

6. Significant Unavoidable Adverse Impacts

Pursuant to Section 15126.2(b) of the CEQA Guidelines, this EIR considers the significant environmental effects which cannot be avoided if the Proposed Project is implemented. At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. The Initial Study substantiates that impacts associated with implementation of the proposed truck restriction ordinance would be less than significant except Air Quality (AQ), Greenhouse Gases (GHG), Land Use, and Noise and Transportation and Traffic. This detailed analysis in this DEIR substantiates that impacts to AQ, GHG, Land Use and Noise would also be less than significant. No mitigation would be required for these impacts. Transportation and Traffic impacts, however, would be significant and unavoidable as described below. Mitigation measures would reduce the level of impact but are not within the City of Jurupa's Valley jurisdiction to implement.

6.1 TRANSPORTATION AND TRAFFIC

Impact 5.5-1

Under 2035 conditions, the intersection analysis results under 2035 Without Project and 2035 With Project conditions show that most intersections operate at LOS D or better under 2035 conditions. The following intersections are forecast to be deficient:

- 5, Etiwanda Avenue/SR-60 EB On-Ramp (Without Project, AM Peak Hour)
- 12, Etiwanda Avenue/Mission Boulevard (Without and With Project, AM and PM peak hour)
- 13, Etiwanda Avenue/Philadelphia Street (Without and With Project, PM peak hour)
- 15, Milliken Avenue/Mission Boulevard (Without and With Project, PM peak hour)
- 17, Country Village/Philadelphia Street (Without and With Project, PM peak hour)
- 18, Country Village at SR-60 Westbound Ramps (Without and With Project, AM and PM peak hour)

Trucking restrictions would route trucks away from all deficient intersections, resulting in a decrease in delay, except for intersection 15, Milliken Avenue/Mission Boulevard. This intersection is located on the boundary between Eastvale and Ontario. At this intersection, the project would increase truck traffic, resulting in an increase in delay of 1 second per vehicle in the AM peak hour and 7.3 seconds per vehicle in the PM peak hour, worsening its operations. Based on the threshold for significant impacts of the proposed project, the project would cause a significant impact at intersection 15, Milliken Avenue/Mission Boulevard under 2035 conditions in the PM peak hour.

The intersection of Milliken Avenue and Mission Boulevard was reconstructed as part of the South Milliken Avenue Grade Separation. Opening in 2017, the intersection is elevated above Mission Boulevard and predominately serves north-south Milliken Avenue traffic and right-turns and left-turns between Milliken

6. Significant Unavoidable Adverse Impacts

Avenue and Mission Boulevard. Under 2035 conditions, the southbound through movement is the critical intersection movement. The southbound through movement is carried by three through lanes, and widening the roadway to four lanes would be a large undertaking involving the widening of the overpass bridge. Infrastructure improvements as well as other potential mitigation of operational improvements or travel demand management actions are outside of the control of the City of Jurupa Valley, and therefore the impact at the intersection of Milliken Avenue and Mission Boulevard is significant and unavoidable. If those cities develop a project to improve the conditions at the intersection to acceptable LOS 'D' levels, the fair share from the City of Jurupa Valley would be 5.5 percent

Impact 5.5-2

Under 2020 conditions, 5 of the 16 freeway ramps have demand that exceeds capacity in the peak hour. The project would also add trips to the freeway ramps that are anticipated to operate at unacceptable conditions. This would be considered a significant impact without mitigation at 5 ramps under 2020 conditions

Under 2035 conditions, 7 of the 16 ramps have demand that exceeds capacity in the AM peak hour, and all but one location in the PM peak hour have demand that exceeds capacity in the PM peak hour under without project and with project conditions. The project would also add trips to these freeway ramps. Therefore, a significant impact would occur at 12 ramps under 2035 conditions

In summary, the following off-ramps would operate at a deficient level of service without mitigation:

- I-15 Southbound Off- Ramp at Jurupa Street (2020)
- I-15 Southbound On- Ramp at Jurupa Street (2020, 2035)
- I-15 Northbound Off-Ramp at Jurupa Street (2035)
- I-15 Northbound On-Ramp at Jurupa Street (2035)
- Milliken Avenue at SR-60 Eastbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound Off-Ramp (2035)
- Milliken Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Etiwanda Avenue at SR-60 Eastbound On-ramp(2020, 2035)
- Etiwanda Avenue at SR-60 Westbound Off-ramp (2035)
- Mission Avenue at SR-60 Eastbound Off-Ramp (2035)
- Mission Avenue at SR-60 Westbound On-Ramp (2020, 2035)
- Country Village at SR-60 Westbound Off-Ramp (2035)
- Country Village at SR-60 Eastbound Off-Ramp (2035)

Improvements to the Caltrans' freeway ramps were considered that would reduce potential impacts associated with transportation and traffic to a level that is less than significant. However, the improvement to Caltrans' freeway ramps would require approval from Caltrans as the owner/operator. Caltrans currently does not have a funding mechanism for development projects to contribute to fair share fees to implement improvements on Caltrans facilities. Therefore, the City of Jurupa Valley would not be able to guarantee the implementation of these measures. Therefore, this impact would remain significant and unavoidable.

6. Significant Unavoidable Adverse Impacts

Impact 5.5-3

The Congestion Management Program (CMP) roadways in the study area are the I-10, the I-15, and the SR-60 freeways; Etiwanda Avenue from Limonite Street to the San Bernardino County line; Country Village Road from SR-60 to the San Bernardino County line; and Van Buren Boulevard from the San Bernardino County line to I-215. RCTC has adopted a minimum level of service threshold of LOS “E” for roadways and intersections along the CMP system.

Several freeway on- and off-ramps on the I-15 and SR-60 would operate at unacceptable LOS (see Impact 5.5-2). The project would result in additional traffic volume that would significantly cumulatively contribute to impacts at freeway on-and off-ramps. According to the RCTC CMP plan, when a deficiency is identified, a deficiency plan must be prepared by the local agency (in this case Caltrans). Other agencies identified as contributors to the deficiency, which in this case is the City of Jurupa Valley, are also required to coordinate with the development of the plan. The plan must contain mitigation measures, including consideration of Transportation Demand Management strategies and transit alternatives, and a schedule for mitigating deficiency. Without specific policies requiring the City to contribute to the deficiency plan, this would be considered a significant impact without mitigation.

Improvements to the Caltrans freeway ramps were considered that would reduce potential impacts associated with transportation and traffic to a level that is less than significant. However, the improvement to Caltrans’ freeway ramps would require approval from Caltrans as the owner/operator. Caltrans currently does not have a funding mechanism for development projects to contribute to fair share fees to implement improvements on Caltrans facilities. Therefore, the City of Jurupa Valley would not be able to guarantee the implementation of these measures. Therefore, this impact would remain significant and unavoidable.

6. Significant Unavoidable Adverse Impacts

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