

August 4, 2020

Mr. David Wang
Philips Ranch Business Center, LLC
9680 Flair Drive
El Monte, CA 91731

SUBJECT: POMONA HYATT AND HYATT HOUSE FOCUSED TRAFFIC ASSESSMENT

Dear Mr. David Wang:

This letter report documents the trip generation comparison, traffic signal warrant, and sight distance evaluations for the intersection of Meadow View Drive & Rio Rancho Road in the City of Pomona. The purpose of this traffic assessment is to determine if the revised project description would require additional traffic analysis and if a traffic signal will be warranted with the addition of traffic associated with the Pomona Hyatt and Hyatt House development (referred to as Project), which is to be located south of Rio Rancho Road at Rancho Camino Drive.

SUMMARY OF FINDINGS

Based on a comparison from the Pomona Hyatt Place + Hyatt House Traffic Impact Analysis (May 23, 2016, prepared by Urban Crossroads, Inc.) (referred to hereafter as the “2016 Traffic Study”), the revised Project is anticipated to generate fewer AM and PM peak hour trips.

The traffic signal warrant analysis indicates that the intersection of Meadow View Drive & Rio Rancho Road does not currently meet any of the applicable CA MUTCD warrants for Existing (2020) conditions (i.e., Warrants 1, 2, 3, and 7). The addition of Project traffic is not anticipated to result in peak hour-volume based traffic signal warrants being met for Existing plus Project (E+P) or Opening Year Cumulative (2023) With Project traffic conditions.

Based on field review, it appears that there may be some trees/vegetation located within the limited use area (within the median to the west and landscaped area towards the east), however, the exact locations should be verified with a topographic survey.

TRIP GENERATION COMPARISON

The 2016 Traffic Study evaluated the following mix of uses for the proposed Project:

- 75,000 square feet of office use
- A 200-room hotel

However, the proposed Project has been revised to consist of the following uses:

- A 34,908 square foot fitness center
- 105 multifamily residential dwelling units (mid-rise with 1st floor commercial)
- A 215-room hotel

The trip generation of the proposed Project has been calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). The trip generation of the proposed Project has been compared to the trip generation from the 2016 Traffic Study. As shown in Table 1, the revised Project is anticipated to generate an additional 245 daily trips, with 81 fewer AM peak hour trips and 38 fewer PM peak hour trips.

Since the Project is not anticipated to contribute additional trips during the AM or PM peak hours, based on the City of Pomona traffic study guidelines, no additional traffic analysis is necessary for off-site study area intersections.

TABLE 1: TRIP GENERATION COMPARISON

Land Use	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates ¹									
Mid-Rise Residential with 1st-Floor Commercial	231	DU	0.08	0.22	0.30	0.25	0.11	0.36	3.44
Hotel	310	Room	0.28	0.19	0.47	0.31	0.29	0.60	8.36
Health/Fitness Club ³	492	TSF	0.67	0.64	1.31	1.97	1.48	3.45	34.50
Proposed Project Trip Generation Summary									
Mid-Rise Residential with 1st-Floor Commercial	105	DU	9	23	32	26	11	38	362
Internal Capture with Health Club ⁴			0	0	0	-12	-5	-17	-162
Hotel	215	Room	60	41	101	66	63	129	1,798
Internal Capture with Health Club ⁴			-1	0	-1	-3	-1	-4	-56
Health/Fitness Club	34.908	TSF	23	22	46	69	52	120	1,204
Internal Capture with Hotel ⁴			0	-1	-1	-1	-3	-4	-40
Internal Capture with Residential ⁴			0	0	0	-5	-12	-17	-172
Currently Proposed Total			91	85	177	140	105	245	2,934
Total from 2016 Traffic Study			196	62	258	90	193	283	2,689
VARIANCE (Proposed - Traffic Study) ⁵			-105	23	-81	50	-88	-38	245

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² DU = Dwelling Units; TSF = Thousand Square Feet

³ Daily trip generation rate not available. Estimated at 10 times the PM peak hour rate.

⁴ Internal capture calculated per the ITE's recommended methodology using NCHRP 684 (Internal Trip Capture Estimation Tool).

⁵ Negative value for the variance reflects a reduction from the 2016 Traffic Study.

TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term “signal warrants” refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or ascertain the need for the installation of a traffic signal at an unsignalized intersection. This evaluation uses the signal warrant criteria presented in the CA MUTCD for the study area intersection of Meadow View Drive & Rio Rancho Road. It is important to note that even though an intersection may meet one or more warrant(s), it does not automatically indicate that a traffic signal should be installed. Sound engineering judgment should be utilized in the decision-making process.

Existing traffic count data has been collected for the intersections of Meadow View Drive & Rio Rancho Road and Rancho Camino Drive & Rio Rancho Road. Due to the ongoing COVID-19 pandemic, traffic counts could be considered unreliable due to the potential reductions in traffic associated with closures of schools and businesses. As such, traffic count data obtained from the 2016 Traffic Study has been compared to the recently collected counts for the intersection of Rancho Camino Drive & Rio Rancho Road in order to establish an adjustment factor so the baseline counts at Meadow View Drive and Rio Rancho Road is not understated for the purposes of this assessment. The adjustment factor has been applied to the traffic counts collected in July 2020 at the intersection of Meadow View Drive & Rio Rancho Road to reflect Existing (2020) baseline conditions. The intersection of Meadow View Drive & Rio Rancho Road was not previously analyzed in the 2016 Traffic Study. As such, no historic counts were available to establish growth. The July 2020 traffic count data is provided in Attachment A.

For the purposes of this analysis, the following warrants have been evaluated for Existing (2020) traffic conditions:

- Warrant 1 (Eight Hour Vehicular Volume)
- Warrant 2 (Four-Hour Vehicular Volume)
- Warrant 3 (Peak Hour Vehicular Volume)
- Warrant 7 (Crash Experience)

Pursuant to discussions with City staff, traffic signal warrant analysis has also been evaluated for the following future analysis scenarios for the purposes of this assessment based on the peak hour-volume based traffic signal warrants:

- E+P Conditions
- Opening Year Cumulative (2023) With Project Conditions

EXISTING (2020) CONDITIONS

EXISTING ROADWAY CONFIGURATIONS

Rio Rancho Road is currently a five-lane divided roadway with two eastbound lane and three westbound. The intersection of Meadow View Drive & Rio Rancho Road is currently controlled by a stop sign on the minor approach (e.g., stop sign on Meadow View Drive). The posted speed limit on Rio Rancho Road is 40 MPH, thereby requiring use of the urban warrant analysis criteria.

