

4.11 TRAFFIC AND PARKING

INTRODUCTION

This section analyzes existing physical and operating characteristics of the roadway system in and around the project site, presents forecast future traffic conditions, evaluates impacts of estimated project and cumulative traffic on the roadway system, and, where appropriate, recommends improvements to mitigate identified impacts. The information contained in this section is largely a summary of a separate traffic study prepared for the proposed project by The Mobility Group in May 2010. The traffic study can be found in its entirety in Appendix E.

EXISTING SETTING

This section provides an assessment of existing conditions on the project site, including a description of the street and highway systems, traffic volumes on these facilities, operating conditions of the selected intersections, public transit services, bicycle and pedestrian facilities.

A key element of the proposed project is the provision of a mix of land uses that enhance the pedestrian quality of the street and reduce vehicle trips. The land use policies contained in the revised Downtown Specific Plan encourage mixed-uses and a park once concept alongside anticipated transit service. The proposed project includes ground floor retail to encourage pedestrian activity and recreation to support residential and commercial uses.

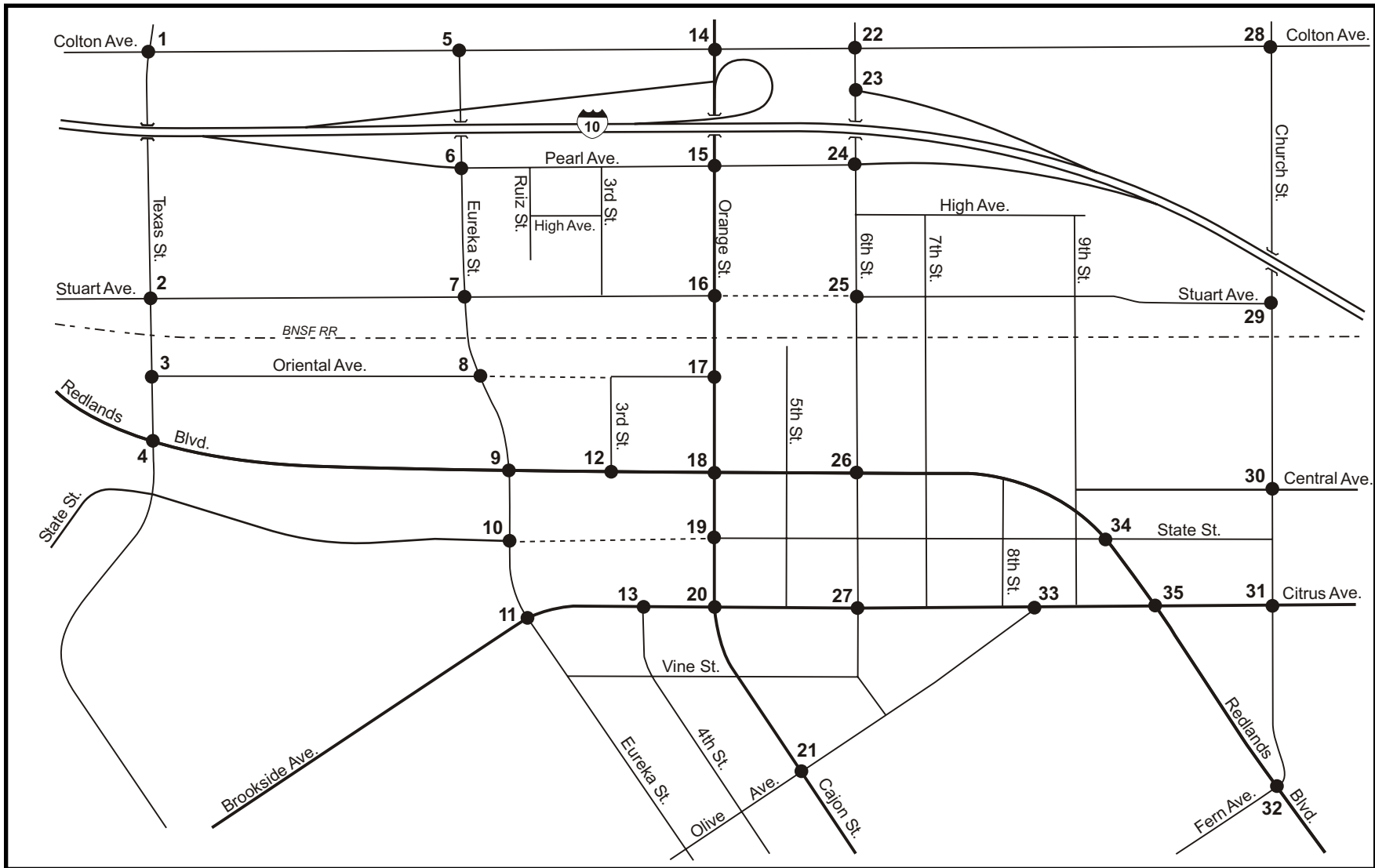
Roadway System

The project site is served by I-10 which runs along the north edge of Downtown Redlands. Freeway access is provided at Eureka Street (an eastbound off-ramp), at Orange Street (westbound on-ramps), and at 6th Street (westbound off-ramp and eastbound on-ramp). The roadway system in the project site forms a grid system. **Figure 4.11-1** shows the roadway system in the project site and the study intersections that were analyzed. The main east-west streets are Redlands Boulevard and Citrus Avenue. The main north-south streets are Orange and Eureka Streets. The characteristics of the primary streets in the area are as follows:

Redlands Boulevard. Redlands Boulevard is a major arterial street which runs in an east-west direction through the center of Downtown. There are two lanes in each direction with a central median or turn lane at most locations, and with left-turn lanes at intersections. On-street parking is generally allowed on both sides of the street with some time restrictions.

Citrus Avenue. Citrus Avenue, east of Orange Street is a minor arterial street that runs in an east-west direction through the project site. West of Orange Street, Citrus Avenue extends westward as Brookside Street and is a major arterial. East of Orange Avenue, Citrus Avenue has one lane in each direction with a central turn lane or left turn lanes at the intersections. West of Orange Avenue, Citrus Avenue has two lanes in each direction with a central median and left turn lanes at intersections. On-street parking is generally allowed on both sides of the street with some time restrictions (except that no parking allowed between Eureka and Orange Streets).

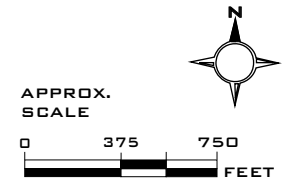
State Street. State Street is a local street that runs in an east-west direction. It extends west from Eureka Street, and east from Orange to Church Streets. It does not connect between Eureka and Orange Streets because of the Redlands Mall. There is typically one lane in each direction, and on-street parking is generally allowed on both sides of the street with some time restrictions.



LEGEND:

- Analyzed Intersections

SOURCE: The Mobility Group, 2010.



Stuart Avenue. Stuart Avenue is a collector street that runs in an east-west direction. Stuart Avenue runs west of Orange Street and east of 6th Street but does not connect between Orange and 6th Streets. There is generally one lane in each direction. Parking is generally allowed on both sides of the street.

Pearl Avenue. Pearl Avenue is a collector street that runs east-west between Eureka and 6th Streets south of I-10. There is typically one lane in each direction. On-street parking is generally not allowed on both sides of the street.

Colton Avenue. Colton Avenue is a minor arterial street that runs in an east-west direction north of I-10. There is one lane in each direction with no left turn lanes except at Orange Street. On-street parking is generally allowed on both sides of the street.

Olive Street. Olive Street is a local street that runs in an east-west direction on the southern edge of the project site. There is one lane in each direction, no turn lanes, and on-street parking is generally allowed on both sides of the street.

Orange Street. Orange Street is a minor arterial street that runs in a north-south direction through the project site. Orange Street provides on-ramps to the westbound I-10. There are two lanes in each direction with left turn lane pockets at most but not all intersections. On-street parking is generally allowed on both sides of the street with some time restrictions.

Eureka Street. Eureka Street is a minor arterial street that runs in a north-south direction on the west side of the project site. There is an eastbound off-ramp to Eureka Street from I-10. South of Pearl Avenue, there are two lanes in each direction, with a left-turn lane at intermittent intersections. South of Citrus Avenue and north of Pearl Avenue there is one lane in each direction with no center left-turn lane. On-street parking is generally not allowed north of Citrus Avenue.

6th Street. 6th Street is a collector street that runs in a north-south direction on the east side of the project site. It provides a connection to I-10 via a westbound off-ramp and an eastbound on-ramp. The cross section is varied, but between Pearl Avenue and Redlands Boulevard there are generally two lanes in each direction, although there are sections with only one lane in one of the directions. South of Redlands Boulevard, there is one lane in each direction. On-street parking is generally not allowed, except south of Redlands Boulevard.

Church Street. Church Street is a collector street which runs in a north-south direction at the eastern edge of the project site. It has one lane in each direction, and parking is generally allowed only in some locations.

Texas Street. Texas Street is a minor arterial that runs in the north-south direction at the western edge of the project site. There are two lanes in each direction but no turn lanes, and on-street parking is generally allowed on both sides of the street with some time restrictions.

Study Intersections

In conjunction with the City of Redlands, a total of 35 intersections were identified on the street system for analysis of traffic conditions. These intersections are listed below:

1. Texas Street & Colton Avenue
2. Texas Street & Stuart Avenue
3. Texas Street & Oriental Avenue
4. Texas Street & Redlands Boulevard
5. Eureka Street & W. Colton Avenue

