



Agenda Report

File #: 18-2197

**AGENDA REPORT
REQUEST FOR CITY COUNCIL ACTION**

DATE: 10/17/2018

TO: Honorable Mayor and City Council Members

FROM: Public Works Department

SUBJECT:

City Council consideration to adopt Resolution No. 2018-112, documenting approval of an existing traffic barrier gate prohibiting entry to and exit from San Ramon Drive and authorizing it to remain in place pursuant to California Vehicle Code Section 21101(f).

RECOMMENDED ACTION:

That the City Council adopt Resolution No. 2018-112, documenting approval of an existing traffic barrier gate prohibiting entry to and exit from San Ramon Drive and authorizing it to remain in place pursuant to California Vehicle Code Section 21101(f).

ANALYSIS:

In 1990, residents of the Montenero Community sent several complaints to the City concerning speeding and traffic volumes cutting through their neighborhood to access Green River Road from Dominguez Ranch Road. The complaints were reviewed and discussed at the March 21, 1990, City Council meeting. During that meeting, staff illustrated the problems expressed in the complaints and several residents communicated their specific traffic safety concerns to the City Council. The City Council directed the item be brought back for action at the April 4, 1990, City Council meeting. Subsequently, City Council approved the installation of a traffic barrier on San Ramon Drive due to health and safety concerns related to traffic and instructed staff to realign San Ramon Drive with a double cul-de-sac and appropriate no more than \$10,000 towards the construction of an automatic gate.

After this action, staff worked with the developer, Pacer Homes, to design and construct a modified double cul-de-sac with an automatic sliding gate for emergency vehicle access purposes on San Ramon Drive. Partial funding for the San Ramon gate project was ratified by City Council on November 18, 1992, when \$10,000.00 was authorized to be transferred from the Traffic Signal Installation and Modification fund to reimburse Pacer Homes for the City's share of the San Ramon gate construction. However, final completion of the San Ramon gate was not immediately finished as

staff was not able to accept the final product. It appears the developer never resolved all of the issues related to satisfactorily complete the construction of the gate so, in October of 1993, documents indicate that staff completed the work themselves and disbursed only \$5,000 to reimburse Pacer Homes for the portion of the work the developer completed and used the remaining \$5,000 to pay for the time and material to satisfactorily complete installation of the gate.

Almost twenty-two years later, the San Ramon gate experienced mechanical problems in May 2015, so the Fire Department locked the gate in the open position for approximately eight months until the automated gate was repaired and closed again. During the period of time the gate was open, residents in the Sierra Peak Community on the east side of the gate became accustomed to the optional route and filed a petition with the Fire Department on April 20, 2016, requesting the removal of the gate.

On May 4, 2016, Public Works informed the Infrastructure Committee of receipt of the petition. Members of the Montenero community also attended the meeting stating their opposition to the removal of the gate. Action on this issue was postponed until the completion of the SR-91 Corridor Improvement Project and the Foothill Westerly Extension Project. As directed by the Infrastructure Committee, a traffic study was conducted upon completion of both projects and that traffic study, dated October 10, 2018, is attached to this report.

The attached traffic study concluded that during free flow conditions, the travel time on Green River Road from Canyon Crest Drive to Rancho Dominguez Road is actually less than the travel time from Canyon Crest Drive to the intersection of Green River Road and Rancho Dominguez Road using the San Ramon Drive route (assuming that the San Ramon gate is removed). However, as traffic flow on Green River Road is backed up at Nicolas Place, Palisades Drive, Ridgeline Drive or Canyon Crest, the travel time along Green River increases exponentially (from 3 minutes, 48 seconds to 19 minutes, 56 seconds at Canyon Crest). The increased travel time caused by added traffic leads to the conclusion that as travel time along Green River Road increases, the inclination of a driver to pursue other available alternative routes that may reduce the driver's travel time, such as the San Ramon Drive to Dominguez Ranch Road route, will likewise, increase exponentially.

The attached traffic study also concluded that the intersection of Dominguez Ranch Road and Green River Road is currently at or near capacity for left-turn movements from Dominguez Ranch Road to Green River Road during the am peak period. This finding indicates that the removal of the San Ramon gate and the anticipated resultant cut-through traffic volume would result in the intersection of Dominguez Ranch Road and Green River Road being impacted beyond the capacity for which it was designed. Moreover, the removal of the San Ramon gate may result in San Ramon Road and Dominguez Ranch Road, which are classified as local residential streets, bearing a traffic volume more characteristic of a higher classification street, such as a collector or arterial street, which would be contrary to the health and safety of the residents on San Ramon Road, Dominguez Rancho Road and the entire Montenero community.

The attached traffic study determined that the removal of the San Ramon gate would likely result in the traffic that is currently traveling on Green River Road simply being diverted through the San Ramon Road and Dominguez Ranch Road neighborhood and would not result in any reduction in traffic flow or an improvement in the overall traffic conditions in the area.