EXISTING (2020) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS

The following summarizes the signal warrant analyses results for the intersection of Meadow View Drive and Rio Rancho Road:

Signal Warrant 1 – Based on the volumes obtained on July 21, 2020 (adjusted for pre-COVID conditions), warrant 1 of the California MUTCD has not been satisfied at this location.

Signal Warrant 2 – Based on the volumes obtained on July 21, 2020 (adjusted for pre-COVID conditions), warrant 2 of the California MUTCD has not been satisfied at this location.

Signal Warrant 3 – Based on the volumes obtained on July 21, 2020 (adjusted for pre-COVID conditions), warrant 3 of the California MUTCD has not been satisfied at this location.

Signal Warrant 7 – Based on the accident history received for the period between July 2018 and July 2020, warrant 7 of the California MUTCD has not been satisfied at this location.

Based on the signal warrants evaluated as part of this report for Existing (2020) traffic conditions, the intersection of Meadow View Drive and Rio Rancho Road does not currently satisfy the CA MUTCD requirements for a traffic signal. Existing (2020) traffic signal warrant worksheets are included in Attachment B of this letter. Attachment C includes the collision report provided by the City of Pomona. As shown, there have been 2 accidents at the intersection of Meadow View Drive and Rio Rancho Road in the last 2 years (since July 2018 to present).

E+P CONDITIONS

The traffic generated by the proposed Project has been added to the adjusted baseline traffic volumes at the intersection of Meadow View Drive & Rio Rancho Road based on the trip distribution patterns from the 2016 Traffic Study. E+P traffic volumes are shown on Exhibit 1. Based on the signal warrants evaluated as part of this assessment, the intersection of Meadow View Drive & Rio Rancho Road is not anticipated to satisfy the requirements for a traffic signal for E+P traffic conditions. E+P traffic signal warrant worksheets are included in Attachment D of this letter.

OPENING YEAR CUMULATIVE (2023) WITH PROJECT TRAFFIC CONDITIONS

Pursuant to discussions with the Project Applicant and City staff, an Opening Year of 2023 is assumed for the purposes of this traffic assessment. An ambient growth factor of 6.12% (at a rate of 2% per year, compounded annually) has been applied to the adjusted existing baseline traffic volumes. Traffic generated from pending/approved known cumulative development projects obtained from the 2016 Traffic Study has been added, in conjunction with traffic generated by the proposed Project based on the trip distribution patterns obtained from the 2016 Traffic Study. Opening Year Cumulative (2023) With Project Conditions traffic volumes are shown in Exhibit 1. Based on the signal warrants evaluated as part of this assessment, the intersection of Meadow View Drive & Rio Rancho Road is not anticipated to satisfy the requirements for a traffic signal for Opening Year Cumulative (2023) With Project traffic conditions. Opening Year Cumulative (2023) With Project traffic signal warrant worksheets are included in Attachment E of this letter.

SIGHT DISTANCE ANALYSIS

The City of Pomona has requested that sight distance be evaluated for the intersection Meadow View Drive & Rio Rancho Road, for vehicles turning onto Rio Rancho Road from Meadow View Drive. As defined by the Caltrans Highway Design Manual (HDM), sight distance is the continuous length of highway ahead visible to the driver. A minimum 530-foot sight distance should be accommodated for eastbound traffic on Rio Rancho Road at Meadow View Drive based on a speed limit of 40 miles per hour. For westbound traffic, a minimum 470-foot sight distance should be accommodated on Rio Rancho Road at Meadow View Drive. The sight distance lines, limited use area, and clear sight triangles are illustrated on Exhibit 2. Obstructions within the limited use area should be limited to 3-feet in height.

As shown on Exhibit 2 there are two locations identified for eye placement (representing the location of the driver on the minor approach). Note that vehicles were observed initially stopping at the location denoted by the magenta colored circle (approximately 15-feet behind the limit line). These vehicles were then observed moving forward to the point marked in blue prior to making a turn. The blue colored circle is located 15-feet behind the edge of the traveled way and represents the correct location from which the sight distance should be evaluated. The sight distance lines for both the magenta and blue circles are shown, however, the limited use area is based on the location of the blue circle. Based on field review, it appears that there may be some trees located within the limited use area (within the median to the west and landscaped area towards the east), however, the exact locations should be verified with a topographic survey (see Attachment F for photos).

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CONCLUSION

Based on the updated Project description, additional traffic analysis beyond this focused traffic assessment is not necessary. The traffic signal warrant analysis indicates that the intersection of Meadow View Drive & Rio Rancho Road is not anticipated to meet any the MUTCD warrants for Existing, E+P, or Opening Year Cumulative (2023) With Project conditions. In order to ensure adequate sight distance at Meadow View Drive & Rio Rancho Road, objects within the limited use areas identified on Exhibit 2 should be limited to 3-feet in height. Based on field review, it appears that there may be some trees located within the limited use area (with the median to the west and landscaped area to the east), however, the exact locations should be verified with a topographic survey.

If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,

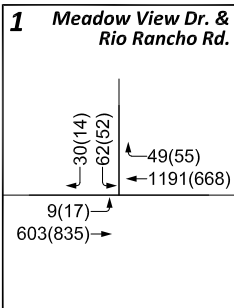
URBAN CROSSROADS, INC.



