City of Loma Linda Official Report

Floyd Petersen, Mayor
Stan Brauer, Mayor pro tempore
Robert Christman, Councilmember
Robert Ziprick, Councilmember
Charles Umeda, Councilmember

COUNCIL AGENDA: October 11, 2005

TO: City Council

VIA: Dennis R. Halloway, City Manager

FROM: Deborah Woldruff, AICP, Community Development Director

SUBJECT: GENERAL PLAN UPDATE PROJECT – The project is a comprehensive update to the City's General Plan document (text and maps) that will set policy and guide the City's development over the next twenty years. Areas directly affected by the update project include all properties located within the City's corporate limits, and properties within the City's Sphere of Influence in the County unincorporated areas generally east and south of the City limits to the Redlands City limits and Riverside County Line.

RECOMMENDATION

The recommendation is for the City Council to take the following actions:

1. Review and conceptually approve the Draft Transportation and Circulation Element (October 2004);
2. Approve the Revised Trip Generation Analysis Report (October 4, 2005);
3. Adopt the Resolution (Council Bill #R-2005-56) Certifying that the TIA is in compliance with the Regional Congestion Management Plan; and,
4. Continue the General Plan Update Project to October 25, 2005 for final actions to adopt the Findings for Statements of Overriding Consideration, certify the Final Program Environmental Impact Report, and adopt the General Plan.

Staff also recommends that public testimony be limited to the topic at hand. A copy of the Revised Trip Generation Analysis Report (October 4, 2005) is available in Attachment A. The Draft Transportation and Circulation Element (October 2004) and Traffic Impact Analysis (TIA) (May 13, 2004) were previously distributed. For convenience, a copy of the Draft Transportation and Circulation Element is available in Attachment B.

BACKGROUND

On August 16, 2005, the City Council completed their review of the Special Planning Areas and directed staff to revise the Traffic Model that was prepared for the Draft General Plan Update Project based on the reduced densities approved by the Council, and prepare a final Draft

General Plan that incorporates all of the Council's revisions to date. The City Council continued the General Plan Update Project to October 11, 2005 for final actions.

On October 3, 2005, the General Plan sub-consultant (Mr. Lloyd Zola, HDR, Inc.) experienced some computer malfunctions and was unable to retrieve much of the revisions to the Final Draft General Plan document that had been completed. As a result, the distribution of the final revised document has been delayed and staff felt that neither the City Council nor the public would have adequate opportunity to review the final document prior to October 11th. For this reason, staff requests that the General Plan Update Project be continued to October 25, 2005 for final actions.

Additional background information on the Draft Land Use Element is available in the City Council and Planning Commission Staff Reports that were previously distributed.

ANALYSIS

At the August 16th meeting, the City Council directed staff and the consultant to revise the traffic model that was prepared for the General Plan Update Project based on the densities that have been reduced throughout the planning area (City and Sphere of Influence). After studying the issue further, LSA Associates was able to provide a much simpler analysis by evaluating the density changes in each of the City's Traffic Analysis Zones (TAZ). The Revised Trip Generation Analysis Report (October 4, 2005) shows that the reduced densities will lead to a forecast reduction of 1,518 trips in the a.m. peak hour, 1,961 trips in the p.m. peak hour, and 19,628 daily trips. The Report goes on to state that the analysis in the TIA analyzes a much higher trip generation and as such, the traffic operations projected in the TIA represent a worst case condition. Therefore, the improvements proposed in the TIA Report ensure that the City's roadway and circulation system will have the capacity and traffic controls to handle the volume of traffic anticipated by the General Plan. Please refer to Attachments A and B for more detailed information and to Attachment C, Resolution Certifying the TIA Report.

ENVIRONMENTAL

The General Plan Update Project is subject to the California Environmental Quality Act (CEQA) and a Draft Program Environmental Impact Report (DEIR) (March 22, 2004) was prepared to evaluate the potential impacts of the project. The DEIR and Draft Responses to Comments that were received during the 45-day mandatory public review period were reviewed by the City Council on October 12, 2004.

The project is also subject to the Regional Congestion Management Plan (CMP) and Traffic Impact Analysis (TIA) has been prepared to address the CMP requirements. The CMP TIA (May 13, 2004) was reviewed at the October 12, 2004 City Council meeting.

FINANCIAL IMPACT

Other than the costs associated with the preparation of the Draft General Plan and related environmental documents, the financial impacts of the General Plan Update are unknown at this time.

ATTACHMENTS

A. Revised Trip Generation Analysis Report (October 4, 2005)
B. Transportation And Circulation Element (October 2004)
C. Resolution Certifying the TIA Report (Council Bill #R-2005-56)

PREVIOUSLY DISTRIBUTED DOCUMENTS

1. Draft General Plan (October 2004); Draft Land Use Element (April 2005); and, Draft Hillside Conservation Designation (Revised June 1, 2005)
2. Draft Existing Setting Report (June 5, 2002)
3. Draft Program Environmental Impact Report (March 22, 2004)
4. Traffic Impact Analysis (May 13, 2004) (CMP document); and, Revised Trip Generation Analysis Report (October 4, 2005);
5. Draft Final Program Environmental Impact (Report Response to Comments) (June 21, 2004)
6. City Council Staff Reports (October 12, 2004; November 16, 2004; December 7, 2004; December 14, 2004; January 11, 2005; February 1, 2005; February 8, 2005; February 22, 2005; March 8, 2005; April 12, 2005; April 26, 2005; May 17, 2005; June 7, 2005, June 28, 2005; July 26, 2005; and, August 16, 2005)
7. Planning Commission Staff Reports (April 6, 2005)

I:\General Plan Update\Staff Reports\CC 10-11-05sr.doc

ATTACHMENT A

Revised Trip Generation Analysis Report (October 4, 2005)

LSA

LSA ASSOCIATES, INC.
1650 SPRUCE STREET, FIFTH FLOOR
RIVERSIDE, CALIFORNIA 92507
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BERKELEY
CARLSBAD
COLMA
FORT COLLINS
IRVINE
PALM SPRINGS
POINT RICHMOND
ROCKLIN
SAN LUIS OBISPO

October 4, 2005

Deborah Woldruff, AICP
Community Development Director
City of Loma Linda
25541 Barton Road
Loma Linda, California 92354

Subject: City of Loma Linda General Plan
Revised Trip Generation Analysis (LSA Project No. LLD130)

Dear Ms. Woldruff:

LSA Associates, Inc. (LSA) is pleased to present this Revised Trip Generation Analysis for the Loma Linda General Plan. We understand that there have been some changes to the General Plan land uses since the traffic impact analysis (TIA) was approved by the San Bernardino Associated Governments (SANBAG) on May 11, 2004.

This letter addresses the changes made to the General Plan at a Traffic Analysis Zone (TAZ) level. Based on information provided by the City, the following changes have been made to the land use densities since the General Plan TIA was submitted to the City:

- TAZ 290630 – In the submitted TIA, it was assumed that this TAZ would have 1746 dwelling units. Under the proposed plan, this TAZ will have, under ultimate buildout conditions, 585 dwelling units. This leads to a reduction of 1161 dwelling units.
- TAZ 290771 – In the submitted TIA, it was assumed that this TAZ would have 204 dwelling units. Under the proposed plan, this TAZ will have, under ultimate buildout conditions, 184 dwelling units. This leads to a reduction of 20 dwelling units.
- TAZ 290772 – In the submitted TIA, it was assumed that this TAZ would have 2173 dwelling units. Under the proposed plan, this TAZ will have, under ultimate buildout conditions, 1167 dwelling units. This leads to a reduction of 1006 dwelling units.
- TAZ 290773 – In the submitted TIA, it was assumed that this TAZ would have 523 dwelling units. Under the proposed plan, this TAZ will have, under ultimate buildout conditions, 350 dwelling units. This leads to a reduction of 173 dwelling units.
- TAZ 290781 – In the submitted TIA, it was assumed that this TAZ would have 1392 dwelling units. Under the proposed plan, this TAZ will have, under ultimate buildout conditions, 1366 dwelling units. This leads to a reduction of 26 dwelling units.

- TAZ 290782 – In the submitted TIA, it was assumed that this TAZ would have 954 dwelling units. Under the proposed plan, this TAZ will have, under ultimate buildout conditions, 934 dwelling units. This leads to a reduction of 20 dwelling units.
- TAZ 290790 – In the submitted TIA, it was assumed that this TAZ would have 954 dwelling units. Under the proposed plan, this TAZ will have, under ultimate buildout conditions, 934 dwelling units. This leads to a reduction of 20 dwelling units.

Exhibit A shows the proposed land uses by TAZ.

Exhibit B compares the trips generated by the subject TAZs under the previously proposed and currently proposed conditions. The trip generation is based on rates from the Institute of Transportation Engineers (ITE) *Trip Generation*, 7th Edition. As shown in Exhibit B, the changes in land uses will lead to a forecast reduction of 1,518 trips in the a.m. peak hour, 1,961 trips in the p.m. peak hour, and 19,628 daily trips.

Since the TIA analyzes a higher trip generation, the traffic operations projected in the study represent a worst case condition. If the currently proposed land uses were analyzed, traffic operations would likely be better than or the same as those disclosed in the TIA. Since all study intersections were projected to operate at satisfactory levels of service under the analysis scenarios after the recommended improvements per the TIA, it is expected that the study intersections will continue to operate at satisfactory conditions with the currently proposed site plan.

