5.7 TRANSPORTATION

This section of the draft environmental impact report (EIR) evaluates the potential for implementation of the New Fontana Campus Master Plan to result in transportation and traffic impacts in the City of Fontana. The analysis in this section is based in part on the following technical report(s):

- *Chaffey Community College District's Fontana Campus Master Plan Traffic Study*, Urban Crossroads, March 8, 2022 (Appendix L)
- *Chaffey Community College District's Fontana Campus Master Plan Vehicle Miles Traveled (VMT) Screening Evaluation*, Urban Crossroads, November 29, 2021 (Appendix M)

Complete copies of these studies are in Appendix L and Appendix M of the Draft EIR.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY BACKGROUND

State Regulations

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of SB 375 (Sustainable Communities and Climate Protection Act), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32).

SB 743 eliminates auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. Instead, other measurements, such as VMT are to be utilized to measure impacts. Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018, and established new criteria for determining the significance of transportation impacts.

The purpose of SB 743 is to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research released the Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018.

The City's "Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment" (October 21, 2020) provides the City's VMT threshold.

California Department of Transportation

Intersections within incorporated cities associated with freeway on- and off-ramps fall under California Department of Transportation (Caltrans) jurisdiction. Caltrans approves the planning, design, and construction

of improvements for all state-controlled facilities. Caltrans uses the Highway Capacity Manual 6 methodology to evaluate intersections within its jurisdiction. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections because 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. For state-controlled intersections, LOS standards and impact criteria specified by Caltrans will apply.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

2020 Regional Transportation Plan/Sustainable Community Strategy (Connect SoCal)

Every four years SCAG updates the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) for its six-county region. On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, Connect SoCal, which encompasses four principles that are important to the region's future—mobility, economy, healthy/complete communities, and environment. Connect SoCal explicitly lays out goals related to housing, transportation technologies, equity, and resilience in order to adequately reflect the increasing importance of these topics in the region. The RTP/SCS outlines a development pattern for the region which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding good movement). The RTP/SCS is meant to provide growth strategies that would achieve the regional greenhouse gas emissions reduction targets identified by the California Air Resources Board. However, the RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS; instead, it provides incentives to governments and developers for consistency.

San Bernardino County Congestion Management Program

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, including San Bernardino County within which the City of Fontana is located, to prepare a Congestion Management Plan (CMP). Updated by the San Bernardino County Transportation Authority (SBCTA) in 2016, the CMP is an effort to align land use, transportation, and air quality management efforts in order 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.

The focus of the CMP is the development and coordination of a multimodal transportation system across jurisdictional boundaries, incorporating the goals of SCAG RTP/SCS. Per the Level of Service adopted by SBCTA, when a CMP segment falls to "F," a deficiency plan must be prepared by the local agency where the

deficiency is located. The plan must contain mitigation measures, including Transportation Demand Management strategies and transit alternatives, and a schedule for mitigating the deficiency. It is the responsibility of local agencies to consider the traffic impacts on the CMP when reviewing and approving development proposals.

The intent of a CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation. While SR-210 and Haven Avenue are designed CMP facilities serving the city, no traffic study intersections are identified as CMP intersections. It should be noted that SB 743 provides the option for local agencies to opt out of the CMP individually due to the outdated regulatory nature of CMP.

Regional Transportation Plan

The RTP is prepared by SCAG for the six-county SCAG region. This long-range transportation plan (approximately 20-year horizon) projects population and employment growth and defines the vision and overall goals for the regional multimodal transportation system. The RTP identifies future transportation infrastructure needs and defines planned multimodal transportation improvements, including freeways, high-occupancy vehicle facilities, bus and rail transit, freight movement, and aviation. This plan, therefore, sets the framework for the regional transportation infrastructure system that services Fontana.

Caltrans VMT-Focused Transportation Impact Study Guide

The Caltrans VMT-Focused Transportation Impact Study Guide provides a starting point and a consistent basis on which Caltrans evaluates traffic impacts to state highway facilities. The Guide was adopted on May 20, 2020, and provides guidance to Caltrans districts, lead agencies, tribal governments, developers, and consultants regarding Caltrans review of a land use project or plan's transportation analysis using a VMT metric. This guidance is not binding on public agencies but is intended to be a reference and informational document.

Measure I 2020-2040 Strategic Plan

First approved in 1989 and extended in 2004 by the voters, Measure I is the half-cent sales tax collected throughout San Bernardino County for transportation improvements. Administered by SBCTA, the Measure I 2010-2040 Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the delivery of the Measure I 2010-2040 transportation programs. The strategic plan identifies funding categories, allocations, and planned transportation improvement projects in the county for freeways, major and local arterials, bus and rail transit, and traffic management systems. A regional nexus study was prepared by SBCTA and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure I requirement. For the fiscal years 2021-22 through 2025-26, Fontana has identified improvements worth over $35 million in programmed funding for various street improvement projects, citywide traffic system maintenance measures, and signal and striping maintenance, etc. These improvements are planned to be funded through the Measure I Local Streets Program.

It is to be noted that the five-year Capital Improvement Program is overprogrammed to allow the use of this funding source if additional funding is available during the five-year planning period (SBCTA 2021). The funds raised through Measure I have funded in the past and will continue to fund new transportation facilities in San Bernardino County.

San Bernardino County Long-Range Transit Plan

SBCTA updates its Long-Range Transit Plan (LRTP) to address transit needs for an approximate 25-year horizon. The LRTP prioritizes goals and projects for transit growth. With the passage of SB 375 by the State legislature in 2008, the LRTP has been modified to more closely tie land use and transportation planning strategies. The LRTP addresses countywide travel challenges and create a system aimed to increase the role of transit in future travel choices. The LRTP anticipates that a premium transit service, such as rapid buses and rail modes, will offer solutions to future travel demands by providing competitive travel times and increased reliability, mobility, and accessibility. Premium transit will reduce dependence on cars, encourage community revitalization, and encourage more balanced transit-oriented land use development.

SBCTA Non-motorized Transportation Plan

SBCTA published its Non-motorized Transportation Plan in 2011 and revised in 2018, with the vision of creating a safe, interconnected cycling and walking system in the county. Supplemented by local jurisdiction inventory data, the plan provides both regional and city-level recommendations, and the jurisdictions are responsible for the implementation of the plan.

SBCTA Development Mitigation Nexus Study

The SBCTA Development Mitigation Nexus Study identifies the fair share contributions from new development for regional transportation improvements (e.g., freeway interchanges, railroad grade separations, and regional arterial highways). The Nexus Study is updated biennially or as requested by SBCTA Board of Directors and in close coordination with local jurisdictions.