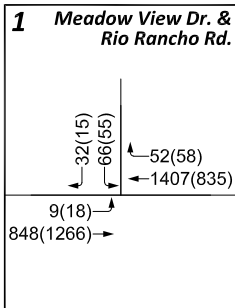
Charlene So, P.E.
Associate Principal



EXHIBIT 1: E+P AND OPENING YEAR CUMULATIVE (2023) WITH PROJECT TRAFFIC VOLUMES



E+P Volumes



*Opening Year
Cumulative (2023)
with Project
Volumes*

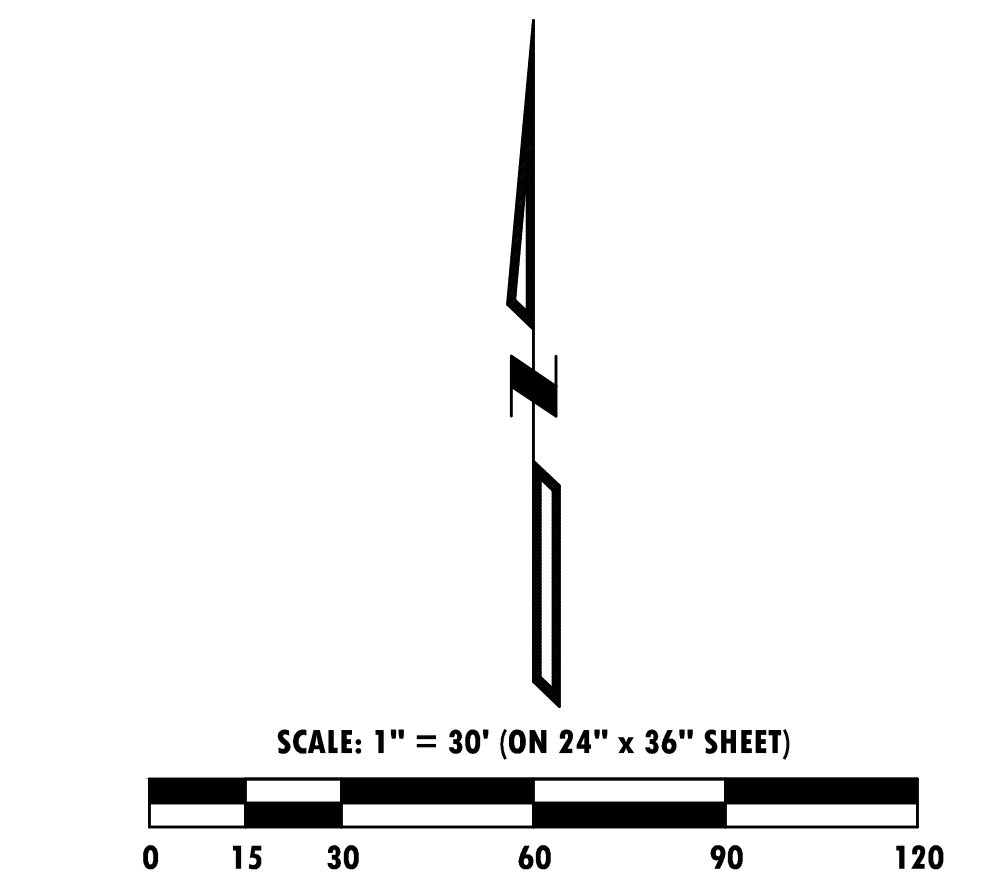
LEGEND:

- 10.0** = E+P VEHICLES PER DAY (1000'S)
10.0 = OPENING YEAR CUMULATIVE (2023) WITH PROJECT VEHICLES PER DAY (1000'S)
10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES





**EXHIBIT 2: RIO RANCHO ROAD & MEADOW VIEW DRIVE
INTERSECTION SIGHT DISTANCE**



ATTACHMENT A

TRAFFIC COUNT DATA FOR JUNE 2020 & SEPTEMBER 2019

Tuesday, July 21, 2020

CITY: Pomona

PROJECT: SC2611

ADT1 Meadow View north of Rio Rancho.

Qsfqbsfe!cz!BjnUE!MMD!!ufm/!825!364!8999

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	0	3	0	0	12:00	0	13	0	0
0:15	0	1	0	0	12:15	0	12	0	0
0:30	0	0	0	0	12:30	0	11	0	0
0:45	0	0	4	0	12:45	0	13	49	0
1:00	0	1	0	0	13:00	0	11	0	0
1:15	0	0	0	0	13:15	0	10	0	0
1:30	0	1	0	0	13:30	0	6	0	0
1:45	0	0	2	0	13:45	0	11	38	0
2:00	0	0	0	0	14:00	0	7	0	0
2:15	0	0	0	0	14:15	0	10	0	0
2:30	0	0	0	0	14:30	0	9	0	0
2:45	0	1	1	0	14:45	0	14	40	0
3:00	0	0	0	0	15:00	0	8	0	0
3:15	0	0	0	0	15:15	0	10	0	0
3:30	0	1	0	0	15:30	0	6	0	0
3:45	0	1	2	0	15:45	0	8	32	0
4:00	0	2	0	0	16:00	0	6	0	0
4:15	0	3	0	0	16:15	0	5	0	0
4:30	0	2	0	0	16:30	0	8	0	0
4:45	0	1	8	0	16:45	0	14	33	0
5:00	0	4	0	0	17:00	0	8	0	0
5:15	0	4	0	0	17:15	0	13	0	0
5:30	0	7	0	0	17:30	0	5	0	0
5:45	0	3	18	0	17:45	0	13	39	0
6:00	0	2	0	0	18:00	0	15	0	0
6:15	0	0	0	0	18:15	0	7	0	0
6:30	0	9	0	0	18:30	0	7	0	0
6:45	0	4	15	0	18:45	0	9	38	0
7:00	0	10	0	0	19:00	0	6	0	0
7:15	0	11	0	0	19:15	0	6	0	0
7:30	0	14	0	0	19:30	0	12	0	0
7:45	0	8	43	0	19:45	0	7	31	0
8:00	0	11	0	0	20:00	0	7	0	0
8:15	0	13	0	0	20:15	0	6	0	0
8:30	0	11	0	0	20:30	0	9	0	0
8:45	0	8	43	0	20:45	0	5	27	0
9:00	0	13	0	0	21:00	0	5	0	0
9:15	0	10	0	0	21:15	0	6	0	0
9:30	0	8	0	0	21:30	0	1	0	0
9:45	0	11	42	0	21:45	0	3	15	0
10:00	0	8	0	0	22:00	0	6	0	0
10:15	0	9	0	0	22:15	0	2	0	0
10:30	0	11	0	0	22:30	0	2	0	0
10:45	0	6	34	0	22:45	0	3	13	0
11:00	0	15	0	0	23:00	0	2	0	0
11:15	0	17	0	0	23:15	0	1	0	0
11:30	0	9	0	0	23:30	0	0	0	0
11:45	0	14	55	0	23:45	0	0	3	0
Total Vol.		267			267		358		358

Daily Totals				
NB	SB	EB	WB	Combined
	625			625

AM		PM	
Split %	100.0%	42.7%	100.0%
Peak Hour	11:00	11:00	12:00
Volume	55	55	49
P.H.F.	0.81	0.81	0.94

Tuesday, July 21, 2020

CITY: Pomona

PROJECT: SC2611

ADT2 Rio Rancho east of Meadow View.

