As shown in upper portion of *Table 5-1*, the trip generation potential for the existing entitled land uses was estimated using ITE Land Use Code 712: Small Office Building trip rates and ITE Land Use Code 890: Furniture Store trip rates. The trip generation potential for the proposed Project was estimated using ITE Land Use Code 942: Automobile Care Center trip rates.

A review of the middle portion of *Table 5-1* indicates that the proposed Project is forecast to generate approximately 936 daily trips, with 68 trips (45 inbound, 23 outbound) produced in the AM peak hour and 94 trips (45 inbound, 49 outbound) produced in the PM peak hour on a “typical” weekday. A review of the lower portion of *Table 5-1* indicates that the existing entitled land uses generate approximately 272 daily trips, with 18 trips (14 inbound, 4 outbound) produced in the AM peak hour and 28 trips (11 inbound, 17 outbound) produced in the PM peak hour on a “typical” weekday.

As shown at the bottom of *Table 5-1*, comparison of the trips generated by the existing entitled land uses to the trips generated by the proposed Project shows that the proposed Project will generate 664 greater net daily trips, 50 greater net AM peak hour trips, and 66 greater net PM peak hour trips. Although the proposed Project will result in a net trip generation forecast, the full project trips (i.e. 936 daily trips, 68 AM peak hour trips and 94 PM peak hour trips) were assessed in the traffic study to provide a conservative analysis.

### 5.2 Project Trip Distribution and Assignment

The Project directional trip distribution pattern is presented in **Figure 5-1**. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. I-215 Freeway, W. Orange Show Road, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals; and
- ingress/egress availability at the Project site.

It should be noted that all Project traffic was assigned to the Project driveway on W. Orange Show Road to provide a conservative analysis. It should be further noted that the Project trip distribution

pattern was submitted to City staff for their review and approval prior to proceeding with further analyses.

The anticipated AM and PM peak hour Project traffic volumes at the three (3) key study intersections are presented in **Figures 5-2** and **5-3**, respectively. The traffic volume assignments presented in the above-mentioned figures reflect the Project trip distribution characteristics shown in *Figure 5-1* and the Project trip generation forecast presented in *Table 5-1*.

**TABLE 5-1**  
**PROJECT TRAFFIC GENERATION RATES AND FORECAST<sup>4</sup>**

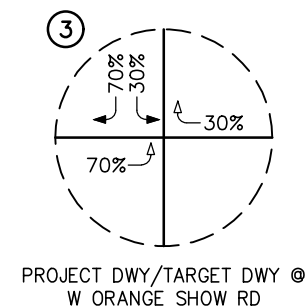
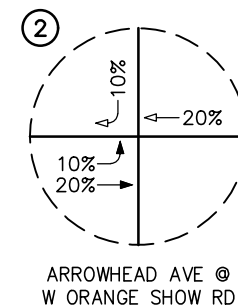
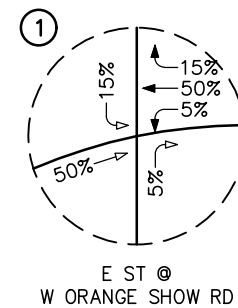
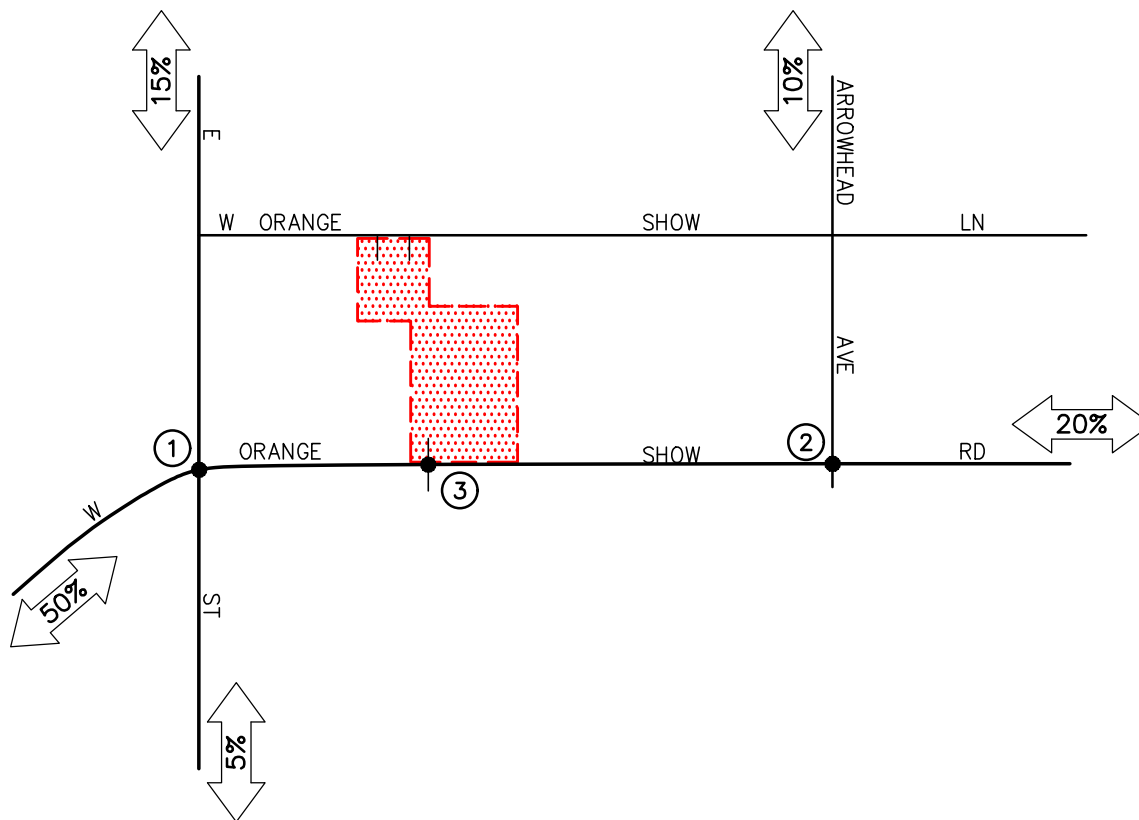
ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<b><u>Trip Generation Rates:</u></b>							
▪ 712: Small Office Building (TE/TSF)	14.39	82%	18%	1.67	34%	66%	2.16
▪ 890: Furniture Store (TE/TSF)	6.30	71%	29%	0.26	47%	53%	0.52
▪ 942: Automobile Care Center (TE/TSF)	31.10 <sup>5</sup>	66%	34%	2.25	48%	52%	3.11
<b><u>Proposed Project Trip Generation Forecast:</u></b>							
▪ EV Collision Center Project (30,095 SF)	936	45	23	68	45	49	94
<b><u>Existing Entitled Land Use Trip Generation Forecast:</u></b>							
▪ Office Building (6,000 SF)	86	8	2	10	4	9	13
▪ Furniture Store (29,469 SF)	186	6	2	8	7	8	15
<i>Existing Subtotal</i>	272	14	4	18	11	17	28
<b>Net Project Trip Generation Forecast (Proposed Project vs. Existing Entitled Land Use)</b>	<b>+664</b>	<b>+31</b>	<b>+19</b>	<b>+50</b>	<b>+34</b>	<b>+32</b>	<b>+66</b>

Notes:

- TE/TSF = Trip End per Thousand Square Feet

<sup>4</sup> Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)].

<sup>5</sup> The *Trip Generation Manual, 11<sup>th</sup> Edition* does not provide a daily trip rate for ITE Land Use 942: Automobile Care Center. As such, the daily rate was assumed to be ten times the PM peak hour rate to provide a conservative trip generation forecast.