California Vehicle Code Section 21101(f) authorizes the City Council, by resolution, to adopt rules

and regulations prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of the general plan. The circulation element of the City's general plan provides that local streets should be designed to discourage their use as through traffic routes and that neighborhood traffic control techniques should be utilized to mitigate cut-through traffic impacts on residential streets. As indicated above, prior to the installation of the San Ramon gate, San Ramon Road and Dominguez Ranch Road, which are local residential streets, were being utilized as through traffic routes to avoid the traffic congestion on Green River Road, which resulted in a negative impact on the residents in the Montenero community. The San Ramon gate was installed as a traffic control technique to mitigate the cut-through traffic impacts on San Ramon Road and Dominguez Ranch Road. Allowing the San Ramon gate to remain would implement these policies of the circulation element.

Overall, the conclusion of the traffic study illustrates how the conditions that caused San Ramon Drive to be used as a cut-through route to by-pass congestion on Green River Road have not changed since the initial installation of the San Ramon gate. Thus, staff is recommending approval of the attached resolution documenting the approval of the San Ramon gate and authorizing it to remain in place pursuant to the authority provided by Vehicle Code Section 21101(f).

COMMITTEE ACTION:

Not applicable.

STRATEGIC PLAN:

This item supports the City's Strategic Plan Goal 5: Improve Circulation and Reduce Traffic. The decision to make San Ramon gate permanent will ensure that the traffic circulation in the residential community of Montenero and adjacent communities will remain safe from substantial cut-through traffic.

FISCAL IMPACT:

There is no financial impact as the San Ramon gate is already constructed and costs to maintain the gate are already accounted for in the City's budget.

ENVIRONMENTAL ANALYSIS:

This action has no impact on the environment and is considered a categorical exemption pursuant to Section 15301(c) of the Guidelines for the California Environmental Quality Act (CEQA). Section 15301(c) states that a project which consists of the operation, repair, maintenance, permitting or minor alteration of existing public structures, including existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails, and similar features, involving negligible or no expansion of use beyond the existing use does not have a significant impact on the environment, and is therefore exempt from CEQA. This action will permit the existing San Ramon gate located on San Ramon Drive to remain in its existing condition and there will be no expansion of use beyond the existing use. Therefore, no environmental analysis is required, and City staff will file a Notice of Exemption with the County of Riverside.