Local Regulations

City of Fontana Active Transportation Plan

The Active Transportation Plan is a citywide plan that provides a clear and comprehensive framework for new and safer connectivity of nonmotorized transportation options throughout the city. It was adopted by the city council on November 14, 2017. The following goals and objectives are applicable to the proposed project:

Goal 1: Mobility & Access. Increase and improve pedestrian and bicyclist access to employment centers, schools, transit, recreation facilities, other community destinations across the City of Fontana, and facilities in neighboring cities for people of all ages and abilities.

- **Objective 1.A:** Reduce vehicle miles traveled (VMT) by 4 percent by 2035.
- **Objective 1.B:** Reduce barriers to pedestrian and bicyclist travel.

- **Objective 1.C:** Work with transit providers to develop high quality pedestrian and bicycle accessible transit stops and stations.

- **Objective 1.D:** Regularly evaluate pedestrian and bicycle activity levels, facilities, and programs.

Goal 2: Safety. Improve safety for active transportation users through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, striping, lighting, wayfinding, and landscaping; as well as best practice, noninfrastructure programs (education and encouragement) to enhance and improve the overall safety of people walking and bicycling.

- **Objective 2.A:** Reduce the combined number of collisions, injuries, and fatalities involving people walking and bicycling by 5 percent from 2015 levels by 2025.

Goal 3: Infrastructure & Support Facilities. Maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure that allows for convenient and direct connections throughout Fontana. Increase the number of high quality support facilities to complement the network, and create public pedestrian and bicycle environments that are attractive, functional, and accessible to all people.

- **Objective 3.A:** Incorporate pedestrian and bicycle facilities and amenities into private and public development projects.

- **Objective 3.B:** Provide and maintain walkways and bikeways that are clean, safe, and attractive in accordance with the Americans with Disabilities Act and Public Right of Way Accessibility Guidelines guidelines.

Goal 4. Non-infrastructure Programs. Increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips through encouragement, education, enforcement, and evaluation programs that support walking and bicycling.

- **Objective 4.A:** Establish and enhance safe routes to and from schools that will enable and encourage more students to walk or ride a bicycle or scooter to/from school.

City of Fontana Community Mobility and Circulation Element

This element of the General Plan is focused on connecting neighborhoods and city destinations by expanding transportation choices in Fontana. While the element supports continuing programs to improve travel by cars and trucks, it provides guidance on expanding the options for transit and "active transportation" (pedestrian and bicycle mobility) for Fontana.

City of Fontana Municipal Code

Chapter 17, Motor Vehicles and Traffic, of the municipal code includes regulations and standards that govern traffic enforcement, parking and loading, pedestrian rights, bicycles, and truck routes in the city.

City of Fontana Development Impact Fee

The City of Fontana adopted the latest update to its development impact fee (DIF) program in February 2016. Fees from new residential, commercial and industrial development are collected to fund Measure "I" compliant regional facilities as well as local facilities. Under the City's DIF program, the City may grant to developers a credit against specific components of fees when those developers construct certain facilities and landscaped medians identified in the list of improvements funded by the DIF program.

After the City's DIF fees are collected, they are placed in a separate restricted use account pursuant to the requirements of Government Code sections 66000 et seq. The timing to use the DIF fees is established through periodic capital improvement programs that are overseen by the City's Engineering Department. Periodic traffic counts, a review of traffic accidents, and a review of traffic trends throughout the city are also periodically performed by City staff and consultants. The City uses this data to determine the timing of the improvements listed in its facilities list. The City also uses this data to ensure that the improvements listed on the facilities list are constructed before the LOS falls below the adopted LOS performance standards. The City's DIF program establishes a timeline to fund, design, and build the improvements.

City of Fontana VMT Threshold

"Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment" (October 21, 2020) states that projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant transportation impact. Consistent with the screening criteria recommended in the State's Technical Advisory, the City of Fontana utilizes the following project screening thresholds:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Low Project Type Screening
- Step 4: Project net daily trips less than 500 average daily trips

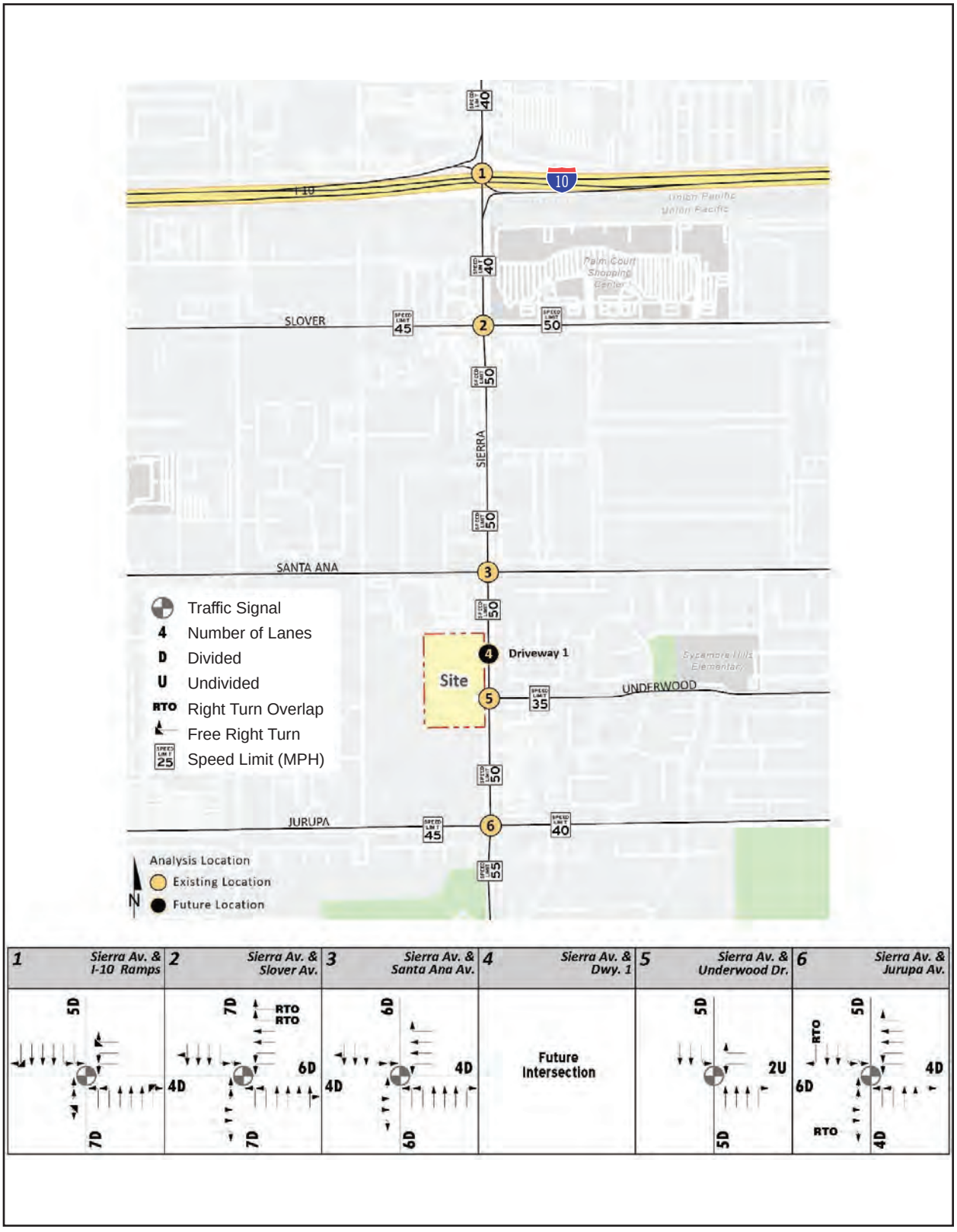
A land use project need only meet one of the above screening criteria to be screened out of further VMT analysis and be considered to have a less than significant impact. Detailed screening threshold description is provided under the VMT impact discussion in Section 5.7.4, Impact 5.7-2.