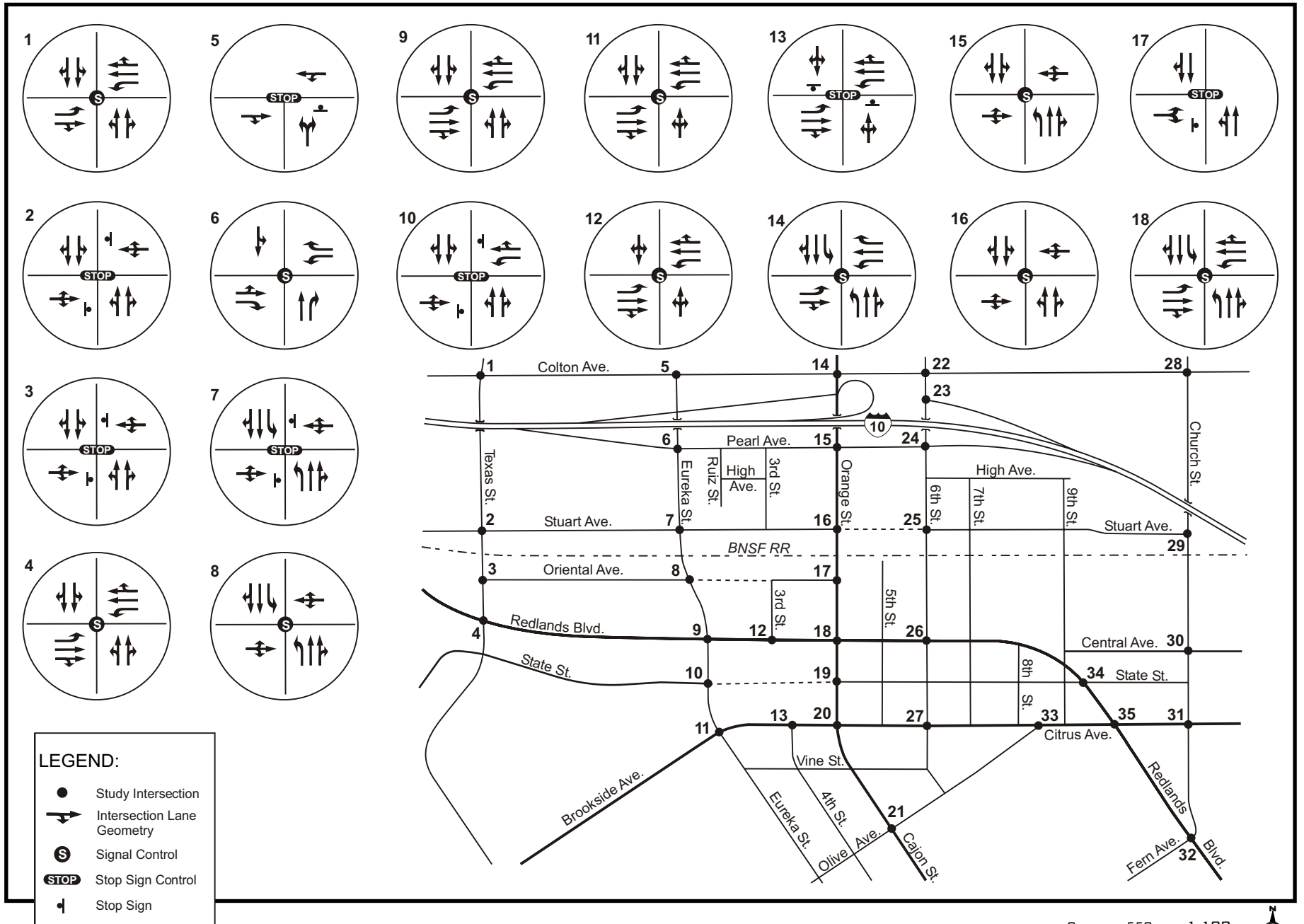
6. Eureka Street & Pearl Avenue
7. Eureka Street & Stuart Avenue
8. Eureka Street & Oriental Avenue
9. Eureka Street & Redlands Boulevard
10. Eureka Street & State Street
11. Eureka Street & Citrus Avenue
12. 3rd Street & Redlands Boulevard
13. 4th Street & Citrus Avenue
14. Orange Street & W. Colton Avenue
15. Orange Street & Pearl Avenue (I-10 EB Off Ramp)
16. Orange Street & Stuart Avenue
17. Orange Street & Oriental Avenue (Shoppers Lane)
18. Orange Street & Redlands Boulevard
19. Orange Street & State Street
20. Orange Street & Citrus Avenue
21. Cajon Street & Olive Avenue
22. 6th Street & Colton Avenue
23. 6th Street & I-10 WB off-ramp
24. 6th Street & Pearl Avenue
25. 6th Street & Stuart Avenue
26. 6th Street & Redlands Boulevard
27. 6th Street & Citrus Avenue
28. Church Street & Colton Avenue
29. Church Street & Stuart Avenue
30. Church Street & Central
31. Church Street & Citrus Avenue
32. Church Street & Redlands Boulevard
33. Olive Avenue & Citrus Avenue
34. Redlands Boulevard & State Street
35. Redlands Boulevard & Citrus Avenue

The locations of the analyzed intersections are shown in **Figure 4.11-1**, above. Nineteen of these intersections are signal controlled. The remaining intersections have either two-way or four-way stop control. The existing traffic control and lane configurations at each intersection are shown in **Figures 4.11-2** and **4.11-3**.

Traffic analysis was conducted for the weekday AM peak hour and the weekday PM peak hour. These time periods were selected as representing the highest total traffic conditions and conservative scenarios for analysis.

Existing Traffic Volumes

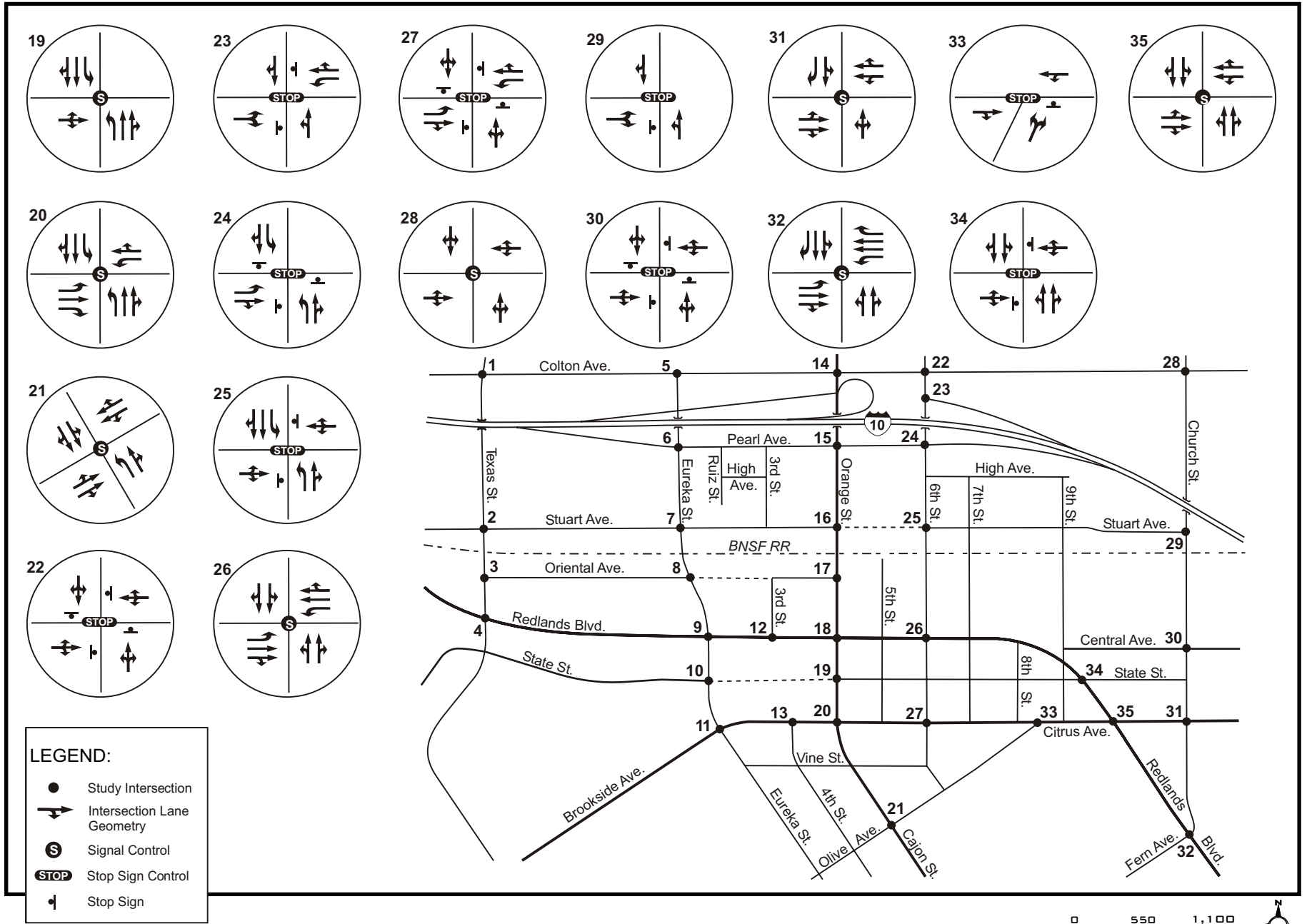
The traffic analysis was conducted for the weekday AM peak hour (highest volume hour between 6:30 and 8:30 a.m.) and the weekday PM peak hour (highest volume hour between 4:00 and 6:00 p.m.). These time periods represented the conservative scenarios for analysis.



SOURCE: The Mobility Group, 2010.



FIGURE 4.11-2
LANE CONFIGURATIONS FOR
STUDY INTERSECTIONS 1 THROUGH 18



SOURCE: The Mobility Group, 2010.



Downtown General Plan & Specific Plan No. 45 Amendments
 Program Environmental Impact Report
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FIGURE 4.11-3

LANE CONFIGURATIONS FOR
 STUDY INTERSECTIONS 19 THROUGH 35

Existing Peak Hour Level of Service (LOS)

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratio. **Table 4.11-1** defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections.

TABLE 4.11-1: LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS		
Level of Service	Definition	Volume/Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700
C	Good operation. Occasionally, drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.001

SOURCE: Transportation Research Board, Washington, D.C., Highway Capacity Manual, Special Report 209, 1985 and Interim Materials on Highway Capacity, MCHRP Circular 212, 1982

Intersection analysis for signalized intersections was conducted using the Critical Movement Analysis (Planning Method) to obtain volume/capacity (V/C) ratios for each intersection.¹ The remaining (unsignalized) intersections were analyzed using the 2000 Highway Capacity Manual.² At four-way stop intersections, all of the approaches to the intersection are subject to stops and delays. However, at unsignalized locations with stop signs on the minor/side street approaches, only the minor street traffic is subject to the stop sign. The thru movements on the major streets are never forced to stop, remain uncontrolled and usually operate at a good level of service. Therefore, at two-way stop controlled intersections, the level of service is only calculated for minor street traffic movements. Level of service is not calculated for major street thru traffic, as this traffic is unconstrained. With respect to vehicles on the minor street approaches and those turning left from the major street, these vehicles must wait for gaps in the traffic stream and are subject to delays. Because of this, the level of service at unsignalized intersections is based on vehicle delay. **Table 4.11-2** illustrates the level of service definitions for unsignalized intersections utilized in the traffic study prepared for the proposed project.

¹Transportation Research Board, *Transportation Research Circular 212*, 1980.

²Transportation Research Board, *HCM2000*, 2000.

TABLE 4.11-2: LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS	
Level of Service	Average Total Delay (seconds/vehicle)
A	0 - 10.0
B	10.0 - 15.0
C	>15.0 - 25.0
D	>25.0 - 35.0
E	>35.0 - 50.0
F	>50.0

SOURCE: Transportation Research Board, *Highway Capacity Manual*, HCM2000, 2000.

Table 4.11-3 summarizes the existing weekday AM and PM peak hour LOS at the analyzed intersections, along with the corresponding V/C ratios (or delay).

AM Peak Hour. As shown in **Table 4.11-3**, all of the study intersections are currently operating at or better than level of service (LOS) C in the AM peak hour.

PM Peak Hour. In the PM peak hour, all of the study intersections are currently operating at or better than LOS C, except at the following four intersections:

- Eureka Street & Colton Avenue (2-way Stop) (LOS D)
- Orange Street & Pearl Avenue (Signalized) (LOS D)
- Orange Street & Oriental Avenue (Shoppers Lane) (2-way Stop) (LOS D)
- 6th Street & Colton Avenue (4-way Stop) (LOS F)

Existing Transit Service

Transit service for the project site is currently provided by Omnitrans, the public transit agency providing service in San Bernardino County. Omnitrans Transit Routes 8, 9, 15 and 19 serve the project site. **Figure 4.11-4** shows the Omnitrans bus routes in the project site.