PREPARED BY: DENNIS RALLS, PUBLIC WORKS PROGRAM MANAGER

REVIEWED BY: NELSON D. NELSON, P.E., PUBLIC WORKS DIRECTOR

File #: 18-2197

REVIEWED BY: KERRY D. EDEN, ASSISTANT CITY MANAGER/ADMINISTRATIVE SERVICES DIRECTOR

REVIEWED BY: MICHELE NISSEN, ASSISTANT CITY MANAGER

SUBMITTED BY: DARRELL TALBERT, CITY MANAGER

Attachment: Traffic Study

San Ramon Gate Traffic Study

**City of Corona
Public Works Department**

**Dennis Ralls, MSCE
Public Works Program Manager
Traffic Engineering Section**

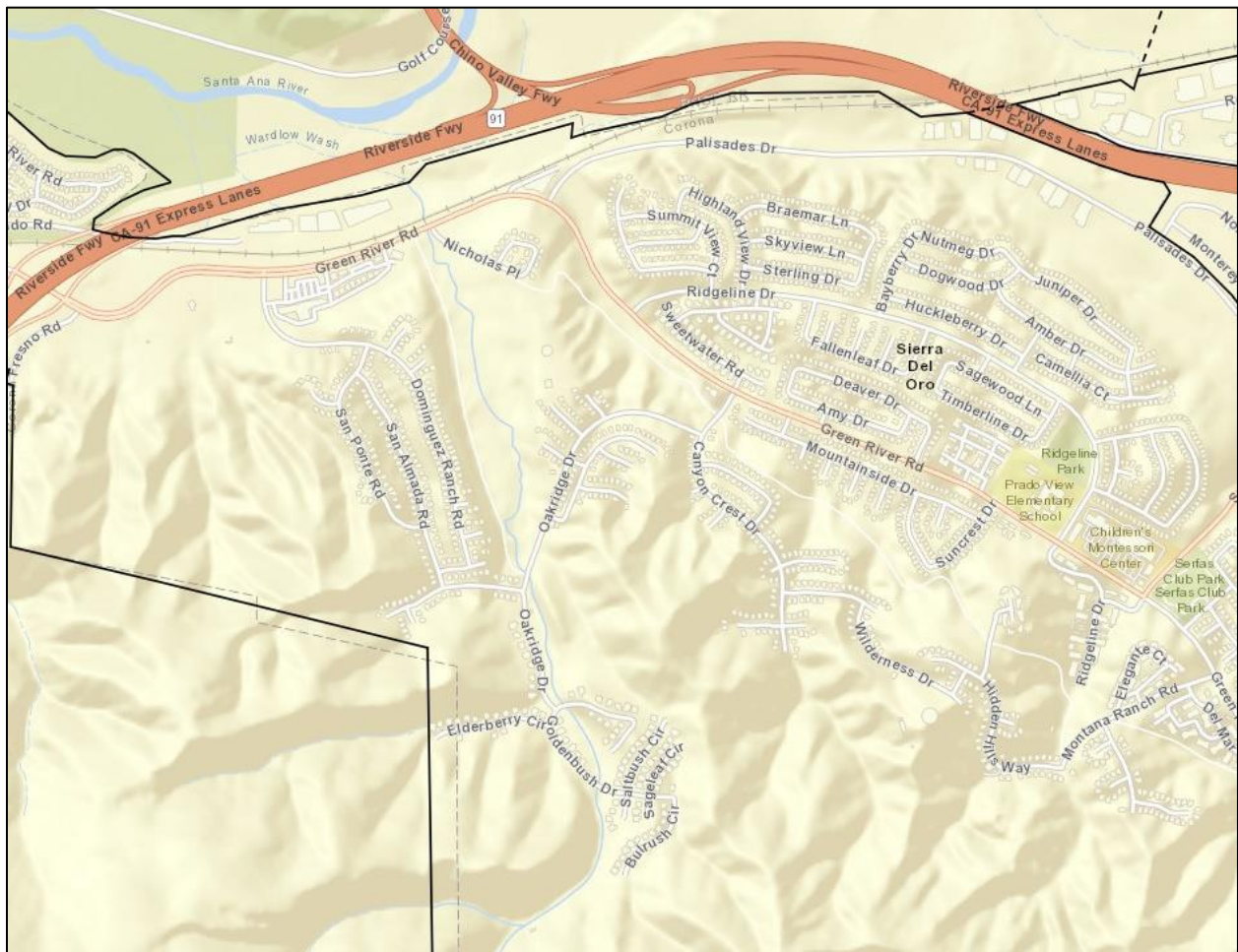
October 10, 2018

Subject:

The San Ramon gate was originally authorized by City Council in 1990. At that time, the purpose of the gate was to address significant traffic concerns raised by the residents of the area that impacted their health and safety. The following traffic analysis is being performed following the Infrastructure Committee Meeting in May 2016 in which it was requested.

Traffic Analysis

This traffic analysis uses Average Daily Traffic (ADT) count data, turning movement count data, GPS travel time data, traffic signal timing data, and previous traffic studies. The area will be analyzed based on morning weekday peak conditions as this is the time period of most concern to the area residents and has by far the greatest impact to the community and the surrounding area. The analysis area includes Green River Road from SR-91 to Serfas Club Drive, Dominguez Ranch Road, and Canyon Crest Drive. The communities along Dominguez Ranch Road and Canyon Crest Drive are also included in the study area.



ADT Analysis

The following table contains roadway information, ADT count data, LOS based capacity limits and a calculation of the current Level of Service (LOS) based on volume over capacity ratios.

Street	From	To	Date	ADT	Classification	Lanes	Capacity	v/c	LOS
Green River	SR-91	Dominguez Ranch	01/02/2018	22,342	Major Arterial	6	53,900	0.41	A
Green River	Dominguez Ranch	Palisades	01/02/2018	22,409	Major Arterial	6	53,900	0.42	A
Green River	Palisades	Ridgeline (West)	01/02/2018	20,812	Major Arterial	4	35,900	0.58	A
Green River	Ridgeline (West)	Ridgeline (East)	01/02/2018	17,458	Major Arterial	4	35,900	0.49	A
Green River	Ridgeline (East)	Serfas Club	01/02/2018	22,517	Major Arterial	4	35,900	0.63	B
Dominguez Ranch	Green River	San Pointe	11/02/2017	1,900	Collector	2	13,000	0.15	A
Canyon Crest	Green River	Oakridge	11/01/2017	2,759	Collector	2	13,000	0.21	A

LOS grades are based on City of Corona's Traffic Impact Analysis Guidelines which references Riverside County's Level of Service "E" Criteria for various street classifications. While ADT is often used to help determine the capacity limits of roadways, this metric is best used for analyzing daily traffic. The traffic congestion along Green River Road has a morning peak period that requires different analysis to better understand the issue.

Turning Movement Analysis

In a turning movement analysis, traffic counts are collected at an intersection. Vehicles are counted at an intersection traveling in each direction or movement at peak periods. The peak 1-hour period is then determined based on total volume through the intersection. Turning movement counts were collected on October 17, 2017 at the intersections of Green River Road at Dominguez Ranch Road and at Canyon Crest Drive. Here is a summary of those counts:

