

SCOPE FOR TRAFFIC STUDY

Project Name:	Cajon Truck Terminal
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This Scope for Traffic Study acknowledges San Bernardino County Department of Public Works, Traffic Division requirements of traffic impact analysis for the project and is subject to change:

Project Address:	APN 0262-021-13 and -09; Historic Route 66 & Cajon Bl.		
Project Description:	28,680 square foot truck terminal warehouse		
City:	County of San Bernardino		
Project Buildout Year:		Ambient Growth Rate per Year:	N/A
Closest Intersection (Xtn) to the Project			
Xtn N/S Street Name:	Cajon Boulevard		
Xtn E/W Street Name:	Historic Route 66		
Thomas Guide Pg+Grid:		County Supervisorial District:	

	Engineer	Developer Rep
Company:	Urban Crossroads, Inc.	Tom Dodson & Associates
Name:	Charlene So	Kaitlyn Dodson-Hamilton
Address:		PO Box 2307
City, State, Zip Code:		San Bernardino, CA 92406
Phone #:	(949) 861-0177	
Fax #:		
Email:	cso@urbanxroads.com	

By: 

Reviewed By:

Print Name: Charlene So

11/15/2021

Print Name:

Consultant/Developer's
Representative

Date

Traffic Division Representative

Date

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1. Traffic Distribution: N/A

2. Trip Credit: N/A

Transportation Demand Management (TDM)	No	
Existing Active Land Use	No	
Previous Land Use	No	
Internal Trip Reduction	No	
Pass-by Trip Reduction	No	

3. Related Projects: N/A

4. Freeway Analysis: N/A

The applicant shall consult with the State of California Department of Transportation (Caltrans) to determine the California Environmental Quality Act levels of significance with regard to traffic impacts on Caltrans' freeway facilities. This consultation shall also include a determination of Caltrans requirements for the study of traffic impacts to its facilities and the mitigation of any such impacts. This analysis must follow the most current Caltrans' Guide for the Preparation of Traffic Impact Studies (December 2002) and can be obtained from <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tiguide.pdf>. If Caltrans finds that the project has a significant impact on the freeway, Caltrans shall be requested to include the basis for this finding in their response. If fees are proposed to mitigate the freeway impact, Caltrans shall be requested to identify the specific project to which the fees will apply. These written comments from Caltrans shall be included with the traffic study and submitted to Public Works for review and approval. If a documented good faith effort is made to consult with Caltrans and written comments cannot be obtained from within a reasonable amount of time, an analysis of the freeway impact shall be made using HCM procedures. Appendix A of the SANBAG CMP outlines allowable modifications to these procedures. The SANBAG CMP can be viewed online at: http://www.sanbag.ca.gov/planning/subr_congestion.html

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5. Trip Generation

Trip Generation Rate(s) Source: San Diego Municipal Code <u>Trip</u> Generation Manual (2003)			I – Institute of Transportation Engineers; S – San Diego Traffic Generators; C – County; O – Other:						Edition: 11th		
Land Use Code	Land Use	Rate Based on	Qty	*AVTE vs	ADT	Weekday a.m. peak		Weekday p.m. peak		Weekend peak hour	
						In	Out	In	Out	In	Out
030	Truck Terminal	I	28.68 TSF		540	27	30	28	27		

* - Average Vehicle Trip Ends.

For ITE Land Uses provide number and name of Land Use. e.g. LU 814 - Variety Store

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6. Study Intersections: At minimum, the study shall include the following intersections. The list is subject to change after related projects, trip generation and distribution are determined. Consultant should check with adjoining Cities regarding their requirements in addition to the following County/City intersections. Documentation of the consultation from these agencies shall be included in the traffic study.