Qsfqbsfe!cz!BjnUE!MMD!!ufm/!825!364!8999

AM Period	NB		SB		EB		WB		PM Period		NB		SB		EB		WB		
0:00	0		0		0		13		12:00		0		0		0		108		
0:15	0		0		0		10		12:15		0		0		0		108		
0:30	0		0		0		4		12:30		0		0		0		114		
0:45	0	0	0	0	0	0	9	36	36	12:45	0	0	0	0	0	0	100	430	430
1:00	0		0		0		6		13:00		0		0		0		74		
1:15	0		0		0		7		13:15		0		0		0		91		
1:30	0		0		0		7		13:30		0		0		0		113		
1:45	0	0	0	0	0	0	7	27	27	13:45	0	0	0	0	0	0	94	372	372
2:00	0		0		0		6		14:00		0		0		0		98		
2:15	0		0		0		5		14:15		0		0		0		101		
2:30	0		0		0		8		14:30		0		0		0		80		
2:45	0	0	0	0	0	0	2	21	21	14:45	0	0	0	0	0	0	107	386	386
3:00	0		0		0		3		15:00		0		0		0		92		
3:15	0		0		0		7		15:15		0		0		0		84		
3:30	0		0		0		14		15:30		0		0		0		94		
3:45	0	0	0	0	0	0	12	36	36	15:45	0	0	0	0	0	0	81	351	351
4:00	0		0		0		12		16:00		0		0		0		87		
4:15	0		0		0		23		16:15		0		0		0		84		
4:30	0		0		0		31		16:30		0		0		0		107		
4:45	0	0	0	0	0	0	36	102	102	16:45	0	0	0	0	0	0	102	380	380
5:00	0		0		0		31		17:00		0		0		0		122		
5:15	0		0		0		48		17:15		0		0		0		114		
5:30	0		0		0		47		17:30		0		0		0		95		
5:45	0	0	0	0	0	0	47	173	173	17:45	0	0	0	0	0	0	108	439	439
6:00	0		0		0		50		18:00		0		0		0		102		
6:15	0		0		0		43		18:15		0		0		0		111		
6:30	0		0		0		53		18:30		0		0		0		89		
6:45	0	0	0	0	0	0	63	209	209	18:45	0	0	0	0	0	0	111	413	413
7:00	0		0		0		50		19:00		0		0		0		88		
7:15	0		0		0		69		19:15		0		0		0		87		
7:30	0		0		0		96		19:30		0		0		0		73		
7:45	0	0	0	0	0	0	81	296	296	19:45	0	0	0	0	0	0	76	324	324
8:00	0		0		0		100		20:00		0		0		0		73		
8:15	0		0		0		148		20:15		0		0		0		75		
8:30	0		0		0		159		20:30		0		0		0		67		
8:45	0	0	0	0	0	0	158	565	565	20:45	0	0	0	0	0	0	62	277	277
9:00	0		0		0		106		21:00		0		0		0		51		
9:15	0		0		0		124		21:15		0		0		0		47		
9:30	0		0		0		114		21:30		0		0		0		48		
9:45	0	0	0	0	0	0	66	410	410	21:45	0	0	0	0	0	0	42	188	188
10:00	0		0		0		76		22:00		0		0		0		25		
10:15	0		0		0		85		22:15		0		0		0		31		
10:30	0		0		0		78		22:30		0		0		0		34		
10:45	0	0	0	0	0	0	94	333	333	22:45	0	0	0	0	0	0	21	111	111
11:00	0		0		0		85		23:00		0		0		0		22		
11:15	0		0		0		85		23:15		0		0		0		21		
11:30	0		0		0		82		23:30		0		0		0		19		
11:45	0	0	0	0	0	0	95	347	347	23:45	0	0	0	0	0	0	14	76	76
Total Vol.								2555	2555									3747	3747

Daily Totals				
NB	SB	EB	WB	Combined
			6302	6302

AM				PM			
Split %	100.0%	40.5%		100.0%	59.5%		
Peak Hour	8:15	8:15		16:30	16:30		
Volume	571	571		445	445		
P.H.F.	0.90	0.90		0.91	0.91		

Tuesday, July 21, 2020

CITY: Pomona

PROJECT: SC2611

ADT3 Rio Rancho west of Meadow View.

Qsfqbsfe!cz!BjnUE!MMD!!ufm/!825!364!8999

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
0:00	0	0	9	0	12:00	0	0	98	0
0:15	0	0	14	0	12:15	0	0	100	0
0:30	0	0	12	0	12:30	0	0	90	0
0:45	0	0	6	41	12:45	0	0	79	367
1:00	0	0	1	0	13:00	0	0	91	0
1:15	0	0	8	0	13:15	0	0	93	0
1:30	0	0	7	0	13:30	0	0	108	0
1:45	0	0	4	20	13:45	0	0	92	384
2:00	0	0	8	0	14:00	0	0	110	0
2:15	0	0	3	0	14:15	0	0	96	0
2:30	0	0	5	0	14:30	0	0	98	0
2:45	0	0	6	22	14:45	0	0	108	412
3:00	0	0	8	0	15:00	0	0	96	0
3:15	0	0	6	0	15:15	0	0	98	0
3:30	0	0	7	0	15:30	0	0	102	0
3:45	0	0	9	30	15:45	0	0	102	398
4:00	0	0	5	0	16:00	0	0	110	0
4:15	0	0	9	0	16:15	0	0	143	0
4:30	0	0	9	0	16:30	0	0	114	0
4:45	0	0	10	33	16:45	0	0	135	502
5:00	0	0	13	0	17:00	0	0	137	0
5:15	0	0	13	0	17:15	0	0	140	0
5:30	0	0	23	0	17:30	0	0	111	0
5:45	0	0	24	73	17:45	0	0	111	499
6:00	0	0	22	0	18:00	0	0	101	0
6:15	0	0	23	0	18:15	0	0	118	0
6:30	0	0	39	0	18:30	0	0	91	0
6:45	0	0	37	121	18:45	0	0	78	388
7:00	0	0	44	0	19:00	0	0	92	0
7:15	0	0	51	0	19:15	0	0	76	0
7:30	0	0	53	0	19:30	0	0	77	0
7:45	0	0	51	199	19:45	0	0	79	324
8:00	0	0	56	0	20:00	0	0	70	0
8:15	0	0	59	0	20:15	0	0	63	0
8:30	0	0	75	0	20:30	0	0	76	0
8:45	0	0	78	268	20:45	0	0	51	260
9:00	0	0	68	0	21:00	0	0	34	0
9:15	0	0	65	0	21:15	0	0	51	0
9:30	0	0	64	0	21:30	0	0	37	0
9:45	0	0	63	260	21:45	0	0	33	155
10:00	0	0	79	0	22:00	0	0	31	0
10:15	0	0	80	0	22:15	0	0	40	0
10:30	0	0	69	0	22:30	0	0	31	0
10:45	0	0	108	336	22:45	0	0	28	130
11:00	0	0	73	0	23:00	0	0	15	0
11:15	0	0	98	0	23:15	0	0	16	0
11:30	0	0	90	0	23:30	0	0	18	0
11:45	0	0	95	356	23:45	0	0	15	64
Total Vol.			1759		1759			3883	3883