If you have any questions or would like additional information about the analyses presented in this letter, please call me at (951) 781-9310.

Sincerely,

LSA ASSOCIATES, INC.

Sandipan Bhattacharjee

Sandipan Bhattacharjee, AICP
Transportation Planner

Attachments: Exhibit A – Proposed Densities by TAZ
Exhibit B –Trip Generation Comparison

Exhibit A - General Plan Buildout Land Uses (Acres), Housing, and Employment - Revised Land Uses

	CTP Model Traffic Analysis Zones																
Land Use	**290610**	**290621**	**290622**	**290630**	**290743**	**290752**	**290762**	**290771**	**290772**	**290773**	**290781**	**290782**	**290790**	**Total City**	**Total Sphere**	**New Total**	**Total**
BP (acres)						**51.66**	**73.85**				**9.05**			**60.73**	**73.87**	**134.60**	**134.56**
Retail Employment						239	342				42			281	342	622.96	623
Other Employment						612	875				107			720	875	1,594.78	1,594
C	**5.99**	**32.60**	**1.17**		**96.26**			**27.33**	**11.97**		**19.23**	**7.97**		**235.52**	**0.00**	**235.52**	**202.50**
Retail Employment	118	641	23		1,893			538	235		378	157		4,633	0	4,632.69	3,983
Other Employment	30	163	6		481			137	60		96	40		1,177	0	1,177.25	1,012
City Facilities										**6.41**	**2.67**			**9.08**	**0.00**	**9.08**	**9.08**
Retail Employment															0	0.00	0
Other Employment										359	149			509	0	508.53	508
East Hills				**21.21**									**936.32**	**22.29**	**937.56**	**959.85**	**957.53**
Single Family DU's				19									461	20	844	863.87	480
Multi-Family DU's																0.00	0
H/C Initiative				**690.13**									**548.93**	**690.46**	**582.93**	**1,273.39**	**1,239.06**
Single Family DU's				0									0	138	117	254.68	0
Multi-Family DU's																0.00	0
HDR			**15.93**	**13.61**				**11.73**	**103.75**	**27.52**	**1.44**			**170.69**	**0.00**	**170.69**	**173.98**
Single Family DU's																0.00	0
Multi-Family DU's			382	259				223	1,015	350	27			3,243	0	3,243.11	2,256
Health Care			**29.48**						**50.91**	**31.27**				**105.51**	**0.00**	**105.51**	**111.66**
Retail Employment			78						135	83				279	0	279.04	295
Other Employment			1,481						2,558	1,572				5,302	0	5,301.83	5,611
IND								**14.08**			**3.85**			**17.94**	**0.00**	**17.94**	**17.93**
Retail Employment																0.00	0
Other Employment								188			46			213	0	212.56	233
INST		**62.52**	**62.02**					**0.49**	**69.29**			**8.84**		**208.76**	**0.00**	**208.76**	**203.16**
Retail Employment																0.00	0
Other Employment		1,447	1,435					11	1,603			204		4,831	0	4,830.97	4,701
LDR			**25.66**	**226.80**		**11.54**		**79.56**	**3.12**	**129.06**	**35.38**	**254.83**		**741.74**	**22.24**	**763.98**	**765.95**
Single Family DU's			118	1,043		53		366	14	594	163	1,172		3,412	102	3,514.31	3,523
Multi-Family DU's																0.00	0
MDR			**65.59**					**91.25**	**18.57**	**8.95**	**30.90**	**68.20**		**261.67**	**23.38**	**285.05**	**283.47**
Single Family DU's			203					351	72	34	119	263		1,007	90	1,097.44	1,042
Multi-Family DU's			157					219	45	21	74	164		628	56	684.12	680
MHDR						**25.77**				**15.11**	**16.55**			**57.39**	**0.00**	**57.39**	**57.43**
Single Family DU's						43				25	27			95	0	94.69	95
Multi-Family DU's						198				116	127			442	0	441.90	442
MU		**45.47**	**3.54**				**55.51**	**44.77**	**19.26**		**414.36**	**168.64**		**568.41**	**168.27**	**736.68**	**751.54**
Single Family DU's								49			756	410		795	420	1,215.43	1,215
Multi-Family DU's			35					184	152		610	524		1,145	360	1,505.00	1,505
Retail Employment		210					257	311	606		902	824		2,646	465	3,110.85	3,111
Other Employment		1,212	139				740	149	96		2,071	361		4,411	357	4,768.33	4,768
Office			**4.44**				**2.61**			**6.67**		**4.03**		**15.14**	**2.61**	**17.75**	**17.74**
Retail Employment																	
Other Employment			124				73.00			186.00		112.00		422	73	495.00	
PuOS											**29.44**	**11.23**		**40.66**	**2.00**	**42.66**	**40.68**
West Hills				**893.10**									**27.51**	**933.90**	**45.21**	**979.11**	**920.62**
Single Family DU's				585									50	1,681	81	1,762.40	635
Multi-Family DU's																0.00	0
																0.00	
Total Dwelling Units	**0**	**0**	**896**	**1,906**	**0**	**294**	**0**	**1,393**	**1,297**	**1,141**	**1,904**	**2,532**	**511**	**12,607**	**2,070**	**14,677**	**11,874**
Total Households	**0**	**0**	**851**	**1,811**	**0**	**279**	**0**	**1,323**	**1,233**	**1,084**	**1,809**	**2,406**	**485**	**11,976**	**1,967**	**13,943**	**11,280**
																0.00	
Retail Employment	**118**	**852**	**101**		**1,893**	**239**	**599**	**848**	**976**	**83**	**1,323**	**981**	**0**	**7,839**	**807**	**8,646**	**8,012**
Other Employment	**30**	**2,822**	**3,185**	**0**	**481**	**612**	**1,688**	**485**	**4,318**	**2,117**	**2,469**	**717**	**0**	**17,584**	**1,305**	**18,394**	**18,924**
Total Employment	**148**	**3,674**	**3,286**		**2,374**	**851**	**2,287**	**1,333**	**5,294**	**2,199**	**3,792**	**1,698**	**0**	**25,423**	**2,112**	**27,040**	**26,936**
																0.00	
Total Acres	**5.99**	**140.59**	**207.82**	**1,844.85**	**96.26**	**88.97**	**131.96**	**269.21**	**276.88**	**225.00**	**562.86**	**523.72**	**1,512.76**			**5,997.96**	**5,886.85**

Highlighted cells indicate change in land use densities.