5.7.1.2 EXISTING CONDITIONS

Existing Circulation Network

The project site is accessed from Sierra Avenue. Figure 5.7-1, *Existing Roadways and Intersection Controls*, illustrates the number of through traffic lanes and intersection traffic controls. The Fontana General Plan classifies the roadways nearby the project site as major highways, primary highways, secondary highways, or collector streets as defined below.

Figure 5.7-1 - Existing Roadways and Intersection Controls
5. Environmental Analysis



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Scale (Feet)

Source: Urban Crossroads, 2021

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- **Major Highways.** Four- to six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane). These roadways serve both regional through-traffic and intercity traffic and typically direct traffic onto and off of the freeways. The following study area roadways within the City of Fontana are classified as Major Highways:
  - Sierra Avenue
  - Jurupa Avenue (8-lane Major Highway, west of Sierra Avenue)

- **Primary Highways.** Four-lane roadways and may include a painted median. These roadways typically direct traffic through major development areas. The following study area roadways within the City of Fontana are classified as Primary Highways:
  - Slover Avenue
  - Jurupa Avenue (east of Sierra Avenue)
  - Sierra Avenue (south of Jurupa Avenue)

- **Secondary Highways.** Two-lane streets, providing one lane in each direction, separated by a raised median. The following study area roadway within the study area is classified as a Secondary Highway:
  - Santa Ana Avenue

- **Collector Streets.** Two-lane streets, providing one lane in each direction. The following study area roadway within the study area is classified as a Collector Street:
  - Underwood Drive

Bicycle and Pedestrian Facilities

As shown on Figure 5.7-2, *Existing and Planned Bicycle Network*, there are no existing bikeways in the vicinity of the project site. The closest paved bikeway is approximately 0.73 mile northwest of the project site on Cypress Avenue from Slover Avenue to Valley Boulevard. However, the City's Active Transportation Plan identifies a proposed Class IV separated bikeway along Sierra Avenue adjacent to the project site, and other planned and proposed Class I through Class IV bikeways in the vicinity of the project site. Figure 5.7-3, *Existing Pedestrian Facilities*, illustrates the existing pedestrian facilities, including sidewalks and crosswalk locations. As shown, there is no sidewalk (or curb and gutter improvements) on Sierra Avenue fronting the project site, but there are sidewalks along the west side of Sierra Avenue north of the project site and along the east side of Sierra Avenue.

Transit Service

The project site is currently served by Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County, including the City of Fontana, with bus service along Slover Avenue, Sierra Avenue, and Jurupa Avenue via Route 82. The existing Omnitrans transit routes within the area are shown on Figure 5.7-4, *Existing Transit Routes*. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments, which may lead to either enhanced or reduced service where appropriate.

5.7.2 Thresholds of Significance

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

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-4 Result in inadequate emergency access.

5.7.3 Plans, Programs, and Policies

Plans, programs, and policies (PPP), including applicable regulatory requirements and project design features for transportation, are identified below.

PPP TRAN-1 The Chaffey Community College (District) will coordinate with the City of Fontana (City) to complete the necessary site access improvements along Sierra Avenue per the requirements of the City's development standards, as shown on Figure 5.7-5, *Project Site Access Improvements*, of the New Fontana Campus Master Plan Draft Environmental Impact Report and described below.

- Sierra Avenue and Driveway 1 (#4)
  - Implement a stop control on the eastbound approach with a right turn lane.
  - Stripe a 3rd southbound through lane along the project site's frontage.
  - Restrict driveway access to right-in/right-out only.
- Sierra Avenue and Driveway 2/Underwood Drive. (#5)
  - Install signal equipment to accommodate a new 4th (west) leg of the intersection to facilitate site access (signal equipment on the southeast corner). The new eastbound approach will accommodate a left turn lane and shared through-right turn lane.
  - Restripe the existing northbound left turn pocket to accommodate a minimum 150-foot northbound left turn lane.
  - Restripe the westbound right turn lane as a shared through-right turn lane.
  - Stripe a 3rd southbound through lane along the project site's frontage.
  - Maintain the existing cycle lengths as established by the San Bernardino County Transportation Authority as part of the San Bernardino Valley Coordinated Traffic Signal System program (Tier ¾ intersections).