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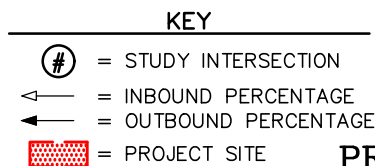
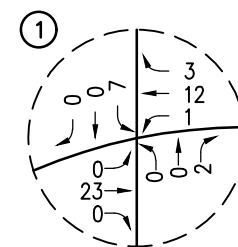
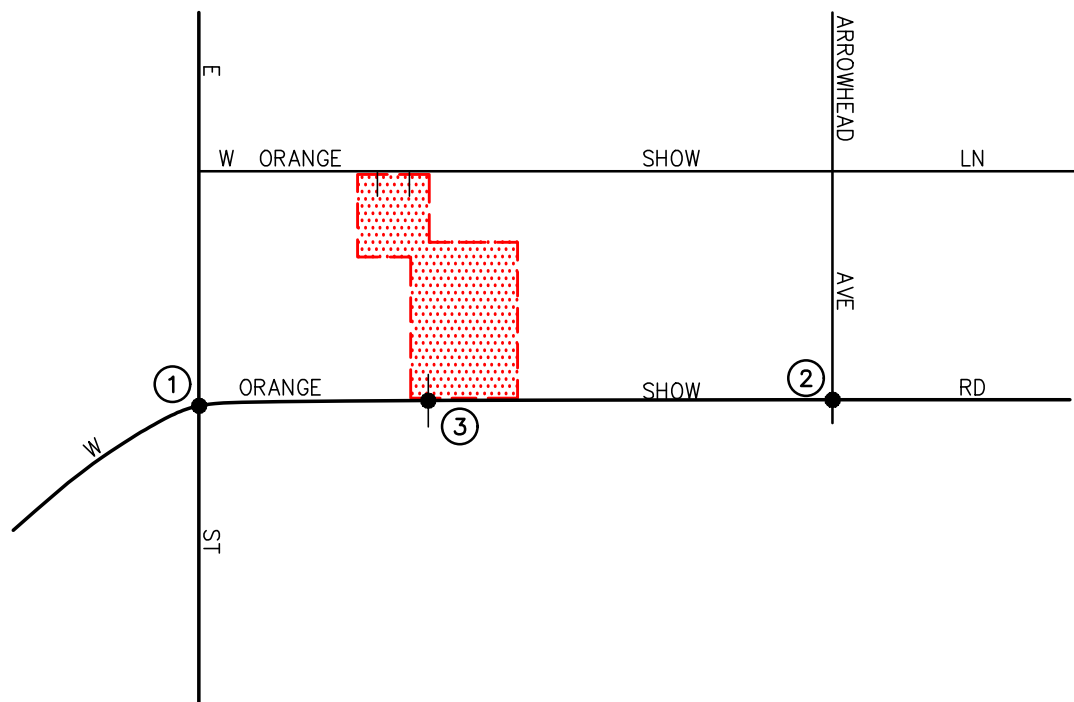
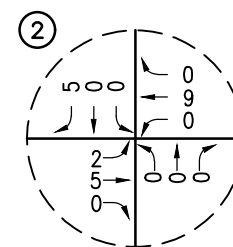


FIGURE 5-1

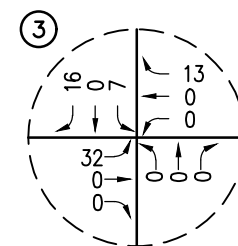
PROJECT TRAFFIC DISTRIBUTION PATTERN  
EV COLLISION CENTER, SAN BERNARDINO



①  
E ST @  
W ORANGE SHOW RD



②  
ARROWHEAD AVE @  
W ORANGE SHOW RD



③  
PROJECT DWY/TARGET DWY @  
W ORANGE SHOW RD

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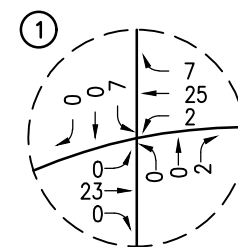
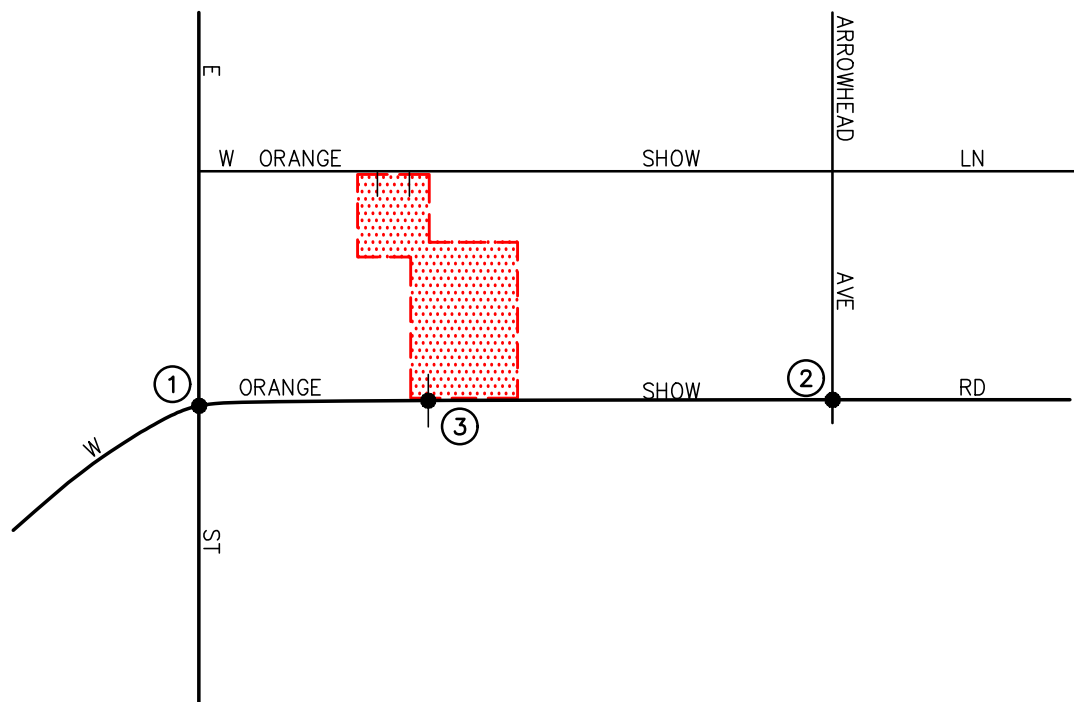


= PROJECT SITE

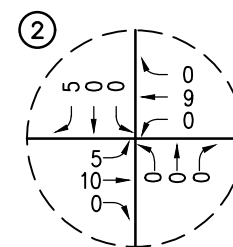
## FIGURE 5-2

### AM PEAK HOUR PROJECT TRAFFIC VOLUMES

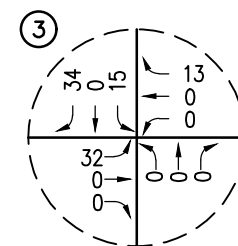
EV COLLISION CENTER, SAN BERNARDINO



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## FIGURE 5-3

### PM PEAK HOUR PROJECT TRAFFIC VOLUMES

EV COLLISION CENTER, SAN BERNARDINO

## 6.0 FUTURE TRAFFIC CONDITIONS

### 6.1 Existing With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to the Existing traffic conditions to develop traffic projections for Existing With Project traffic conditions. **Figures 6-1** and **6-2** present the anticipated AM and PM peak hour Existing With Project traffic volumes, respectively, at the three (3) key study intersections.