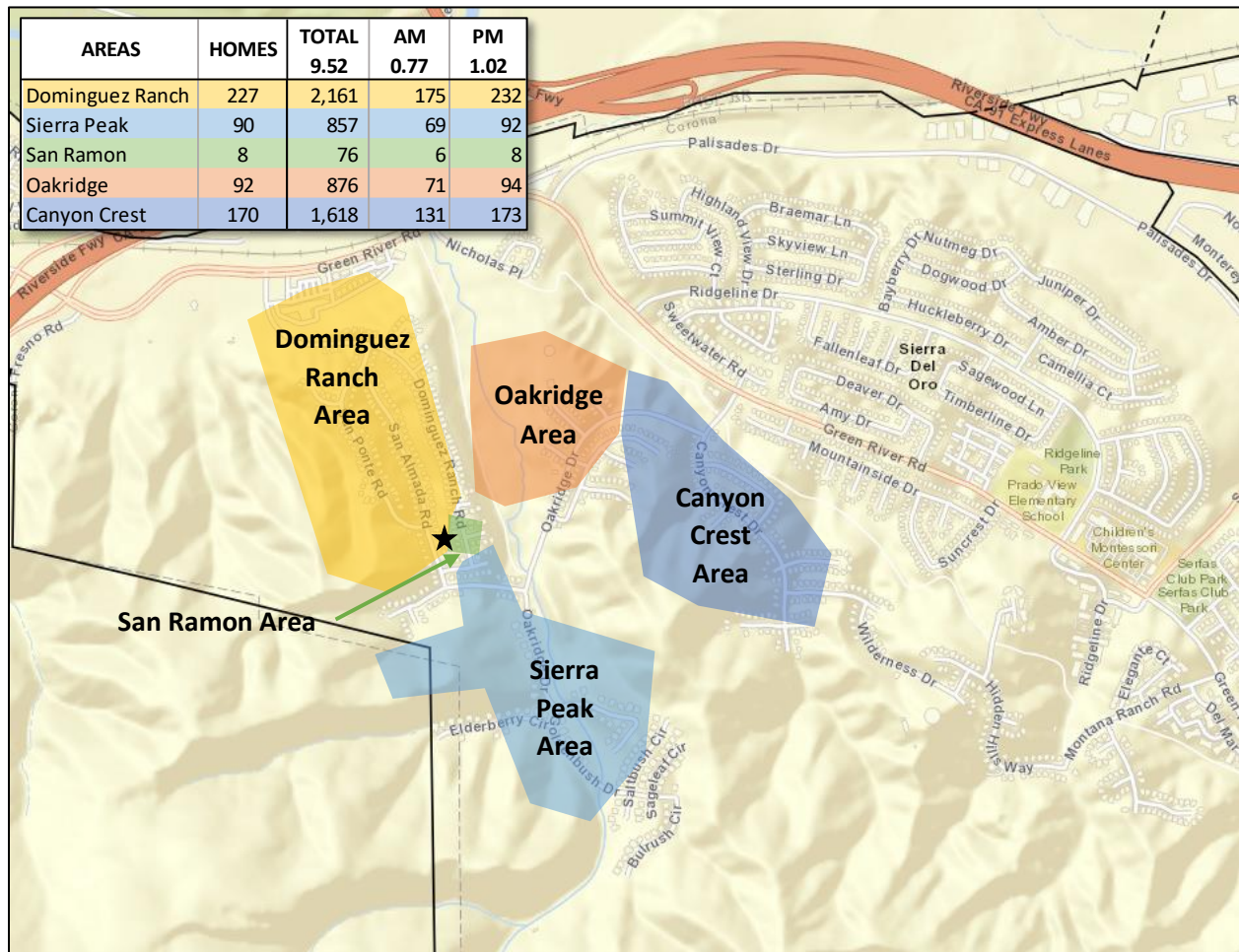
TURNING MOVEMENT COUNT				NORTH LEG										
E-W Street: Green River Rd					RIGHT	THRU	LEFT	TOTAL						
N-S Street: Canyon Crest Dr				AM	3	1	23	27						
Date: 10/17/2017				PM	4	0	6	10						
				WK	12	0	9	21						
				AM	PM	WK	GRAND TOTAL				AM	PM	WK	
WEST LEG	LEFT	2	6	9	AM	PM	WK	3	12	1	RIGHT			
	THRU	175	1,046	649	1,225	1,522	1,411	822	260	532	THRU			
	RIGHT	18	62	41					11	56	54	LEFT		
	TOTAL	195	1,114	699					836	328	587	TOTAL		
					LEFT	THRU	RIGHT	TOTAL						
				AM	62	2	103	167						
				PM	27	0	43	70						
				WK	52	3	49	104						
								SOUTH LEG						

At the intersection of Green River and Dominguez Ranch, close attention should be paid to the northbound left turn volume. On this day, 303 vehicles were recorded making this movement during the AM peak hour. As a rule-of-thumb, a left-turn pocket typically handles about 300 vehicles per hour. This means that the northbound left turn movement at Dominguez Ranch is near its capacity during the morning peak period. Also, during the AM peak hour, 1,022 vehicles were recorded passing through this intersection in the westbound direction. As a note of historical comparison, this same data collected at the same intersection on February 6, 2014 shows the northbound left turn movement had 135 vehicles while the westbound thru movement had 1,381 vehicles.

At the intersection of Green River and Canyon Crest, the westbound through movement recorded 822 vehicles during the AM peak hour. Also, of note is the northbound left turn volume which was recorded at 62 vehicles during the AM peak hour. A final note is the number of westbound left turn volumes recorded at on 11 vehicles during the AM peak hour. These 3 numbers help understand the current traffic conditions for traffic on Green River and traffic entering and exiting the community on the east side of the San Ramon gate.