Exhibit B - Trip Generation Comparison

		Analyzed in TIA					Currently Proposed						Difference					
TAZ	Landuse	No. of Units	Unit		A.M.	P.M.	Daily	No. of Units	Unit		A.M.	P.M.	Daily	No. of Units	Unit		A.M.	P.M.	Daily
290630	H/C Initiative	138	DU	Rate[1]	*0.75*	*1.01*	*9.57*	0	DU	Rate[1]	*0.75*	*1.01*	*9.57*	-138	DU	Rate[1]	*0.75*	*1.01*	*9.57*
	Single Family Residential			Trips	104	139	1,321			Trips	0	0	0			Trips	(104)	(139)	(1,321)
	West Hills	1,608	DU	Rate[1]	*0.75*	*1.01*	*9.57*	585	DU	Rate[1]	*0.75*	*1.01*	*9.57*	-1,023	DU	Rate[1]	*0.75*	*1.01*	*9.57*
	Single Family Residential			Trips	1,206	1,624	15,389			Trips	439	591	5,598			Trips	(767)	(1,033)	(9,790)
		TAZ 290630 Total Traffic			**1,310**	**1,763**	**16,709**				**439**	**591**	**5,598**				**(871)**	**(1,173)**	**(11,111)**
290771	Mixed-used	204	DU	Rate[2]	*0.44*	*0.52*	*5.86*	184	DU	Rate[2]	*0.44*	*0.52*	*5.86*	-20	DU	Rate[2]	*0.44*	*0.52*	*5.86*
	Multi-Family Residential			Trips	90	106	1,195			Trips	81	96	1,078			Trips	(9)	(10)	(117)
		TAZ 290771 Total Traffic			**90**	**106**	**1,195**				**81**	**96**	**1,078**				**(9)**	**(10)**	**(117)**
290772	High Density Residential	1,971	DU	Rate[3]	*0.51*	*0.62*	*6.72*	1,015	DU	Rate[3]	*0.51*	*0.62*	*6.72*	-956	DU	Rate[3]	*0.51*	*0.62*	*6.72*
	Multi-Family Residential			Trips	1,005	1,222	13,245			Trips	518	629	6,821			Trips	(488)	(593)	(6,424)
	Mixed-used	202	DU	Rate[2]	*0.44*	*0.52*	*5.86*	152	DU	Rate[2]	*0.44*	*0.52*	*5.86*	-50	DU	Rate[2]	*0.44*	*0.52*	*5.86*
	Multi-Family Residential			Trips	89	105	1,184			Trips	67	79	891			Trips	(22)	(26)	(293)
		TAZ 290772 Total Traffic			**1,094**	**1,327**	**14,429**				**585**	**708**	**7,712**				**(510)**	**(619)**	**(6,717)**
290773	High Density Residential	523	DU	Rate[3]	*0.51*	*0.62*	*6.72*	350	DU	Rate[3]	*0.51*	*0.62*	*6.72*	-173	DU	Rate[3]	*0.51*	*0.62*	*6.72*
	Multi-Family Residential			Trips	267	324	3,515			Trips	179	217	2,352			Trips	(88)	(107)	(1,163)
		TAZ 290773 Total Traffic			**267**	**324**	**3,515**				**179**	**217**	**2,352**				**(88)**	**(107)**	**(1,163)**
290781	Mixed-used	762	DU	Rate[1]	*0.75*	*1.01*	*9.57*	756	DU	Rate[1]	*0.75*	*1.01*	*9.57*	-6	DU	Rate[1]	*0.75*	*1.01*	*9.57*
	Single Family Residential			Trips	572	770	7,292			Trips	567	764	7,235			Trips	(5)	(6)	(57)
	Mixed-used	630	DU	Rate[2]	*0.44*	*0.52*	*5.86*	610	DU	Rate[2]	*0.44*	*0.52*	*5.86*	-20	DU	Rate[2]	*0.44*	*0.52*	*5.86*
	Multi-Family Residential			Trips	277	328	3,692			Trips	268	317	3,575			Trips	(9)	(10)	(117)
		TAZ 290781 Total Traffic			**849**	**1,097**	**10,984**				**835**	**1,081**	**10,810**				**(13)**	**(16)**	**(175)**
290782	Mixed-used	420	DU	Rate[1]	*0.75*	*1.01*	*9.57*	410	DU	Rate[1]	*0.75*	*1.01*	*9.57*	-10	DU	Rate[1]	*0.75*	*1.01*	*9.57*
	Single Family Residential			Trips	315	424	4,019			Trips	308	414	3,924			Trips	(8)	(10)	(96)
	Mixed-used	534	DU	Rate[2]	*0.44*	*0.52*	*5.86*	524	DU	Rate[2]	*0.44*	*0.52*	*5.86*	-10	DU	Rate[2]	*0.44*	*0.52*	*5.86*
	Multi-Family Residential			Trips	235	278	3,129			Trips	231	272	3,071			Trips	(4)	(5)	(59)
		TAZ 290782 Total Traffic			**550**	**702**	**7,149**				**538**	**687**	**6,994**				**(12)**	**(15)**	**(154)**
290790	East Hills	420	DU	Rate[1]	*0.75*	*1.01*	*9.57*	410	DU	Rate[1]	*0.75*	*1.01*	*9.57*	-10	DU	Rate[1]	*0.75*	*1.01*	*9.57*
	Single Family Residential			Trips	315	424	4,019			Trips	308	414	3,924			Trips	(8)	(10)	(96)
	H/C Initiative	534	DU	Rate[1]	*0.75*	*1.01*	*9.57*	524	DU	Rate[1]	*0.75*	*1.01*	*9.57*	-10	DU	Rate[1]	*0.75*	*1.01*	*9.57*
	Single Family Residential			Trips	401	539	5,110			Trips	393	529	5,015			Trips	(8)	(10)	(96)
		TAZ 290790 Total Traffic			**716**	**964**	**9,130**				**701**	**943**	**8,938**				**(15)**	**(20)**	**(191)**
TOTAL TRAFFIC					**4,874**	**6,284**	**63,111**				**3,357**	**4,323**	**43,482**				**(1,518)**	**(1,961)**	**(19,628)**

[1] Rates based on Land Use 210 - Single Family Detached Housing from Institute of Transportation Engineers '(ITE) *Trip Generation*, 7th Edition.

[2] Rates based on Land Use 230 - Residential Condominium/Townhouse from ITE *Trip Generation*, 7th Edition.

ATTACHMENT B

Transportation And Circulation Element
(October 2004)

ATTACHMENT C

Resolution Certifying the TIA Report (May 13, 2004)

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOMA LINDA CERTIFYING THE TRAFFIC IMPACT ANALYSIS REPORT FOR THE GENERAL PLAN UPDATE PROJECT PURSUANT TO THE CONGESTION MANAGEMENT PLAN

WHEREAS, on November 3, 1993 the San Bernardino Associated Governments adopted the Congestion Management Plan (CMP) pursuant to California Government Code Section 65089.3(a) which requires the county and cities to adopt and implement "a program to analyze the impacts of land use decisions, including an estimate of the costs associated with mitigating these impacts" on the CMP network of roadways; and

WHEREAS, the City Council adopted a Land Use/Transportation Analysis Program for the City pursuant to the CMP for the City of Loma Linda by Resolution No. 1740 on March 23, 1993; and

WHEREAS, in May 2001, the City determined that the proposed General Plan Update Project would exceed the CMP thresholds and one half of the California Environmental Quality Act (CEQA) thresholds as established in the City's Resolution No. 1740 and thus warranted the preparation of a Transportation Impact Analysis (TIA) Report pursuant to the Congestion Management Plan (CMP); and

WHEREAS, the City determined that there were public concerns about the potential traffic impacts from future growth and development, and held a special workshop on the Draft Transportation and Circulation Element on November 13, 2002 in an effort to identify the key roadways and intersections that would be affected; and

WHEREAS, a Draft TIA Report was prepared on November 17, 2003 to address the traffic impacts of the General Plan Update Project on designated CMP roadways and Freeways, appropriate mitigation and fair share contribution toward CMP roadway and Freeway improvements; and

WHEREAS, the Draft TIA Report was intended to be a "Master" TIA that also would be used to address the traffic impacts of the development projects within the planning area on designated CMP roadways and Freeways, appropriate mitigation and fair share contribution toward CMP roadway and Freeway improvements; and

WHEREAS, the Draft TIA Report was made available to the various regional and sub-regional agencies and to the adjacent jurisdictions for their review during a 21-day review period which began on April 5, 2004 and ended on April 26, 2004 as required by the CMP; and

WHEREAS, the San Bernardino Associated Governments accepted and approved the Draft TIA Report on May 11, 2004; and

WHEREAS, verbal and written comments were received on the Draft TIA Report and responded to via changes to the TIA Report that was finalized on May 13, 2004; and

WHEREAS, the City Council reduced residential densities and residential areas proposed in the Draft General Plan and directed staff to reevaluate the trip generation numbers based on the revised residential densities, which resulted in the preparation of the Revised Trip Generation Analysis Report (October 4, 2005); and

WHEREAS, the Revised Trip Generation Analysis Report shows that the reduced densities will lead to a forecast reduction of 1,518 trips in the a.m. peak hour, 1,961 trips in the p.m. peak hour, and 19,628 daily trips.

WHEREAS, the TIA Report (May 13, 2004) provides a worst-case analysis in light of the reduced residential densities and residential areas as evidenced by the forecast reductions that are described in the Revised Trip Generation Analysis Report.

WHEREAS, the City Council conducted a noticed public hearing on October 11, 2005 and fully reviewed and considered the TIA Report (May 13, 2004), Community Development Staff Report, and recommendations of the Community Development Department.

NOW, THEREFORE BE IT RESOLVED, FOUND AND DETERMINED BY THE CITY COUNCIL OF THE CITY OF LOMA LINDA THAT:

A. The TIA Report for the General Plan Update Project has been completed in compliance with the regional CMP and the City's Land Use/Transportation Analysis Program and found to be consistent with the regional CMP model. The TIA Report and all the evidence and information contained therein is attached hereto as Attachment A (TIA Report) and incorporated herein by reference.

B. The TIA Report was presented to the City Council who reviewed and considered the information in the land use decision and traffic impact mitigation process prior to approving the General Plan Update Project.

C. The TIA Report has identified all of the General Plan Update Project's traffic impacts to designated CMP roadways and Freeways, the appropriate mitigation and fair share contribution toward CMP roadway and freeway improvements.

D. The TIA Report was prepared as the City's Master TIA and the document will be used to address the traffic impacts of the development projects within the planning area on designated CMP roadways and Freeways, appropriate mitigation and fair share contribution toward CMP roadway and Freeway improvements.

E. The General Plan Update Project's traffic impacts, with the exception of the significant and unavoidable impact identified in the Final Program Environmental Impact Report, can be mitigated by the implementation of the mitigation measures as identified in the TIA Report.

F. The General Plan Update Project's estimated fair share contribution is $32,868,787 for CMP roadway improvements and $21,018,404 for freeway improvements.

G. The City Council has carefully considered the project's traffic impacts to designated CMP roadways and freeways, the appropriate mitigation and fair share contribution toward CMP roadway and freeway improvements. The City Council have agreed to find and set aside funding and to collect traffic impact mitigation fees from new development projects for the General Plan Update Project's estimated fair share contribution for freeway and interchange improvements to be paid when said improvements are needed.

NOW, THEREFORE BE IT FURTHER RESOLVED, FOUND AND DETERMINED by the City Council of the City of Loma Linda that the Traffic Impact Analysis (TIA) for the City of Loma Linda General Plan Update Project is certified.

PASSED, APPROVED AND ADOPTED this 11th day of October 2005 by the following vote:

Ayes:
Noes:
Absent:
Abstain:

_____
Floyd Petersen, Mayor

ATTEST:

_____
Pamela Byrnes-O'Camb, City Clerk

6.0 TRANSPORTATION AND CIRCULATION ELEMENT

Circulation is one of the most pervasive issues of the General Plan, and is related to land use, community design, economic development, air quality, energy consumption, and the City's infrastructure. The Circulation and Transportation element define the City's overall planned transportation system. This element identifies and establishes the City's policies governing streets and highways, public transit network, bicycle routes, pedestrian ways, and other components of the circulation system. The identified goals and policies are intended to provide guidance and specific actions to ensure the continued safe and efficient movement of people and goods within and through the City.