### 6.2 Year 2025 Without Project Traffic Volumes

#### 6.2.1 Ambient Growth Traffic

Near-term horizon year, traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The application of the three percent (3.0%) annual growth rate to baseline (i.e. Year 2023) traffic volumes results in a six percent (6.0%) growth in existing baseline volumes at the three (3) key study intersections to horizon Year 2025.

#### 6.2.2 Cumulative Projects Traffic

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) in the vicinity of the proposed Project (i.e. within a one-mile radius) has been researched at the City of San Bernardino. With this information, the potential impact of the proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Based on our research, there are three (3) cumulative projects in the City of San Bernardino within the vicinity of the subject site. These three (3) planned and/or approved cumulative projects have been included as part of the cumulative background setting. The locations of the three (3) cumulative projects are presented in **Figure 6-3**.

**Table 6-1** presents the jurisdiction, description and development totals for each of the three (3) cumulative projects. **Table 6-2** presents the resultant trip generation for the three (3) cumulative projects. As shown in **Table 6-2**, the three (3) cumulative projects are expected to generate 4,109 daily trips (one half arriving, one half departing), with 225 trips (139 inbound and 86 outbound) forecast during the AM peak hour and 294 trips (126 inbound and 168 outbound) forecast during the PM peak hour on a “typical” weekday.

The anticipated AM and PM peak hour cumulative projects traffic volumes at the three (3) key study intersections are presented in **Figures 6-4** and **6-5**, respectively.

**Figures 6-6** and **6-7** present Year 2025 Without Project AM and PM peak hour traffic volumes at the three (3) key study intersections, respectively. It should be noted that the Year 2025 Without Project traffic volumes include ambient traffic growth as well as the traffic from the three (3) cumulative projects.



It should again be emphasized that because this traffic impact analysis utilizes both an ambient growth factor along with a list of cumulative projects approach to analyze cumulative impacts, this traffic impact analysis is highly conservative and would tend to overstate cumulative traffic impacts.

### **6.3 Year 2025 With Project Traffic Volumes**

The estimates of Project generated traffic volumes were added to the Year 2025 Without Project traffic conditions to develop traffic projections for Year 2025 With Project traffic conditions. **Figures 6-8** and **6-9** present the anticipated AM and PM peak hour Year 2025 With Project traffic volumes at the three (3) key study intersections, respectively.

**TABLE 6-1**  
**LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS<sup>6</sup>**

No.	Description	Location/Address	Size
<u><i>City of San Bernardino</i></u>			
1.	DP-D 20-03	791 S. Waterman Avenue	89,457 SF Industrial
2.	CUP 20-15	488 W. Mill Street	Express Drive-Through Car Wash Facility with a 65-Foot Tunnel
3.	CUP 17-09 / CUP 17-29 / PCNL 18-03	1195 S. Waterman Avenue	12 VFP Gas Station 3 VFP Diesel Truck Fueling Station 3,806 SF Convenience Store

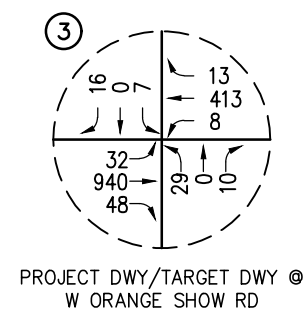
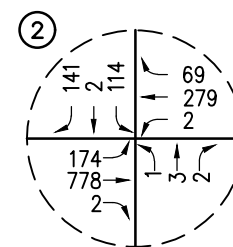
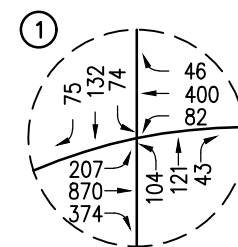
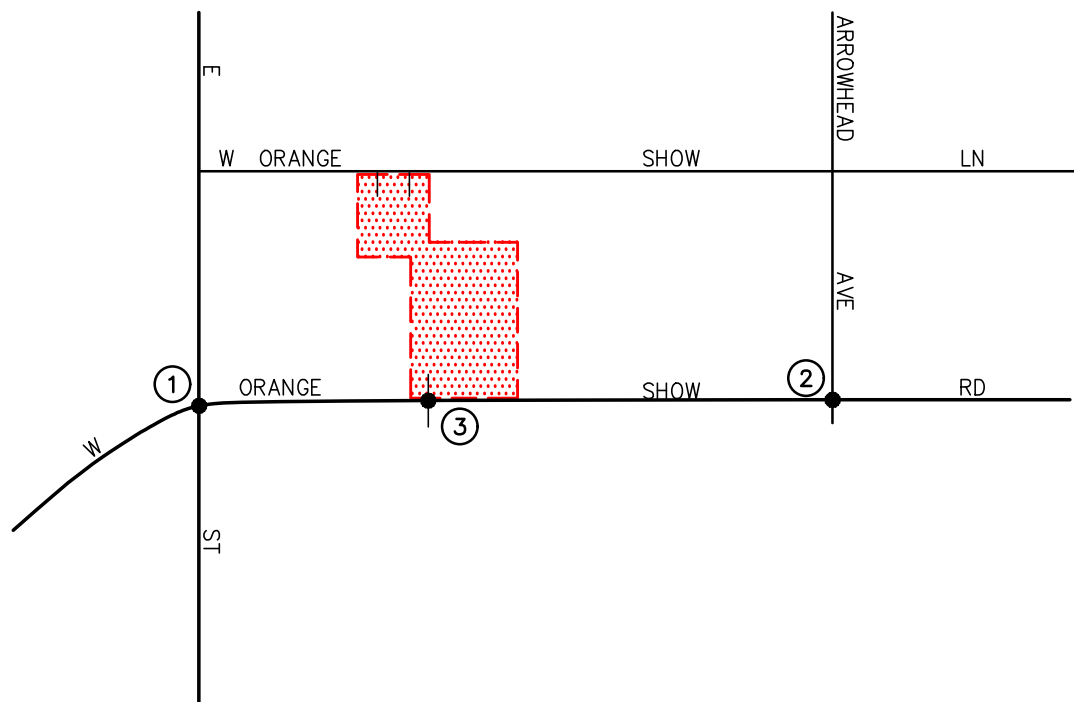
<sup>6</sup> Source: City of San Bernardino Planning Department staff.

**TABLE 6-2**  
**CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST<sup>7</sup>**

No.	Cumulative Project Description	Daily Two-Way	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1.	DP-D 20-03	436	58	8	66	8	50	58
2.	CUP 20-15	422	13	10	23	22	22	44
3.	CUP 17-09/CUP 17-29/PCNL 18-03 <sup>8</sup>	3,251	68	68	136	96	96	192
<b>Total Cumulative Projects Trip Generation Forecast</b>		<b>4,109</b>	<b>139</b>	<b>86</b>	<b>225</b>	<b>126</b>	<b>168</b>	<b>294</b>

<sup>7</sup> Unless otherwise noted, Source: *Trip Generation, 11<sup>th</sup> Edition*, Institute of Transportation Engineers (ITE) [Washington, D.C. (2021)].

<sup>8</sup> Source: *Proposed Waterman Ave/Orange Show Rd Gas Station Project TIS*, prepared by RK Engineering Group, Inc., dated Feb. 20, 2018.