Estimated Trip Generation

When a new development proposes to build in the city, a Traffic Impact Analysis (TIA) is performed. Included in that analysis is a Trip Generation Analysis. For single-family detached homes, the number of dwelling units being built are multiplied by a rate factor based on collected data recorded in the ITE Trip Generation Manual. In the 9th edition of the Trip Generation Manual, approximately 9.5 trips per day are expected on average from each dwelling unit. During the AM peak hour, about 0.8 trips per dwelling unit on average are expected to occur per dwelling unit. The various communities surrounding the Dominguez Ranch and Canyon Crest areas we used to determine the estimated number of trips in each area would generate. A summary of that data is below.



Various areas have been defined to help group logical clusters of homes into analysis areas. The Dominguez Ranch Area includes all homes west of the San Ramon gate along the Dominguez Ranch Road Community. The San Ramon Area groups the eight homes on San Ramon just east of the gate. The Sierra Peak Area includes all the homes inside the gated community south of San Ramon and east of the gate. The Oak Ridge Area includes all the homes east of the gate that are north of San Ramon and west of Canyon Crest. The Canyon Crest Area includes homes east of Oakridge and includes a logical dividing point along Wilderness Dr. These areas east of the gate have been specifically identified as those who would most likely use San Ramon to by-pass Green River congestion if the gate were removed.

Of note is the estimated 175 AM peak hours trips that are expected by the Dominguez Ranch Area. In comparing this to the measured total of 361 northbound trips at Dominguez Ranch, there are about 186 vehicle trips at this location that do not appear to be generated by the nearby homes. These trips are likely due to patrons of the shopping center and traffic that cuts-through the shopping center by-passing congestion on Green River.

The areas of San Ramon, Sierra Peak, Oakridge and Canyon Crest have a combined total of 277 AM peak hour trips. The measured peak hour northbound total volume at Canyon Crest was 167. There is a difference of about 130 peak hour volumes from the estimated expected volume and the actual measured volume that day. The Canyon Crest Area does have another point of access at Montana Ranch to which the difference may be contributed to. The Montana Ranch location was not studied as part of this effort. Another explanation may be that residents in this area have lived here for a while may have more established families not requiring as many trips as comparable communities with newer families.

Travel Time Analysis

An important part of this traffic analysis is the travel time analysis. This analysis will attempt to illustrate how the morning congestion on Green River may impact driver route decision making. It is important to understand what the difference in traveling under various circumstances on Green River Road feels like to the daily commuter. As both routes begin at Canyon Crest and end at Dominguez Ranch, the travel time analysis is limited to understanding the difference between traveling from Canyon Crest to Dominguez Ranch along both Green River Road and through the San Ramon Drive Route.

This travel time analysis assumes a few things, that free-flow speed (or that speed at which traffic can flow when not congested) is measured without stopping meaning that traffic signals, congestion and other activities do not occur and thus the driver on the road is able to drive at an average maximum comfortable speed. While the 85th percentile speeds are used to help set speed limits, 85th percentile speeds are not typically measured along residential streets as the California Vehicle Code specifies that residential streets have a prima facie speed of 25 mph. Instead, floating car surveys or recorded GPS runs were conducted traveling along the San Ramon Drive route on both sides of the gate. As the gate was closed during these runs, the gap in distance created by the gate and the time to decelerate to the gate and accelerate from the gate are assumed to cancel each other out so that the combination of these two GPS runs can be combined to form a highly probable total data set as if the gate did not exist. GPS runs were also performed on Green River during not congested traffic to determine its free flow speed.

Data was also gathered for congested speeds along Green River Road. Over the course of this year the Traffic Engineering team performed multiple GPS runs spanning multiple days at multiple times of the day. From the data collected, we were able to determine an average speed that occurs in congested traffic along Green River Road assuming that freeway conditions allow traffic on to the freeway at a rate determined by the ramp meter and that congestion on the mainline of the freeway does not add further delay. The typical average speed of Green River Road in a congested condition was measured to be about 2.7 miles per hour or about 4.0 feet per second. Distances along each route were measured using the recorded GPS runs and verified using estimated measurements from GIS maps and are rounded to the nearest 100 feet.