Figure 5.7-2 - Existing and Planned Bicycle Network

5. Environmental Analysis

Source: City of Fontana, 2017

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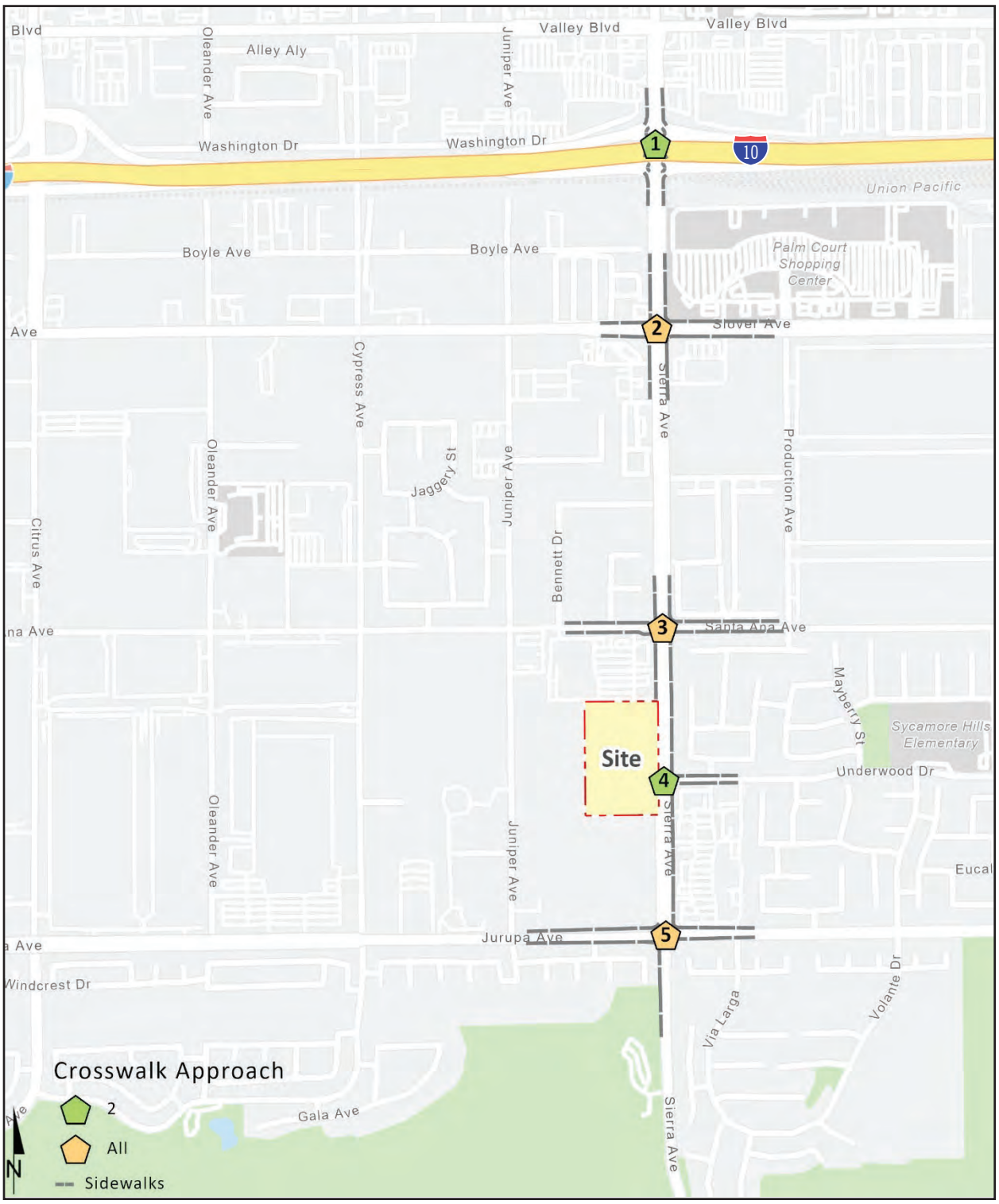
Figure 5.7-3 - Existing Pedestrian Facilities
5. Environmental Analysis



Source: Urban Crossroads, 2021

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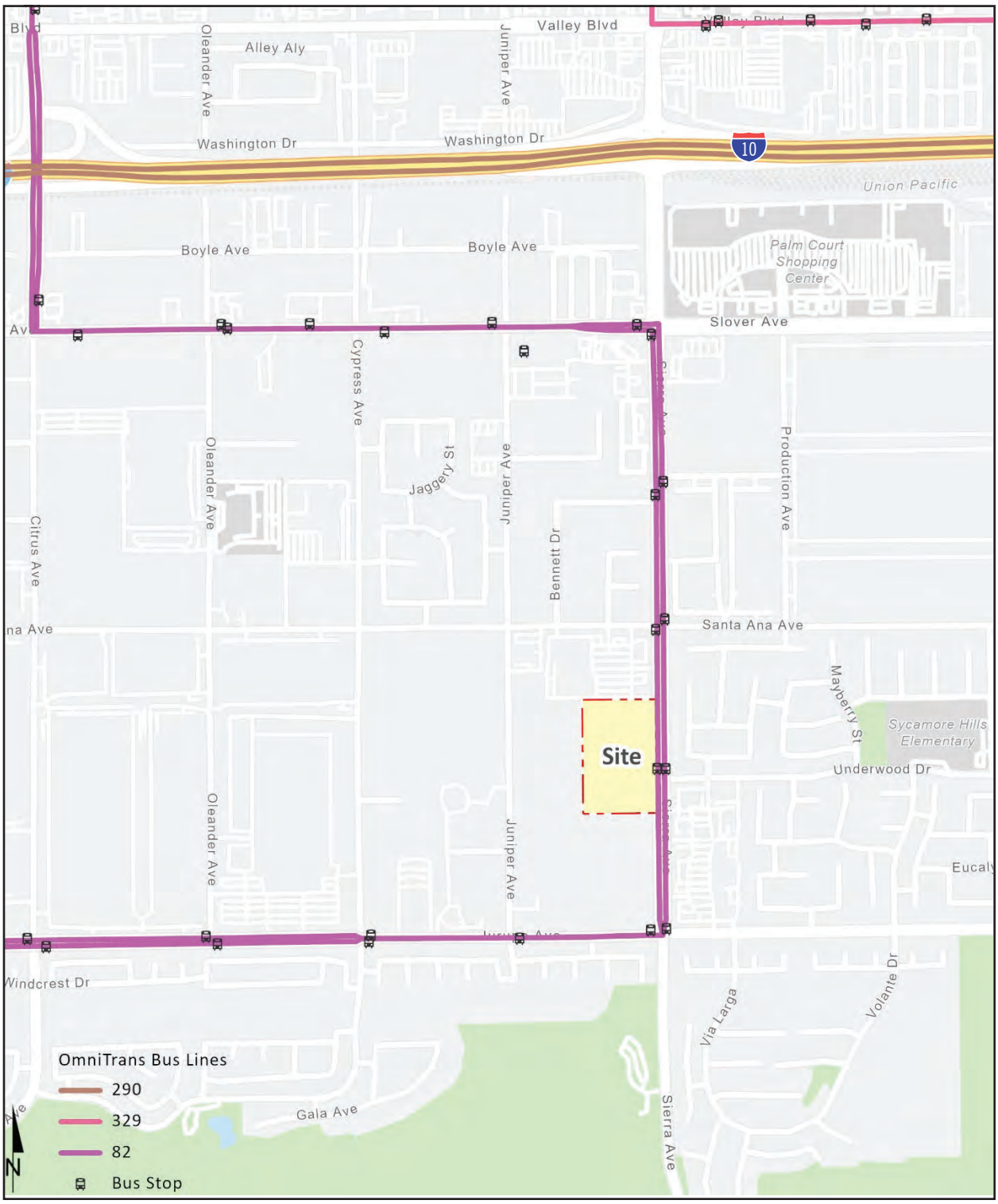
Figure 5.7-4 - Existing Transit Routes
5. Environmental Analysis