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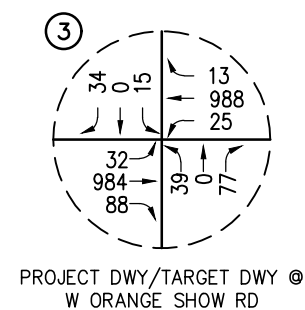
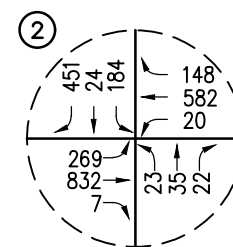
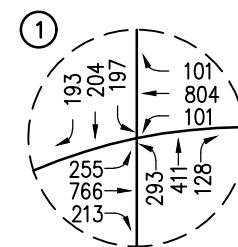
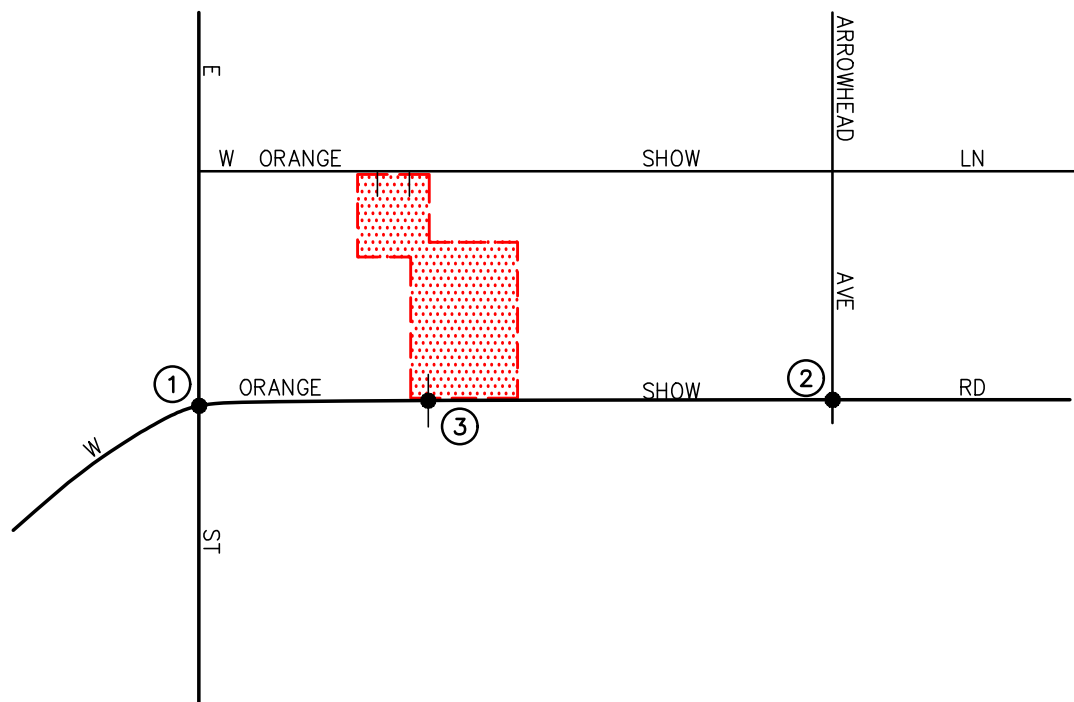
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= PROJECT SITE

## FIGURE 6-1

EXISTING WITH PROJECT  
AM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO



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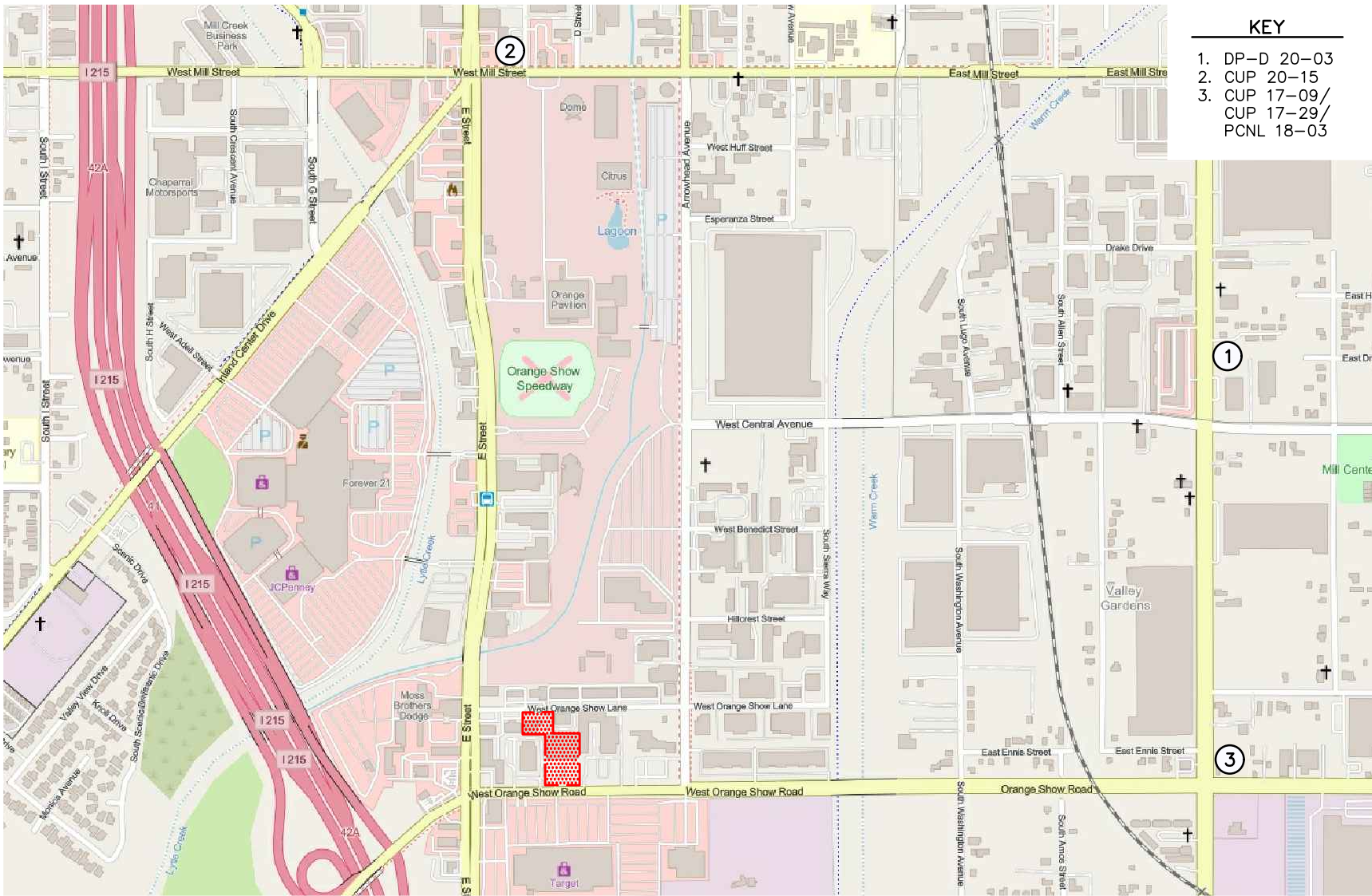
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= PROJECT SITE

