FOOTHILL PARKWAY WESTERLY EXTENSION
TRAFFIC ASSESSMENT

City of Corona

Prepared for

Prepared by

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INTRODUCTION

The proposed Foothill Parkway Westerly Extension project is located in the southern portion of the City of Corona along the base of the Santa Ana Mountains. It is a new roadway, approximately two miles in length. RBF has conducted a traffic assessment of forecast traffic volumes for opening year and build-out conditions, assumed for this project to be years 2010 and 2025, respectively. This assessment evaluates traffic operations for several project scenarios, including with and without the proposed Foothill Parkway Westerly Extension and other alternatives. This traffic assessment is based on travel demand modeling prepared by *Meyer, Mohaddes Associates* (MMA) for the proposed project, utilizing the City's approved General Plan traffic model, and will serve as a reference for the project's environmental document and Basis of Design report.

The proposed project consists of constructing Foothill Parkway between the terminus of Green River Road at Paseo Grande to the existing westerly terminus of Foothill Parkway, in the vicinity of Skyline Drive. Figure 1 shows the project site location and circulation system in the project vicinity. The proposed project will provide additional east-west corridor capacity in the City of Corona by connecting Green River Road to Foothill Parkway. The proposed Foothill Parkway Westerly Extension is planned to be constructed as a four-lane divided roadway, consistent with the City of Corona General Plan Circulation Element, which identifies the roadway as a Secondary 4-Lane Arterial roadway. Additional improvements related to the proposed project include connections and modifications to Border Avenue and Chase Drive. Modifications will also be made to Mangular Avenue, Green River Road, and Paseo Grande. Signalized intersections are proposed on Foothill Parkway at Paseo Grande, Border Avenue, and Chase Drive.

EXISTING CONDITIONS

Currently, Green River Road extends from State Route 91 (SR-91) east to Paseo Grande, and Foothill Parkway extends west from Interstate 15 at El Cerrito Road to approximately 600 feet west of Skyline Drive. Green River Road, between Tanglewood Drive and Paseo Grande, is a two-lane divided roadway with a continuous left-turn lane and curb, gutter, and sidewalk on the north side of the roadway. West of Tanglewood Drive, Green River Road is a four-lane divided roadway with a continuous left-turn lane and curb, gutter, and sidewalk on both sides. Paseo Grande is a two-lane divided roadway with a continuous left-turn lane. The westerly side of Paseo Grande is constructed with curb, gutter, and sidewalk. Foothill Parkway, at its current westerly terminus, is a four-lane divided roadway with a raised landscaped median and curb, gutter, and sidewalk on both sides. Border Avenue is a two-lane undivided roadway with curb, gutter, and sidewalk on both sides. Chase Drive is a two-lane undivided roadway with no curb or sidewalk. Mangular Avenue is a two-lane undivided roadway with curb, gutter, and sidewalk on the westerly side only.

TRAFFIC ANALYSIS METHODOLOGY

TRAFFIC MODEL

The traffic analysis conducted for this project utilized the City of Corona General Plan travel demand model to analyze forecast years 2010 and 2025, for both "with project" and "without project" conditions, as well as alternative scenarios. Travel demand models are intended to be most accurate at the arterial and freeway level, and provide an overall "big picture", global perspective. The City of Corona also performed a more detailed analysis, focusing on local collector streets Border Avenue and Mangular Avenue, and their surrounding neighborhood (see the "Focused Neighborhood Traffic Study – Year 2010" section in this report).

Year 2010 is the approximate project Opening Day, and accounts for existing conditions, as well as a proportion of the planned local and regional transportation and land use improvements, relative to total build-out. The Build-Out scenario, year 2025 for this project, incorporates all of the local and regional transportation and land use improvements expected by that time, including the potential future Riverside County-Orange County corridor. In 2005, the Riverside County-Orange County Major Investment Study was conducted which examined five corridors to relieve congestion on SR-91. Corridor B, the extension of the planned Mid County Parkway to Orange County via a tunnel, was the corridor assumed in this traffic model.

Average daily traffic (ADT) counts were collected in year 2006 to refine approach and departure volumes included in the travel demand model in the vicinity of the proposed project. Figure 2 shows year 2006 (existing) ADT volumes for roadways in the vicinity of the proposed project.

In accordance with typical industry methods for forecast traffic volumes, the forecast year 2010 and 2025 conditions traffic volumes were conservatively determined by adding model forecast traffic growth to recently collected year 2006 traffic counts. Refinements to the travel demand model included the following steps:

- Modify the travel demand model roadway network to include the proposed Foothill Parkway Westerly Extension alignment and the proposed Border Avenue and Chase Drive connections;
- Run the model for 2025 using City of Corona Buildout land use information consistent with the General Plan;
- Calculate model volume growth between year 2001 and year 2025; and
- Apply traffic model forecasted growth of 4 years to year 2006 traffic volumes to determine forecast year 2010 traffic volumes, and 19 years to determine forecast year 2025 traffic volumes.