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Scale (Feet)

Source: Urban Crossroads, 2021

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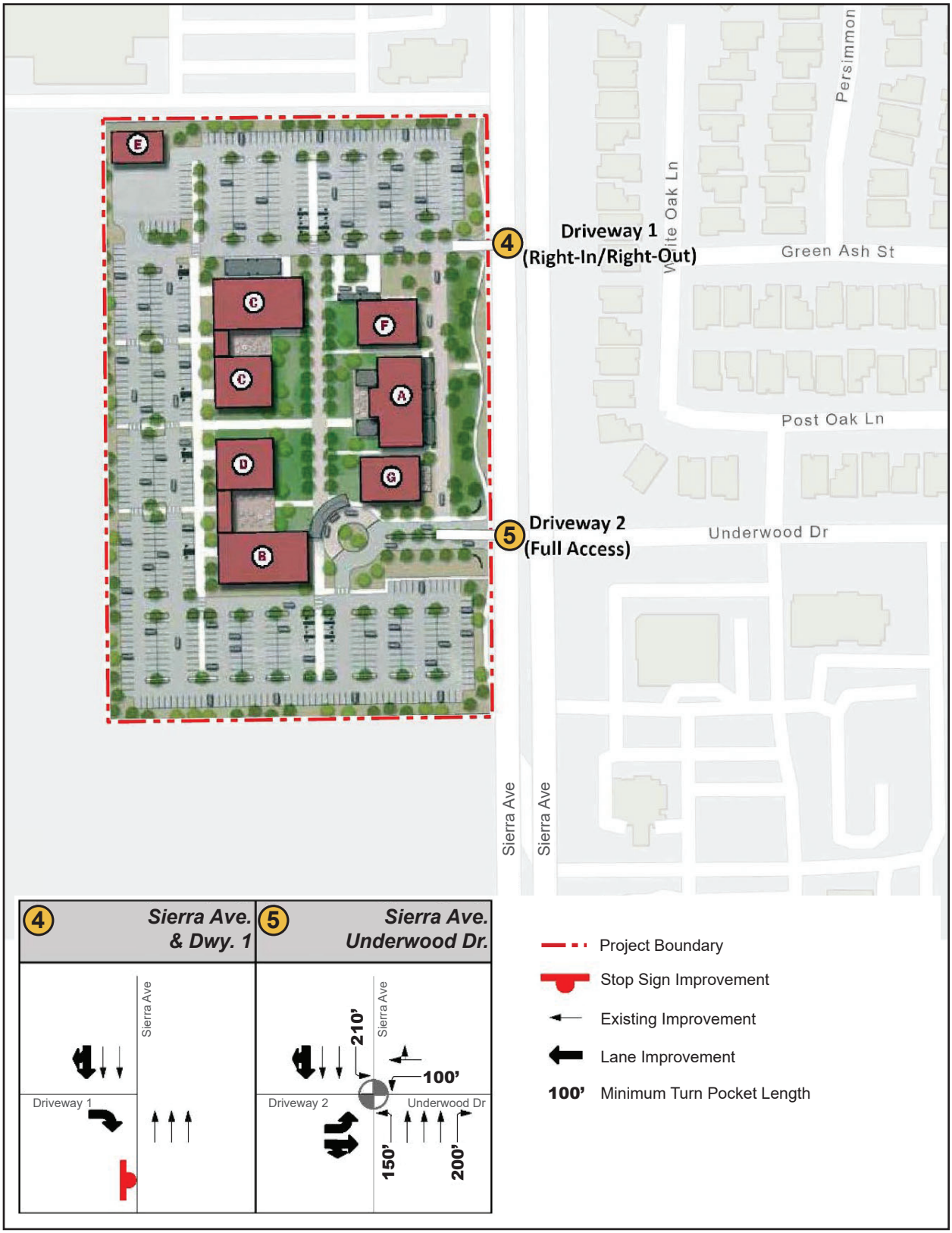
Figure 5.7-5 - Project Site Access Improvements

5. Environmental Analysis



Source: Urban Crossroads, 2022

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- **Sierra Avenue Improvements.** Sierra Avenue is a north-south roadway on the project site's eastbound boundary. The District will be responsible for the construction of Sierra Avenue at its ultimate half-width as a Major Highway (134-foot right-of-way, 112-foot curb-to-curb) from its northern boundary to the southern boundary consistent with the City's standards. The half-section street improvements include three travel lanes and accommodating a Class IV (separated) bikeway along with landscaping and sidewalk improvements. A Class IV bikeway is proposed along Sierra Avenue between Slover Avenue and Jurupa Avenue per the City's Active Transportation Plan. The separated bikeway is typically five to seven feet and provides a curb, flexible post, or other physical barrier as a separation between the bike lane and adjacent travel lane. The physical barriers will be accommodated within a 3- to 5-foot pavement width.

PPP TRAN-2 The Chaffey Community College will prepare on-site traffic signing and striping plans for review and approval by the City of Fontana and implement the plans in conjunction with detailed construction plans for the project site per the City standards.

PPP TRAN-3 Sight distance at both project access points will be reviewed with respect to standard City of Fontana sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

PPP TRAN-4 When construction of any part of development phases would result in temporary lane or roadway closures, the Chaffey Community College District will contact the Fontana Police Department to disclose temporary closures and alternate travel routes in order to ensure adequate access for emergency vehicles.

PPP TRAN-5 At the time of preparation of final grading, landscape, and street improvement plans, sight distance at each project access point will be reviewed with respect to standard City of Fontana sight distance standards.

5.7.4 Environmental Impacts

5.7.4.1 TRIP GENERATION

Trip generation represents the amount of traffic that is attracted and produced by development and is based on the specific land uses planned for a given project. The trip generation rates used for this analysis are based on the ITE *Trip Generation Manual* (11th edition, 2021) for the Junior/Community College land use (ITE Land Use Code 540). The trip generation summary illustrates daily and peak hour trip generation estimates for the proposed project in Table 5.7-1, *Project Trip Generation Summary*. As shown in Table 5.7-1, the existing Fontana campus is in operation in the city with 3,641 unduplicated students. Therefore, the proposed project with 4,495 unduplicated students is anticipated to generate a net increase of 982 two-way trip-ends per day, with 94 AM peak hour trips and 94 PM peak hour trips. However, the full trip generation with the reallocated existing students has been evaluated for both phases of the project. Therefore, the proposed project was evaluated assuming a total of 5,170 two-way trips per day, with 495 AM peak hour trips and 495 PM peak hour trips at project buildout, not the net increase from the existing Fontana campus.