## FIGURE 6-2

EXISTING WITH PROJECT  
PM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO



- KEY**
1. DP-D 20-03
  2. CUP 20-15
  3. CUP 17-09/  
CUP 17-29/  
PCNL 18-03

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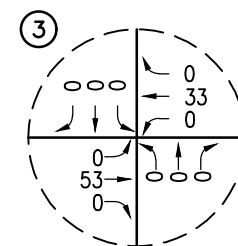
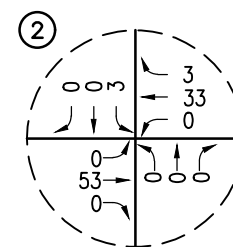
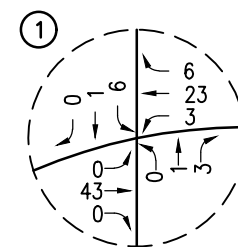
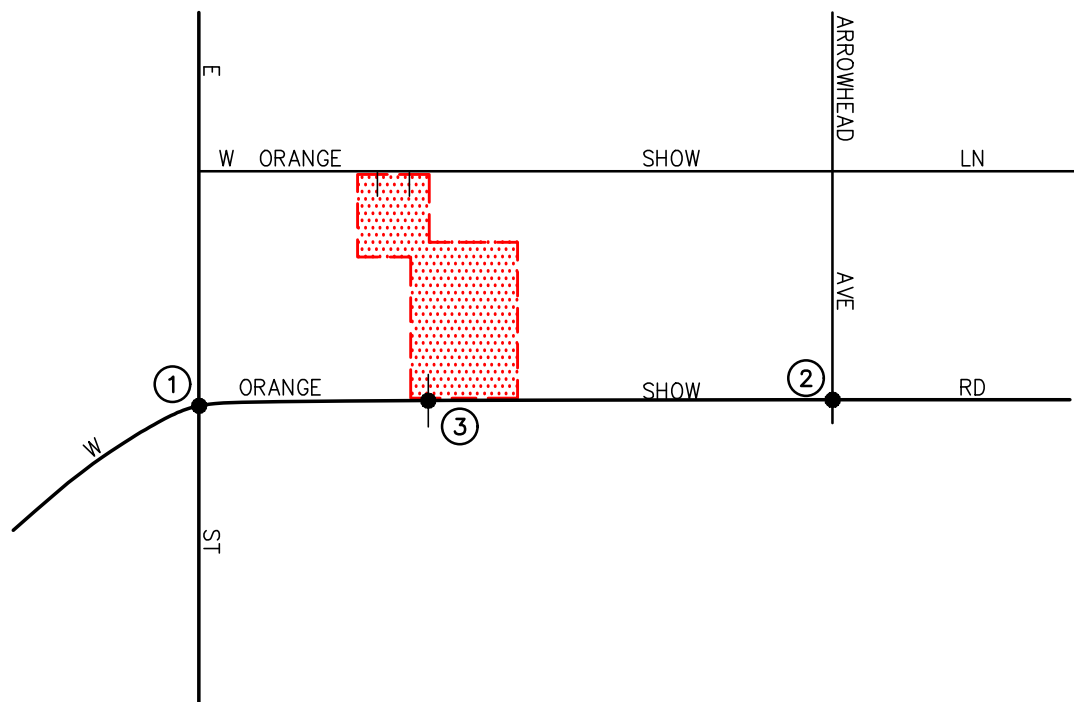
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**KEY**

- # = CUMULATIVE PROJECTS LOCATION  
 = PROJECT SITE

## FIGURE 6-3

**LOCATION OF CUMULATIVE PROJECTS**  
 EV COLLISION CENTER, SAN BERNARDINO



PROJECT DWY/TARGET DWY @  
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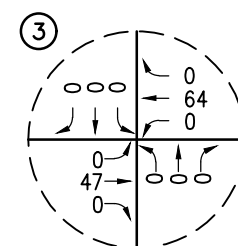
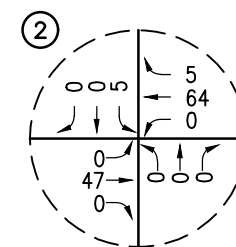
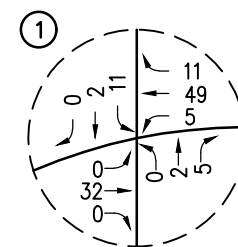
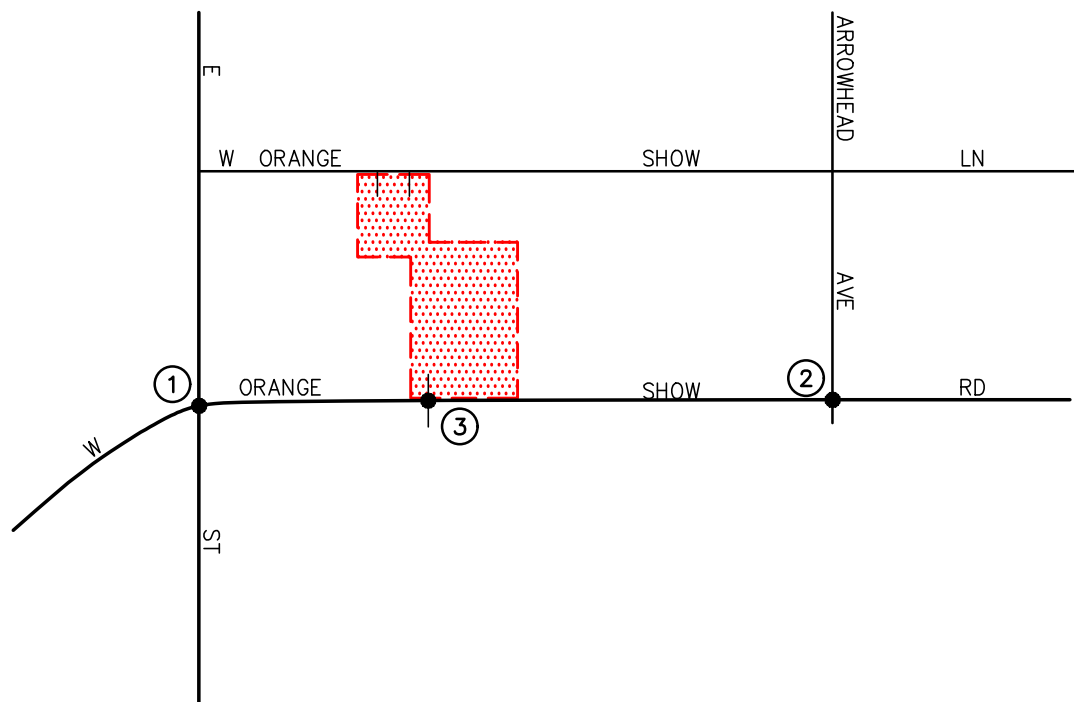