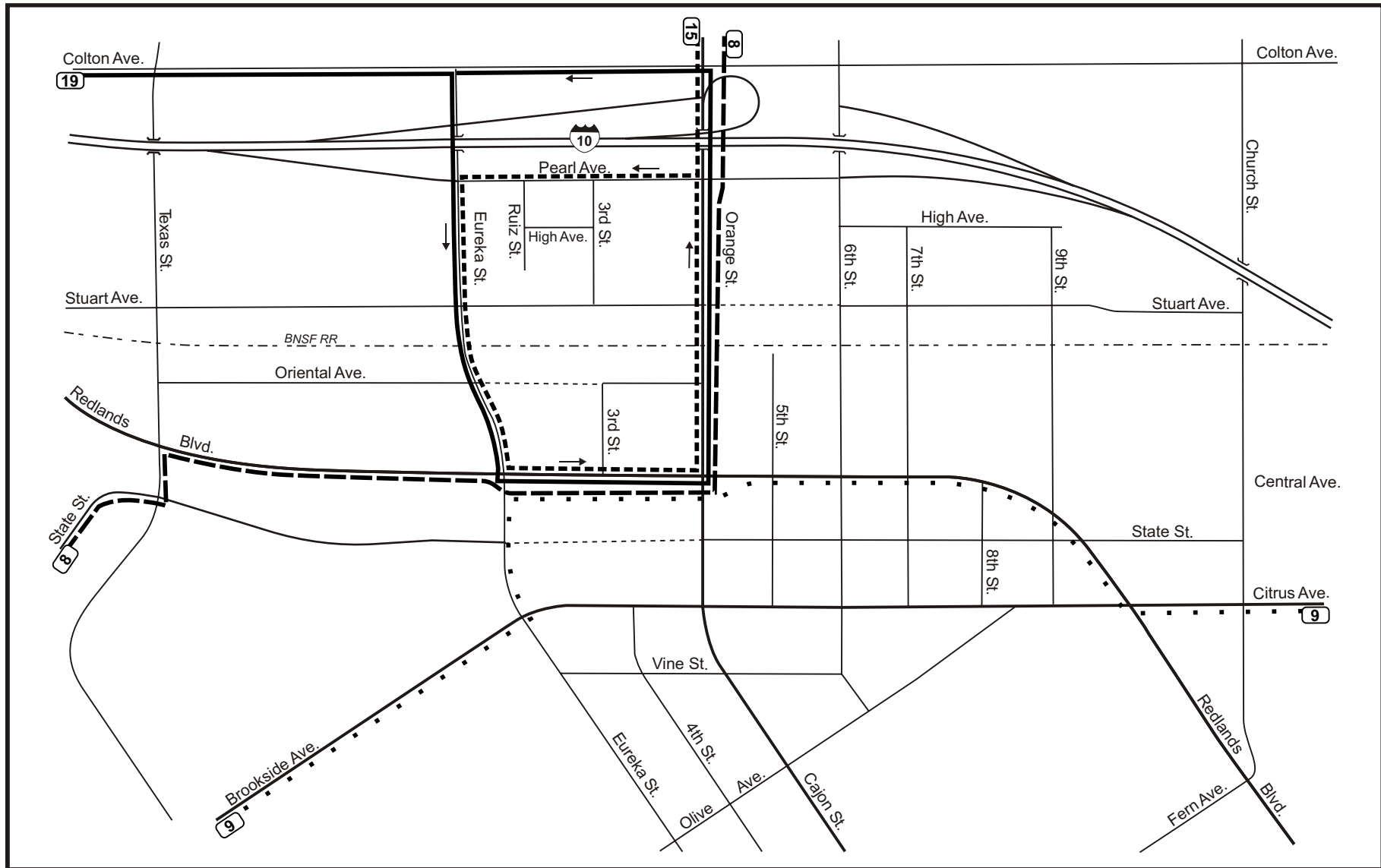
- Route 8 primarily runs along Redlands Boulevard from the west, and proceeds north along Orange Street.
- Route 9 runs along Brookside Avenue, Eureka Street, Redlands Boulevard, and Citrus Avenue.
- Route 15 operates on Orange Street from the north of Downtown, and on a counter-clockwise loop through Downtown on Pearl Avenue, Eureka Street, Redlands Boulevard, and back north onto Orange Street.
- Route 19 runs along Colton Avenue and along a counter-clockwise loop through the Downtown via Eureka Street, Redlands Boulevard, and Orange Street, back to Colton Avenue.

These bus routes provide service on most of the major east-west and north-south streets in the project site. The approximate headway is 30 to 60 minutes on these routes (Route 8 & 9 headway is 60 minutes; Route 15 & 19 headway is 30 minutes). These transit routes run along Redlands Boulevard between Eureka Street and Orange Street to facilitate transfer of passengers between lines. There is also an Access Bus service provided by Omnitrans, which is a paratransit dial-a-ride service for the disabled.

TABLE 4.11-3: EXISTING INTERSECTION LEVEL OF SERVICE					
Intersection	Control Type /a/	AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS
1. Texas St./Colton Ave.	Signalized	0.305	A	0.452	A
2. Texas St./Stuart Ave.	Two-Way-Stop	13.7	B	13.0	B
3. Texas St./Oriental Ave.	Two-Way-Stop	12.7	B	12.4	B
4. Texas St./Redlands Blvd.	Signalized	0.285	A	0.391	A
5. Eureka St./Colton Ave.	One-Way-Stop	13.0	B	26.8	D
6. Eureka St./Pearl (I-10 EB Off Ramp)	Signalized	0.502	A	0.677	B
7. Eureka St./Stuart Ave.	Two-Way-Stop	18.4	C	19.6	C
8. Eureka St./Oriental Ave.	Signalized	0.216	A	0.244	A
9. Eureka St./Redlands Blvd.	Signalized	0.350	A	0.466	A
10. Eureka St./State St./Redlands Mall	Two-Way-Stop	13.3	B	14.3	B
11. Eureka St./Brookside Ave./Citrus Ave.	Signalized	0.386	A	0.439	A
12. 3 rd St./Redlands Ave.	Signalized	0.134	A	0.306	A
13. 4 th St./Citrus Ave./Redlands Mall	Two-Way-Stop	13.5	B	18.1	C
14. Orange St./Colton Ave.	Signalized	0.518	B	0.642	B
15. Orange St./Pearl Ave.	Signalized	0.624	B	0.879	D
16. Orange St./Stuart Ave.	Signalized	0.291	A	0.538	A
17. Orange St./Oriental Ave.	One-Way-Stop	15.5	C	25.5	D
18. Orange St./Redlands Blvd.	Signalized	0.471	A	0.659	B
19. Orange St./State. St.	Signalized	0.205	A	0.362	A
20. Orange St./Citrus Ave.	Signalized	0.431	A	0.481	A
21. Orange St./Cajon St./Olive Ave.	Signalized	0.472	A	0.453	A
22. 6 th St./Colton Ave.	Four-Way-Stop	20.2	C	76.8	F
23. 6 th St./I-10 WB Off Ramp	Two-Way-Stop	13.1	B	14.4	B
24. 6 th St./Pearl Ave	Four-Way-Stop	13.0	B	16.0	C
25. 6 th St./Stuart Ave.	Two-Way-Stop	14.11	B	20.6	C
26. 6 th St./Redlands Blvd.	Signalized	0.340	A	0.452	A
27. 6 th St./Citrus Ave	Four-Way-Stop	11.0	B	12.7	B
28. Church St./Colton Ave.	Signalized	0.630	B	0.626	B
29. Church St./Stuart Ave.	One-Way-Stop	12.9	B	13.2	B
30. Church St./Central Ave.	Four-Way-Stop	10.6	B	10.1	B
31. Church St./Citrus Ave.	Signalized	0.507	A	0.395	A
32. Church St./Redlands Ave.	Signalized	0.465	A	0.448	A
33. Olive Ave./Citrus Ave.	One-Way-Stop	10.7	B	13.5	B
34. Redlands Blvd./State St.	Two-Way-Stop	15.4	C	15.3	C
35. Redlands Blvd./Citrus Ave.	Signalized	0.501	A	0.545	A

/a/ For one or two-way stop intersections, delay (seconds) for worst case minor (stopped) approach shown. For four-way stop intersections, average delay (seconds) for all approaches shown.

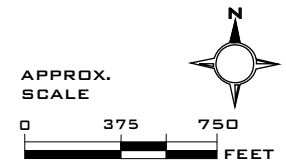
SOURCE: The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 2010.



LEGEND:

- Omnitrans Route 8
- Omnitrans Route 9
- . - . - . Omnitrans Route 15
- Omnitrans Route 19

SOURCE: The Mobility Group, 2010.



REGULATORY FRAMEWORK

Federal

There are no federal regulations related to transportation/traffic that apply to the proposed project.

State

Congestion Management Program. The Congestion Management Program (CMP) was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. SANBAG administers the CMP program within San Bernardino County.

Local

Southern California Association of Governments. The proposed project is located within the SCAG region. The SCAG region consists of six southern California counties: Los Angeles, Imperial, Orange, Riverside, San Bernardino, and Ventura. SCAG is the regional planning agency with responsibility for reviewing the consistency of local plans, projects, and programs with regional plans. SCAG prepares the Regional Transportation Plan (RTP) every four years; the RTP evaluates growth and associated land use patterns at least 20 years in to the future. In 1996 SCAG adopted the Regional Comprehensive Plan and Guide (RCPG) that was updated as the Regional Comprehensive Plan (RCP) in 2008. The RCP was not adopted but was provided as a tool for local jurisdictions in planning and evaluating land uses. At the regional level, the goals, objectives, and policies in the RTP are used to evaluate regionally significant projects. Policies contained in the RCP, RCPG and RTP identified by SCAG as relevant to the proposed project are identified and analyzed for consistency within Section 4.7 *Land Use and Planning* of this Program EIR. The analysis provided in that section determined that the proposed project does not conflict with applicable SCAG policies relating to transportation/traffic.

City of Redlands General Plan. General Plan goals, objectives and policies related to transportation/traffic are located in the Circulation Element and include the following:

- 5.20a** Maintain LOS C or better as the standard at all intersections presently at LOS C or better.
- 5.20b** Within the area identified in General Plan Figure 5.3, including that unincorporated County area identified on General Plan Figure 5.3 as the "donut hole," maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.
- 5.20c** Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section (b).
- 5.30e** Levy appropriate fees on new residential and non-residential development to be used for roadway improvements in compliance with the law.
- 5.30f** Explore alternative means of financing for road improvements as long as in compliance with the law.

- 5.30i** Establish and maintain traffic circulation patterns that protect the character of residential neighborhoods.
- 5.30j** Design major infrastructure improvements to accommodate regional traffic needs in a manner which discourages increased traffic flows through residential neighborhoods, encourages traffic flows to existing freeway systems and assures prudent use of federal and local taxpayer dollars.

Measure U. Redlands initiative Measure U passed in November 1997 and established principles of growth management for the City. The measure aim to preserve, enhance and maintain the special quality of life in the City of Redlands. The principles, included below, were amended into the City’s General Plan. Measure U exempts new development projects in the revised Downtown Specific Plan upon a four-fifths vote of the total authorized membership of the City Council.