Table 5.7-1 Project Trip Generation Summary

Land Use	Units (ITE Code)	In	Out	Total	In	Out	Total	Daily
Trip Generation Rates								
Junior/Community College	STU (ITE 540)	0.09	0.02	0.11	0.06	0.05	0.11	1.15
Proposed Project Trip Generation Summary								
Existing Fontana Campus	3,641 STU	324	76	400	224	176	400	4,188
New Fontana Campus (Phase 1)	4,295 STU	383	90	473	265	208	473	4,940
Phase 1 – Net Increase	654 STU	58	14	72	40	32	72	752
New Fontana Campus (Phase 2)	**4,495 STU**	**401**	**94**	**495**	**277**	**218**	**495**	**5,170**
Phase 2 – Net Increase	854 STU	76	18	94	53	41	94	982

[1] STU = students

5.7.4.2 TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the project traffic would distribute. The project trip distribution was developed based on anticipated travel patterns to and from the project site. The project trip distribution patterns are graphically depicted on Figure 5.7-6, *Project Trip Distribution*.

5.7.4.3 IMPACT ANALYSIS

The following impact analysis addresses the thresholds of significance; the applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1: The proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

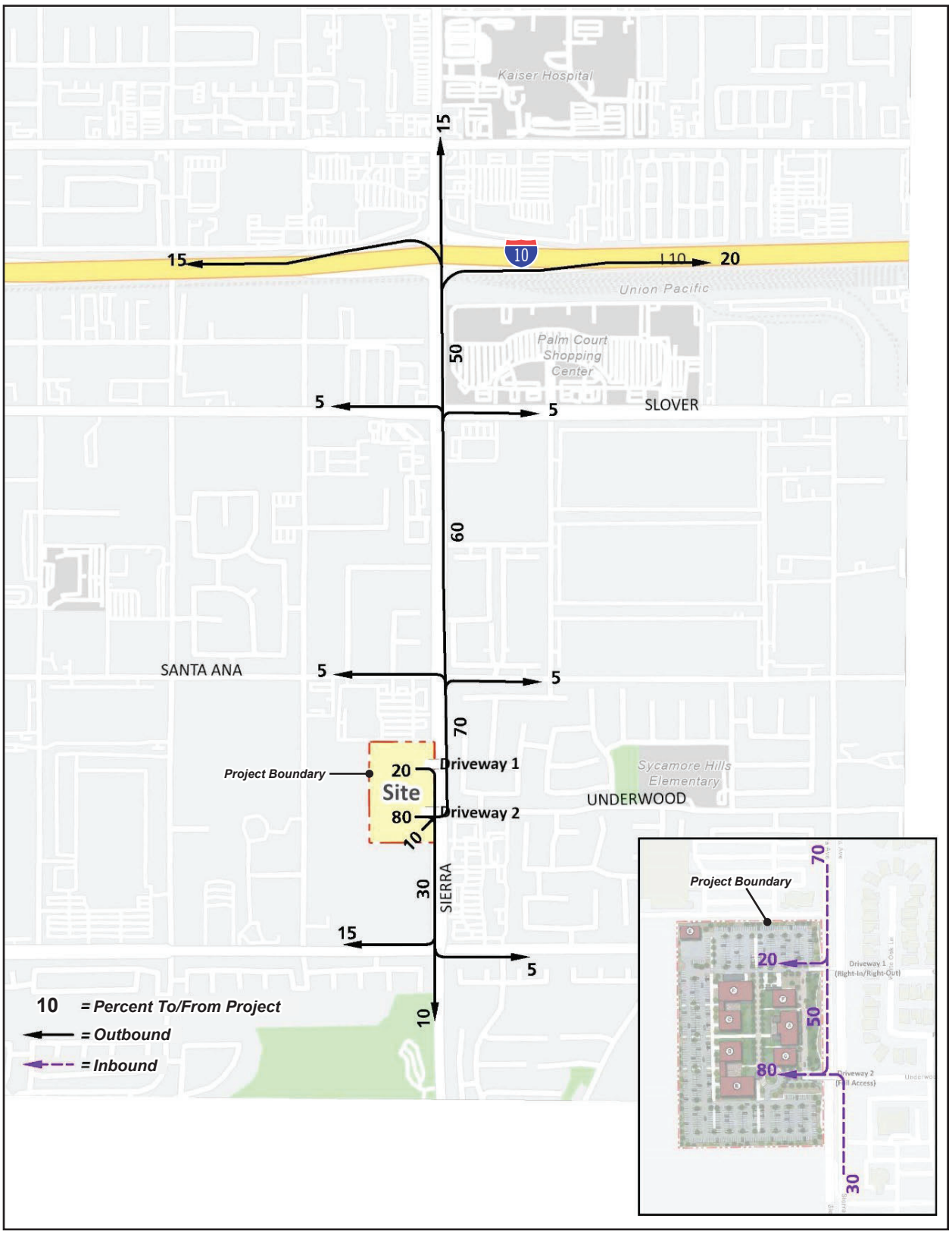
City of Fontana General Plan

The City's Community Mobility and Circulation Element of the General Plan focuses on connecting neighborhoods and city destinations by expanding transportation choices. While the element supports continuing programs to improve travel by cars and trucks, it provides guidance on expanding the options for transit and "active transportation" (pedestrian and bicycle mobility) for Fontana. The goals and policies of the Community Mobility and Circulation Element that are applicable to the proposed project are:

Goal 1: The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility as the top priority of citywide transportation planning, as well as accommodating freight movement.

Figure 5.7-6 - Project Trip Distribution

5. Environmental Analysis



Source: Urban Crossroads, 2022

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- **Policies:**
  - Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways.
  - Make safety and multimodal accessibility the top priority of citywide transportation planning.
  - Make land use decisions that support walking, bicycling, and public transit use, in alignment with the 2014-2040 Regional Transportation Plan and Sustainable Communities Strategy.