PROJECT SCENARIOS

Utilizing the travel demand model, Meyer, Mohaddes Associates provided RBF with forecast ADT volumes for years 2010 and 2025 for the following project scenarios. The resulting ADT volumes are shown in Figures 3 through 14.

- Without Foothill Parkway Westerly Extension (No Project);
- With Foothill Parkway Westerly Extension, with connections to both Border Avenue and Chase Drive (Proposed Project);
- With Foothill Parkway Westerly Extension only, no connections to Border Avenue or Chase Drive;
- With Foothill Parkway Westerly Extension, with connection to Border Avenue only;
- With Foothill Parkway Westerly Extension, with connection to Chase Drive only; and
- With Foothill Parkway Westerly Extension – 2-Lane Reduced Width, with connections to Border Avenue and Chase Drive

STUDY AREA ROADWAYS

The following fourteen roadways in the vicinity of the project area were analyzed as part of this assessment:

- 6th Street west of Smith Avenue;
- 10th Street west of Lincoln Avenue;
- Green River Road west of Palisades Drive;
- Serfas Club Drive south of SR-91;
- Paseo Grande north of Foothill Parkway;
- Ontario Avenue east of Paseo Grande;
- Ontario Avenue east of Lincoln Avenue;
- Green River Road west of Paseo Grande;
- Foothill Parkway east of Paseo Grande (with Project scenarios only);
- Foothill Parkway east of Lincoln Avenue;
- Upper Drive south of Foothill Parkway;
- Border Avenue north of Foothill Parkway;
- Mangular Avenue north of Foothill Parkway; and
- Lincoln Avenue north of Foothill Parkway.

TRAFFIC ANALYSIS – AVERAGE DAILY TRAFFIC VOLUMES

YEAR 2010

Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections (Proposed Project)

Table 1, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2010 ADT volumes for the "without project" (No Project) and "with project" (Proposed Project) scenarios.

Table 1
Forecast Year 2010 ADT Volume Summary
Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections

Roadway Segment	Existing Year 2006	Forecast Year 2010 Without Foothill Parkway Extension	Forecast Year 2010 With Foothill Parkway Extension[1]	Decrease in 2010 ADT Volumes (Percent Change)	Increase in 2010 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	30,100	28,400	-1,700 (6%)	N/A
10th St w/o Lincoln Ave	16,500	19,300	18,400	-900 (5%)	N/A
Green River Rd w/o Palisades Dr	18,700	25,100	26,600	N/A	+1,500 (6%)
Serfas Club Dr s/o SR-91	16,500	16,500	10,600	-5,900 (36%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	12,200	5,300	-6,900 (57%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	7,300	-4,900 (40%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	20,500	16,200	-4,300 (21%)	N/A
Green River Rd w/o Paseo Grande	12,900	13,900	17,900	N/A	+4,000 (29%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	11,000	N/A	+11,000 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	3,800	10,500	N/A	+6,700 (176%)
Upper Dr s/o Foothill Pkwy	6,600	6,600	6,800	N/A	+200 (3%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,100	N/A	+100 (3%)
Mangular Ave n/o Foothill Pkwy	3,800	3,800	4,000	N/A	+200 (5%)
Lincoln Ave n/o Foothill Pkwy	9,200	10,600	9,600	-1,000 (9%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
1 = Assumes the Border Avenue and Chase Drive connections to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 1, forecast year 2010 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue, in the vicinity of the proposed project area, are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension project. Additionally, the proposed project is forecast to reduce year 2010 traffic volumes on 6th Street, Serfas Club Drive, Paseo Grande, and Ontario Avenue to below existing traffic volumes. Most notably, the segments of Ontario Avenue east of Paseo Grande and Paseo Grande north of Foothill Parkway, which are both currently heavily impacted during peak travel times, are expected to see traffic volume decreases of 40 and 57 percent, respectively, compared to the "No Project" alternative. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Border Avenue, Mangular Avenue, and Upper Drive as a result of redistribution of traffic.

Foothill Parkway Westerly Extension without Local Connections

Table 2, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2010 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension without Local Connections scenarios.