State law recognizes that circulation and land use are closely related, and requires that these two components of a City's General Plan be correlated. Through a comprehensive program of transportation and land use planning, the City will ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development. Loma Linda's transportation issues affect more than just the City, and are of a regional nature, involving adjacent communities as well as State and Federal agencies. Thus, the City's circulation plan has been coordinated with those of surrounding jurisdiction, as well as with the plans and programs of regional, State, and Federal transportation agencies.

6.1 EXISTING ROADWAY NETWORK

The circulation network provides the linkage between land uses and facilitates access to home, shopping, jobs, and recreation. While this network is planned to provide sufficient capacity to accommodate the growth envisioned in the General Plan, the City must plan not only for roadway capacity improvements, but also for alternatives to roadway widening such as bus, bicycle, and pedestrian circulation systems.

Figure 6.1 shows the existing roadway network. Major east-west highways (arterials) include the following:

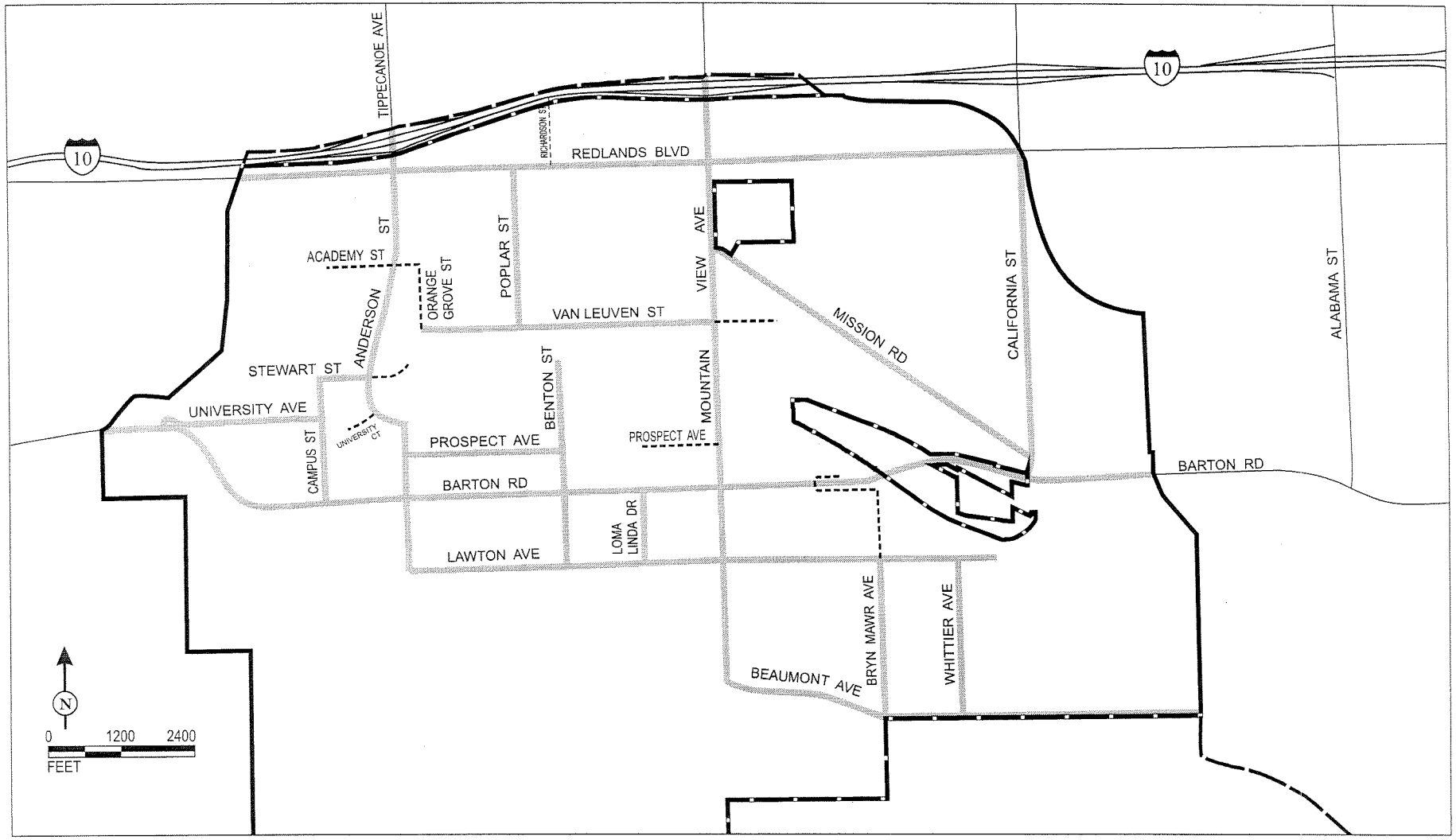

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Figure 6.1

CITY OF LOMA LINDA

CITY OF LOMA LINDA PLANNING AREA

GENERAL PLAN ROADS

LOCAL ROADS

City f Loma Linda General Plan

MAJOR ROADWAYS

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- Redlands Boulevard – A four-lane roadway with a continuous two-way center turn lane. Speed limit is generally 45 mph.
- Van Leuven Street – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Stewart Street – A two-lane undivided roadway. Speed limit is generally 30 mph.
- University Avenue – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Prospect Avenue – A two-lane undivided roadway. Speed limit is generally 30 mph.
- Barton Road – A four-lane roadway with bike lanes and a wide, lushly landscaped median with left turn pockets at major intersections. Speed limit is 45 mph west of Mountain View Avenue and 55 mph east of Mountain View Avenue. Landscaped median exists west of Newport Avenue. Bike lanes exist west of the bridge over Union Pacific Railroad (UPRR).
- Lawton Avenue – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Beaumont Avenue – A two-lane undivided roadway. Speed limit is generally 45 mph.

Major north-south highways (arterials) include the following:

- Campus Street – A two-lane undivided roadway. Speed limit is generally 30 mph.
- Anderson Street – A four-lane roadway with a two-way center turn lane or left turn pockets from the I-10 freeway to Barton Road. A two-lane undivided roadway south of Barton Road. Bike lanes exist from Court Street to University Avenue. Speed limit is 35 mph north of University Avenue, 25 mph between University Avenue and Barton Road, and 30 mph south of Barton Road.
- Poplar Street – A narrow two-lane undivided roadway. No posted speed limit.
- Benton Street – A two-lane undivided roadway. No posted speed limit.
- Loma Linda Drive – A two-lane undivided roadway. No posted speed limit.
- Mountain View Avenue – Generally, a four-lane roadway with a continuous center turn lane; speed limit is 40 mph. Narrows to three lanes (two southbound, one northbound) with no center turn lane between Van Leuven Street and Barton Road as it crosses the San Timoteo Creek and the UPRR; speed limit on this section is 35 mph.
- Bryn Mawr Avenue – A two-lane undivided roadway. Speed limit is generally 35 mph.
- Whittier Avenue – Generally, a two-lane undivided roadway. No posted speed limit other than 25 mph school zone. A two-way center turn lane exists between George Street and Picton Street.
- California Street – A two-lane undivided roadway. Speed limit is generally 45 mph.

In addition, Mission Road is an arterial that runs northwest to southeast from Mountain View Avenue to California Avenue. It is a two-lane undivided roadway. The speed limit is generally 45 mph, except for the residential area along the several hundred feet immediately east of Mountain View Avenue, where the speed limit is 35 mph.

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS), which are defined using the letter grades A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. Brief descriptions of the six levels of service are as follows:

Level of Service Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds reduce substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

All of the intersections in the City currently operate at LOS C or better except for the Anderson Street/1-10 Westbound Ramps and Richardson Street/Redlands Boulevard during the p.m. peak hour when both intersections operate at LOS F. The average daily traffic volumes are shown in Figure 6.2.

6.2 BICYCLE FACILITIES

According to the Caltrans Highway Design Manual, bicycle facilities are categorized by the degree of separation from motorized vehicles that they provide for bicycles:

- Class I facilities provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow minimized.
- Class II facilities provide a striped lane for one-way bike travel on a street or highway.
- Class III facilities provide for shared use of a lane with pedestrian or motor vehicle traffic.

Figure 6.3 illustrates existing bicycle facilities in the City.

6.3 PUBLIC TRANSPORTATION

Omnitrans is the primary provider of public transportation within the western portion of San Bernardino County, including the City of Loma Linda. Omnitrans operates five routes that traverse Loma Linda. The Riverside Transit Authority also operates one route that connects Loma Linda to downtown Riverside. There are about 60 bus stops in the City, with approximately 1,400 average weekday boardings on all Omnitrans routes in Loma Linda. According to the Riverside Transit Authority, approximately 29,000 passengers ride its Route 25 monthly; however, data are not available identifying the number of passengers boarding or leaving buses in Loma Linda. LLUMC and the VA Medical Center dial-a-ride also provide limited bus services.