Consistent with Goal 1. The project site would be served by the existing roadway network, and the proposed project would be required to provide necessary site access improvements as described in PPP TRAN-1 through PPP TRAN-5 to provide roadways that do not result in deficient or hazardous roadway conditions. The proposed project would provide convenient access to transit, bicycle facilities, and walkways by providing on-campus bus stop, on-campus bike storage, and sidewalk on west side of Sierra Avenue and shaded trail along four edges of the project site. Additionally, the proposed project's consistency with the 2020 SCAG RTP/SCS, Connect SoCal, is detailed in Table 8-3, *SCAG's Connect SoCal Consistency Analysis*, of Chapter 8, *Impacts Found Not to Be Significant*. The proposed project is consistent with Goal 1 of the Community Mobility and Circulation Element.

Goal 2: Fontana's street network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.

- **Policies:**
  - When constructing or modifying roadways, design the roadway space for use by all users when feasible, including motor vehicles, buses, bicyclists, mobility devices, and pedestrians, as appropriate for the context of the area.
  - Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks on designated truck routes and arterial streets.

Consistent with Goal 2. The proposed project requires modification to Sierra Avenue to accommodate the proposed project. As stated in PPP TRAN-1, the District is required to coordinate with the City to complete the necessary site access improvements along Sierra Avenue per the requirements of the City's development standards, as shown on Figure 5.7-5, Project Site Access Improvements. Therefore, the proposed project would contribute to the City's safe and accessible street network.

Goal 3: Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the city.

- **Policies**:
  - Maximize the accessibility, safety, convenience, and appeal of transit service and transit stops.
  - Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

Consistent with Goal 3. The proposed project would relocate Omnitrans' bus stop for Route 82, currently along southbound Sierra Avenue north of Underwood Drive, to south of the Underwood Drive intersection and with a shelter and turnout lane. The proposed relocation would maximize the accessibility, safety, and convenience for the students, thereby maximize efficiency and ridership for the Fontana Campus students. The proposed project is consistent with Goal 3 of the Community Mobility and Circulation Element.

Goal 5: Fontana's commercial and mixed-use areas include a multifunctional street network that ensures a safe, comfortable, and efficient movement of people, goods, and services to support a high quality of life and economic vitality.

- **Policies**:
  - Provide a transportation network that is compatible with the needs of commerce and those who live, work and shop in mixed-use areas.
  - Encourage mixed use and commercial developments that support walking, bicycling, and public transit use while balancing the needs of motorized traffic to serve such developments.

Consistent with Goal 5. The proposed project is consistent with the intent of the WMXU-1 (Walkable Mixed-Use Downtown and Corridors) land use designation as it would allow Fontana residents and visitors to study, work, and shop within walking distance of each other. The Fontana Campus is within walking distance from various commercial uses to the north and east, and there are residential uses to the east. The project site would also accommodate an on-campus bus stop with a turnout lane and shelter, and a proposed Class IV bike lane is along Sierra Avenue and on-street Class II bike lanes on Santa Ana Avenue. The proposed project is consistent with Goal 5 of the Community Mobility and Circulation Element.

Goal 6: The city has attractive and convenient parking facilities for both motorized and non-motorized vehicles that fit the context.

- **Policies:**
  - Provide the right amount of motor vehicle and bicycle parking in commercial and employment centers to support vibrant economic activity.
  - Encourage approaches that reduce the overall number of new parking spaces that must be provided on-site for new development.

Consistent with Goal 6. The proposed project would provide an adequate number of vehicle and bicycle parking spaces to serve the needs of the students and the parking lots would be enveloped by an approximately eight-to-ten-foot-wide trail along the four property edges that could accommodate pedestrians and cyclists, with sufficient landscape buffer with shade. The proposed project is consistent with Goal 6 of the Community Mobility and Circulation Element.

Consistency with SCAG's Connect SoCal

The proposed project is not considered a project of regionwide significance pursuant to Section 15206 of the CEQA Guidelines and the proposed project is consistent with the intent of the City's WMXU-1 (Walkable

Mixed-Use Downtown and Corridors) land use designation as it would allow Fontana residents and visitors to study, work, and shop within walking distance of each other. Therefore, the proposed project is not anticipated to conflict with the adopted 2020-2045 RTP/SCS. However, consistency analysis with each of the goals has been provided as informational purposes in Chapter 8, *Impacts Found Not to Be Significant*, Table 8-3, *SCAG's Connect SoCal Consistency Analysis*. As described, the proposed project would be consistent with the overarching goals of the RTP/SCS. Impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.7-2: The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). [Threshold T-2]

TPA Screening

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a floor area ratio of less than 0.75.
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking).
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization).
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

As shown in Attachment A of the VMT Screening Evaluation (Appendix M to the Draft EIR), the project site is not near a major transit stop or high-quality transit corridor. The TPA screening criteria is not met.

Low VMT Area Screening

City Guidelines state that "residential and office projects in a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary" (Fontana 2020). Furthermore, OPR's Technical Advisory notes that "projects that locate in areas with low VMT and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT" (OPR 2018).

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

The City uses the SBCTA Screening Tool to determine low areas of VMT. The Screening Tool uses the subregional San Bernardino Transportation Analysis Model to measure VMT performance within individual traffic analysis zones (TAZ) within the region. The project site is within TAZ 53724202, and the Screening Tool indicated that the project site is not in a low VMT generating TAZ. Attachment A of Appendix M, *VMT Screening Evaluation*, contains a screenshot of the SBCTA VMT Screening Tool result. Low VMT Area screening criteria are not met.

Project Type Screening

The City Guidelines indicate that local serving essential services (e.g., student housing projects on or adjacent to college campuses, community institutions, local serving community colleges that are consistent with the assumptions noted in the RTP/SCS, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary.

The District would develop a replacement campus approximately three miles south of the District's existing Fontana campus. Additionally, student enrollment data provided by the District indicates that the student population is comprised of the local population traveling a median distance of 4.88 miles to the campus (see Attachment C to Appendix M).

The project site is designated WMXU-1 (Walkable Mixed-Use Downtown and Corridors) by the City's General Plan Land Use Plan and zoned Transitional District of the Form Based Code (FBC) Zoning District. WMXU-1 land use category is intended to provide for the creation of areas that allow residents and visitors to walk, bike, and take transit to other uses for work, study, shopping, entertainment, recreation, and civic activities, and to provide compact residential development within walking distance of planned public transit stops and neighborhood shopping areas. The proposed project does not require amendments to the City's general plan and is consistent with the intended uses for WMXU-1 land use designation. The RTP/SCS outlines a development pattern for the region, which is partially based on land use designations in city/county general plans. Because the proposed project is consistent with the City's existing land use designation, the proposed project is also consistent with the assumptions in the RTP/SCS. The existing college is a local-serving essential service and would continue to serve the local student population. Without the local-serving community colleges such as the proposed project, students would need to drive farther distances to other campuses. Therefore, the proposed project is local serving and is presumed to have a less than significant impact to VMT. The Project Type screening threshold is met.