Table 2
Forecast Year 2010 ADT Volume Summary
Foothill Parkway Westerly Extension without Local Connections

Roadway Segment	Existing Year 2006	Forecast Year 2010 Without Foothill Parkway Extension	Forecast Year 2010 With Foothill Parkway Extension[2]	Decrease in 2010 ADT Volumes (Percent Change)	Increase in 2010 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	30,100	28,400	-1,700 (6%)	N/A
10th St w/o Lincoln Ave	16,500	19,300	18,400	-900 (5%)	N/A
Green River Rd w/o Palisades Dr	18,700	25,100	26,600	N/A	+1,500 (6%)
Serfas Club Dr s/o SR-91	16,500	16,500	10,600	-5,900 (36%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	12,200	5,700	-6,500 (53%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	8,000	-4,200 (34%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	20,500	16,300	-4,200 (20%)	N/A
Green River Rd w/o Paseo Grande	12,900	13,900	17,900	N/A	+4000 (29%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	10,800	N/A	+10,800 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	3,800	10,400	N/A	+6,600 (174%)
Upper Dr s/o Foothill Pkwy	6,600	6,600	6,800	N/A	+200 (3%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,000	N/A	N/A
Mangular Ave n/o Foothill Pkwy	3,800	3,800	3,800	N/A	N/A
Lincoln Ave n/o Foothill Pkwy	9,200	10,600	9,600	-1,000 (9%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
2 = Assumes no connections from Border Avenue and Chase Drive to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 2, forecast year 2010 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension without Local Connections alternative. This alternative, similar to the proposed project, is forecast to reduce year 2010 traffic volumes on 6th Street, Serfas Club Drive, Paseo Grande, and Ontario Avenue below existing traffic volumes, however the reductions are less than those expected for the proposed project. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, and Upper Drive. Volumes on Border Avenue and Mangular Avenue are not expected to change as a result of implementation of this alternative.

Foothill Parkway Westerly Extension with Border Avenue Connection Only

Table 3, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2010 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension with Border Avenue Connection Only scenarios.

Table 3
Forecast Year 2010 ADT Volume Summary
Foothill Parkway Westerly Extension with Border Avenue Connection Only

Roadway Segment	Existing Year 2006	Forecast Year 2010 Without Foothill Parkway Extension	Forecast Year 2010 With Foothill Parkway Extension[3]	Decrease in 2010 ADT Volumes (Percent Change)	Increase in 2010 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	30,100	28,400	-1,700 (6%)	N/A
10th St w/o Lincoln Ave	16,500	19,300	18,400	-900 (5%)	N/A
Green River Rd w/o Palisades Dr	18,700	25,100	26,600	N/A	+1,500 (6%)
Serfas Club Dr s/o SR-91	16,500	16,500	10,600	-5,900 (36%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	12,200	5,400	-6,800 (56%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	7,300	-4,900 (40%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	20,500	16,300	-4,200 (20%)	N/A
Green River Rd w/o Paseo Grande	12,900	13,900	17,900	N/A	+4,000 (29%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	10,900	N/A	+10,900 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	3,800	10,500	N/A	+6,700 (176%)
Upper Dr s/o Foothill Pkwy	6,600	6,600	6,800	N/A	+200 (3%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,200	N/A	+200 (7%)
Mangular Ave n/o Foothill Pkwy	3,800	3,800	3,800	N/A	N/A
Lincoln Ave n/o Foothill Pkwy	9,200	10,600	9,600	-1,000 (9%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
3 = Assumes Border Avenue connection to Foothill Parkway only.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 3, forecast year 2010 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension with Border Avenue Connection Only alternative. This alternative, similar to the

proposed project, is forecast to reduce year 2010 traffic volumes on 6th Street, Serfas Club Drive, Paseo Grande, and Ontario Avenue below existing traffic volumes. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Upper Drive, and Border Avenue. Volumes on Mangular Avenue are not expected to change as a result of implementation of this alternative.

Foothill Parkway Westerly Extension with Chase Drive Connection Only

Table 4, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2010 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension with Chase Drive Connection Only scenarios.

Table 4
Forecast Year 2010 ADT Volume Summary
Foothill Parkway Westerly Extension with Chase Drive Connection Only

Roadway Segment	Existing Year 2006	Forecast Year 2010 Without Foothill Parkway Extension	Forecast Year 2010 With Foothill Parkway Extension[4]	Decrease in 2010 ADT Volumes (Percent Change)	Increase in 2010 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	30,100	28,400	-1,700 (6%)	N/A
10th St w/o Lincoln Ave	16,500	19,300	18,400	-900 (5%)	N/A
Green River Rd w/o Palisades Dr	18,700	25,100	26,600	N/A	+1,500 (6%)
Serfas Club Dr s/o SR-91	16,500	16,500	10,600	-5,900 (36%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	12,200	5,600	-6,600 (54%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	8,000	-4,200 (34%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	20,500	16,300	-4,200 (20%)	N/A
Green River Rd w/o Paseo Grande	12,900	13,900	18,000	N/A	+4,100 (29%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	10,900	N/A	+10,900 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	3,800	10,400	N/A	+6,600 (174%)
Upper Dr s/o Foothill Pkwy	6,600	6,600	6,800	N/A	+200 (3%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,000	N/A	N/A
Mangular Ave n/o Foothill Pkwy	3,800	3,800	4,000	N/A	+200 (5%)
Lincoln Ave n/o Foothill Pkwy	9,200	10,600	9,600	-1,000 (9%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
4 = Assumes Chase Drive connection to Foothill Parkway only.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 4, forecast year 2010 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension with Chase Drive Connection Only alternative. This alternative, similar to the proposed project, is forecast to reduce year 2010 traffic volumes on 6th Street, Serfas Club Drive, Paseo Grande, and Ontario Avenue below existing traffic volumes, however the reductions are less than those expected for the proposed project. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Upper Drive, and Mangular Avenue. Volumes on Border Avenue are not expected to change as a result of implementation of this alternative.

Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Border Avenue and Chase Drive Connections

Table 5, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2010 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Border Avenue and Chase Drive Connections scenarios.

Table 5
Forecast Year 2010 ADT Volume Summary
Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Local Connections

Roadway Segment	Existing Year 2006	Forecast Year 2010 Without Foothill Parkway Extension	Forecast Year 2010 With Foothill Parkway Extension[1]	Decrease in 2010 ADT Volumes (Percent Change)	Increase in 2010 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	30,100	28,200	-1,900 (6%)	N/A
10th St w/o Lincoln Ave	16,500	19,300	18,200	-1,100 (6%)	N/A
Green River Rd w/o Palisades Dr	18,700	25,100	28,300	N/A	+3,200 (13%)
Serfas Club Dr s/o SR-91	16,500	16,500	12,300	-4,200 (25%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	12,200	5,500	-6,700 (55%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	7,400	-4,800 (39%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	20,500	16,900	-3,600 (18%)	N/A
Green River Rd w/o Paseo Grande	12,900	13,900	18,000	N/A	+4,100 (29%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	10,600	N/A	+10,600 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	3,800	10,200	N/A	+6,400 (168%)
Upper Dr s/o Foothill Pkwy	6,600	6,600	6,800	N/A	+200 (3%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,100	N/A	+100 (3%)
Mangular Ave n/o Foothill Pkwy	3,800	3,800	4,000	N/A	+200 (5%)
Lincoln Ave n/o Foothill Pkwy	9,200	10,600	9,400	-1,200 (11%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007 and February 2008)*
1 = Assumes the Border Avenue and Chase Drive connections to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 5, forecast year 2010 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension Reduced Width alternative. This alternative, similar to the proposed project, is forecast to reduce year 2010 traffic volumes on 6th Street, Serfas Club Drive, Paseo Grande, and Ontario Avenue below existing traffic volumes, however the reductions are less than those expected for the proposed project. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Upper Drive, Border Avenue, and Mangular Avenue.

YEAR 2025

Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections (Proposed Project)

Table 6, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2025 ADT volumes for the "without project" (No Project) and "with project" (Proposed Project) scenarios.

Table 6
Forecast Year 2025 ADT Volume Summary
Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[1]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Serfas Club Dr s/o SR-91	16,500	30,200	28,700	-1,500 (5%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	15,800	7,400	-8,400 (53%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	10,700	-1,500 (12%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,800	-3,400 (15%)	N/A
Green River Rd w/o Paseo Grande	12,900	19,700	29,000	N/A	+9,300 (47%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	21,700	N/A	+21,700 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,900	N/A	+16,200 (284%)
Upper Dr s/o Foothill Pkwy	6,600	7,400	7,900	N/A	+500 (7%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,600	N/A	+600 (20%)
Mangular Ave n/o Foothill Pkwy	3,800	3,800	4,500	N/A	+700 (18%)
Lincoln Ave n/o Foothill Pkwy	9,200	10,800	9,100	-1,700 (16%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
1 = Assumes the Border Avenue and Chase Drive connections to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 6, forecast year 2025 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue, in the vicinity of the proposed project area, are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension project. The proposed project is forecast to reduce year 2025 traffic volumes on Paseo Grande and Ontario Avenue to below existing traffic volumes. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Border Avenue, Mangular Avenue, and Upper Drive.

Foothill Parkway Westerly Extension without Local Connections

Table 7, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2025 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension without Local Connections scenarios.