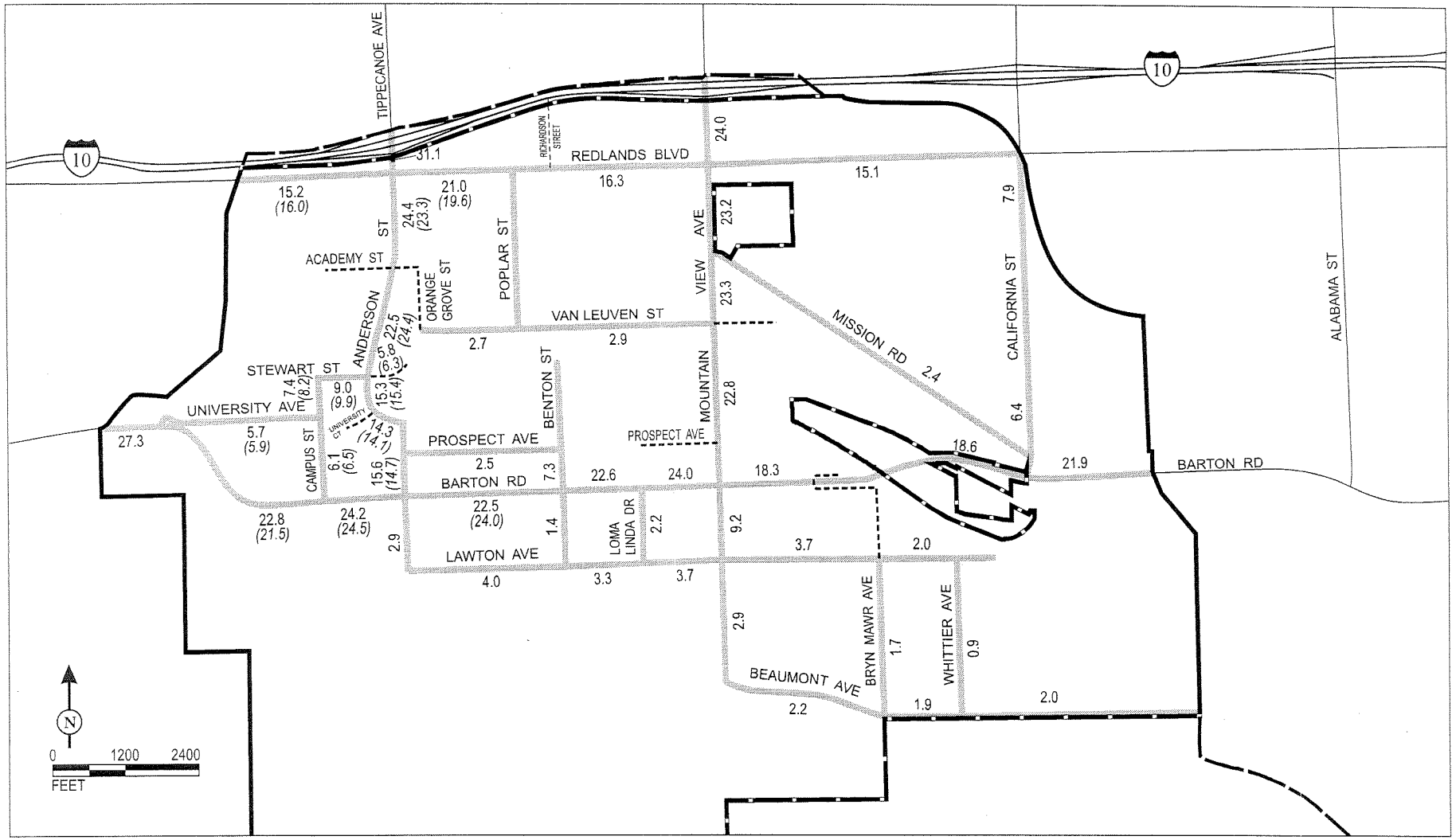

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Figure 6.2

CITY OF LOMA LINDA

CITY OF LOMA LINDA PLANNING AREA

GENERAL PLAN ROADS

LOCAL ROADS

1.0 (1.0) SUMMER (FALL) AVERAGE DAILY TRAFFIC VOLUMES IN THOUSANDS

City of Loma Linda General Plan

EXISTING AVERAGE DAILY TRAFFIC VOLUMES

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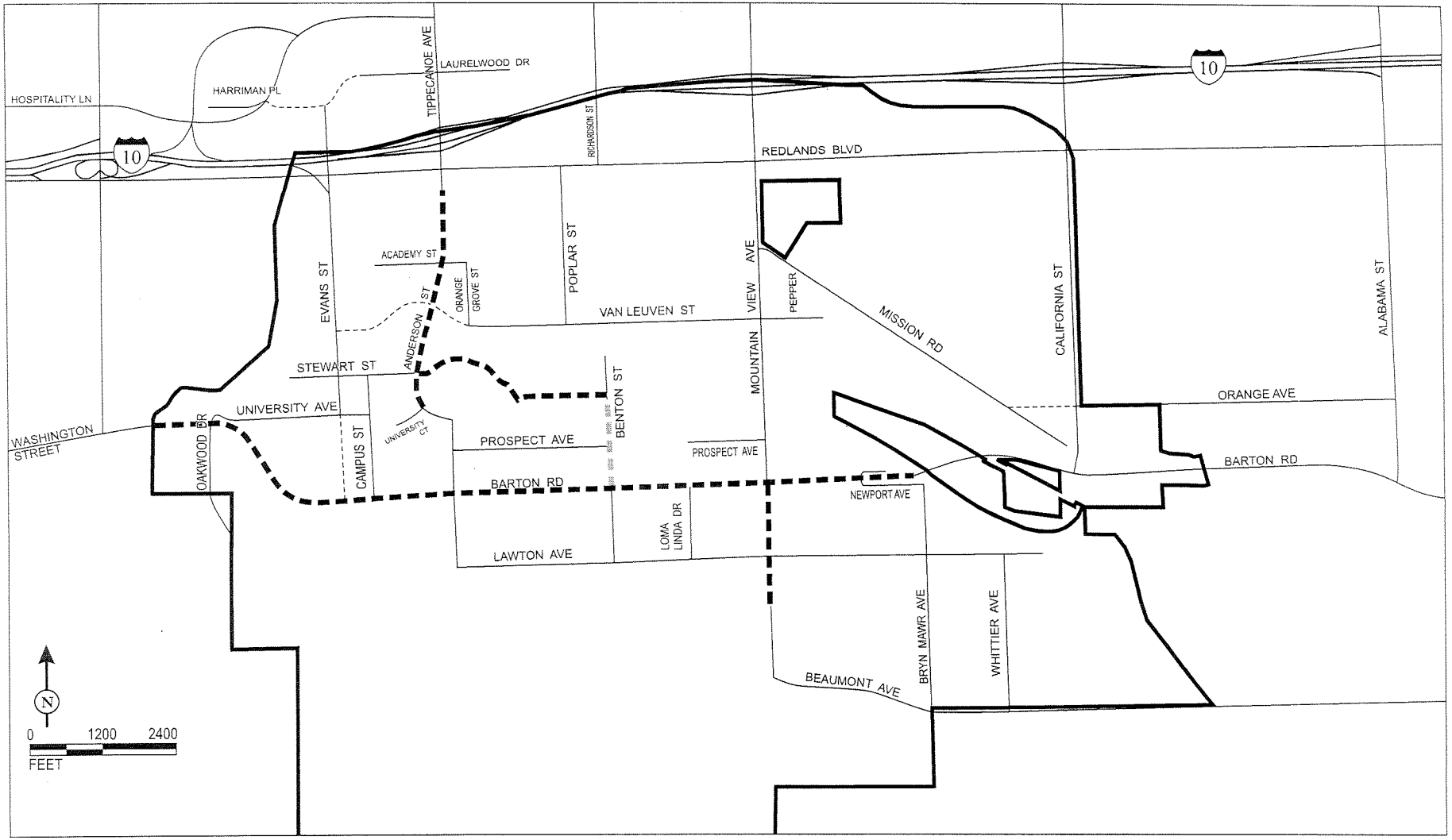

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Figure 6.3

CITY OF LOMA LINDA

LOCAL ROADS

CLASS II BICYCLE FACILTY

CLASS III BICYCLE FACILITY

City of Loma Linda General Plan

EXISTING BICYCLE FACILITIES MAP

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6.4 PARKING

Parking requirements and standards for development within the City of Loma Linda are incorporated in the City's Zoning Ordinance. Parking facilities currently appear to be adequate throughout the community, except for areas around Loma Linda University and the Loma Linda University Medical Center. Because of the high parking demand generated by the University and Medical Center, parking is at a premium in this portion of the City. The proximity of residential areas to the University and Medical center highlights the need to expand off-street parking availability in the area. In response to residents' concerns about the availability of parking on local streets, the City has instituted a residential preferential parking permit program. Under this program, parking on residential streets in the vicinity of the University and the Medical Center is restricted to residents and their guests from 8:00 a.m. to 5:00 p.m. on weekdays. Residents are issued one permit per registered vehicle plus one guest pass.

6.5 TRUCK ROUTES

The City has designated Redlands Boulevard, Anderson Street, Mountain View Avenue north of Barton Road, and Barton Road as truck routes. No other roads in the City are designated as truck routes.

6.6 PEDESTRIAN ROUTES/TRAILS

The City facilitates pedestrian travel through the design of pedestrian-oriented neighborhoods with well-connected streets and sidewalks. The City also provides convenient and safe sidewalk routes to shopping, schools and recreation areas. One such route connects Hulda Crooks Park to Beaumont Avenue thus encouraging pedestrian travel. In addition, the City provides an off-road trail system designed for walking and hiking activities. The Conservation and Open Space Element includes the Trails Plan which covers the City and sphere of influence. One of these proposed pedestrian trails is the Edison Easement Trail, which is partially complete, and parallels Mountain Avenue between Redlands Boulevard and Beaumont Avenue. This trail, as shown on the Figure 9.1 (Conservation and Open Space Element), continues throughout the Badlands on the several utility easements in the area with the consent of the landowners, Southern California Edison Company. Another proposed trail, the San Timoteo Creek Trail, follows the creek from Anderson Street to the City limits, providing the flood control district grants approval. For further discussion of the Trail System see the Conservation and Open Space Element.