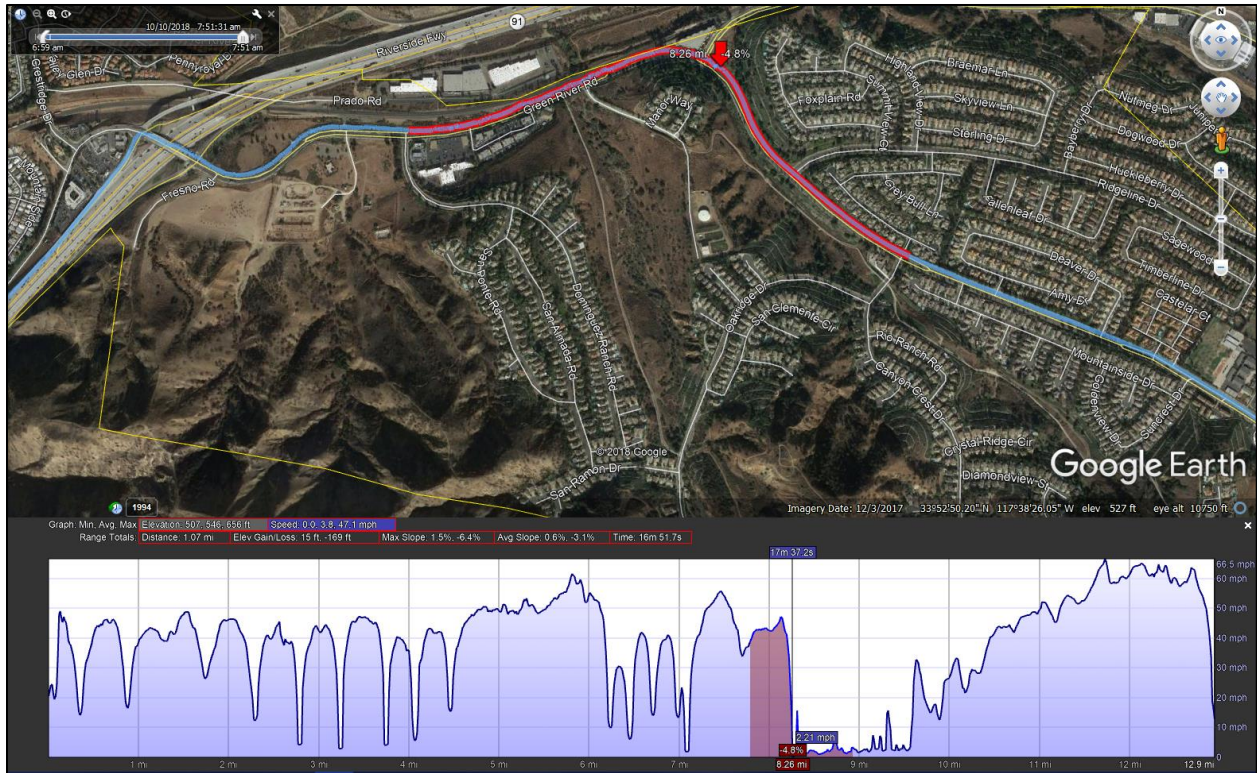
On Green River Road, at the posted speed of 45 mph (66 fps), traveling the 5,700 feet from Canyon Crest to Dominguez Ranch would calculate to about 85 seconds or 1 minute and 25 seconds assuming no stopping or slow down. At a posted speed of 25 mph (36.7 fps) (assuming no slow down or stopping at any intermediate intersection or curve), traveling 4,550 feet from the San Ramon gate to the intersection of Green River and Dominguez Ranch travel time is about 124 seconds or about 2 minutes. At a posted speed of 25 mph (36.7 fps), traveling 3,500 feet from the San Ramon gate to the intersection of Green River at Canyon Crest the travel time is about 95 seconds or 1 minute and 35 seconds. If you were to combine the Dominguez Ranch and Canyon Crest free flow travel times you would have a travel time of about 220 seconds or 3 minutes and 40 seconds. This is 2 minutes and 15 seconds or over 250% slower than traveling along Green River.

In practice, we measured the average travel time to use these routes in uncongested conditions where traffic controls and side street had no impact on travel time using recorded GPS runs. In summary, measured free flow speeds along Green River Road from Canyon Crest to Dominguez Ranch averaged just over 45 mph. The average free flow speed along the San Ramon route measured at just under 25 mph.

Staff performed numerous recorded GPS runs along Green River at a variety of times when congested began at several locations. For the purposes of this study, five locations where congestion began were measured via GPS runs. The total travel time along Green River Road from Canyon Crest to Dominguez Ranch was then calculated using this recorded data. The table below summarizes these calculated measurements.

Route	Condition	Average Travel Time			Difference
		Distance (ft)	Speed (fps)	(h:mm:ss)	
San Ramon	Free Flow	8200	35.9	0:03:48	0:02:22
Green River	Free Flow	5700	66.3	0:01:26	-0:02:22
	Backup to Nicolas	5700	11.2	0:08:28	0:04:40
	Backup to Palisades	5700	7.2	0:13:09	0:09:21
	Backup to Ridgeline (West)	5700	5.1	0:18:32	0:14:44
	Backup to Canyon Crest	5700	4.0	0:23:43	0:19:56

An illustration of the data created by the Floating Car Study GPS data is presented below where the red highlighted portion of the map and the chart indicate the area of interest. Also, the red arrow on the map corresponds to the red marker and vertical line on the chart indicating where congestion was recorded to begin during this GPS run.



Cut-Through Impact

The final part of this traffic analysis is to determine the potential amount of cut-through traffic that could occur under congested conditions. While statistical probability analysis could attempt to predict this, a better way to illustrate potential impacts is to determine the amount of traffic that may reroute off Green River to use the San Ramon route to by-pass traffic and analyze the impacts each interval of magnitude of rerouting would have on the communities adjacent to the San Ramon gate.