= PROJECT SITE

## FIGURE 6-4

AM PEAK HOUR CUMULATIVE  
PROJECTS TRAFFIC VOLUMES

EV COLLISION CENTER, SAN BERNARDINO



PROJECT DWY/TARGET DWY @  
W ORANGE SHOW RD

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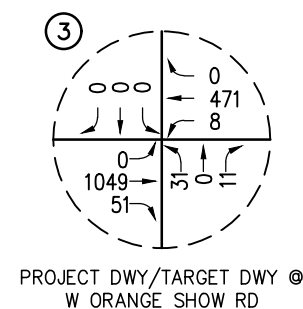
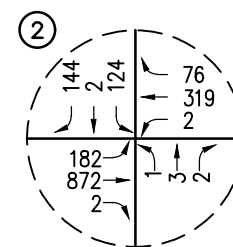
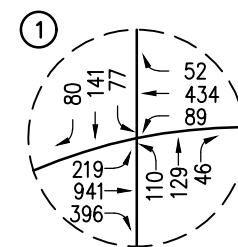
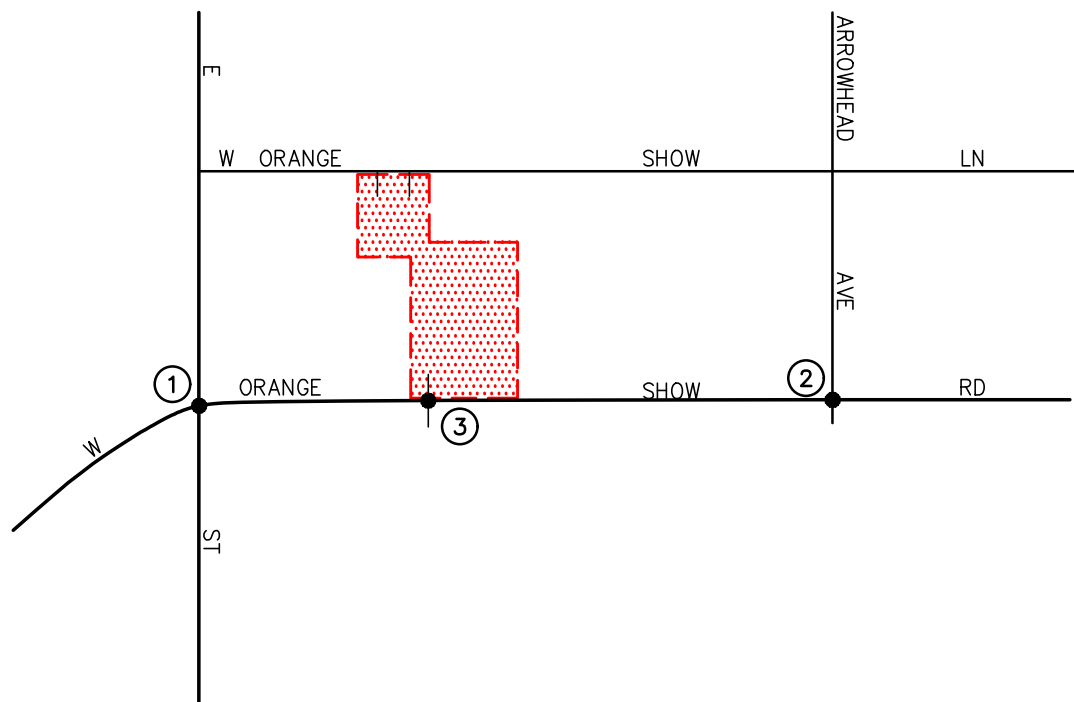
① = STUDY INTERSECTION

[Red hatched box] = PROJECT SITE

## FIGURE 6-5

PM PEAK HOUR CUMULATIVE  
PROJECTS TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO





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engineers



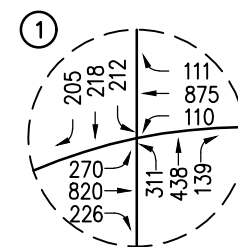
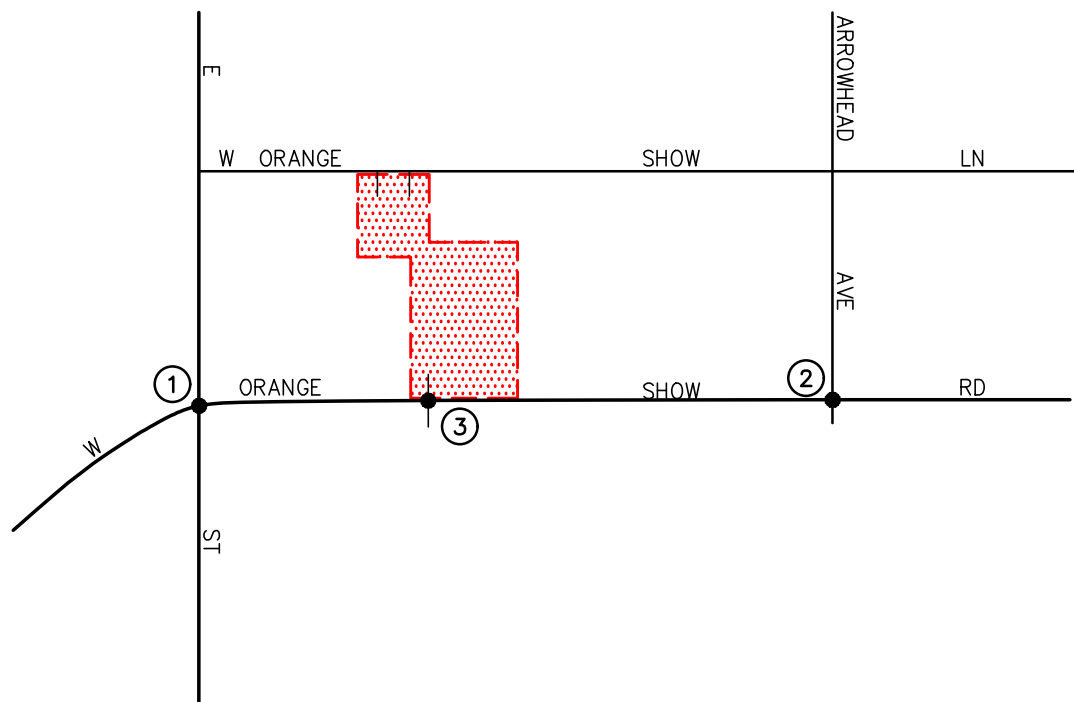
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① = STUDY INTERSECTION

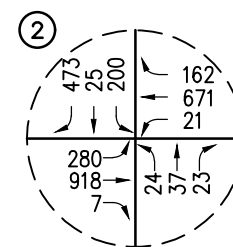
[Red hatched box] = PROJECT SITE

## FIGURE 6-6

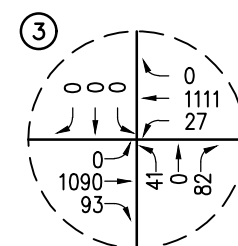
YEAR 2025 WITHOUT PROJECT  
AM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO



E ST @  
W ORANGE SHOW RD



ARROWHEAD AVE @  
W ORANGE SHOW RD



PROJECT DWY/TARGET DWY @  
W ORANGE SHOW RD

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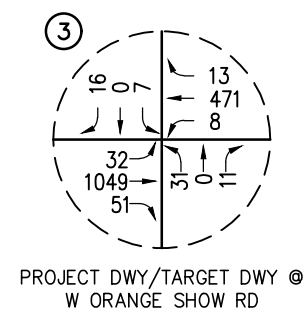
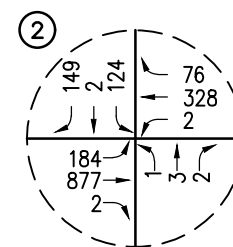
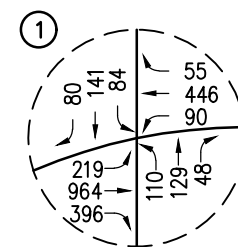
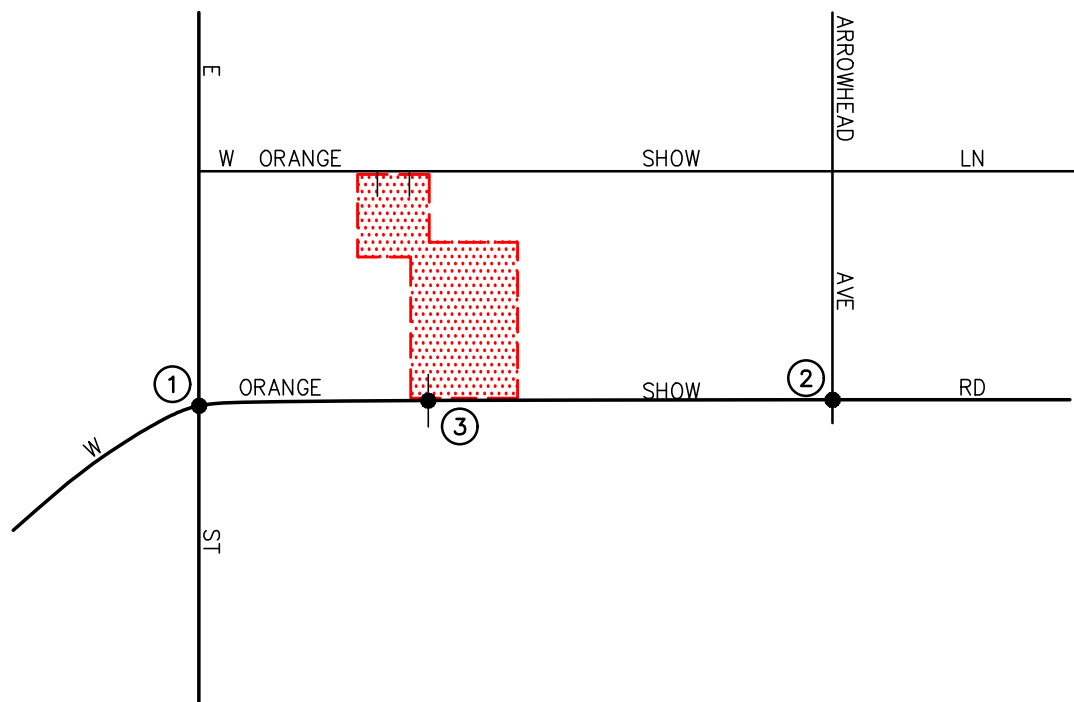
#### KEY

# = STUDY INTERSECTION

[Red Hatched Box] = PROJECT SITE

## FIGURE 6-7

YEAR 2025 WITHOUT PROJECT  
PM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO



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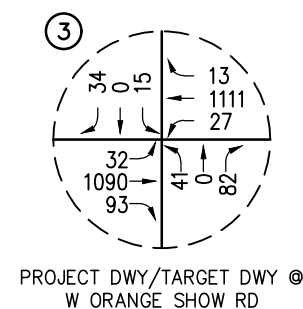
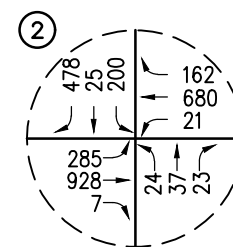
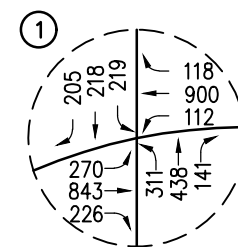
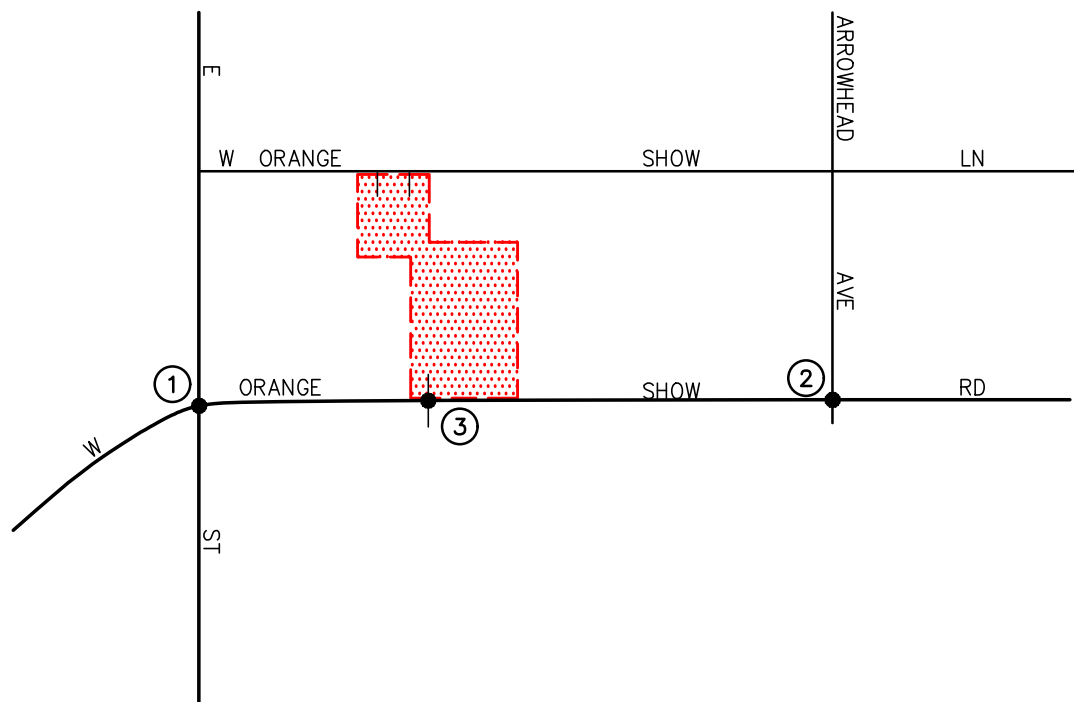
#### KEY

① = STUDY INTERSECTION

[Red hatched box] = PROJECT SITE

## FIGURE 6-8

YEAR 2025 WITH PROJECT  
AM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO



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GREENSPAN  
engineers



#### KEY

- ① = STUDY INTERSECTION
- = PROJECT SITE

## FIGURE 6-9

YEAR 2025 WITH PROJECT  
PM PEAK HOUR TRAFFIC VOLUMES  
EV COLLISION CENTER, SAN BERNARDINO

## 7.0 EXISTING WITH PROJECT ANALYSIS

*Table 7-1* summarizes the peak hour Level of Service results at the three (3) key study intersections for existing traffic conditions, without and with the proposed Project. The first column (1) of Delay/LOS values in *Table 7-1* presents a summary of Existing AM and PM peak hour traffic conditions. The second column (2) presents forecast Existing With Project traffic conditions. The third column (3) indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria defined in this report.

### 7.1 Existing Traffic Conditions

Review of column (1) of *Table 7-1* indicates that for Existing traffic conditions, all three (3) key study intersections currently operate at acceptable LOS D or better during the AM and PM peak hours when compared to the LOS standards defined in this report.

### 7.2 Existing With Project Traffic Conditions

Review of columns 2 and 3 of *Table 7-1* indicates that traffic associated with the proposed Project ***will not*** cause an operational deficiency at the three (3) key study intersections when compared to the LOS criteria defined in this report. The three (3) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

*Appendix C* contains the Delay/LOS calculation worksheets for Existing and Existing With Project Traffic Conditions.