6.7 RAILROAD LINES

A Union Pacific Railroad (UPRR) line runs from northwest to southeast through the City. Grade separations exist at Anderson Street, Mountain View Avenue, and Barton Road. In addition, a Burlington Northern Santa Fe Railroad (BNSF) line runs along part of the City's northern border. However, the Mission Channel physically separates this railroad line from the rest of Loma Linda. Neither railroad has any spur lines that serve properties in Loma Linda.

6.8 REGIONAL TRANSPORTATION IMPROVEMENT PLANS

Several planned transportation improvements have been programmed for completion in the seven-year Capital Improvement Program (CIP) contained in the San Bernardino Congestion Management Program (CMP). The County CMP provides the overall direction and approach for the regional

transportation system, and includes specific projects that may affect the future regional transportation system. The projects included in the CIP are those that:

- Maintain or enhance the performance of the multi-modal transportation system, and minimize travel delay;
- Assist in focusing available transportation funding on cost-effective responses to subregional and regional transportation needs;
- Provide for technical consistency in multi-modal transportation system analysis;
- Help to coordinate development and implementation of subregional transportation strategies across jurisdictional boundaries;
- Anticipate the impacts of proposed new development on the multi-modal transportation system, provide consistent procedures to identify and evaluate the effectiveness of mitigation measures, and provided for adequate funding of mitigation measures;
- Promote air quality and improve mobility through implementation of land use and transportation alternatives or incentives that reduce both vehicle trips and miles travels, and vehicle emission; and
- Participate in tier I and II traffic signal coordination with SANBAG.

The following regional roadway improvements within the City of Loma Linda are identified in the CMP Capital Improvement Program and the Final 2002 Regional Transportation Improvement Program (RTIP):

- Anderson Street/Tippecanoe Avenue from University Court to Hospitality Lane – Provide traffic signal coordination and timing interconnect at seven traffic signals and install emergency preemption of traffic signal operation;
- Mountain View Avenue from Van Leuven to Prospect – Widen existing bridge from three lanes to four lanes – Add pedestrian walkway to outside of bridge;
- Redlands Boulevard at California Street – Widen intersection and install traffic signals and drainage;
- Redlands Boulevard from east City limits to west City limits – Widen from four lanes to six lanes; and
- California Street from Barton Road to Redlands Boulevard – Widen from two to six lanes.

6.9 CIRCULATION ISSUES AND OPPORTUNITIES

Evans Street Extension. To assist in relieving the congestion at the Anderson Street/Tippecanoe Avenue interchange, a new exit is proposed at Evans Street. This eastbound exit is proposed to connect to a new roadway, Evans Street, which will extend from the I-10 to Barton Avenue. Construction of this interchange, along with an eastbound auxiliary lane between the new off-ramp and the existing Anderson Street/Tippecanoe Avenue interchange, will provide an alternative route for eastbound freeway traffic to access the University and Medical Center, as well as other facilities within Loma Linda. It is anticipated that this interchange the new interchange will provide significant traffic relief to the congested existing Anderson Street/Tippecanoe Avenue interchange.

Anderson Street/Tippecanoe Avenue Interchange - Redlands Boulevard/Anderson Street. As noted in the existing conditions, this intersection operates at LOS F during p.m. peak hours. To

alleviate some of the operation issues, a protected left turn lane is to be constructed in 2003. In addition, the existing geometrics of the intersection make southbound right turns difficult for trucks servicing existing commercial uses along Redlands Boulevard. Modification of the curb line at the northwest quadrant of the intersection is needed to improve the truck turning radius.

Mountain View Avenue Interchange. As part of a regional truck traffic study, improvements to this interchange are being reviewed. It is anticipated that improvements to this interchange will be constructed by 2010.

Redlands Boulevard/California Avenue Intersection. Improvements to this intersection are necessary to realign the two streets and eliminate the current offset configuration.

California Street/Mission Road and California Street/Barton Road Intersections. These intersections are in close proximity. Realignment of Mission road to move its intersection with California Street to the north is proposed in the General Plan.

Access to Southern Hills. Three potential points of access to the southern hills exist at Welebir Street, Richardson Street, and Oakwood Drive. In consideration of the City's Hillside Management initiative, access to the western portion of the southern hillside area will be limited to Oakwood Drive, with emergency access provided to the west to Reche Canyon.

6.9.1 Future Traffic Demands

New development within the City of Loma Linda along with regional growth will result in an increase in traffic volumes with in the City. Loma Linda recognizes that even by constantly expanding the local roadway network and providing an ongoing sequence of programmed street improvements, problems of traffic congestion will continue. Providing a real solution to traffic congestion requires a balanced approach to future transportation improvements.

In order to estimate the effect of future traffic on the City's arterial roadway system, the East Valley Traffic Model was used. The model included the land uses proposed in the General Plan Update as well as the most recent data for long-range regional transportation patterns (Figure 6.4). To accommodate this anticipated increase in traffic volumes, a master circulation plan was developed. Figure 6.5 illustrates Loma Linda's Circulation Plan, which has been developed to provide acceptable access to and within the City with General Plan build out.

This plan includes existing and proposed major thoroughfares. Loma Linda's roadway classifications consist of the following categories:

- *Freeway*. Freeways are divided highways with full control of access and grade separations for all intersecting traffic flows. There are no intersection at-grade, traffic signals, pedestrians, or parking on freeways to interfere with the continuity of high-capacity, high-speed traffic flow. Freeways are designed to provide regional rather than local traffic movement.
- *Six-lane Divided Highway*. A major arterial roadway with six lanes of through traffic (three in each direction) with a landscaped, raised median. This roadway serves large volumes of through traffic between different sections of the City and may provide access to freeways. The primary function of this arterial is to provide for through traffic movement. The six-lane divided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Additional turning lanes are typically provided at intersections.

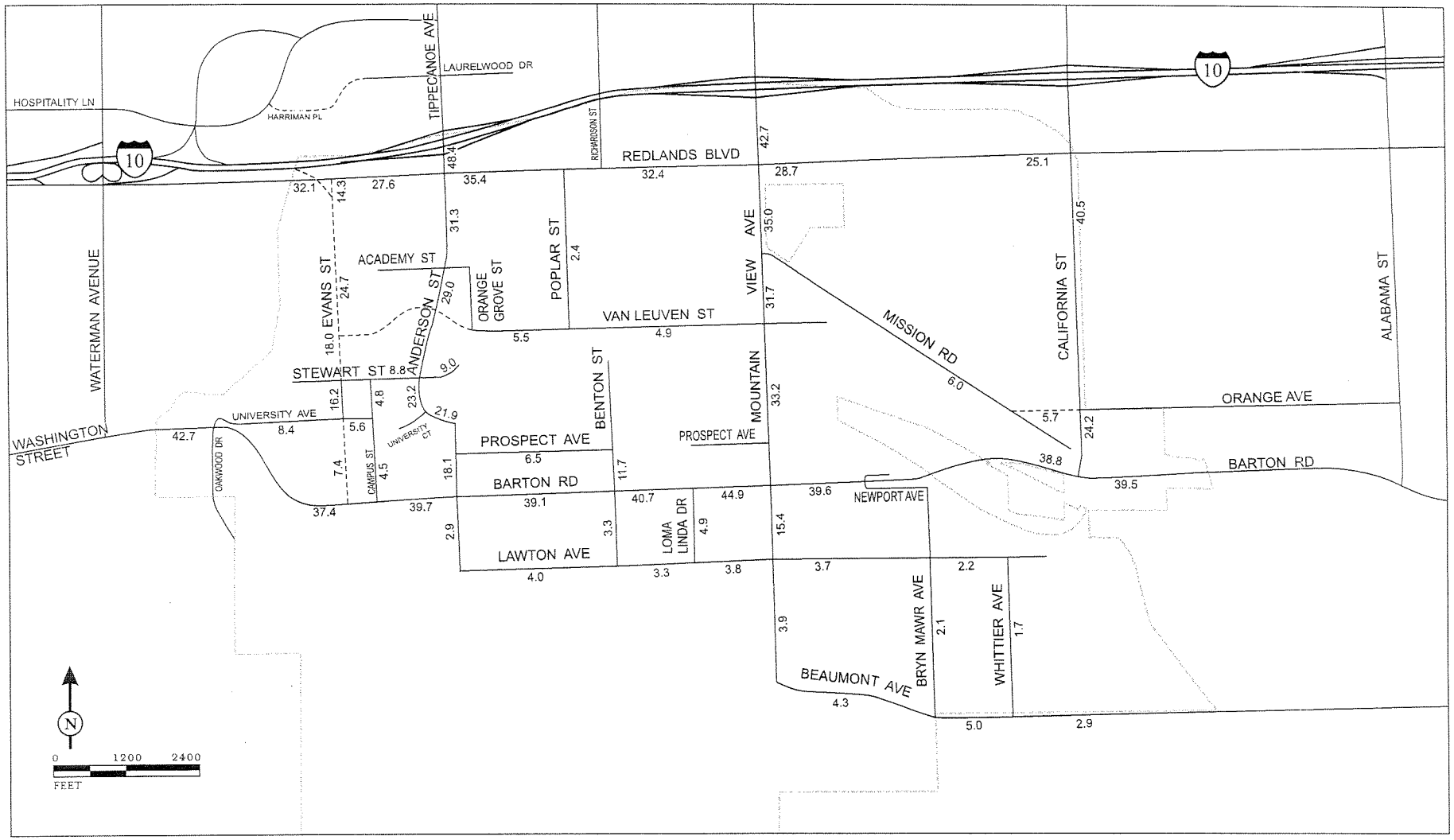

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FIGURE 6.4

4.8 AVERAGE DAILY TRAFFIC VOLUME IN THOUSANDS

FUTURE ROADWAY (ALIGNMENT UNDETERMINED)