Xtn #	% County	Thomas Guide Page+Grid	N-S/E-W Street Name	City	Signalized	CMP
			Not Applicable			

Cities to be consulted: N/A

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7. Other:

Traffic counts may be conducted immediately per the following:
<ul style="list-style-type: none">• Must be taken on Tuesdays, Wednesdays or Thursdays.
<ul style="list-style-type: none">• Must exclude holidays, and the first weekdays before and after the holiday.
<ul style="list-style-type: none">• Must be taken on days when local schools or colleges are in session.
<ul style="list-style-type: none">• Must be taken on days of good weather, and avoid atypical conditions (e.g., road construction, detours, or major traffic incidents).
<ul style="list-style-type: none">• Traffic counts used for other traffic studies in the area shall NOT be reused again, unless 25% of the counts conducted for that particular traffic study are validated with new counts. The difference in volumes between the old and new counts at each corresponding movement should not be more than 10%.
<ul style="list-style-type: none">• New traffic counts shall be checked to ensure the difference in volumes at corresponding approaches, if applicable, between two adjacent intersections is no more than 10% unless the difference can be justified.
<ul style="list-style-type: none">• For all proposed mitigation measures, a conceptual plan for the improvements shall be submitted to our Traffic Studies section for review and approval prior to the approval of the Traffic Impact Analysis. All proposed improvements shall be within the right-of-way.
<ul style="list-style-type: none">• For all cumulative mitigation measures, a cost estimate for the improvement shall be submitted.

This analysis must follow the most current Traffic Impact Study Guidelines for the County as stated in the County's Road Planning and Design Standards.

8. Fees

The County charges on an actual cost basis for review of traffic studies. An initial deposit of \$3400 is required at the time that a land use application is filed with the Department of Land Use Services. If the review costs exceed the initial deposit, the applicant will be expected to provide additional funds and the review will be suspended until the additional funds are deposited.

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9. Contact Information:

Please submit a signed copy of this scope for approval by the Traffic Division. Draft scopes may be sent electronically. Final scope with signature should be submitted in person or by US Mail to:

County of San Bernardino
Dept. of Public Works, Traffic Division
825 E. 3rd Street, Rm 115
San Bernardino, CA 92415-0835

Phone: 909-387-8104

Fax: 909-387-7809

Email: jeremy.johnson@dpw.sbcounty.gov (Jeremy Johnson)



November 15, 2021

Mr. Marc Mitri
County of San Bernardino Public Works
825 East Third Street
San Bernardino, CA 92415

SUBJECT: CAJON TRUCK TERMINAL (APN 0262-021-13 AND -09) SCOPING AGREEMENT

Dear Mr. Marc Mitri:

Urban Crossroads, Inc. is pleased to submit this scoping letter to County of San Bernardino Public Works regarding the proposed Cajon Truck Terminal development (**Project**), which is located south of Historic Route 66 and northeast of Cajon Boulevard in the County of San Bernardino. The proposed Project is to consist of a 28,680 square foot truck terminal warehouse. This letter describes the draft proposed Project trip generation.

A preliminary site plan for the proposed Project is shown on Exhibit 1. As indicated on Exhibit 1, access to the Project site will be provided to Sullivan Road. It should be noted that this scoping agreement has been prepared in accordance with the County of San Bernardino Transportation Impact Study Guidelines (TIS Guidelines), July 2019 and the County of San Bernardino Congestion Management Program, 2016 Update.

TRIP GENERATION

The trip generation rates shown on Table 1 are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (11th Edition, 2021) for the proposed use, for the Truck Terminal (ITE Land Use Code 30) land use. The vehicle and truck mix are based on the City of Fontana Truck Trip Generation Study (April 2003) as the ITE Trip Generation Manual does not have a mix available for this land use code.