From earlier, turning movement counts during a peak hour at both intersections were presented. Using these counts we can subtract an interval of volume of westbound traffic that was measured to go thru Canyon Crest and add that volume to the left turn for the westbound movement at the same intersection. This volume would also be added to the left turn for the northbound direction at Dominguez Ranch. Under these conditions, it would be safe to assume that even though some traffic volume had left Green River at Canyon Crest to use the San Ramon Route, measurements of peak hour traffic at Dominguez Ranch would not likely change for the westbound thru movement as congested conditions would still exist at Dominguez Ranch resulting in little measured change to the movement. As such, this volume will remain as is for this analysis.

Intervals for review include a 2%, 5%, 10%, 20%, and 30% redirection of traffic from the Green River route and to the San Ramon route. That is, if 2% of the westbound thru traffic at Canyon Crest had instead made a left turn to use the San Ramon route, this would be the resulting effect. The amount of traffic was calculated for each interval. The results of these calculations are summarized in the table below.

Intersection	Movement	Existing	2%	5%	10%	20%	30%
Canyon Crest	WB Thru	11	27 145%	52 373%	93 745%	175 1491%	258 2245%
	WB Left	822	806 -2%	781 -5%	740 -10%	658 -20%	575 -30%
Dominguez Ranch	NB Left	303	319 5%	344 14%	385 27%	467 54%	550 82%

In general Traffic Engineering principals, the rule of thumb is that a left-turn pocket can typically handle about 300 vehicles per hour before triggering the requirement for additional improvements such as an additional left-turn lane. The existing count for Dominguez Ranch for the northbound left turn movement was previously measured at that threshold. Although, through observation and complaints received, we know that many commuters use the Promenade Shops parking lot as a cut-through and thus this number is artificially exaggerated. Even so, the potential addition of nearly 250 vehicles per hour at the 30% interval would impact not only the westbound left-turn pocket at Canyon Crest but would lead to dramatic delays for all residents that would use Dominguez Ranch to exit their communities.

Conclusion

Increased northbound left turn traffic at Green River and Dominguez Ranch would require increased maximum green time to clear vehicle queues. This would in turn reduce time given to the westbound thru movement on Green River at Dominguez Ranch resulting in increased queue length and travel times for all congested movements. A rebalancing of the programming of the traffic signal would have to account for increased traffic on Dominguez Ranch while attempting to maintain the morning westbound progressing on Green River.

Increased traffic volumes from rerouted traffic from Green River would also likely include the very same driving behavior initially mentioned back in 1990 when the residents of the adjacent communities initiated the installation of the San Ramon gate as commuters attempt to reduce their travel time by using these local streets.

The California Vehicle Code Section 21101 (f) allows provisions for local jurisdictions to make findings on the placement of traffic barriers, along with other mechanisms, to mitigate health and safety concerns implementing the circulation element of the general plan. Currently, Corona's general plan does not include San Ramon Drive as part of the circulation element as it is a local street and local streets generally are not included in the circulation element. It is recommended that the San Ramon gate be mentioned specifically in the circulation element of the general plan as part of the technical update currently in progress by city staff.

Based on this traffic analysis, it is concluded that removal of the San Ramon gate would result in the inability to properly serve the expected traffic queue on Dominguez Ranch wishing to travel west of Green River. The use of navigation apps like WAZE™ and Google Maps™ would likely encourage commuters to use the San Ramon route when Green River is congested seeking travel time savings. The potential for increased traffic along the San Ramon route would also have adverse impact on the adjacent communities as traffic patterns not characteristic of a local street would likely occur. It is

therefore the recommendation of the Public Works Department that the San Ramon gate be made permanent.

RESOLUTION NO. 2018-112

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA, DOCUMENTING APPROVAL OF AN EXISTING TRAFFIC BARRIER GATE PROHIBITING ENTRY TO AND EXIT FROM SAN RAMON DRIVE AND AUTHORIZING IT TO REMAIN IN PLACE PURSUANT TO CALIFORNIA VEHICLE CODE SECTION 21101(f)

WHEREAS, California Vehicle Code Section 21101(f) authorizes the City Council, by resolution, to adopt rules and regulations prohibiting entry to, or exit from, or both, from any street by means of islands, curbs, traffic barriers, or other roadway design features to implement the circulation element of the general plan; and

WHEREAS, the circulation element of the City of Corona's general plan provides that local streets should be designed to discourage their use as through traffic routes and that neighborhood traffic control techniques should be utilized to mitigate cut-through traffic impacts on residential streets; and

WHEREAS, on April 4, 1990, the City Council approved the closure of San Ramon Drive in response to complaints from surrounding residents concerning the speed and volume of traffic cutting through the Montenero neighborhood using San Ramon Drive to access Green River Road via Dominguez Ranch Road, instructed staff to realign San Ramon Drive with dual cul-de-sacs and authorized a payment of up to \$10,000.00 to construct a traffic barrier on San Ramon Drive; and

WHEREAS, on November 18, 1992, the City Council authorized disbursement of up to \$10,000.00 to reimburse Pacer Homes for the installation of a traffic barrier gate across San Ramon Drive approximately 375 feet west of Oakridge Drive ("San Ramon Gate"); and