City of Redlands General Plan Standards. The City of Redlands General Plan establishes standards for traffic level of service for intersections located in the City. Section 5.20 of the Circulation Element contains the following policies:

- Maintain LOS C or better as the standard at all intersections presently at LOS C or better.
- Within the area identified in General Plan Figure 5.3 maintain LOS C or better; however, accept a reduced LOS on a case by case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.
- Where the current level of service at a location within the City of Redlands is below the Level of Service (LOS) C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing level of service at that location except as provided in Section (b).

Downtown Specific Plan Level-of-Service Criteria. Measure “U”, a voter initiative, was approved by the voters in 1997 and amended the Redlands General Plan. Measure “U” statutorily exempts new development projects subject to the Downtown Specific Plan from these provisions. The result is new development projects subject to the Downtown Specific Plan can have a reduced level-of-serve (LOS) standard on approval by a four-fifths vote of either the Planning Commission or City Council depending on who the final acting body is for a given development project. The Downtown Specific Plan proposes a modified level of service standard for the Specific Plan area to be LOS E. The rationale is that the downtown area is different to the rest of the City, for the following reasons:

Because of the intensity and mix of uses it is not practical to maintain an LOS C standard in the downtown. A vibrant and successful downtown contains a compact, higher intensity and greater mix of land uses than other areas of the City which is acknowledged in Measure “U”. It also needs to be a walkable and a pedestrian-friendly environment. Traffic speeds on downtown streets are limited to 25 mph. Convenient and comfortable pedestrian circulation is important. It is not an environment for wide streets or high speed traffic – both of which are detrimental to the downtown dynamic and aesthetics. It is, therefore, not desirable or practical, and it is often not feasible because of existing and older buildings, to widen streets. Maintaining LOS C would lead to too much of the surface area being devoted to street space, which would be counter to the key goals of the Downtown Specific Plan. It would also encourage further auto use, and would conflict with establishing transit-oriented districts around the downtown rail station. Many cities have realized the infeasibility of maintaining LOS C, or even LOS D, in downtown areas and have recognized the practicality of adopting LOS E standards in their downtown areas.

Therefore, based on the above, future development projects in the Downtown Specific Plan will be subject to a reduced LOS standard as follows:

- The LOS standard for all intersections located within the Downtown Specific Plan boundaries is Level of Service E.
- Allow a reduced level-of-service below LOS E on a case by case basis upon a four-fifths (4/5th) vote of the total authorized membership of either the Planning Commission or City Council depending on the final acting body for a new development project.

THRESHOLDS OF SIGNIFICANCE

The proposed project would have a significant impact on traffic and parking if it would:

- Cause an intersection to exceed the General Plan standard of LOS C;
- Cause an intersection to exceed the revised Downtown Specific Plan LOS standard of LOS E;
- Exceed either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. For the CMP roadway system, the level of service standard shall be E for all segments and intersections except those designated level of service F, as listed in Table 2-1 of the CMP;
- Result in inadequate emergency access;
- Result in inadequate parking capacity; and/or
- Conflict with adopted policies, plans or programs supporting alternative transportation.

IMPACTS

Methodology

Future Without Project Conditions. This scenario analyzes the future conditions without the proposed project. The future horizon year for analysis is 2025. A complete summary of the methodology for the traffic study is provided in Appendix E of this EIR and is briefly summarized below.

The City of Redlands maintains a list of future development projects in the City that are under construction, have been approved, or are proceeding through the planning and entitlements process. This list, however, is for the near term future and does not project growth to 2025, so an alternate source was considered to include this growth. The SANBAG regional travel model forecasts to the year 2035 and was determined to be an appropriate source for estimating growth. For the traffic study, the growth forecasts to 2035 were analyzed and then prorated back to the year 2025.

The traffic growth shown in the SANBAG model was applied to the existing traffic counts in the project site to obtain 2025 Future Without Project traffic forecasts. For major east-west streets (Colton Avenue, Redlands Avenue, and Citrus Avenue) a growth factor of 1.32 was applied to existing counts. For north-south streets, a growth factor of 1.11 was applied. For the minor streets, which are often discontinuous and do not carry traffic passing through the project site, a growth factor of 1.11 was applied.

Future Transportation Improvements. The Redlands Rail Passenger Line was the only major transportation improvement assumed in the Future Without Project. This future rail line is planned to run from Downtown San Bernardino to the University of Redlands. A station is planned within the project site at the old station depot site between Orange and Eureka Streets. Planning for this line and station has assumed 300 park and ride spaces at the station, possibly provided in a parking structure adjacent to the rail station. Estimates of vehicle trips were made based on information in the Redlands Passenger Rail

Station Area Plan.³ These trips were added to the roadway network, and were then included in the Future Without Project traffic forecasts.

Future Without Project Intersection Level of Service. The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections in 2025 for the AM and PM peak hours. **Table 4.11-4** summarizes the intersection levels of service calculated for the Future Without Project conditions.

Project Trip Generation. The future trips that would be generated by the proposed project land uses were estimated by identifying key zones in Downtown and estimating trips from each zone.⁴ The trip generation rates were obtained from the Institute of Transportation Engineers (ITE) Trip Generation Handbook.⁵ However, these trip rates are predominantly for stand-alone land uses in suburban locations, where the vast majority of trips are auto trips, and do not adequately reflect the characteristics of downtown environments. In downtown areas, the close proximity of different uses allows people to walk between uses rather than drive, and downtown areas usually have a higher use of transit because transit service is focused on the downtown – as is the case in Downtown Redlands with Omnitrans bus service and the planned passenger rail line. Because there is more walking and use of transit in downtown areas, the amount of auto use is lower than in the suburbs and the ITE trip rates were adjusted to better reflect the characteristics of the future Downtown area. The base ITE trip rates for downtown uses are shown in **Table 4.11-5**. As described below adjustments were made to these rates.

Internal Trips within Downtown

Because of the proximity and mix of uses in a downtown, certain trips would be made between uses without the use of a vehicle. These would include people who live in the downtown making a trip to the retail, restaurant, other commercial uses and to offices. It would include office workers who visit the commercial uses in the downtown. It would also include people who drive to the downtown, but visit multiple destinations. Because these people will often walk between those multiple destinations they would make only one vehicle trip rather than driving to each destination. Data from the ITE for six multi-use development sites showed internal capture rates of between 28 and 40 percent.⁷ A separate ITE study of three mixed-use developments showed that measured trip counts were on average 29 percent to 33 percent lower than estimates from disaggregate land use for peak hours.⁸

³City of Redlands, *Redlands Passenger Rail Station Area Plan, Draft Report*. January 2007

⁴The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 11, 2010

⁵Institute of Transportation Engineers, *ITE trip Generation, 8th Edition*, 2009

⁶The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 11, 2010

⁷Institute of Transportation Engineers, *Trip Generation Handbook, An ITE Recommended Practice. Appendix C. Summary of Literature on Mixed-Use Developments*, March 2001.

⁸The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 11, 2010

TABLE 4.11-4: FUTURE WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE

Intersection	Control Type/a/	Existing Conditions				Future Without Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1. Texas St./Colton Ave.	Signalized	0.305	A	0.452	A	0.373	A	0.561	A
2. Texas St./Stuart Ave.	Two-Way-Stop	13.7	B	13.0	B	15.0	B	14.0	B
3. Texas St./Oriental Ave.	Two-Way-Stop	12.7	B	12.4	B	13.4	B	13.2	B
4. Texas St./Redlands Blvd.	Signalized	0.285	A	0.391	A	0.345	A	0.482	A
5. Eureka St./Colton Ave.	One-Way-Stop	13.0	B	26.8	D	16.1	C	81.5	F
6. Eureka St./Pearl (I-10 EB Off Ramp)	Signalized	0.502	A	0.677	B	0.557	A	0.752	C
7. Eureka St./Stuart Ave.	Two-Way-Stop	18.4	C	19.6	C	21.7	C	23.1	C
8. Eureka St./Oriental Ave.	Signalized	0.216	A	0.244	A	0.239	A	0.274	A
9. Eureka St./Redlands Blvd.	Signalized	0.350	A	0.466	A	0.415	A	0.573	A
10. Eureka St./State St./Redlands Mall	Two-Way-Stop	13.3	B	14.3	B	14.4	B	16.2	C
11. Eureka St./Brookside Ave./Citrus	Signalized	0.386	A	0.439	A	0.479	A	0.537	A
12. 3 rd St./Redlands Ave.	Signalized	0.134	A	0.306	A	0.176	A	0.395	A
13. 4 th St./Citrus Ave./Redlands Mall	Two-Way-Stop	13.5	B	18.1	C	17.0	C	30.1	D
14. Orange St./Colton Ave.	Signalized	0.518	B	0.642	B	0.651	B	0.765	C
15. Orange St./Pearl Ave.	Signalized	0.624	B	0.879	D	0.696	C	0.986	E
16. Orange St./Stuart Ave.	Signalized	0.291	A	0.538	A	0.354	A	0.635	B
17. Orange St./Oriental Ave.	One-Way-Stop	15.5	C	25.5	D	17.3	C	33.6	D
18. Orange St./Redlands Blvd.	Signalized	0.471	A	0.659	B	0.586	A	0.804	D
19. Orange St./State St.	Signalized	0.205	A	0.362	A	0.236	A	0.402	A
20. Orange St./Citrus Ave.	Signalized	0.431	A	0.481	A	0.540	A	0.595	A
21. Orange St./Cajon St./Olive Ave.	Signalized	0.472	A	0.453	A	0.570	A	0.544	A
22. 6 th St./Colton Ave.	Four-Way-Stop	20.2	C	76.8	F	54.8	F	221.1	F
23. 6 th St./I-10 WB Off Ramp	Two-Way-Stop	13.1	B	14.4	B	16.7	C	17.5	C
24. 6 th St./Pearl Ave	Four-Way-Stop	13.0	B	16.0	C	15.1	C	19.4	C
25. 6 th St./Stuart Ave.	Two-Way-Stop	14.11	B	20.6	C	16.4	C	26.4	D

TABLE 4.11-4: FUTURE WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE

Intersection	Control Type/a/	Existing Conditions				Future Without Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
26. 6 th St./Redlands Blvd.	Signalized	0.340	A	0.452	A	0.429	A	0.557	A
27. 6 th St./Citrus Ave	Four-Way-Stop	11.0	B	12.7	B	14.6	B	19.2	C
28. Church St./Colton Ave.	Signalized	0.630	B	0.626	B	0.755	C	0.776	C
29. Church St./Stuart Ave.	One-Way-Stop	12.9	B	13.2	B	13.8	B	14.2	B
30. Church St./Central Ave.	Four-Way-Stop	10.6	B	10.1	B	12.1	B	11.0	B
31. Church St./Citrus Ave.	Signalized	0.507	A	0.395	A	0.612	B	0.479	A
32. Church St./Redlands Ave.	Signalized	0.465	A	0.448	A	0.549	A	0.534	A
33. Olive Ave./Citrus Ave.	One-Way-Stop	10.7	B	13.5	B	12.2	B	17.6	C
34. Redlands Blvd./State St.	Two-Way-Stop	15.4	C	15.3	C	25.0	D	24.7	C
35. Redlands Blvd./Citrus Ave.	Signalized	0.501	A	0.545	A	0.668	B	0.724	C

/a/ For one or two-way stop intersections, delay (seconds) for worst case minor (stopped) approach shown. For four-way stop intersections, average delay (seconds) for all approaches shown.
SOURCE: The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 2010.