Daily Totals

NB	SB	EB	WB	Combined
		5642		5642

AM**PM**

Split %	100.0%	31.2%	100.0%	68.8%
Peak Hour	11:30	11:30	16:15	16:15
Volume	383	383	529	529
P.H.F.	0.96	0.96	0.92	0.92

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jul 21, 20	LOCATION: Pomona NORTH & SOUTH: Meadow View EAST & WEST: Rio Rancho	PROJECT #: SC2611 LOCATION #: 1 CONTROL: STOP 5
---------------------------------	--	--

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

☐ Add U-Turns to Left Turns

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Meadows View			Meadows View			Rio Rancho			Rio Rancho			
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 1	ET 2	ER X	WL X	WT 2	WR 0	TOTAL

U-TURNS				
NB 0	SB 0	EB 0	WB 0	TTL

RTOR			
NRR X	SRR X	ERR X	WRR X

AM	7:00 AM	0	0	0	9	0	1	0	44	0	0	48	2	104
	7:15 AM	0	0	0	9	0	2	0	51	0	0	67	1	130
	7:30 AM	0	0	0	10	0	4	0	53	0	0	92	4	163
	7:45 AM	0	0	0	5	0	3	1	50	0	0	78	3	140
	8:00 AM	0	0	0	7	0	4	0	56	0	0	97	3	167
	8:15 AM	0	0	0	7	0	6	3	56	0	0	144	4	220
	8:30 AM	0	0	0	8	0	3	1	74	0	0	153	6	245
	8:45 AM	0	0	0	7	0	1	0	77	0	0	147	10	242
	VOLUMES	0	0	0	62	0	24	5	461	0	0	826	33	1,414
	APPROACH %	0%	0%	0%	72%	0%	28%	1%	99%	0%	0%	96%	4%	
APP/DEPART	0	/	38	86	/	0	467	/	525	861	/	851	0	
BEGIN PEAK HR	0	8:00 AM	0	29	0	14	4	263	0	0	541	23		
VOLUMES	0		0	67%	0%	33%	4	98%	0%	0	96%	4%	876	
APPROACH %	0%	0%	0%	67%	0%	33%	1%	98%	0%	0%	96%	4%		
PEAK HR FACTOR	0.000		0.000	0.827			0.859			0.888			0.894	
APP/DEPART	0	/	27	43	0	3	268	/	293	565	/	556	0	
PM	4:00 PM	0	0	0	3	0	3	2	108	0	0	77	10	203
	4:15 PM	0	0	0	5	0	0	4	139	0	0	79	5	232
	4:30 PM	0	0	0	6	0	2	3	111	0	0	97	10	229
	4:45 PM	0	0	0	9	0	5	3	130	0	0	96	6	249
	5:00 PM	0	0	0	7	0	1	4	133	0	0	113	9	267
	5:15 PM	0	0	0	12	0	1	1	139	0	0	103	11	267
	5:30 PM	0	0	0	5	0	0	3	108	0	0	82	13	211
	5:45 PM	0	0	0	12	0	1	5	106	0	0	96	12	232
	VOLUMES	0	0	0	59	0	13	25	974	0	0	743	76	1,892
	APPROACH %	0%	0%	0%	82%	0%	18%	2%	97%	0%	0%	91%	7%	
APP/DEPART	0	101	72	/	0	0	1,001	/	1,033	819	/	758	0	
BEGIN PEAK HR	0	4:30 PM	0	34	0	9	11	513	0	0	409	36	1,014	
VOLUMES	0	0	0	79%	0%	21%	2%	98%	0%	0%	92%	8%		
APPROACH %	0%	0%	0%	79%	0%	21%	2%	98%	0%	0%	92%	8%		
PEAK HR FACTOR	0.000		0.000	0.768			0.939			0.912			0.949	
APP/DEPART	0	/	47	43	/	0	526	/	547	445	/	420	0	

0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	1	2	3

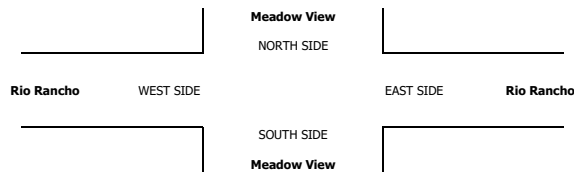
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0	0	0	0
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2

[illegible]

0	0	0	0
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AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
		TOTAL
PM		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
		5:30 PM
		5:45 PM
		TOTAL

ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	2	2
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	0	0	0
0	0	3	3	6
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1