**TABLE 7-1**  
**EXISTING WITH PROJECT CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Minimum Acceptable LOS	Time Period	(1) Existing Traffic Conditions			(2) Existing With Project Traffic Conditions			(3) Operational Deficiency	
			Delay	LOS	V/C	Delay	LOS	V/C	V/C or Delay Increase	Yes/No
1. E Street at W. Orange Show Road	D	AM	24.0 s/v	C	0.463	24.0 s/v	C	0.473	0.010	No
		PM	32.9 s/v	C	0.646	32.9 s/v	C	0.658	0.012	No
2. Arrowhead Avenue at W. Orange Show Road	D	AM	21.3 s/v	C	0.418	21.5 s/v	C	0.424	0.006	No
		PM	45.0 s/v	D	0.828	46.1 s/v	D	0.838	0.010	No
3. Project Driveway/Target Driveway at W. Orange Show Road	D	AM	21.8 s/v	C	--	24.3 s/v	C	--	2.5 s/v	No
		PM	24.5 s/v	C	--	27.8 s/v	D	--	3.3 s/v	No

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service

## 8.0 YEAR 2025 WITH PROJECT ANALYSIS

*Table 8-1* summarizes the AM and PM peak hour Level of Service results at the three (3) key study intersections for Year 2025 traffic conditions. The first column (1) of Delay/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 7-1*). The second column (2) presents forecast Year 2025 Without Project traffic conditions and the third column (3) identifies forecast Year 2025 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will cause an operational deficiency based on the LOS criteria defined in this report.

### 8.1 Year 2025 Without Project Traffic Conditions

An analysis of future (Year 2025) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic **will not** adversely impact the three (3) key study intersections. The three (3) key study intersections are forecast to continue to operate at acceptable levels of service during the AM and PM peak hours with the addition of ambient traffic growth and cumulative projects traffic.

### 8.2 Year 2025 With Project Traffic Conditions

Review of columns 3 and 4 of *Table 8-1* indicates that traffic associated with the proposed Project **will not** cause an operational deficiency at the three (3) key study intersections when compared to the LOS criteria defined in this report. The three (3) key study intersections are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic in the horizon Year 2025.

**Appendix D** contains the Delay/LOS calculation worksheets for Year 2025 Traffic Conditions and Year 2025 With Project Traffic Conditions.

**TABLE 8-1**  
**YEAR 2025 WITH PROJECT CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY**

Key Intersection	Min. Acc. LOS	Time Period	(1) Existing Traffic Conditions			(2) Year 2025 Without Project Traffic Conditions			(3) Year 2025 With Project Traffic Conditions			(4) Operational Deficiency	
			Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	V/C or Delay Inc.	Yes/No
1. E Street at W. Orange Show Road	D	AM	24.0 s/v	C	0.463	22.8 s/v	C	0.447	22.8 s/v	C	0.459	0.012	No
		PM	32.9 s/v	C	0.646	33.3 s/v	C	0.690	33.5 s/v	C	0.703	0.013	No
2. Arrowhead Avenue at W. Orange Show Road	D	AM	21.3 s/v	C	0.418	20.3 s/v	C	0.401	20.5 s/v	C	0.405	0.004	No
		PM	45.0 s/v	D	0.828	47.4 s/v	D	0.870	52.2 s/v	D	0.880	0.010	No
3. Project Driveway/Target Dwy at W. Orange Show Road	D	AM	21.8 s/v	C	--	23.7 s/v	C	--	26.4 s/v	D	--	2.7 s/v	No
		PM	24.5 s/v	C	--	27.5 s/v	D	--	31.8 s/v	D	--	4.3 s/v	No

**Notes:**

- s/v = seconds per vehicle (delay)
- LOS = Level of Service



## **9.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION**

### **9.1 Site Access**

As shown previously on *Figure 2-2*, primary vehicular access to the Project site will be provided via one (1) full access unsignalized driveway located along W Orange Show Road. It should be noted that this driveway is existing and will remain unchanged with the Project. Additional vehicular access to the Project site will be provided via two (2) full access unsignalized driveways located along W Orange Show Lane. These two (2) driveways are anticipated to be utilized exclusively by employees of the site.

As shown previously in *Tables 7-1* and *8-1*, the intersection of Project Driveway/Target Driveway at W. Orange Show Road (i.e. key study intersection #3) is forecast to operate at an acceptable service level during the AM and PM peak hours under Existing Plus Project traffic conditions and Year 2025 Cumulative Plus Project traffic conditions. As such, project access will be adequate.

### **9.2 Internal Circulation Evaluation**

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for passenger cars, service/delivery trucks and trash trucks.

## 10.0 RECOMMENDED IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in deficiencies, this report recommends traffic improvements that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative) traffic, and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

### 10.1 Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions level of service analyses indicate that the proposed Project **will not** impact any of the three (3) key study intersections. All three (3) key study intersections are forecast to operate at acceptable service levels under Existing With Project traffic conditions. As such, no improvement measures have been recommended.

### 10.2 Year 2025 With Project Traffic Conditions

The results of the Year 2025 With Project traffic conditions level of service analyses indicate that the proposed Project **will not** impact any of the three (3) key study intersections. All three (3) key study intersections are forecast to operate at acceptable service levels under Year 2025 With Project traffic conditions. As such, no improvement measures have been recommended.

## 11.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of San Bernardino recently adopted new traffic impact criteria in August 2020 to be consistent with the CEQA revisions. These new guidelines are contained within the *City of San Bernardino Traffic Impact Analysis Guidelines*, dated August 2020 and provide screening criteria and methodology for VMT analysis.

Per the *City of San Bernardino Traffic Impact Analysis Guidelines*, there are three types of screening to screen projects from project-level VMT assessments. The three screening steps are described below. The results of each screening step applied to the proposed Project is also discussed. It should be noted that the project only needs to satisfy one of the three screening steps.

### Step 1: Transit Priority Area (TPA) Screening

Projects located within a transit priority area (TPA) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may **NOT** be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City (if the City requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

➤ *Based on the SBCTA screening tool, the project site is located within a Transit Priority Area (TPA). However, the Project has a FAR less than 0.75. Therefore, Project Screening Step 1: Transit Priority Area (TPA) Screening is not satisfied.*

### Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. A low VMT area is defined as an individual traffic analysis zone (TAZ) where total daily Origin/Destination VMT per service population is lower than the City average total daily Origin/Destination VMT per service population.

- *Based on the SBCTA screening tool, the project site is located within Traffic Analysis Zone (TAZ) #53796301. Per the SBCTA screening tool (Baseline Year 2016), the Project TAZ VMT/service population is 64.4 VMT per service population and the City average VMT/service population is 29.6 VMT per service population. Comparison of the two VMT values indicates that the Project TAZ VMT is higher than the City VMT average. Therefore, Project Screening Step 2: Low VMT Area Screening is not satisfied.*

**Appendix E** contains the SBCTA VMT Screening Tool Data.

### Step 3: Project Type Screening

Local serving retail projects (including restaurants) less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. In addition to local serving retail, the following uses may, at the discretion of the City, be presumed to have a less than significant impact as their uses are often local serving in nature:

- Local parks
- Day care centers
- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping Center
- Student housing projects on or adjacent to college campuses
- Local-serving assembly uses (places of worship, community organizations)
- Community institutions (Public libraries, fire stations, local government)
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Hotels (non-destination or resort; no banquet or special event space)
- Affordable or supportive housing
- Assisted living facilities
- Senior housing (as defined by HUD)
- Projects generating less than 110 daily vehicle trips. This generally corresponds to the following “typical” development potentials:
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 sq. ft. of office
  - 15,000 sq. ft. of light industrial
  - 63,000 sq. ft. of warehousing
  - 79,000 sq. ft. of high cube transload and short-term storage warehouse

- *As stated previously, the proposed Project will consist of a 30,095 SF EV Collision Center. Therefore, based on the Step 3: Project Type Screening criteria [i.e. Local Serving Retail Uses Less Than 50,000 Square Feet], this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.*

### **11.1 VMT Analysis Conclusion**

Based on the City's guidelines, the proposed Project satisfies Step 3: Project Type Screening. Therefore, this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.