TABLE 4.11-5: TRIP GENERATION RATES							
Land Use Type	Units	AM Peak Hour Rates			PM Peak Hour Rates		
		In	Out	Total	In	Out	Total
Residential Condominiums	Dwelling Unit	0.07	0.037	0.44	0.35	0.17	0.52
Apartments	Dwelling Unit	0.10	0.41	0.51	0.40	0.22	0.62
Retail	Square Feet	0.61	0.39	1.00	1.83	1.90	3.73
Auto Dealership	Square Feet	1.50	0.53	2.03	1.01	1.58	2.59
Restaurants	Square Feet	0.42	0.39	0.81	5.02	2.47	7.49
Office	Square Feet	1.36	0.19	1.55	0.25	1.24	1.49
Cineplex	Seats	0.00	0.00	0.00	0.03	0.04	0.07
Hotel – Room	Rooms	0.34	0.22	0.56	0.31	0.28	0.59
Hotel – Conference	Square Feet	5.68	0.26	5.95	0.26	5.68	5.95
Civic	Square Feet	4.114	0.94	5.88	0.38	0.83	1.21
Warehousing	Square Feet	0.24	0.06	0.30	0.08	0.24	0.32
Industrial	Square Feet	0.81	0.11	0.92	0.12	0.85	0.97

SOURCE: The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 2010.

Results from a current U.S. Environmental Protection Agency Study of travel at 240 mixed-use developments across the country shows that an average of 18 percent of all trips were internal to the site.⁹ Another current study on trip generation at mixed use developments by the Transportation Research Board, Caltrans, the San Diego Association of Governments, and others, has found preliminary results that at study sites that contain residential, office, retail, restaurant, cinema, and hotel uses, as much as 20 to 40 percent of the peak trips can be internal to the site.¹⁰ The adjustments applied in this study for internal trips to the Downtown ranged between 10 and 30 percent depending on type of land use, and are detailed in Appendix E.

Non-Auto Trips To/From Downtown

Because of the greater density of transit service to Downtown, and the planned Redlands Passenger Rail Line, some of the trips to/from the Downtown are anticipated to use transit. The ITE Trip Generation Handbook identifies vehicle trip reductions of up to 10 percent for mixed use developments within ¼-mile of a bus transit corridor and up to 20 percent for mixed use developments around transit stations and light rail stations.¹¹ Results from the current U.S. Environmental Protection Agency Study of travel at 240 mixed use developments across the country (previously mentioned) also shows that an average of six percent of trips leaving a site were by walking and five percent were by transit (averages for all sites including some with little or no transit service). Another recently completed study, analyzed 17 built transit oriented development (TOD) at rail stations.¹² This study identified that these residential TOD’s generate 44 percent fewer daily vehicle trips than conventional developments and almost 50 percent fewer vehicle trips in peak periods. While these represent the upper end of potential trip reductions because they are adjacent to rail transit, they do indicate the significant potential for transit to reduce trips.

The assumptions applied in this study for transit use ranged from five to ten percent depending on type of land use, and are detailed in Appendix E.

⁹Jerry Walters and Reid Ewing, *Mixing it Up*. Urban Land, August 2008.

¹⁰*Ibid.*

¹¹Institute of Transportation Engineers, *Trip Generation Handbook, An ITE Recommended Practice. Appendix B. Effect of Transportation Demand Management and Transit on Trip Generation*, March 2001.

¹²TCRP Report 128. *Effects of Transit Oriented Development on Housing Parking and Travel, Research Findings*, Transit Cooperative Research Program Final Draft August 1, 2008.

Future Additional Vehicle Trips

The overall effect of these adjustments was a 19 percent reduction in AM peak hour trips, and a 21 percent reduction in PM peak hour trips. These are considered reasonable and conservatively low in that they are considerably less than the examples discussed above.

The estimated trip generation totals for the project site (net additional trips) are shown in **Table 4.11-6** for the AM and PM peak hours, in total and by land use type.

TABLE 4.11-6: SUMMARY OF NET ADDITIONAL AM AND PM PEAK HOUR TRIPS BY LAND USE								
Land Use	Quantity	Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Residential Condominiums	1,121	Dwelling Units	67	325	392	310	153	463
Apartments	498	Dwelling Units	40	161	202	159	86	245
Retail	391,362	Square Feet	184	118	301	551	573	1,124
Auto Dealership	0	Square Feet	0	0	0	0	0	0
Restaurants	78,650	Square Feet	25	23	49	299	147	446
Office	285,500	Square Feet	329	45	375	61	299	360
Cineplex	900	Seats	0	0	0	25	38	63
Hotel – Room	100	Rooms	27	17	45	25	22	47
Hotel – Room	20,000	Square Feet	0	0	0	0	0	0
Hotel – Conference	20,000	Square Feet	108	5	113	5	108	113
Civic	7,900	Square Feet	18	2	20	8	19	27
Warehousing	-57,800	Square Feet	-13	-3	-17	-4	-13	-18
Industrial	-48,100	Square Feet	-39	-5	-44	-6	-41	-47
Total			747	688	1,435	1,433	1,391	2,824

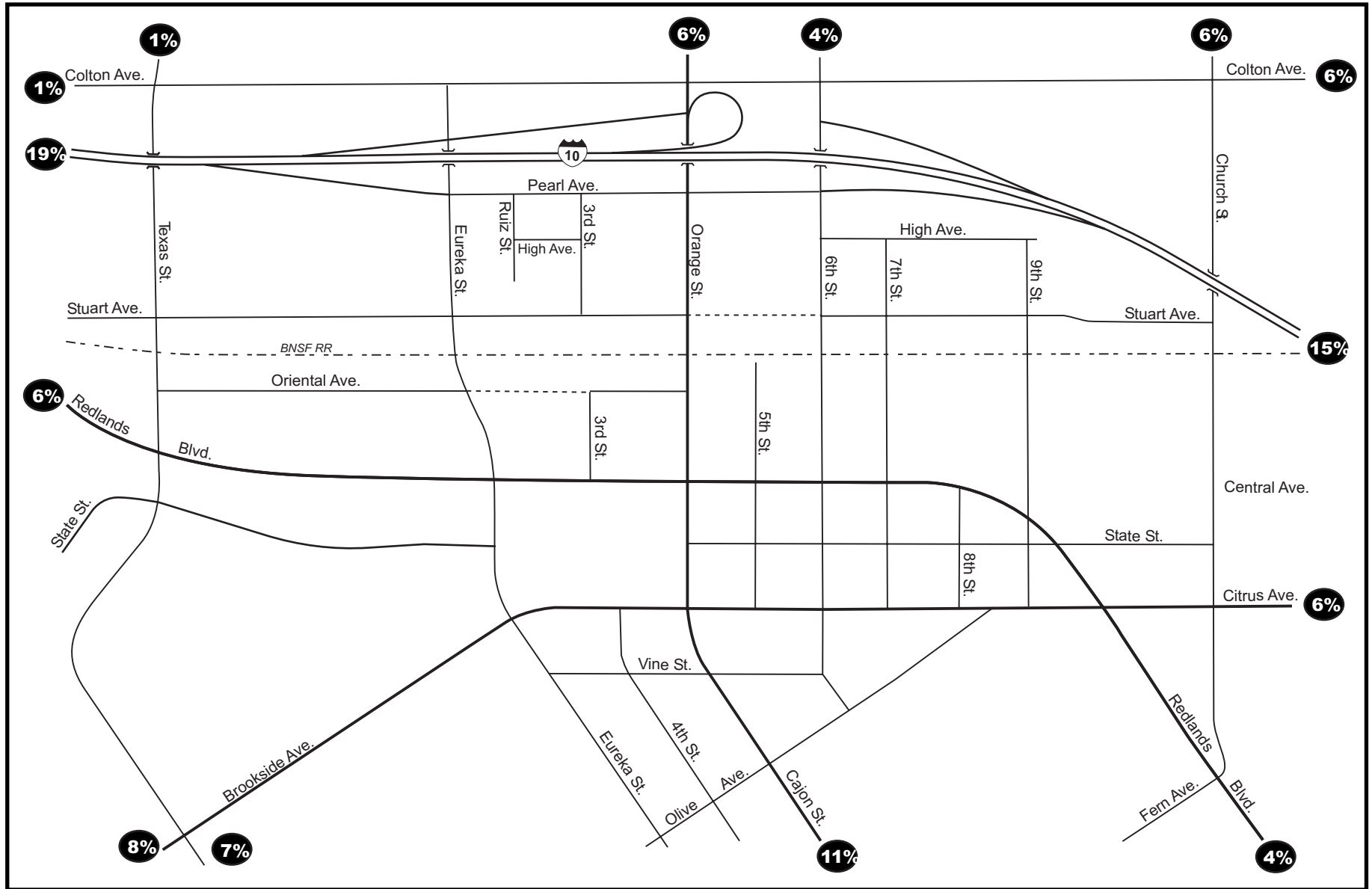
SOURCE: The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 2010.

The development program in the revised Downtown Specific Plan would generate an estimated additional 1,435 vehicle trips in the AM peak period and an additional 2,824 vehicle trips in the PM peak hour.

Trip Distribution

Separate estimates of the distribution of additional trips were prepared for commercial and residential land uses. The source of these estimates was the Census Transportation Planning Package (CTPP) which provides information on trip origins and destinations.¹³ This information was used to evaluate the likely origin locations of trips traveling to Downtown uses (primarily for commercial land uses) and the likely destinations of trips traveling from Downtown uses (primarily residential land uses). This information, along with a consideration of the roadway system and likely access/egress routes into and out of Downtown, was used to develop the trip distribution for commercial trips shown in **Figure 4.11-5** and the trip distribution for residential trips shown in **Figure 4.11-6**. The additional vehicle trips generated by the proposed project were assigned to the Downtown roadway network based on the trip distribution assumptions.

¹³United States Department of Transportation, *Census Transportation Planning Package*, 2000.



LEGEND:

X% Trip Distribution Percentage

SOURCE: The Mobility Group, 2011.

APPROX. SCALE 0 375 750 FEET



Level of Service Impacts

Future Without Project Conditions - AM Peak Hour. While traffic conditions would worsen in the future due to the additional traffic growth, the majority of intersections would continue to operate at LOS C or better during the AM peak hour. The following intersections, shown in **Table 4.11-4**, above, would operate at worse than LOS C, and would not meet the General Plan Standard.

- Redlands Boulevard & State Street (LOS D)
- 6th Street & Colton Avenue (LOS F)

This would be a potentially significant impact that would occur as a result of cumulative development.

Future Without Project Conditions - PM Peak Hour. During the PM peak hour, the majority of intersections would continue to operate at LOS C or better in the future. The following intersections, shown in **Table 4.11-4**, above, would operate at worse than LOS C, and would not meet the General Plan Standard.

- 4th Street & Citrus Avenue & Redlands Mall (LOS D)
- Orange Street & Oriental Avenue (Shoppers Lane) (LOS D)
- Orange Street & Redlands Boulevard (LOS D)
- 6th Street & Stuart Avenue (LOS D)
- Orange Street & Pearl Avenue (LOS E)
- Eureka Street & Colton Avenue (LOS F)
- 6th Street & Colton Avenue (LOS F)

This would be a potentially significant impact that would occur as a result of cumulative development.