Project Net Daily Trips Less Than 500 ADT Screening

Projects that generate fewer than 500 average daily trips (ADT) are deemed to not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT. Substantial evidence in support of this daily trip threshold is documented in the City Guidelines. As shown in Table 5.7-1, at project buildout, the proposed project would generate 5,170 vehicle trip-ends per day, which would exceed the City's screening threshold of 500 ADT. Project Net Daily Trips screen threshold is not met.

Conclusion

The proposed project meets the Project Type screening criteria based on the student population traveling within the local area; the land use is consistent with the assumptions in the City's General Plan and in the RTP/SCS. The project is presumed to result in a less than significant VMT impact; no further VMT analysis is required. The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.7-3: The proposed project could substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). [Threshold T-3]

The Master Plan proposes a signalized intersection at Sierra Avenue and Underwood Drive as the main entrance driveway into the campus and a secondary right-in and right-out only driveway access to the north of the main entrance. As shown in Table 5.7-1, the proposed project is anticipated to accommodate 5,170 ADT at buildout. In order to adequately and safely accommodate the traffic at site access, the following improvements shown on Figure 5.7-5, *Site Access Recommendations,* and described below are required and would be provided as part of the proposed project per the Traffic Study recommendations.

- Sierra Avenue and Driveway 1 (#4)
  - Implement a stop control on the eastbound approach with a right turn lane.
  - Stripe a 3rd southbound through lane along the project site's frontage.
  - Restrict driveway access to right-in/right-out only.

- Sierra Avenue and Driveway 2/Underwood Dr. (#5)
  - Install signal equipment to accommodate a new 4th (west) leg of the intersection to facilitate site access (signal equipment on the southeast corner). The new eastbound approach will accommodate a left turn lane and shared through-right turn lane.
  - Restripe the existing northbound left turn pocket to accommodate a minimum 150-foot northbound left turn lane.
  - Restripe the westbound right turn lane as a shared through-right turn lane.
  - Stripe a 3rd southbound through lane along the project site's frontage.
  - Maintain the existing cycle lengths as established by SBCTA as part of the San Bernardino Valley Coordinated Traffic Signal System program (Tier ¾ intersections).

- **Sierra Avenue Improvements**. Sierra Avenue is a north-south oriented roadway located on the project site's eastbound boundary. The District will be responsible for construction of Sierra Avenue at its ultimate half-width as a Major Highway (134-foot right-of-way, 112-foot curb-to-curb) from its northern boundary

to the southern boundary, consistent with the City's standards. The half-section street improvements include three travel lanes and accommodate a Class IV (separated) bikeway along with landscaping and sidewalk improvements. A Class IV bikeway is proposed along Sierra Avenue between Slover Avenue and Jurupa Avenue per the City's Active Transportation Plan. The separated bikeway is typically 5 to 7 feet wide and provides a curb, flexible post, or other physical barriers as a separation between the bike lane and adjacent travel lane. The physical barriers will be accommodated within a 3- to 5-foot pavement width.

- On-site traffic signing and striping will be implemented in conjunction with detailed construction plans for the project site per the City of Fontana standards.
- Sight distance at both project access points would be reviewed with respect to standard City of Fontana sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

A queuing analysis was conducted at the Sierra Avenue and Driveway 1 intersection and the Sierra Avenue and Driveway 2 intersection for Opening Year Cumulative (2030) With Project traffic conditions to determine the adequate turn pocket lengths to accommodate 95th percentile queues and to see if additional storage is needed for the existing left turn pockets. SimTraffic model was used to conduct the queuing analysis for the weekday AM and PM peak hours, and the detailed results are provided in Appendix 1.2 of the Traffic Study in Appendix L to the Draft EIR. The SimTraffic model concluded that there are no anticipated queue issues at the studied driveway intersections that would block the adjacent driveways or cause queues within turn lanes to spill back into the adjacent through lanes. Provided that required site access improvements are provided per PPP TRAN-1 through PPP TRAN-5, the existing storage at four turn pockets—southbound left turn pocket, northbound left turn and right turn pockets, and westbound left turn pocket—would provide adequate storage lengths; and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.7-4: The proposed would not result in inadequate emergency access. [Threshold T-4]

The project site provides two access points in and out of the project site, one signalized and one unsignalized, from Sierra Avenue. The proposed project would provide internal fire lanes along the east, central, and west corridors of the campus designed to operate and aesthetically feel like pedestrian promenades but would be designed to withstand heavy-duty vehicles and provide easy access for emergency vehicles. The factors that determine whether a project has sufficient access for emergency vehicles include: 1) number of access points (both public and emergency access only); 2) width of access points; and 3) width of internal roadways. Although project site has only one street frontage, two driveways in and out of the project site, simple internal circulation pattern with three straight corridors for emergency vehicles with adequate width would ensure that adequate emergency access is provided. The final design of the driveway and other roadway improvements would be required to meet the Fontana Fire Protection District standards and turning radii to accommodate emergency vehicles.

Level of Significance Before Mitigation: Less than significant impact.

5.7.5 Cumulative Impacts

The proposed project would be consistent with adopted policies, plans, and programs regarding circulation, including public transit, bicycle, and pedestrian facilities. The proposed project is also a local-serving project that would result in a less-than-significant VMT impact. Therefore, when combined with other development projects in the city as listed in Table 4-1, *Cumulative Development Land Use Summary*, the proposed project would not result in conflict with applicable policies and plans and would not result in increased VMT for residents of Fontana. Cumulative transportation impacts would be less than significant.

5.7.6 Level of Significance Before Mitigation

Upon implementation of PPP TRAN-1 through TRAN-5, the following impacts would be less than significant: 5.7-1, 5.7-2, 5.7-3, and 5.7-4.

5.7.7 Mitigation Measures

No mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Not applicable.

5.7.9 References

Fontana, City of. 2017, November 14 (adopted). City of Fontana Active Transportation Plan. https://www.fontana.org/DocumentCenter/View/27009/ATP-Final-Report.

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Governor's Office of Planning and Research (OPR). 2018, December. Technical Advisory of Evaluating Transportation Impacts in CEQA.

San Bernardino County Transportation Authority (SBCTA). 2017, September (revised). Measure I 2010-2040 Strategic Plan. https://www.gosbcta.com/plan/measure-i-strategic-plan/.

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Urban Crossroads. 2021, November 29. Chaffey Community College District's Fontana Campus Master Plan Vehicle Miles Traveled (VMT) Screening Evaluation. Appendix M.

———. 2022, March 8. Chaffey Community College District's Fontana Campus Master Plan Traffic Study. Appendix L