Table 7
Forecast Year 2025 ADT Volume Summary
Foothill Parkway Westerly Extension without Local Connections

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[2]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Serfas Club Dr s/o SR-91	16,500	30,200	28,700	-1,500 (5%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	15,800	7,700	-8,100 (51%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	11,600	-600 (5%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,800	-3,400 (15%)	N/A
Green River Rd w/o Paseo Grande	12,900	19,700	29,000	N/A	+9,300 (47%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	21,500	N/A	+21,500 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,800	N/A	+16,100 (282%)
Upper Dr s/o Foothill Pkwy	6,600	7,400	7,900	N/A	+500 (7%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,000	N/A	N/A
Mangular Ave n/o Foothill Pkwy	3,800	3,800	3,800	N/A	N/A
Lincoln Ave n/o Foothill Pkwy	9,200	10,800	9,200	-1,600 (15%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
2 = Assumes no connections from Border Avenue and Chase Drive to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 7, forecast year 2025 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension without Local Connections alternative. This alternative, similar to the proposed

project, is forecast to reduce year 2025 traffic volumes on Paseo Grande and Ontario Avenue below existing traffic volumes, however the reductions are less than those expected for the proposed project. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, and Upper Drive. Volumes on Border Avenue and Mangular Avenue are not expected to change as a result of implementation of this alternative.

Foothill Parkway Westerly Extension with Border Avenue Connection Only

Table 8, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2025 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension with Border Avenue Connection Only scenarios.

Table 8
Forecast Year 2025 ADT Volume Summary
Foothill Parkway Westerly Extension with Border Avenue Connection Only

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[3]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Serfas Club Dr s/o SR-91	16,500	30,200	28,700	-1,500 (5%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	15,800	7,500	-8,300 (53%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	11,200	-1,000 (8%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,700	-3,500 (16%)	N/A
Green River Rd w/o Paseo Grande	12,900	19,700	29,000	N/A	+9,300 (47%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	21,600	N/A	+21,600 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,900	N/A	+16,200 (284%)
Upper Dr s/o Foothill Pkwy	6,600	7,400	7,900	N/A	+500 (7%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,800	N/A	+800 (27%)
Mangular Ave n/o Foothill Pkwy	3,800	3,800	3,800	N/A	N/A
Lincoln Ave n/o Foothill Pkwy	9,200	10,800	9,200	-1,600 (15%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
3 = Assumes Border Avenue connection to Foothill Parkway only.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 8, forecast year 2025 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension with Border Avenue Connection Only alternative. This alternative, similar to the proposed project, is forecast to reduce year 2025 traffic volumes on Paseo Grande and Ontario Avenue below existing traffic volumes, however the reductions are less than those expected for the proposed project. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Upper Drive, and Border Avenue. Volumes on Mangular Avenue are not expected to change as a result of implementation of this alternative.

Foothill Parkway Westerly Extension with Chase Drive Connection Only

Table 9, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2025 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension with Chase Drive Connection Only scenarios.

Table 9
Forecast Year 2025 ADT Volume Summary
Foothill Parkway Westerly Extension with Chase Drive Connection Only

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[4]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Serfas Club Dr s/o SR-91	16,500	30,200	28,700	-1,500 (5%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	15,800	7,600	-8,200 (52%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	11,300	-900 (7%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,800	-3,400 (15%)	N/A
Green River Rd w/o Paseo Grande	12,900	19,700	29,000	N/A	+9,300 (47%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	21,600	N/A	+21,600 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,800	N/A	+16,100 (282%)
Upper Dr s/o Foothill Pkwy	6,600	7,400	7,900	N/A	+500 (7%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,000	N/A	N/A
Mangular Ave n/o Foothill Pkwy	3,800	3,800	4,600	N/A	+800 (21%)
Lincoln Ave n/o Foothill Pkwy	9,200	10,800	9,100	-1,700 (16%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007)*
4 = Assumes Chase Drive connection to Foothill Parkway only.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 9, forecast year 2025 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension with Chase Drive Connection Only alternative. This alternative, similar to the

proposed project, is forecast to reduce year 2025 traffic volumes on Paseo Grande and Ontario Avenue below existing traffic volumes, however the reductions are less than those expected for the proposed project. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Upper Drive, and Mangular Avenue. Volumes on Border Avenue are not expected to change as a result of implementation of this alternative.

Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Border Avenue and Chase Drive Connections

Table 10, below, shows existing year 2006 Average Daily Traffic (ADT) volumes for the study area roadways, as well as forecast year 2025 ADT volumes for the "without project" (No Project) and Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Border Avenue and Chase Drive Connection scenarios.