Future With Project Conditions AM Peak Hour. The projected LOS for the future with project conditions are summarized in **Table 4.11-7** for the AM and PM peak hours. **Table 4.11-7** also compares the level of service for Without Project and With Project conditions, and identifies if there would be a significant incremental impact attributable to the proposed project alone.

The proposed project would cause two intersections to exceed or worsen the DSRP standard of LOS E in the AM peak hour. Therefore, without mitigation, the proposed project would result in a significant impact related to AM peak hour level of service. These intersections include:

- Eureka Street & Stuart Avenue (LOS F)
- 6th Street & Colton Avenue (LOS F)

The proposed project would cause six intersections to exceed or worsen the General Plan Standard of LOS C in the AM peak hour. Therefore, without mitigation, the proposed project would result in a significant impact related to AM peak hour level of service. These intersections include:

- 6th Street and I-10 WB Off-Ramp (LOS D)
- 6th Street and Pearl Avenue (LOS D)
- Church Street and Colton Avenue (LOS D)
- Redlands Boulevard and State Street (LOS D)
- Eureka Street and Stuart Avenue (LOS F)
- 6th Street and Colton Avenue (LOS F)

TABLE 4.11-7: FUTURE WITH PROJECT INTERSECTION LEVEL OF SERVICE									
Intersection	Control Type/a/	Future Without Project				Future With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1. Texas St./Colton Ave.	Signalized	0.373	A	0.561	A	0.383	A	0.581	A
2. Texas St./Stuart Ave.	Two-Way-Stop	15.0	B	14.0	B	16.2	C	20.1	C
3. Texas St./Oriental Ave.	Two-Way-Stop	13.4	B	13.2	B	14.0	B	14.11	B
4. Texas St./Redlands Blvd.	Signalized	0.345	A	0.482	A	0.383	A	0.546	A
5. Eureka St./Colton Ave.	One-Way-Stop	16.1	C	81.5	F	18.6	C	269.0	F
6. Eureka St./Pearl (I-10 EB Off Ramp)	Signalized	0.557	A	0.752	C	0.677	B	0.949	E
7. Eureka St./Stuart Ave.	Two-Way-Stop	21.7	C	23.1	C	57.3	F	Overflow	F
8. Eureka St./Oriental Ave.	Signalized	0.239	A	0.274	A	0.319	A	0.407	A
9. Eureka St./Redlands Blvd.	Signalized	0.415	A	0.573	A	0.554	A	0.817	D
10. Eureka St./State St./Redlands Mall	Two-Way-Stop	14.4	B	16.2	C	17.1	C	29.5	D
11. Eureka St./Brookside Ave./Citrus	Signalized	0.479	A	0.537	A	0.572	A	0.712	C
12. 3 rd St./Redlands Ave.	Signalized	0.176	A	0.395	A	0.239	A	0.479	A
13. 4 th St./Citrus Ave./Redlands Mall	Two-Way-Stop	17.0	C	30.1	D	19.7	C	74.6	F
14. Orange St./Colton Ave.	Signalized	0.651	B	0.765	C	0.712	C	0.944	E
15. Orange St./Pearl Ave.	Signalized	0.696	C	0.986	E	0.797	C	1.237	F
16. Orange St./Stuart Ave.	Signalized	0.354	A	0.635	B	0.459	A	0.936	E
17. Orange St./Oriental Ave.	One-Way-Stop	17.3	C	33.6	D	22.3	C	80.6	F
18. Orange St./Redlands Blvd.	Signalized	0.586	A	0.804	D	0.654	B	0.908	E
19. Orange St./State St.	Signalized	0.236	A	0.402	A	0.302	A	0.554	A
20. Orange St./Citrus Ave.	Signalized	0.540	A	0.595	A	0.631	B	0.702	C
21. Orange St./Cajon St./Olive Ave.	Signalized	0.570	A	0.544	A	0.622	B	0.636	B
22. 6 th St./Colton Ave.	Four-Way-Stop	54.8	F	221.1	F	89.3	F	341.7	F
23. 6 th St./I-10 WB Off Ramp	Two-Way-Stop	16.7	C	17.5	C	31.2	D	74.5	F
24. 6 th St./Pearl Ave	Four-Way-Stop	15.1	C	19.4	C	33.1	D	77.1	F
25. 6 th St./Stuart Ave.	Two-Way-Stop	16.4	C	26.4	D	20.5	C	76.9	F

TABLE 4.11-7: FUTURE WITH PROJECT INTERSECTION LEVEL OF SERVICE

Intersection	Control Type/a/	Future Without Project				Future With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
26. 6 th St./Redlands Blvd.	Signalized	0.429	A	0.557	A	0.483	A	0.630	B
27. 6 th St./Citrus Ave	Four-Way-Stop	14.6	B	19.2	C	20.1	C	40.5	E
28. Church St./Colton Ave.	Signalized	0.755	C	0.776	C	0.830	D	0.896	D
29. Church St./Stuart Ave.	One-Way-Stop	13.8	B	14.2	B	14.11	B	15.7	C
30. Church St./Central Ave.	Four-Way-Stop	12.1	B	11.0	B	12.7	B	11.8	B
31. Church St./Citrus Ave.	Signalized	0.612	B	0.479	A	0.633	B	0.520	A
32. Church St./Redlands Ave.	Signalized	0.549	A	0.534	A	0.555	A	0.549	A
33. Olive Ave./Citrus Ave.	One-Way-Stop	12.2	B	17.6	C	13.1	B	23.3	C
34. Redlands Blvd./State St.	Two-Way-Stop	25.0	D	24.7	C	34.2	D	62.3	F
35. Redlands Blvd./Citrus Ave.	Signalized	0.668	B	0.724	C	0.725	C	0.794	C

/a/ For one or two-way stop intersections, delay (seconds) for worst case minor (stopped) approach shown.
For four-way stop intersections, average delay (seconds) for all approaches shown.
SOURCE: The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 2010.

Future With Project Conditions PM Peak Hour. The proposed project would cause ten intersections to exceed or worsen the DSRP standard of LOS E in the PM peak hour. Therefore, without mitigation, the proposed project would result in a significant impact related to PM peak hour level of service. These intersections include:

- Eureka Street & Colton Avenue (LOS F)
- Eureka Street & Stuart Avenue (LOS F)
- 4th Street & Citrus Avenue & Redlands Mall (LOS F)
- Orange Street & Pearl Avenue (LOS F)
- Orange Street & Oriental Avenue (Shoppers Lane) (LOS F)
- 6th Street & Colton Avenue (LOS F)
- 6th Street & I-10 WB Off-Ramp (LOS F)
- 6th Street & Pearl Avenue (LOS F)
- 6th Street & Stuart Avenue (LOS F)
- Redlands Boulevard & State Street (LOS F)

The proposed project would cause 18 intersections to exceed or worsen the General Plan Standard of LOS C in the PM peak hour. Therefore, without mitigation, the proposed project would result in a significant impact related to PM peak hour level of service. These intersections include:

- Eureka Street & Redlands Boulevard (LOS D)
- Eureka Street & State Street & Redlands Mall (LOS D)
- Church Street & Colton Avenue (LOS D)
- Eureka Street & Pearl Avenue & I-10 EB Off-Ramp (LOS E)
- Orange Street & Colton Avenue (LOS E)
- Orange Street & Stuart Avenue (LOS E)
- Orange Street & Redlands Boulevard (LOS E)
- 6th Street & Citrus Avenue (LOS E)
- Eureka Street & Colton Avenue (LOS F)
- Eureka Street & Stuart Avenue (LOS F)
- 4th Street & Citrus Avenue & Redlands Mall (LOS F)
- Orange Street & Pearl Avenue (LOS F)
- Orange Street & Oriental Avenue (LOS F)
- 6th Street & Colton Avenue (LOS F)
- 6th Street & I-10 WB Off-Ramp (LOS F)
- 6th Street & Pearl Avenue (LOS F)
- 6th Street & Stuart Avenue (LOS F)
- Redlands Boulevard & State Street (LOS F)

Congestion Management Impacts. For the CMP roadway system, the level of service standard shall be E for all segments and intersections except those designated level of service F, as listed in Table 2-1 of the CMP.

None of the project intersections are included in Table 2-1 of the CMP. Therefore, each of the ten AM peak and each of the fifteen PM peak proposed project intersections listed above with LOS E or worse would be considered a significant impact under the CMP impact threshold.

Emergency Access Impacts. The proposed project includes the construction of new roadways to facilitate emergency access. Existing emergency response routes would either be maintained in their existing locations or routed along the new roadways. Further, all related development would be designed

in accordance with City standards, which include provisions that address emergency access (e.g., minimum street widths, minimum turning radii, maximum lengths of cul-de-sacs, etc.).

The proposed project would be required to meet all applicable local and State regulatory standards for adequate emergency access. Emergency access within the project site is addressed in Section 4.6 *Hazards and Hazardous Materials* of this Program EIR.

Parking Impacts. The revised Downtown Specific Plan takes a big picture approach to parking, by recommending increased management of the parking supply by the City, including increased City ownership and operation of parking, in order to achieve a more efficient utilization of overall parking resources in the Downtown. This approach is based on a “Park Once” strategy, where Downtown visitors can park once in conveniently located lots or garages, and then walk around Downtown as they shop, dine, and visit entertainment without having to re-park their cars. The Plan anticipates the increased use of public-private partnerships in the provision and operation of parking, including shared use parking, in the Downtown.

The revised Downtown Specific Plan includes a Downtown parking strategy that includes the following elements, designed to provide an integrated and comprehensive approach to Downtown parking. These are taken from the Downtown Parking Study currently in progress.

1. *Park Once*

The revised Downtown Specific Plan is based on the “Park Once” concept, where people are encouraged to park once in a central location and then walk around Downtown to multiple destinations. This reduces the need for parking, reduces vehicular traffic and vehicle emissions, consolidates the parking supply into fewer strategic locations, and improves the pedestrian environment by increasing pedestrian volumes on sidewalks (which also increases the volume of potential patrons passing by on-street businesses).

2. *Allow Shared Parking*

The revised Downtown Specific Plan allows the use of shared parking in order to minimize overall parking supply needs and to allow for the most efficient utilization of parking resources. The existing zoning code allows for shared parking between the individual uses of mixed-use development projects. The revised Downtown Specific Plan extends this to incorporate the shared use of parking by all land uses throughout Downtown – i.e. rather than reserving separate parking supplies for specific land uses, development projects, and/or buildings, parking spaces in Downtown can instead be shared between all uses. This sharing of spaces between uses with different peak hours and peak days of parking needs (such as office, retail, restaurant, and entertainment uses) allows for a more efficient overall utilization of the parking supply, and a more appropriately sized parking supply. It also leads to more convenient parking for customers and visitors to Downtown.

3. *Better Use of Existing Parking Supply*

The revised Downtown Specific Plan supports the more efficient utilization of the current privately-held parking supply, by encouraging land uses with surplus parking to offer that parking for use by others – either by shared use agreements with land uses that need a parking supply, or allowing public use of some of their parking.

4. *Encourage Use of Alternative Modes to Reduce Parking Demand*

The City supports the use of alternate transportation modes, such as transit and bicycling, and should encourage transportation demand management programs, to reduce the overall demand for parking. The planned Redlands Passenger Rail Line provides a unique opportunity to reduce auto trips and parking demand in the Downtown area.