WHEREAS, in October of 1993, the City's Public Works Director authorized reimbursement of \$5,000.00 to Pacer Homes for partial completion of the San Ramon Gate and the remaining funds authorized by the City Council were used by staff to complete the construction of the San Ramon Gate; and

WHEREAS, on October 10, 2018, City staff completed a traffic study of the area surrounding the San Ramon Gate to determine if there is a valid traffic engineering condition that would warrant removal of the San Ramon Gate; and

WHEREAS, the traffic study concluded that during free flow conditions, the travel time on Green River Road from Canyon Crest Drive to Rancho Dominguez Road is actually less than the travel time from Canyon Crest Drive to the intersection of Green River Road and Rancho Dominguez Road using the San Ramon Drive route (assuming that the San Ramon Gate is

removed); however as traffic flow on Green River Road is backed up at Nicolas Place, Palisades Drive, Ridgeline Drive or Canyon Crest, the travel time along Green River increases exponentially, which leads to the conclusion that as travel time along Green River increases, the inclination of a driver to pursue other available alternative routes, such as the San Ramon Drive route, that may reduce the driver's travel time, likewise, increases exponentially; and

WHEREAS, the traffic study also concluded that the intersection of Dominguez Ranch Road and Green River Road is currently at or near capacity for left-turn movements from Dominguez Ranch Road to Green River Road during the am peak period, indicating that the removal of the San Ramon Gate and the anticipated resultant cut-through traffic volume would result in the intersection of Dominguez Ranch Road and Green River Road being impacted beyond the capacity for which it was designed and may result in San Ramon Road and Dominguez Ranch Road, which are classified as local residential streets, bearing a traffic volume more characteristic of a higher classification street, such as a collector or arterial street; and

WHEREAS, the traffic study also determined that the removal of the San Ramon Gate would likely result in the traffic that is currently traveling on Green River Road simply being diverted through the San Ramon Road and Dominguez Ranch Road neighborhood and would not result in any reduction in traffic flow or an improvement in the overall traffic conditions in the area; and

WHEREAS, on October 17, 2018, the City Council conducted a duly noticed public meeting, at which time all persons wishing to testify were heard and the recommended approval of the San Ramon Gate was fully considered; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Corona, California, as follows:

SECTION 1. Circulation Element Findings. The City Council has reviewed and considered the information presented including, without limitation, the previous actions of the City Council concerning the San Ramon Gate, the October 10, 2018 traffic study and all written and oral evidence provided prior to or during the public meeting. The City Council hereby finds that the San Ramon Gate, which prohibits entry to and exit from San Ramon Drive, is necessary to provide for the health and safety of the City's citizens and to implement the circulation element of the City's general plan for the following reasons:

A. The San Ramon Gate implements Policy 6.1.10 of the circulation element in that it prohibits the use of San Ramon Drive and Dominguez Ranch Road as through traffic routes to Green River Road. The San Ramon Gate will ensure that the intersection of Dominguez Ranch Road and Green River Road does not exceed the capacity for which it was designed. The San Ramon Gate will prevent the recurrence of the cut-through traffic impacts that existed in 1990.

B. The San Ramon Gate implements Policy 6.1.5 of the circulation element in that it is a traffic control measure that ensures City streets function with safety and efficiency. The San Ramon Gate ensures that San Ramon Drive and the other local residential streets in the Montenero neighborhood are not impacted by speeding and excess traffic that exceeds the capacity of local residential streets.

C. The San Ramon Gate implements Policy 6.1.12 of the circulation element because it provides the surrounding residential area with efficient and safe access for emergency vehicles and emergency situations. The San Ramon Gate is automated to allow public safety vehicles to gain access on San Ramon Drive.

SECTION 2. Approval of San Ramon Gate. Based upon the findings above and as authorized by California Vehicle Code Section 21101(f), the City Council hereby approves the San Ramon Gate as a traffic barrier that prohibits entry to and exit from San Ramon Drive and authorizes the San Ramon Gate to remain in place.

SECTION 3. Direction to Update Circulation Element. The City Council hereby directs that the San Ramon Gate be identified in the circulation element of the City's general plan as part of the current effort to update the City's general plan.

SECTION 4. CEQA. This action is categorically exempt pursuant to Section 15301(c) of the Guidelines for the California Environmental Quality Act (CEQA), which states that a project which consists of the operation, repair, maintenance, permitting or minor alteration of existing public structures, including existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails, and similar features, involving negligible or no expansion of use beyond the existing use does not have a significant impact on the environment, and is therefore exempt from CEQA. This action will permit the existing San Ramon Gate located on San Ramon Drive to remain in its existing condition and there will be no expansion of use beyond the existing use. Therefore, no environmental analysis is required, and City staff will file a Notice of Exemption with the County of Riverside.

SECTION 5. Effective Date. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED AND ADOPTED this 17th day of October, 2018.

Mayor of the City of Corona, California

ATTEST:

City Clerk of the City of Corona, California

CERTIFICATION

I, SYLVIA EDWARDS, City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of Corona, California, at an adjourned meeting thereof held on the 17th day of October, 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS THEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 17th day of October, 2018.

City Clerk of the City of Corona, California

(SEAL)