Table 10
Forecast Year 2025 ADT Volume Summary
Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Local Connections

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[1]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	43,000	-1,800 (4%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	22,000	-2,200 (9%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	50,100	N/A	+3,700 (8%)
Serfas Club Dr s/o SR-91	16,500	30,200	28,800	-1,400 (5%)	N/A
Paseo Grande n/o Foothill Pkwy	12,200	15,800	9,500	-6,300 (40%)	N/A
Ontario Ave e/o Paseo Grande	12,200	12,200	11,100	-1,100 (9%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	21,300	-900 (4%)	N/A
Green River Rd w/o Paseo Grande	12,900	19,700	26,100	N/A	+6,400 (32%)
Foothill Pkwy e/o Paseo Grande	N/A	N/A	16,200	N/A	+16,200 (N/A)
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	17,700	N/A	+12,000 (211%)
Upper Dr s/o Foothill Pkwy	6,600	7,400	7,900	N/A	+500 (7%)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,600	N/A	+600 (20%)
Mangular Ave n/o Foothill Pkwy	3,800	3,800	4,500	N/A	+700 (18%)
Lincoln Ave n/o Foothill Pkwy	9,200	10,800	9,100	-1,700 (16%)	N/A

Source: *Meyer, Mohaddes Associates (June 2007 and February 2008)*
1 = Assumes the Border Avenue and Chase Drive connections to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 10, forecast year 2025 traffic volumes on 6th Street, 10th Street, Serfas Club Drive, Paseo Grande, Ontario Avenue, and Lincoln Avenue are forecast to decrease relative to the "without project" scenario, assuming implementation of the Foothill Parkway Westerly Extension Reduced Width with Border Avenue and Chase Drive Connections alternative. This alternative, similar to the proposed project, is forecast to reduce year 2025 traffic volumes on Paseo Grande and Ontario Avenue, east of Paseo Grande, below existing traffic volumes, however the reductions are less than those expected for the proposed project. Traffic volumes are expected to increase on Green River Road, Foothill Parkway, Upper Drive, Border Avenue, and Mangular Avenue.

EAST WEST CORRIDOR ANALYSIS – YEAR 2025

The primary purpose of the Foothill Parkway Westerly Extension project is to complete a much-needed east/west connection across the City of Corona. On the south side of State Route 91, the primary existing east/west corridors across the City consist of 6th Street, 10th Street, and Ontario Avenue. Based on the traffic model results provided above, it is expected that the extension of Foothill Parkway will reduce volumes on those congested roadways, particularly Ontario Avenue, which is severely impacted by existing traffic volumes during peak hours. Figures 15 through 19 and Tables 11 through 15 focus on the ADT volumes for 6th Street, 10th Street, Green River Road, Ontario Avenue, and Foothill Parkway for the worst case scenario, year 2025.

Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections (Proposed Project)

Table 11, below, shows forecast year 2025 ADT volumes for east-west roadways in the vicinity of the Foothill Parkway Westerly Extension for the "without project" and "with project" conditions.

Table 11
Forecast Year 2025 East-West Corridors ADT Volume Summary
Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[1]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Ontario Ave e/o Paseo Grande	12,200	12,200	10,700	-1,500 (12%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,800	-3,400 (15%)	N/A
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,900	N/A	+16,200 (284%)

Source: *Meyer, Mohaddes Associates (June 2007)*
1 = Assumes the Border Avenue and Chase Drive connections to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 11, the additional roadway capacity associated with the Foothill Parkway Westerly Extension is forecast to reduce daily traffic by approximately 8,000 ADT on 6th Street, 10th Street, and Ontario Avenue. Figure 15 shows forecast year 2025 ADT volumes on the east-west corridors, both with and without the proposed Foothill Parkway Westerly Extension project. The "with project" forecast year 2025 ADT volumes shown in Figure 15 include the Border Avenue and Chase Drive connections.

Foothill Parkway Westerly Extension without Local Connections

Table 12, below, shows forecast year 2025 ADT volumes for east-west roadways in the vicinity of the Foothill Parkway Westerly Extension for the "without project" and Foothill Parkway Westerly Extension without Local Connections scenarios.

Table 12
Forecast Year 2025 East-West Corridors ADT Volume Summary
Foothill Parkway Westerly Extension without Local Connections

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[2]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Ontario Ave e/o Paseo Grande	12,200	12,200	11,600	-600 (5%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,800	-3,400 (15%)	N/A
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,800	N/A	+16,100 (282%)

Source: *Meyer, Mohaddes Associates (June 2007)*
2 = Assumes no connections from Border Avenue and Chase Drive to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 12, the additional roadway capacity associated with the Foothill Parkway Westerly Extension without Local Connections alternative is forecast to reduce daily traffic by approximately 8,000 ADT on 6th Street, 10th Street, and Ontario Avenue, similar to the proposed project. However, the volume decrease on the segment of Ontario Avenue east of Paseo Grande is reduced from 1,500 ADT in the proposed project to 600 ADT in this alternative. Figure 16 illustrates the 2025 ADT volumes shown above, including the "without project" and "with project" volumes. The "with project" volumes reflect the Foothill Parkway Westerly Extension without the Border Avenue and Chase Drive connections.