5. Make Existing Parking Locations More Attractive

Existing public parking garages, or private garages that are available for public parking, are proposed to be made more attractive and pleasant to use, including brightening up the interiors, adding lighting and security stations, and adding way finding and directional signs for users.

A key feature of the proposed project is the future provision of City (or joint public-private) parking garages within Downtown to support the park once plan. Public garages are proposed to facilitate shared parking and parking management. Parking garages are anticipated at some or all of the locations listed below. The number of garages eventually needed and the exact size of these potential parking garages will need to be more precisely determined in the future, according to actual needs.

Southeast corner of Eureka Avenue and Stuart Avenue. A garage at this location would serve the Town Center, the general Downtown, and the Redlands Passenger Rail Station. A garage could provide approximately 900 parking spaces. Some of these spaces would be for residential uses.

Southwest corner of Orange Street and Oriental Avenue. A garage at this location would serve the Town Center and the general Downtown, and could provide approximately 720 spaces. Some of these spaces would be for residential uses.

Southeast corner of Citrus Avenue and 5th Street. A garage at this location – just east of the existing City Hall – would replace the existing parking structure, and would serve the existing Civic Center and the State Street District. A garage at this location could provide approximately 275 parking spaces.

The parking code requirements and standard contained in Chapter 18 of the Redlands Municipal Code shall be followed, except for the provisions required as part of the proposed project.

The proposed project includes the following modifications for the Municipal Code parking requirements in the Downtown area. These modifications are introduced in order to provide a parking supply that is more closely tailored to the actual needs of downtown land uses, to avoid the over provision of parking supply and to allow greater flexibility in the provision of required parking. They are also intended to facilitate and encourage smaller businesses and land uses in Downtown for which parking requirements in the past have been too restrictive. **Table 4.11-8** shows the parking requirements. Parking requirements for land uses not shown in **Table 4.11-8** would be as specified in the Redlands Municipal Code.

TABLE 4.11-8: PARKING REQUIREMENTS	
Land Use	Parking Requirement
Retail	2.5 spaces per 1,000 sq. ft.
Restaurant	7.0 spaces per 1,000 sq. ft.
Office	3.0 spaces per 1,000 sq. ft.
Civic Office	3.0 spaces per 1,000 sq. ft.
Hotel – Rooms	0.8 spaces per room
Hotel – Meeting Space	15.0 spaces per 1,000 sq. ft.
Cinema/Theater	1.0 spaces per 6 seats
Residential	Minimum: 1 space per DU, Maximum 2 spaces per DU
SOURCE: The Mobility Group, <i>Downtown Redlands Specific Plan EIR Traffic Study</i> , May 2010.	

The parking requirements above allow for shared parking between land uses throughout Downtown. For any mixed-use development in the project site, either the requirements in **Table 4.11-8** shall apply or the requirements from Section 18.164.325 of the RMC shall apply, whichever is the lowest. Exemptions to the parking code are provided for restaurants locating in the historic buildings in the area bounded by

Orange Street on the west, Fifth Street on the east, BNSF Railroad on the north and north parcels along Redlands Boulevard to the south.

The parking provisions in the revised Downtown Specific Plan adequately account for parking capacity needed to accommodate the associated development. Therefore, the proposed project would result in less-than-significant impacts related to parking.

Alternative Transportation Impacts. The proposed project emphasizes a multimodal approach to circulation, including convenient access and circulation within Downtown for all transportation modes. This multimodal approach includes adequate automobile circulation, convenient transit, pedestrian, and bicycle circulation. Both employees and visitors will be able to travel to Downtown by transit or bicycle.

Currently all bus routes serving Downtown travel along the section of Redlands Boulevard between Eureka Street and Orange Street, and stop between 3rd Street and Orange Street to provide transfers between routes. This bus transfer point could possibly be relocated to Stuart Avenue. There is also commuter rail transit through Downtown is planned in the future. The Redlands Passenger Rail, currently being planned by SANBAG, will be a new passenger train service running from Redlands to Downtown San Bernardino, utilizing the existing rail right-of-way. A rail station is planned in Downtown adjacent to the historic Santa Fe Depot between Orange Street and Eureka Street. The street entrance frontage to the station will be Stuart Avenue between Orange Street and Eureka Street. Stuart Avenue could provide vehicular access to the station, and be the location not only for bus access but also for bus transfers, and for kiss-and-ride drop-off of transit passengers. The existing bus transfer location on Redlands Boulevard could possibly be relocated to Stuart Avenue and be integrated with the rail station.

The 1995 General Plan Traffic and Circulation Element provides the following policies regarding alternative transportation.

- 5.40b** Cooperate with public agencies and other jurisdictions to promote local and regional public transit serving Redlands.
- 5.40c** Support the Congestion Management Program for San Bernardino County.
- 5.40e** Favor TDM measures that limit vehicle use over those that extend the commute hour.
- 5.40f** Support local feeder bus service to and from current and future regional transit lines.
- 5.40g** Preserve options for future transit use when designing improvements to roadways.
- 5.40h** Work with Omnitrans to plan for local bus routes that are better able to penetrate neighborhoods to improve service for potential riders. Designate local bus routes in the project site.
- 5.40i** Future commuter rail services are planned within the Santa Fe rail corridor, with stops at California Street, Orange Street and Mentone Blvd. Improvements to these streets should be planned for feeder transit services, and park-and-ride provisions should be made at these locations. Another logical stop would be at University Street to serve the campus at the University of Redlands. Other potential stops could be at Judson Street and at Crafton Avenue. Residents in these areas might use short, trip commuter rail to Downtown Redlands, either to work or shop.
- 5.40j** Work with Omnitrans to plan for bus shelters and turnouts.

- 5.40k** Incorporate bus shelters and turnouts into design and approvals of new developments as necessary.
- 5.50a** Establish a comprehensive network of on- and off-roadway bike routes to encourage the use of bikes for both commute and recreational trips.
- 5.50b** Seek assistance from major employers in providing support facilities to encourage use of bikes for commuter purposes.
- 5.50c** Develop bike routes that provide access to schools and parks.
- 5.60a** Treat pedestrians as if they are more important than cars.
- 5.60b** Make walking interesting.
- 5.60c** Provide direct pedestrian routes.
- 5.60d** Provide a safe and healthful pedestrian environment.
- 5.60e** Develop a program to remove all barriers to disabled persons on arterial and collector streets.

The revised Downtown Specific Plan establishes design features supporting alternative transportation. These features are summarized below.

Intersections

1. Intersections are the primary location for the pedestrian crossing of streets.
2. Curb extensions (bulb-outs) shorten crossing distances and provide sidewalk space for curb ramps and landings.
3. Installing curb extensions physically deters parking at intersection corners and improves the visibility of pedestrians.
4. A curb ramp needs to be installed at both ends of the crossing in a direct line of travel, consistent with the standards of the Americans With Disabilities Act as well as local and state codes.

Size of Intersections

1. The dimension of the curb radius affects the pedestrian safety of an intersection. The smaller the radius, the less area required to cross and the slower the speed of a vehicle making a turn.
2. Depending on traffic, the curb radius at the end of bulbed-out intersections along Redlands should be 10 to 25 feet.
3. Depending on traffic, the curb radius at a non-bulbed out intersection with parallel parking should be limited to 20 feet as the effective turning radius is 28 feet.
4. Where large vehicles (trucks and buses) will be frequent and streets are narrow, curbs at intersections should be of granite. Using granite for curbs minimizes the damage by trucks.

5. Where larger radii are required, consideration should be given to alternative paving to simulate a small turning radii.

Character of Crosswalks

1. In commercial areas, crosswalks should be marked by a paving design that is clearly different from the street paving through design and texture.
2. In residential areas, cross walks should be marked clearly for vehicular and pedestrian traffic.
3. Mid-block crossings should be required and consideration should be given to the safety with such things as pedestrian activated blinking lights in the street or, on busier streets, mid-block traffic lights.

Alleys, General

1. Some alleys may be successfully transformed into pedestrian ways with shops, kiosks, or even restaurant tables opening onto the alley.
2. Alleys should be discouraged to be used as fire emergency routes. All fire routes should be directed towards the street.
3. Alleys in residential neighborhoods should take on a green appeal, emphasizing the plotting of trees at 30 feet on-center.
4. Alternatively where reflective and permeable paving materials are used (i.e. pavers, saw cut concrete, etc.) alley paving and driveways may be continuous and indistinguishable.
5. Where alleys intersect streets, the continuation of street elements (curb, sidewalk, material, and sidewalk grade) should be maintained. The street curb should be continued, as a flush curb or as a valley gutter, across the alley entry.
6. Transition to alley pavement texture, when different from street pavement, should occur inside the sidewalk. The grade and paving material of the sidewalk should carry across the alley entrance.
7. Mews and carriage houses are encouraged on alleys to promote a safe environment and bring 'eyes' onto the alley.

In addition, the proposed project would be consistent with goals and policies within the City's General Plan elements pertaining to transportation, expanding alternative transportation, and designing to facilitate alternative transportation. Therefore, the proposed project would result in less-than-significant impacts related to alternative transportation.

MITIGATION MEASURES

The City of Redlands shall ensure the following measures are implemented as appropriate for individual development projects associated as part the proposed project.

Intersection LOS

Mitigation measures were developed to reduce or eliminate the significant traffic impacts at the intersections previously identified. Mitigation measures were developed so that all intersections in the project site would operate at LOS E or better, and the remaining intersections in the study area (along Colton Avenue) would operate at the same or better levels than before implementation of the proposed project.

Many intersections in the Downtown area are currently unsignalized, and/or have single lane approaches. The mitigation measure focus on basic improvements, such as adding traffic signals and/or re-striping intersection approaches to provide additional lanes. In most all cases the re-striping can be accomplished without roadway widening, except where noted.

- T1** Install a traffic signal at the Eureka Street/Colton Avenue intersection and re-stripe the northbound approach from one shared left/right turn lane to one left turn lane and one right turn lane.
- T2** Install a traffic signal at the Eureka Street/Stuart Avenue intersection and re-stripe the westbound approach from one shared left/right turn lane to one shared thru/right lane and one left turn lane.
- T3** Install a traffic signal at the 4th Street/Citrus Avenue intersection.
- T4** Re-stripe the eastbound approach of the Orange Street/Colton Avenue intersection from one left turn lane and one shared thru/right lane to one left turn lane, one thru lane, and one shared thru/right turn lane.
- T5** Re-stripe the eastbound approach of the Orange Street/Pearl Avenue intersection from one shared left/thru/right lane to one left turn lane, one thru lane, and one shared thru/right lane. Reconfigure the westbound approach from one shared left/thru/right lane to one shared left/thru lane and one right turn lane.
- T6** Re-stripe the eastbound approach of the Orange Street/Stuart Avenue intersection from one left/thru/right lane to one left and one thru/right lane.
- T7** Install a traffic signal at the Orange Street/Oriental Avenue intersection.
- T8** Install a traffic signal at the 6th Street/Colton Avenue intersection. Reconfigure the northbound approach from one shared left/thru/right lane to one left lane and one shared thru/right lane; reconfigure the southbound approach from one shared left/thru/right lane to one shared left/thru lane and one shared thru/right lane; and reconfigure the eastbound approach from one shared left/thru/right lane to one left turn lane, one thru lane, and one shared thru/right lane.
- T9** Install a traffic signal at the 6th Street/I-10 Westbound Off-Ramp intersection.
- T10** Install a traffic signal at the 6th Street/Pearl Avenue/I-10 Eastbound On-Ramp intersection.
- T11** Install a traffic signal at the 6th Street/Stuart Avenue intersection.
- T12** Install a traffic signal at the 6th Street/Citrus Avenue intersection.
- T13** Upgrade the traffic signal at the Church Street/Colton Avenue intersection and re-stripe the northbound, eastbound, and westbound approaches from one shared left/thru/right lane to one left

turn lane and one shared thru/right lane, and re-stripe the southbound approach from one shared left/thru/right lane to one shared left/thru lane and one right turn lane.