CITY OF LOMA LINDA

City of Loma Linda General Plan

BUILD OUT DAILY TRAFFIC VOLUMES

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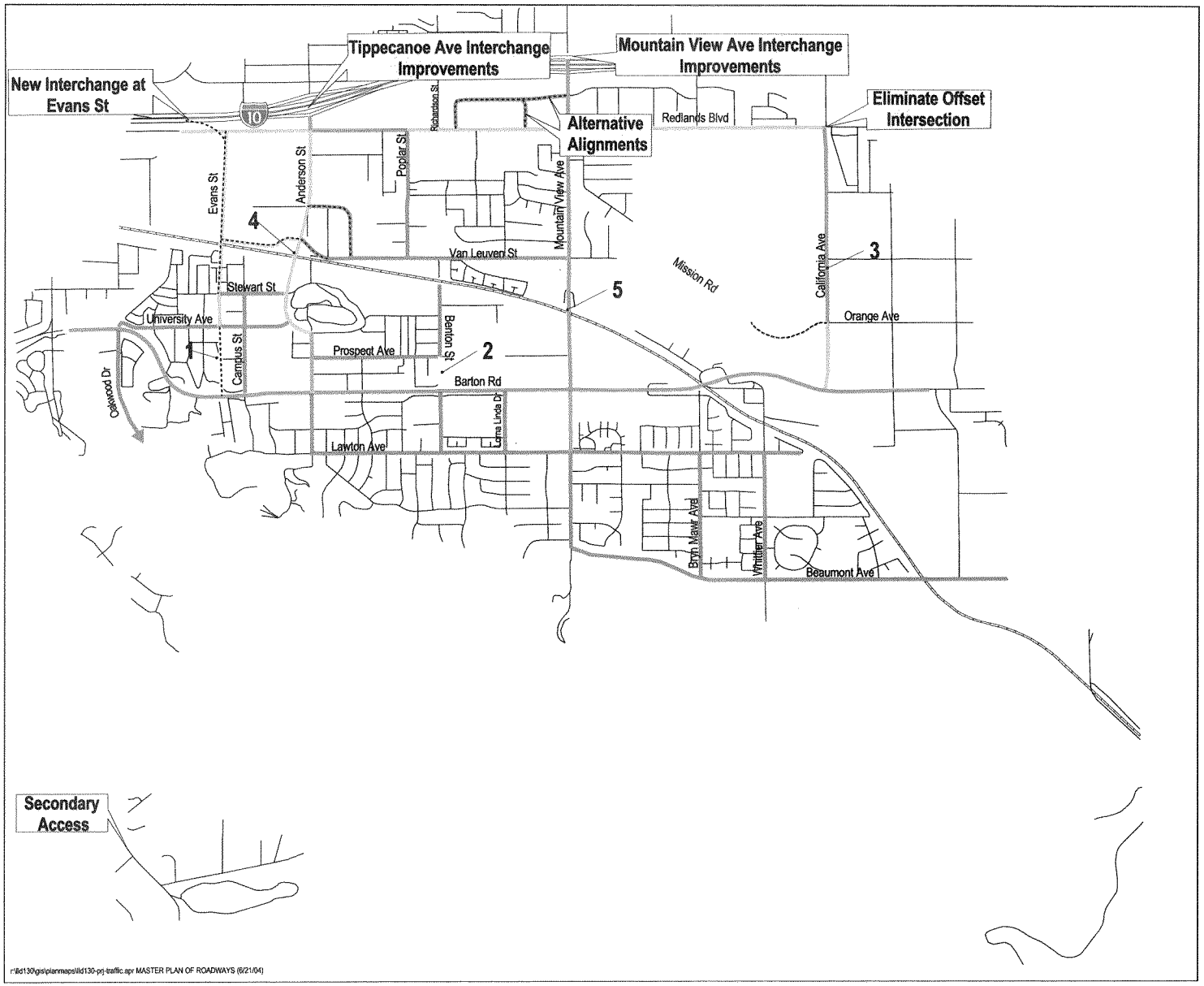

LEGEND

- FUTURE ROADWAY
- 2-LANE UNDIVIDED ROADWAY
- 2-LANE DIVIDED ROADWAY
- 4-LANE UNDIVIDED ROADWAY
- 4-LANE DIVIDED ROADWAY
- 6-LANE DIVIDED ROADWAY
- SPECIAL CIRCUMSTANCES

JURISDICTIONAL AND INFRASTRUCTURE

- CITY LIMIT
- SPHERE OF INFLUENCE
- FREEWAY
- RAILROAD

SPECIAL CIRCUMSTANCES AREAS

1 - 2-Lane Roadway 2-Way Center Left Turn Lane.
2 - 2-Lane Divided Roadway with Possible Additional Lanes at the Intersection.
3 - 6-Lane Divided at Redlands Blvd. 4-Lane divided at Mission Rd. Transition from 4 lanes to 6 lanes will depend on access points to future development.
4 & 5 - Widen Bridge at Railroad.

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FIGURE 6.5

City of Loma Linda General Plan

MASTER PLAN OF ROADWAYS

- *Four-lane Divided Highway.* A four-lane (two in each direction) primary arterial highway with a landscaped, raised median. Direct access for individual uses along four lane divided highways is limited to intersecting streets and major driveways serving larger uses. Four-lane divided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Additional turning lanes are typically provided at intersections.
- *Four-lane Undivided Highway.* A secondary arterial highway with four lanes of roadway (two in each direction) and no median. Arterials need to have sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Four-lane undivided highways have been proposed to provide sufficient carrying capacity so as to prevent the undesirable diversion of through traffic into residential neighborhoods. Left-turn lanes are typically provided at intersections.
- *Two-lane Undivided Highway.* A collector street with relatively moderate-speed, moderate-volume, with two through lanes (one in each direction), designed for circulation within and between neighborhoods. These roads serve relatively short trips, and are meant to collect and distribute traffic from local streets to the arterial network. Left-turn lanes are typically provided at major intersections.
- *Local Streets.* These streets are primarily used for access to individual abutting land uses. These streets are more pedestrian-oriented than collector or arterial roadways, and will also carry higher volumes of bicycle traffic. Through vehicular traffic is discouraged.
- *Special Circumstances.* Traffic volumes along certain roadways require special treatment, and are identified on the Circulation Plan as having "Special Circumstances." These include the southern end of proposed Evans Street between University Avenue and Barton Road, which is to be designed as a two-lane street, with a continuous two-way left turn lane in the median. Redlands Boulevard is to be provided with additional through lanes at its intersection with Anderson Street. Similarly, Benton Street is to be with additional through lanes at its intersection with Barton Road. To preserve the historic district, a two-lane divided highway is to be provided on a major portion of Mission Road even though the volume on the roadway meets the guidelines for a four-lane roadway.

6.10 GUIDING POLICY

Provide a balanced, convenient, energy-efficient and safe transportation system that incorporates all feasible modes of transportation.

6.10.1 Vehicular Circulation

Transportation conditions on Loma Linda roadways are generally acceptable, with congestion developing at the intersections of major roadways at freeway interchanges during peak hours. As traffic volumes increase throughout the City due to future development within Loma Linda and surrounding communities, it will be critical to improve the local roadway system to provide additional capacity, including extending or expanding existing roadways, and providing connections between existing roadways.

Implementing Policies - Vehicular Circulation

a. Facilitate roadway capacity by implementing the Loma Linda Circulation Plan.

- Pursue the Evans Street interchange and roadway extension.

- Although included in regional funding for additional lanes, maintain a four-lane divided highway on Redlands Boulevard except at intersection of Anderson Street where additional through lanes will be necessary.
- Provide access to new development in the southern hills via Oakwood Drive, with emergency access connection to Reche Canyon.

b. Promote the design of arterial and collector roadways to optimize safe traffic flow within established roadway configurations by minimizing driveways and intersections, uncontrolled access to adjacent parcels, on-street parking, and frequent stops to the extent consistent with the character of adjacent land uses.

c. As development occurs, provide adequate capacity at intersections to accommodate future traffic volumes by installing intersection traffic improvements and traffic control devices, as needed.