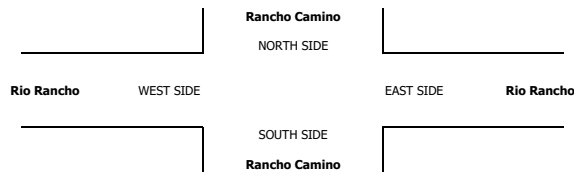
[illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jul 21, 20	LOCATION: NORTH & SOUTH: EAST & WEST:	Pomona Rancho Camino Rio Rancho	PROJECT #: LOCATION #: CONTROL:	SC2611 2 SIGNAL
NOTES:			AM	<div>▲ N</div> <div>◀ W</div> <div>▼ S</div> <div>▶ E</div>
			PM	
			MD	
			OTHER	
			OTHER	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Rancho Camino			Rancho Camino			Rio Rancho			Rio Rancho			
	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	
7:00 AM	6	0	16	0	0	0	0	43	8	13	44	0	130
7:15 AM	9	0	6	0	0	0	0	57	5	14	61	0	152
7:30 AM	16	0	21	0	0	0	0	54	15	20	78	0	204
7:45 AM	8	0	13	0	0	0	0	51	9	23	73	0	177
8:00 AM	15	0	17	0	0	0	0	59	7	13	85	0	196
8:15 AM	14	0	15	0	0	0	0	52	9	22	131	0	243
8:30 AM	13	0	9	0	0	0	0	71	16	16	149	0	274
8:45 AM	6	0	18	0	0	0	0	77	9	18	148	0	276
VOLUMES	87	0	115	0	0	0	0	464	78	139	769	0	1,653
APPROACH %	43%	0%	57%	0%	0%	0%	0%	86%	14%	15%	85%	0%	
APP/DEPART	202	/	0	0	/	217	542	/	580	909	/	856	0
BEGIN PEAK HR	0	8:00 AM					0	259	41		513	0	989
VOLUMES	45%	0	59	0%	0	0	0%	86%	14%	12%	88%	0%	
APPROACH %	45%	0%	55%	0%	0	0%	0%	86%	0.862	12%	88%	0	
PEAK HR FACTOR		0.836			0.000						0.877		0.896
APP/DEPART	107	/	0	0	0	110	300	/	318	582	/	561	0
4:00 PM	25	0	28	0	0	0	0	93	8	40	55	0	249
4:15 PM	20	0	36	0	0	0	0	131	8	26	65	0	286
4:30 PM	13	0	32	0	0	0	0	89	11	42	95	0	282
4:45 PM	20	0	44	0	0	0	0	123	7	43	83	0	320
5:00 PM	32	0	39	0	0	0	0	123	12	30	87	0	323
5:15 PM	19	0	37	0	0	0	0	117	14	34	95	0	316
5:30 PM	21	0	38	0	0	0	0	104	11	24	72	0	270
5:45 PM	15	0	29	0	0	0	0	109	8	30	98	0	289
VOLUMES	165	0	283	0	0	0	0	889	79	269	650	0	2,340
APPROACH %	37%	0%	63%	0%	0%	0%	0%	92%	8%	29%	70%	0%	
APP/DEPART	448	/	0	0	/	348	970	/	1,175	922	/	817	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	84	0	152	0	0	0	0	452	44	149	360	0	1,242
APPROACH %	36%	0%	64%	0%	0	0%	0%	91%	9%	29%	71%	0%	
PEAK HR FACTOR		0.831			0.000			0.920			0.929		0.961
APP/DEPART	236	/	0	0	/	193	497	/	604	509	/	445	0

[illegible]

RTOR			
NRR 0	SRR X	ERR 0	WRR X
13	0	0	0
4	0	0	0
13	0	1	0
7	0	0	0
11	0	2	0
10	0	2	0
6	0	0	0
18	0	0	0
82	0	5	0

45	0	4	0
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0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	1	2
0	0	2	3	5

18	0	0	0
21	0	2	0
22	0	2	0
25	0	2	0
20	0	0	0
24	0	0	0
26	0	0	0
19	0	0	0
175	0	6	0

91	0	4	0
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AM	7:00 AM
	7:15 AM
	7:30 AM
	7:45 AM
	8:00 AM
	8:15 AM
	8:30 AM
	8:45 AM
TOTAL	
PM	4:00 PM
	4:15 PM
	4:30 PM
	4:45 PM
	5:00 PM
	5:15 PM
	5:30 PM
5:45 PM	
TOTAL	

ALL PED AND BIKE				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	1	1
0	0	3	0	3
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	2	0	2
0	0	1	1	2
0	0	1	0	1
0	0	10	2	12
0	0	0	0	0
0	0	1	0	1
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	3	0	3

PEDESTRIAN CROSSINGS				
E SIDE	W SIDE	S SIDE	N SIDE	TOTAL
0	0	0	0	0
0	0	3	0	3
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	1	0	1
0	0	9	0	9
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	2	0	2

BICYCLE CROSSINGS					
ES	WS	SS	NS	TOTAL	
0	0	0	1	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	1	1	
0	0	0	0	0	
0	0	1	2	3	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	0	0	0	
0	0	1	0	1	

ATTACHMENT B

EXISTING (2020) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet Summary

Jurisdiction:	<u>City of Pomona</u>	Count Date:	07/21/20	
Major Street:	<u>Rio Rancho Rd.</u>	Critical Approach Speed (Major)	<u>40</u>	mph
Minor Street:	<u>Meadow View Dr.</u>	Critical Approach Speed (Minor)	<u>25</u>	mph

Major Street Approach Lanes = **3**
Minor Street Approach Lanes = **1**

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED = **NO**

WARRANT 2 - Four Hour Vehicular Volume SATISFIED = **NO**

WARRANT 3 - Peak Hour SATISFIED = **NO**

WARRANT 7 - Crash Experience Warrant SATISFIED = **NO**

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 3)

	<u> </u>	<u> </u>	<u> </u>	<u> </u>	COUNT DATE	<u>07/21/20</u>
	DIST	CO	RTE	PM	CALC	<u>CS</u> DATE <u>07/31/20</u>
Jurisdiction:	<u>City of Pomona</u>				CHK	<u>-</u> DATE <u> </u>
Major Street:	<u>Rio Rancho Rd.</u>				Critical Approach Speed (Major)	<u>40</u> mph
Minor Street:	<u>Meadow View Dr.</u>				Critical Approach Speed (Minor)	<u>25</u> mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ☒ **or** **URBAN (U)**

In built up area of isolated community of < 10,000 population ☐

WARRANT 1 - Eight Hour Vehicular Volume**SATISFIED = NO****(Condition A or Condition B or combination of A and B must be satisfied)****Condition A - Minimum Vehicle Volume****100% SATISFIED = NO****80% SATISFIED = NO**

		Minimum Requirements (80% shown in Brackets)				Minimum Major Approach Volume = 600 Minimum Minor Approach Volume = 150								% Satisfy
		U	R	U	R	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Hr 6	Hr 7	Hr 8	
Approach Lanes		1		2 or More		17	16	8	12	18	14	13	8	
Both Approaches Major Street		500 (400)	350 (280)	600 (480)	420 (336)	1721	1618	1529	1462	1470	1464	1387	1529	100%
Highest Approach Minor Street		150 (120)	105 (84)	200 (160)	140 (112)	72	61	79	90	70	73	70	79	40%

Condition B - Interruption of Continuous Traffic**100% SATISFIED = NO****80% SATISFIED = YES**

		Minimum Requirements (80% shown in Brackets)				Minimum Major Approach Volume = 900 Minimum Minor Approach Volume = 75								% Satisfy
		U	R	U	R	Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Hr 6	Hr 7	Hr 8	
Approach Lanes		1		2 or More		17	16	8	12	18	14	13	8	
Both Approaches Major Street		750 (600)	525 (420)	900 (720)	630 (504)	1721	1618	1529	1462	1470	1464	1387	1529	100%
Highest Approach Minor Street		75 (60)	53 (42)	100 (80)	70 (56)	72	61	79	90	70	73	70	79	81%

Combination of Conditions A & B**SATISFIED = NO**

REQUIREMENT	CONDITIONS	√	FULFILLED
TWO CONDITIONS 80% SATISFIED	A. MINIMUM VEHICULAR VOLUME AND,		NO
	B. INTERRUPTION OF CONTINUOUS TRAFFIC		YES
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 3)

Major Street: Rio Rancho Rd.