- T14** Prohibit the eastbound and westbound thru and left moves on State Street and only allow eastbound and westbound right turns from State Street. Northbound left turns into State Street and southbound right turns into State Street would still be allowed.
- T15** Restripe Colton Avenue, between Orange Street and east of 6th Street, from one eastbound lane and one westbound lane to two eastbound lanes and one westbound lane.
- T16** Restripe Pearl Avenue, between Eureka Street and 6th Street, from one eastbound lane and one westbound lane to two eastbound lanes and one westbound lane.
- T17** Coordinate and synchronize the signal timing along Orange Avenue, between Colton Street and Citrus Avenue.
- T18** Coordinate and synchronize the signal timing along 6th Street, between Colton Street and Citrus Avenue.

Congestion Management

Impacts associated with congestion management plans would be less than significant. No mitigation measures are required.

Emergency Access

Impacts associated with emergency access would be less than significant. No mitigation measures are required.

Parking

Impacts associated with parking would be less than significant. No mitigation measures are required.

Alternative Transportation

Impacts associated with alternative transportation would be less than significant. No mitigation measures are required.

LEVEL OF IMPACT AFTER MITIGATION

Intersection LOS

The City has identified a citywide Transportation Facilities Fee, per the City of Redlands Transportation Facilities Fee Study, Draft Report, November 15, 2006. This report is currently being updated. The mitigation measures for the proposed project have been included in this latest update of the City's Transportation Facilities Fee Study, with one exception. The new traffic signal at the Citrus Avenue/4th Street/Redlands Mall intersection would be the responsibility of any redevelopment of the Redlands Mall because it is a localized improvement required only for the mall with no area-wide benefit.

The City would collect and retain the appropriate Transportation Facilities Fees from new development projects in the Downtown, and would apply them towards the transportation improvements identified in

the Fee Study (including those improvements identified above). The City would determine when each of the mitigation measures would be implemented.

In addition to paying the Transportation Facilities Fee, any new development would also be responsible for implementing any site-specific improvements, potentially including on-site improvements, right-of-way dedication, driveway access and egress needs, sidewalk improvements, and other localized measures as deemed appropriate by the City, in addition to paying fees into the overall mitigation program funded by the Transportation Facilities Fee.

The projected LOS for the proposed project after implementation of Mitigation Measures **T1** through **T17** are summarized in **Table 4.11-9** for the AM and PM peak hours. Mitigation Measures **T1** through **T17**, with the exception of Mitigation Measures **T5** and **T8**, would not require any road widening. Mitigation Measure **T5** could be accomplished by widening the north side of the Orange Street/Pearl Avenue intersection into the adjacent Caltrans right-of-way. This would require the cooperation and approval of Caltrans. Mitigation Measure **T8** could be accomplished by widening the west side of 6th Street, south of Colton Avenue.

Impacts related to level of service were determined to be significant without mitigation. Implementation of Mitigation Measures **T1** through **T18**, and adoption of the LOS E standard for intersections in the project site, would reduce the impacts to less than significant.

General Plan LOS Standard. If the City does not adopt the revised Downtown Specific Plan LOS E standard for Downtown intersections, there would be unavoidable significant traffic impacts remaining at one intersection in the AM peak hour and at five intersections in the PM peak hour:

AM Peak Hour

6th Street/Pearl Avenue	LOS D
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PM Peak Hour

Eureka Street/Redlands Boulevard	LOS D
Eureka Street/State Street/Redlands Mall	LOS D
Orange Avenue/Stuart Avenue	LOS D
Orange Avenue/Redlands Boulevard	LOS E
6 th Street/Pearl Avenue	LOS E

Revised Downtown Specific Plan LOS Standard. Impacts related to level of service were determined to be significant without mitigation. Implementation of Mitigation Measures **T1** through **T18**, and adoption of the LOS E standard for intersections in the project site, would reduce the impacts to less than significant.

TABLE 4.11-9: FUTURE WITH PROJECT WITH MITIGATION INTERSECTION LEVEL OF SERVICE

Intersection	Control Type/a/	Future Without Project				Future With Project				Future With Project With Mitigation			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1. Texas St./Colton Ave.	Signalized	0.373	A	0.561	A	0.383	A	0.581	A				
2. Texas St./Stuart Ave.	Two-Way-Stop	15.0	B	14.0	B	16.2	C	20.1	C				
3. Texas St./Oriental Ave.	Two-Way-Stop	13.4	B	13.2	B	14.0	B	14.11	B				
4. Texas St./Redlands Blvd.	Signalized	0.345	A	0.482	A	0.383	A	0.546	A				
5. Eureka St./Colton Ave.	One-Way-Stop	16.1	C	81.5	F	18.6	C	269.0	F	0.467	A	0.808	D
6. Eureka St./Pearl (I-10 EB Off Ramp)	Signalized	0.557	A	0.752	C	0.677	B	0.949	E				
7. Eureka St./Stuart Ave.	Two-Way-Stop	21.7	C	23.1	C	57.3	F	Overflow	F	0.421	A	0.581	A
8. Eureka St./Oriental Ave.	Signalized	0.239	A	0.274	A	0.319	A	0.407	A				
9. Eureka St./Redlands Blvd.	Signalized	0.415	A	0.573	A	0.554	A	0.817	D				
10. Eureka St./State St./ Redlands Mall	Two-Way-Stop	14.4	B	16.2	C	17.1	C	29.5	D				
11. Eureka St./Brookside Ave./Citrus Ave.	Signalized	0.479	A	0.537	A	0.572	A	0.712	C				
12. 3 rd St./Redlands Ave.	Signalized	0.176	A	0.395	A	0.239	A	0.479	A				
13. 4 th St./Citrus Ave./ Redlands Mall	Two-Way-Stop	17.0	C	30.1	D	19.7	C	74.6	F	0.287	A	0.475	A
14. Orange St./Colton Ave.	Signalized	0.651	B	0.765	C	0.712	C	0.944	E	0.628	B	0.704	C
15. Orange St./Pearl Ave.	Signalized	0.696	C	0.986	E	0.797	C	1.237	F	0.709	C	0.943	E
16. Orange St./Stuart Ave.	Signalized	0.354	A	0.635	B	0.459	A	0.936	E	0.476	A	0.886	D
17. Orange St./Oriental Ave.	One-Way-Stop	17.3	C	33.6	D	22.3	C	80.6	F	0.333	A	0.481	A
18. Orange St./Redlands Blvd.	Signalized	0.586	A	0.804	D	0.654	B	0.908	E				
19. Orange St./State St.	Signalized	0.236	A	0.402	A	0.302	A	0.554	A				
20. Orange St./Citrus Ave.	Signalized	0.540	A	0.595	A	0.631	B	0.702	C				
21. Orange St./Cajon St./Olive Ave.	Signalized	0.570	A	0.544	A	0.622	B	0.636	B				
22. 6 th St./Colton Ave.	Four-Way-Stop	54.8	F	221.1	F	89.3	F	341.7	F	0.770	C	0.687	B
23. 6 th St./I-10 WB Off Ramp	Two-Way-Stop	16.7	C	17.5	C	31.2	D	74.5	F	0.530	A	0.553	A
24. 6 th St./Pearl Ave	Four-Way-Stop	15.1	C	19.4	C	33.1	D	77.1	F	0.805	D	0.939	E
25. 6 th St./Stuart Ave.	Two-Way-Stop	16.4	C	26.4	D	20.5	C	76.9	F	0.436	A	0.629	B
26. 6 th St./Redlands Blvd.	Signalized	0.429	A	0.557	A	0.483	A	0.630	B				
27. 6 th St./Citrus Ave	Four-Way-Stop	14.6	B	19.2	C	20.1	C	40.5	E	0.500	A	0.574	A
28. Church St./Colton Ave.	Signalized	0.755	C	0.776	C	0.830	D	0.896	D	0.713	C	0.716	C
29. Church St./Stuart Ave.	One-Way-Stop	13.8	B	14.2	B	14.11	B	15.7	C				

TABLE 4.11-9: FUTURE WITH PROJECT WITH MITIGATION INTERSECTION LEVEL OF SERVICE

Intersection	Control Type/a/	Future Without Project				Future With Project				Future With Project With Mitigation			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
30. Church St./Central Ave.	Four-Way-Stop	12.1	B	11.0	B	12.7	B	11.8	B				
31. Church St./Citrus Ave.	Signalized	0.612	B	0.479	A	0.633	B	0.520	A				
32. Church St./Redlands Ave.	Signalized	0.549	A	0.534	A	0.555	A	0.549	A				
33. Olive Ave./Citrus Ave.	One-Way-Stop	12.2	B	17.6	C	13.1	B	23.3	C				
34. Redlands Blvd./State St.	Two-Way-Stop	25.0	D	24.7	C	34.2	D	62.3	F	21.1	C	21.9	C
35. Redlands Blvd./Citrus Ave.	Signalized	0.668	B	0.724	C	0.725	C	0.794	C				

/a/ For one or two-way stop intersections, delay (seconds) for worst case minor (stopped) approach shown.
For four-way stop intersections, average delay (seconds) for all approaches shown.
SOURCE: The Mobility Group, *Downtown Redlands Specific Plan EIR Traffic Study*, May 2010.

CUMULATIVE IMPACTS

Intersection LOS

This cumulative impact analysis considers development of the proposed project, in conjunction with the other development, as listed in Table 3-3 in Chapter 3.0 *Project Description*. The program level-traffic analysis considered trips generated by the proposed project, as well as cumulative projects, in its development of future without project conditions. Using the revised Downtown Specific Plan LOS E standard, all intersections impacts would be mitigated. Therefore, impacts related to intersection LOS would not be cumulatively considerable.

Emergency Access

The proposed project would be required to comply with the City of Redlands Emergency Plan and the City of Redlands General Plan Health and Safety Element (described in Section 4.6 *Hazards and Hazardous Materials*). Development that would occur under the proposed project and related projects would be evaluated on an individual basis for emergency access. Therefore, impacts related to emergency access would not be cumulatively considerable.

Parking

As discussed above, the proposed project would provide adequate on-site parking, and would not result in impacts related to parking supply. Therefore, impacts related to parking would not be cumulatively considerable.

Alternative Transportation

The proposed project would create and encourage alternative forms of transportation. In addition, all present and future projects are required to be consistent with the City's General Plan Circulation Element. Cumulative impacts associated with conflicts with adopted policies, plans, or programs supporting alternative transportation would be less than significant. Therefore, impacts related to alternative transportation would not be cumulatively considerable.