TABLE 1: ITE TRIP GENERATION RATES

Land Use ¹	Units ²	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates (Actual Vehicles):									
Truck Terminal ^{3,4}	TSF	30	0.926	1.044	1.970	0.972	0.898	1.870	18.700
Passenger Cars (46.0%)			0.426	0.480	0.906	0.447	0.413	0.860	8.602
2-Axle Trucks (6.1%)			0.056	0.064	0.120	0.059	0.055	0.114	1.141
3-Axle Trucks (13.9%)			0.129	0.145	0.274	0.135	0.125	0.260	2.599
4+-Axle Trucks (34.0%)			0.315	0.355	0.670	0.331	0.305	0.636	6.358
Trip Generation Rates (PCE):									
Truck Terminal ^{3,4}	TSF	30	0.926	1.044	1.970	0.972	0.898	1.870	18.700
Passenger Cars			0.426	0.480	0.906	0.447	0.413	0.860	8.602
2-Axle Trucks (PCE = 1.5)			0.085	0.096	0.180	0.089	0.082	0.171	1.711
3-Axle Trucks (PCE = 2.0)			0.257	0.290	0.548	0.270	0.250	0.520	5.199
4+-Axle Trucks (PCE = 3.0)			0.944	1.065	2.009	0.992	0.916	1.907	19.074

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

² TSF = thousand square feet

³ The ITE Trip Generation Manual does not include a daily Trip Generation Rate, therefore the daily rate has been generated as ten times the PM total rate.

⁴ Truck mix per City of Fontana Truck Trip Generation Study for LU 030, August 2003.

The trip generation summary illustrating daily, and peak hour trip generation estimates for the proposed Project are shown on Table 2. As shown in Table 2, the proposed Project is anticipated to generate a total of 540 two-way per day with 57 AM peak hour trips and 55 PM peak hour trips. In passenger car equivalent (PCE), the Project is anticipated to generate 996 two-way PCE trips per day with 104 PCE AM peak hour trips and 99 PCE PM Peak hour trips.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Summary (Actual Vehicles):								
Truck Terminal	28.680 TSF							
Passenger Cars:		12	14	26	13	12	25	248
2-Axle Trucks:		2	2	3	2	2	3	34
3-Axle Trucks:		4	4	8	4	4	7	76
4+-Axle Trucks:		9	10	19	9	9	18	182
Truck Trips:		15	16	31	15	15	30	292
Total Trips (Actual Vehicles)²		27	30	57	28	27	55	540
Trip Generation Summary (PCE):								
Truck Terminal	28.680 TSF							
Passenger Cars:		12	14	26	13	12	25	248
2-Axle Trucks:		2	3	5	3	2	5	50
3-Axle Trucks:		7	8	16	8	7	15	150
4+-Axle Trucks:		27	31	58	28	26	55	548
Truck Trips (PCE):		36	42	78	39	35	74	748
Total Trips (PCE)²		48	56	104	52	47	99	996

¹ TSF = thousand square feet

² Total Trips = Passenger Cars + Truck Trips.

CONCLUSION

The traffic impact study area is to be defined in conformance with the requirements of the County's TIS Guidelines, which state that the requirement to prepare a traffic study will be based upon, but not limited to, one or more of the following criteria:

- If a project generates 100 or more trips without consideration of pass-by trips during any peak hour.
- If a project is located within 300 feet of the intersection of two streets designated as Collector or higher in the County's General Plan or the Department's Master Plan or impacted intersection as determined by the Traffic Division.
- If this project creates safety or operational concerns.

Based on this criterion, the Project is anticipated to generate fewer than 100 peak hour trips during any peak hour and would contribute fewer than 50 peak hour trips to any off-site study area intersection (actual vehicles). As such, additional traffic analysis beyond this scoping agreement does not appear to be necessary.

Mr. Marc Mitri
County of San Bernardino Public Works
November 15, 2021
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If you have any questions, please contact me directly at (949) 861-0177.

Respectfully submitted,
URBAN CROSSROADS, INC.

A handwritten signature in black ink that reads "Charlene So". The signature is written in a cursive, flowing style.

Charlene So, PE
Associate Principal

Attachments

EXHIBIT 1: PRELIMINARY SITE PLAN