- At the intersection of California Street and Redlands Boulevard, add additional lanes as necessary.
- At the intersection of Benton Street and Barton Road, provide additional lanes when necessary.
- Provide additional lanes at Anderson Street and Redlands Boulevard to accommodate traffic as needed.
- Provide two-way center left turn lane at the intersection of the proposed Evans Street as needed.
- Realign Mission Road intersection to coincide with Orange Avenue intersection.

d. Facilitate the synchronization of traffic signals along Redlands Boulevard, Barton Road, Anderson Street, and Mountain View Avenue.

e. Require the provision of reciprocal access and parking agreements between adjacent land uses where appropriate to facilitate off-street vehicular movement between adjacent commercial and other non-residential uses, and to reduce the number of driveways along major roadways.

f. Encourage regional goods movement to remain on area freeways and other appropriate routes.

g. Require the design of new developments to focus through traffic onto arterial streets, and away from local neighborhoods.

h. Require that existing driveways that are unnecessary or substandard be removed or upgraded, wherever feasible, in conjunction with any on-site development or any adjacent street construction.

i. Where single-family residences have no feasible alternative but to front on collector or arterial roadways, require, wherever possible, that circular driveways or on-site turnarounds be provided to eliminate the need for residents to back onto the street.

j. Locate driveways on corner parcels as far away from the intersection as is possible.

k. Avoid locating driveways within passenger waiting areas of bus stops or within bus bays. Locate driveways so that drivers will be able to see around bus stop improvements.

l. Where a series of traffic signals is provided along a route, facilitate the coordination of traffic signals to optimize traffic progression on a given route. Traffic signalization should emphasize facilitating access from neighborhood areas onto the City's primary roadway network, and should work to discourage through traffic from using local streets.

m. Expand intersections to include additional turning and through lanes at intersections where needed to relieve congestion and improve intersection operation, so long as the intersection can continue to accommodate pedestrians and bicyclists. Avoid traffic system improvements that facilitate vehicular turning and bus movements, but that also discourage pedestrian or bicycle movements.

n. Maintain the first priority for public streets of providing safe and efficient travel for the public with on-street parking as a second priority.

o. Pursue construction of parking structures within the downtown area to serve projected parking demand and facilitate mixed-use development without the need to meet off-street parking standards on each individual parcel.

p. Work with the Loma Linda University/Medical Center to provide a direct connection of Van Leuven Street to Anderson Street, preferably at the existing intersection of Academy Street.

q. Work with the Loma Linda Academy to modify its entry to provide stacking room for parents' vehicles waiting to drop off or pick up students.

r. As part of the development of the mixed-use area west of California Street, realign Mission Road to connect to Orange Street. West of California Street, design the realigned Mission Road to maximize access to lands north of Barton Road.

6.10.2 Non-motorized Transportation

Bicycling and walking are key elements of Loma Linda's planned circulation system. A trail system has been adopted and is shown in Figure 9.1 of the Conservation and Open Space Element. In addition, the City currently has an extensive network of sidewalks that enhance neighborhoods' accessibility, and help to reduce reliance on the private automobile for mobility within the community.

Maintaining a system of bicycle facilities in Loma Linda is important, both as recreation and transportation. Bikeways are becoming increasingly important because they are a non-polluting alternative mode of transport, and provide links to schools, civic and neighborhood shopping centers and employment within the region. By providing bicycle routes throughout the City, riders will be able to travel with a greater sense of security (Figure 6.6).

The City's Master Plan of Bikeways as shown in Figure 6.6 has three bicycle facility classifications. Bike trails (Class I) are facilities at least eight feet in width that are physically separated from vehicular roadways and are reserved exclusively for bicycle use. Bike lanes (Class II) consist of a painted stripe reserving at least five feet nearest the curb for bicycle use. Bike routes (Class III) are designated only with signs and are mainly used to bridge short distances between bike lanes or trails.

Implementing Policies – Non-motorized Transportation

a. Design new residential neighborhoods to provide safe pedestrian and bicycle access to schools, parks and neighborhood commercial facilities through explicit development requirements for such amenities.

b. Provide lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and which contributes to pedestrian, and bicycle safety.

c. Maintain roadway designs that maintain mobility and accessibility for bicyclists and pedestrians through incorporation of sidewalks and bicycle lanes, where appropriate.

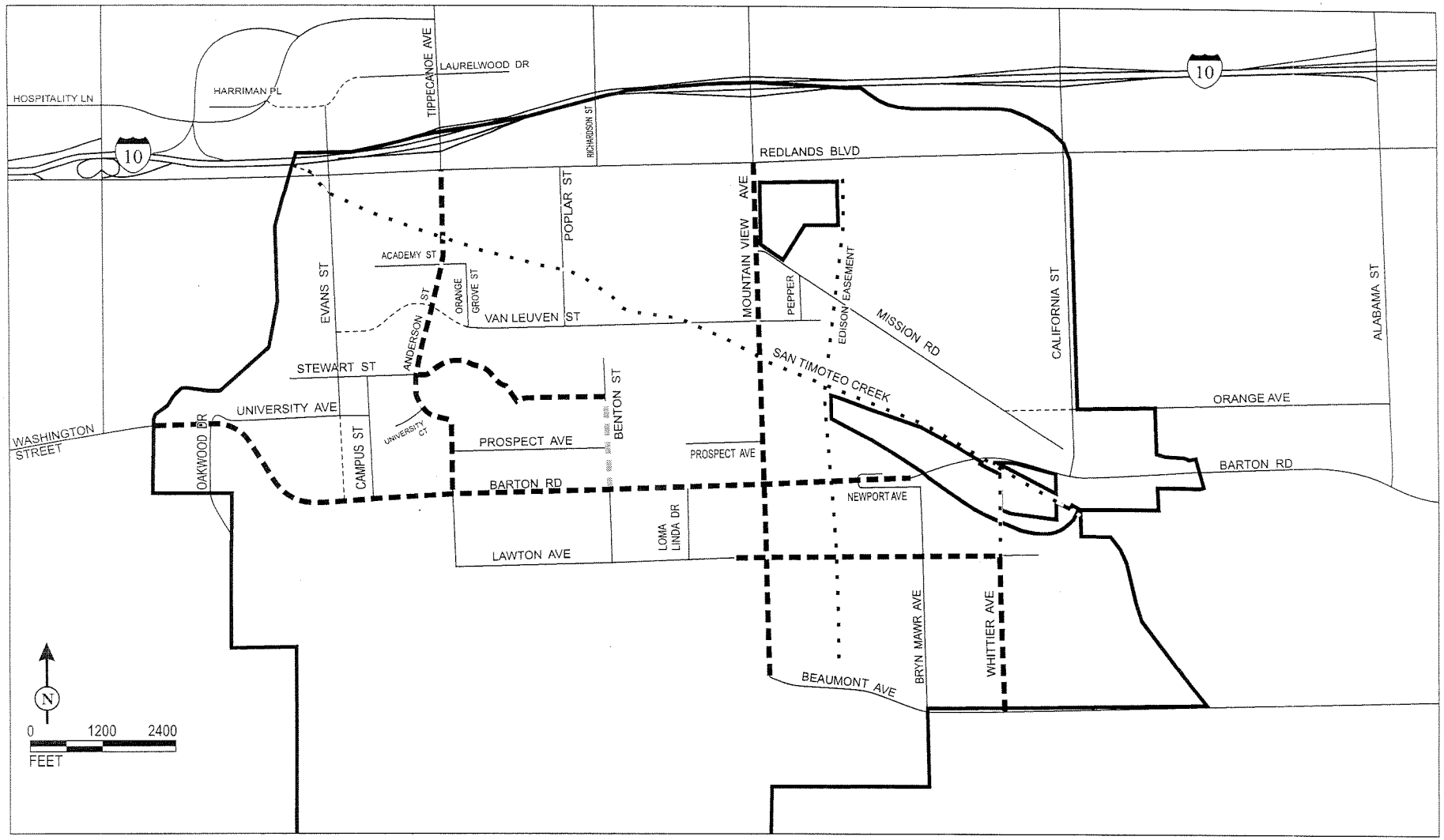

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Figure 6.6

CITY OF LOMA LINDA

LOCAL ROADS

CLASS I BICYCLE TRAIL

CLASS II BICYCLE LANE

CLASS III BICYCLE FACILITY

City of Loma Linda General Plan

MASTER PLAN OF BIKEWAYS

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d. Integrate multi-use paths into creek corridors, railroad rights-of-way, utility corridors, and park facilities through proactive coordination with property owners and developers.

e. Where shopping facilities are located adjacent to residential areas, provide direct access between residential and commercial uses without requiring pedestrians and bicyclists to travel completely around the commercial development through stipulations in the design review process.

f. Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, through the use of landscaping which includes shading for pedestrian paths.

g. Orient site design in non-residential areas to allow for safe and convenient pedestrian access from sidewalks, transit and bus stops, and other pedestrian facilities, in addition to access through required parking facilities.

6.10.3 Transit

Although rail transit service is not available in Loma Linda, the Riverside Transit Authority and Omnitrans provide public bus transportation over six separate bus routes in the City. These bus routes provide a necessary transportation service by improving access to employment and service centers such as Loma Linda University and the Veterans Hospital.

Implementing Policies for Transit

a. Ensure that the site design of new developments provides for pedestrian access to existing and future transit routes and transit centers through specific review during the development review process.

b. Preserve options for future transit use when designing roadway and highway improvements.

c. When applicable, include Omnitrans in the review of new development projects, and require new development to provide transit improvements in proportion to traffic demands created by the project. Transit improvements may include direct and paved access to transit stops; provision of bus turnout areas and bus shelters; and roadway geometric designs to accommodate bus traffic.

d. Encourage ridership on public transit through use of City information sources (e.g., City web site, and mail-outs) to provide information on transit services.

e. Require community care facilities and large age-restricted developments (50 units or more, but excluding facilities designed for "active" adults) to provide transportation services for the convenience of residents as a condition of development.