Foothill Parkway Westerly Extension with Border Avenue Connection Only

Table 13, below, shows forecast year 2025 ADT volumes for east-west roadways in the vicinity of the Foothill Parkway Westerly Extension for the "without project" and Foothill Parkway Westerly Extension with Border Avenue Connection Only scenarios.

Table 13
Forecast Year 2025 East-West Corridors ADT Volume Summary
Foothill Parkway Westerly Extension with Border Avenue Connection Only

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[3]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Ontario Ave e/o Paseo Grande	12,200	12,200	11,200	-1,000 (8%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,700	-3,500 (16%)	N/A
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,900	N/A	+16,200 (284%)

Source: *Meyer, Mohaddes Associates (June 2007)*
3 = Assumes Border Avenue connection to Foothill Parkway only.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 13, the additional roadway capacity associated with the Foothill Parkway Westerly Extension with Border Avenue Connection Only alternative is forecast to reduce daily traffic by approximately 8,100 ADT on 6th Street, 10th Street, and Ontario Avenue. However, the volume decrease on the segment of Ontario Avenue east of Paseo Grande is reduced from 1,500 ADT in the proposed project to 1,000 ADT in this alternative. Figure 17 illustrates the 2025 ADT volumes shown above, including the "without project" and "with project" volumes. The "with project" volumes reflect the Foothill Parkway Westerly Extension with a connection at Border Avenue only.

Foothill Parkway Westerly Extension with Chase Drive Connection Only

Table 14, below, shows forecast year 2025 ADT volumes for east-west roadways in the vicinity of the Foothill Parkway Westerly Extension for the "without project" and Foothill Parkway Westerly Extension with Chase Drive Connection Only scenarios.

Table 14
Forecast Year 2025 East-West Corridors ADT Volume Summary
Foothill Parkway Westerly Extension with Chase Drive Connection Only

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[4]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	42,700	-2,100 (5%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	21,700	-2,500 (10%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	52,800	N/A	+6,400 (14%)
Ontario Ave e/o Paseo Grande	12,200	12,200	11,300	-900 (7%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	18,800	-3,400 (15%)	N/A
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	21,800	N/A	+16,100 (282%)

Source: *Meyer, Mohaddes Associates (June 2007)*
4 = Assumes Chase Drive connection to Foothill Parkway only.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 14, the additional roadway capacity associated with the Foothill Parkway Westerly Extension with Chase Drive Connection Only alternative is forecast to reduce daily traffic by approximately 8,000 ADT on 6th Street, 10th Street, and Ontario Avenue. However, the volume decrease on the segment of Ontario Avenue east of Paseo Grande is reduced from 1,500 ADT in the proposed project to 900 ADT in this alternative. Figure 18 illustrates the 2025 ADT volumes shown above, including the "without project" and "with project" volumes. The "with project" volumes reflect the Foothill Parkway Westerly Extension with a connection at Chase Drive only.

Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Border Avenue and Chase Drive Connections

Table 15, below, shows forecast year 2025 ADT volumes for east-west roadways in the vicinity of the Foothill Parkway Westerly Extension for the "without project" and Reduced Width Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections scenarios.

Table 15
Forecast Year 2025 East-West Corridors ADT Volume Summary
Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Local Connections

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[1]	Decrease in 2025 ADT Volumes (Percent Change)	Increase in 2025 ADT Volumes (Percent Change)
6th St w/o Smith Ave	30,100	44,800	43,000	-1,800 (4%)	N/A
10th St w/o Lincoln Ave	16,500	24,200	22,000	-2,200 (9%)	N/A
Green River Rd w/o Palisades Dr	18,700	46,400	50,100	N/A	+3,700 (8%)
Ontario Ave e/o Paseo Grande	12,200	12,200	11,100	-1,100 (9%)	N/A
Ontario Ave e/o Lincoln Ave	20,500	22,200	21,300	-900 (4%)	N/A
Foothill Pkwy e/o Lincoln Ave	3,700	5,700	17,700	N/A	+12,000 (211%)

Source: *Meyer, Mohaddes Associates (June 2007 and February 2008)*
1 = Assumes the Border Avenue and Chase Drive connections to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 15, the additional roadway capacity associated with the Reduced Width Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections alternative is forecast to reduce daily traffic by approximately 5,100 ADT on 6th Street, 10th Street, and Ontario Avenue. The volume decrease on the segment of Ontario Avenue east of Paseo Grande is reduced from 1,500 ADT in the proposed project to 1,100 ADT in this alternative. Figure 19 illustrates the 2025 ADT volumes shown above, including the "without project" and "with project" volumes. The "with project" volumes reflect the Reduced Width Foothill Parkway Westerly Extension with the Border Avenue and Chase Drive connections.