Minor Street: Meadow View Dr.

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* = NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Number of Lanes	17	16	8	12
Both Approaches - Major Street	3	1721	1618	1529	1462
Highest Approach - Minor Street	1	72	61	79	90

*All plotted points fall above the curves in Figure 4C-1. (URBAN AREAS)	NO
OR, All plotted points fall above the curves in Figure 4C-2. (RURAL AREAS)	NO

WARRANT 3 - Peak Hour

SATISFIED = NO

(Part A or Part B must be satisfied)

PART A

SATISFIED = NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	NO
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES

PART B

SATISFIED = NO

APPROACH LANES	Number of Lanes	17
Both Approaches - Major Street	3	849
Highest Approach - Minor Street	1	13

The plotted points fall above the curve in Figure 4C-3. (URBAN AREAS)	NO
OR, The plotted point falls above the curves in Figure 4C-4. (RURAL AREAS)	NO

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 3)

Major Street: Rio Rancho Rd.

Minor Street: Meadow View Dr.

WARRANT 7 - Crash Experience Warrant

SATISFIED = NO

(All parts must be satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			NO
REQUIREMENTS	Number of crashes within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		NO
5 OR MORE	Number Accidents = 2		
REQUIREMENTS	CONDITIONS	√	NO
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	NO	
	OR, Warrant 2, Condition B - Interruption of continuous traffic	YES	
	OR, Warrant 4, Pedestrian Volume Conditions Ped Vol ≥ 152 for any hour OR, ped Vol ≥ 80 for any 4 hours	NO	

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

ATTACHMENT C

ACCIDENT REPORTS

**Pomona Police Department
Traffic Bureau**

From 7/1/2018 to 7/29/2020

Total Collisions: 2

Injury Collisions: 1

Fatal Collisions: 0

Collision Summary Report

7/29/20

MEADOW VIEW DRIVE & RIO RANCHO ROAD

Page 1 of 1

19-134739	11/16/2019	11:28	Saturday	RIO RANCHO ROAD - MEADOW VIEW DRIVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	South	Making Left Turn		Not Sta	Age: 12	CHEV				
Veh Type:		Sobriety: HNBD		Assoc Factor:	None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	East	Proceeding Straight		Not Sta	Age: 15	HONDA				
Veh Type:		Sobriety: HNBD		Assoc Factor:	None Apparent		Lap/Shoulder Harness Used	Cell Phone Not In Use		
20-019455	2/16/2020	03:32	Sunday	RIO RANCHO ROAD - MEADOW VIEW DRIVE		10'	Direction: West	Dark - Street Lig	Clear	Pty at Fault:1
	Rear-End		Parked Motor Vehicle	Driving Under Influence	23152A		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Proceeding Straight		Not Sta	Age: 2006	TOYOTA				
Veh Type:		Sobriety: HBD Under Influen		Assoc Factor:	Violation		Lap Belt Used	Cell Phone Not In Use		
Party 2 Driver	East	Parked		Not Sta	Age: 2011	FORD				
Veh Type:		Sobriety: Not Stated		Assoc Factor:	None Apparent		Not Required	Cell Phone Not In Use		

Settings for Query:

Street: MEADOW VIEW DRIVE

Cross Street: RIO RANCHO ROAD

Intersection Related: True

Sorted By: Date and Time

ATTACHMENT D

E+P CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEET

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **E+P Conditions - Weekday AM Peak Hour**

Major Street Name = **Rio Rancho Road**

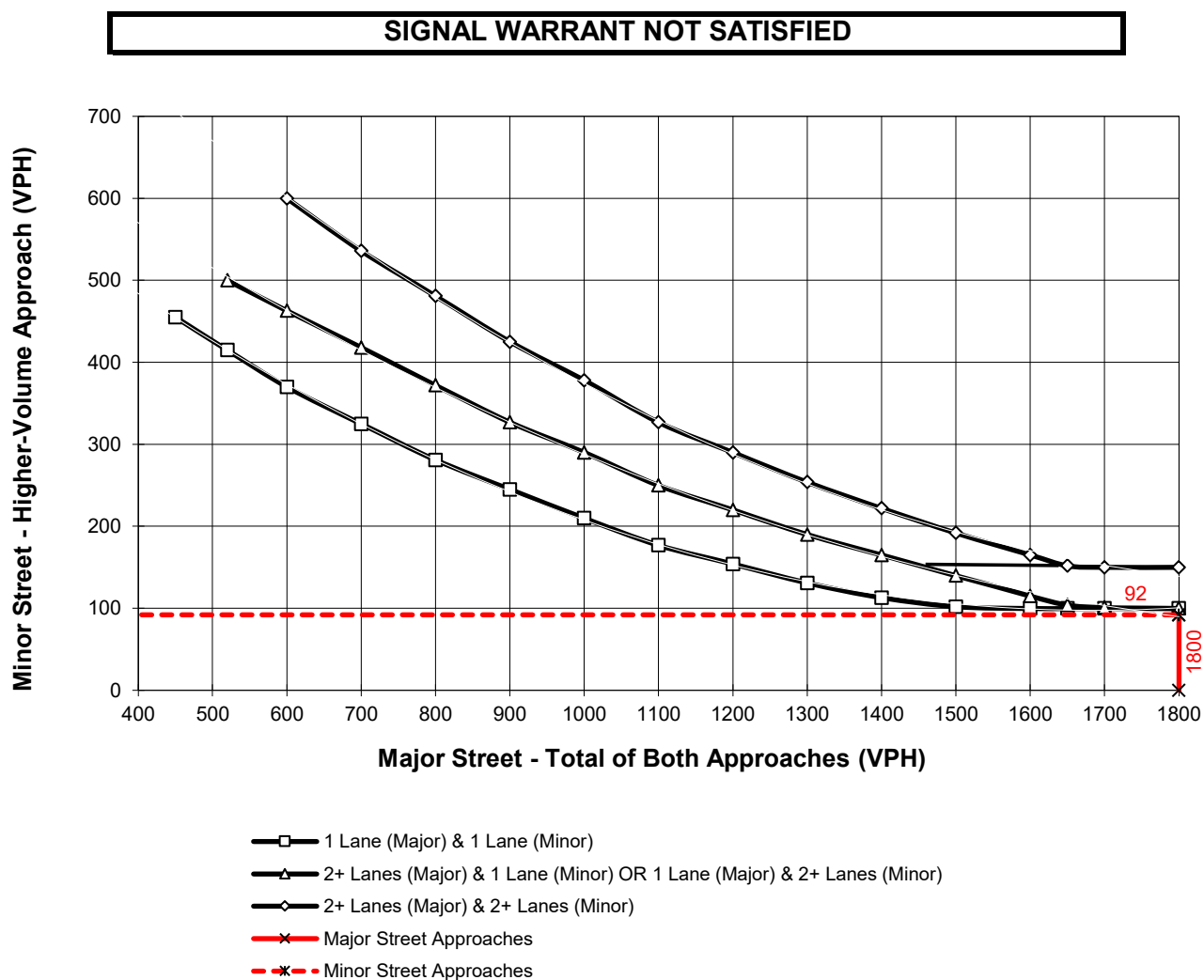
Total of Both Approaches (VPH) = **1852**

Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Meadow View Drive**

High Volume Approach (VPH) = **92**

Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

ATTACHMENT E

**OPENING YEAR CUMULATIVE (2023) WITH PROJECT CONDITIONS TRAFFIC SIGNAL
WARRANT ANALYSIS WORKSHEET**

Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2023) With Project Conditions - Weekday AM Peak Hour**

Major Street Name = **Rio Rancho Road**

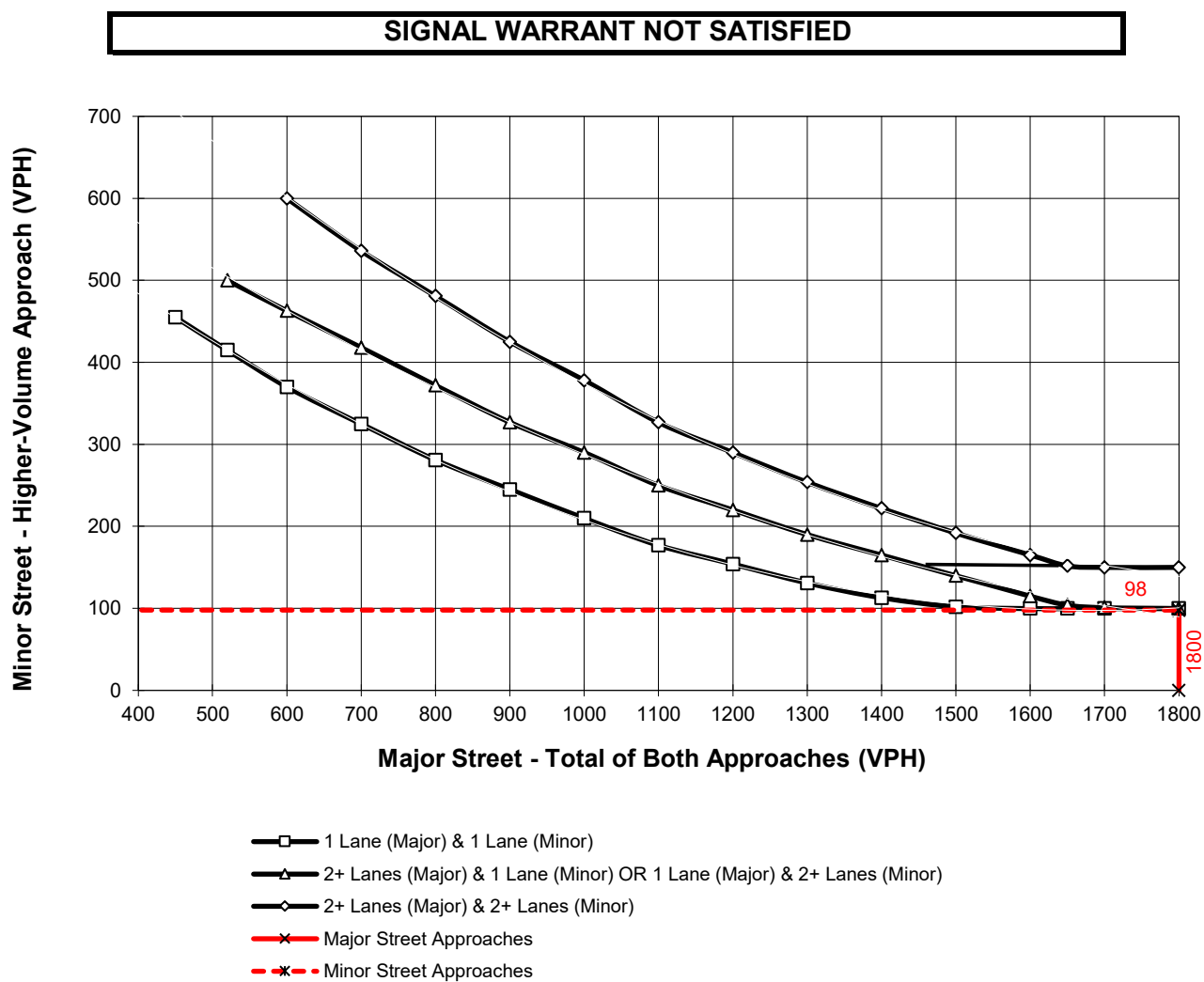
Total of Both Approaches (VPH) = **2317**

Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Meadow View Drive**

High Volume Approach (VPH) = **98**

Number of Approach Lanes On Minor Street = **1**



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold for a minor-street approach with one lane

ATTACHMENT F

SIGHT DISTANCE PHOTOS

Looking East on Rio Rancho from Meadow View



Looking West on Rio Rancho
from Meadow View