BORDER AVENUE & MANGULAR AVENUE TRAFFIC VOLUMES – YEAR 2025

Traffic volumes are expected to change on Border Avenue and Mangular Avenue due to traffic redistribution resulting from the proposed connections of Border Avenue and Chase Drive to Foothill Parkway. The proposed Chase Drive connection is a short segment with no homes directly fronting the new segment. The short Chase Drive segment will provide a connection between Foothill Parkway and Mangular Avenue. Mangular Avenue is a north/south local collector, like Border Avenue, and is analyzed as part of this study. Typically, traffic utilizing

Border Avenue and Mangular Avenue is local traffic associated with the adjacent residential land uses. Table 16, below, shows forecast ADT volumes for Border Avenue and Mangular Avenue north of the Foothill Parkway Westerly Extension for the worst-case scenario, year 2025.

Table 16
Forecast Year 2025 Border Avenue & Mangular Avenue Traffic Volumes

Roadway Segment	Existing Year 2006	Forecast Year 2025 Without Foothill Parkway Extension	Forecast Year 2025 With Foothill Parkway Extension[1]	Increase in 2025 ADT Volumes (Percent Change)
Border Ave n/o Foothill Pkwy	3,000	3,000	3,600	600 (20%)
Mangular Ave n/o Foothill Pkwy	3,800	3,800	4,500	700 (18%)

Source: *Meyer, Mohaddes Associates (June 2007)*
1 = Assumes the Border Avenue and Chase Drive connections to Foothill Parkway.
Note: N/A = Not Available/Not Applicable. e/o = east of, w/o = west of, n/o = north of, s/o = south of.

As shown in Table 16, assuming connection of Border Avenue and Chase Drive to the proposed Foothill Parkway Westerly Extension, the forecast year 2025 daily traffic volumes on Border Avenue and Mangular Avenue are expected to increase by approximately twenty percent. Note that these are ADT volumes, calculated near the midpoints of the roadways between Foothill Parkway and Ontario Avenue. It is expected that the south ends of Border Avenue and Mangular Avenue, near Foothill Parkway, will experience a larger increase, since each roadway currently terminates on the south end, similar to a cul-de-sac, and currently have very low traffic volumes. Farther north, near Ontario Avenue, it is expected that the segments of Border Avenue and Mangular Avenue will experience a decrease in traffic volumes. Figures 20 through 22 show a focused area, centered on Border Avenue and Mangular Avenue, and include Ontario Avenue and Foothill Parkway. Volumes shown on these figures are forecast year 2025 ADT volumes, both with and without the proposed Foothill Parkway Westerly Extension project. Figure 20 shows volumes that correspond to a connection at Border Avenue only. Figure 21 shows volumes for a connection at Chase Drive only. Figure 22 shows volumes given that both connections are made.

FOCUSED NEIGHBORHOOD TRAFFIC STUDY – YEAR 2010

In April 2007, the City of Corona conducted a focused neighborhood traffic study near the east end of the proposed project to evaluate existing and potential cut through traffic in the area. Existing Foothill Parkway, west of Lincoln Avenue, is currently accessible to adjacent neighborhoods to the northwest via Elysia Street. Four Kings Road connects Elysia Street to Chase Drive. Elysia Street and Four Kings Road are residential streets with homes fronting both sides. City staff conducted coincident license plate surveys at the corners of Four Kings Road at Chase Drive and Elysia Street at Foothill Parkway during three peak hours. With the data collected, license plate numbers and the times they passed the survey locations were matched up to determine the amount of traffic cutting though that neighborhood from nearby neighborhoods off of Oak Avenue and Mangular Avenue. The analysis from the three study periods concluded that approximately 65% of the 1700 ADT on Four Kings Road is cut through traffic in the existing condition, without the Foothill Parkway Westerly Extension. See Figure 23.

With the results from the neighborhood study and traffic volume forecasts provided by MMA, City staff performed a detailed analysis of the streets in the neighborhood bounded by Border

Avenue, Lincoln Avenue, Ontario Avenue, and Foothill Parkway. The purpose of this analysis was to examine traffic distribution in the near term, rather than evaluate deficiencies in the long term. Year 2010 volumes were projected for six scenarios:

1. Without Foothill Parkway (No Project)

2. Foothill Parkway Westerly Extension with Border Avenue and Chase Drive connections (the proposed Project)

3. Foothill Parkway Westerly Extension only, no connections to Border Avenue or Chase Drive

4. Foothill Parkway Westerly Extension with Border Avenue connection only (no connection at Chase Drive)

5. Foothill Parkway Westerly Extension with Chase Drive connection only (no connection at Border Avenue)

6. Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Border Avenue and Chase Drive connections

Figures 24 through 29 illustrate the resulting traffic volumes in this area for year 2010 for the scenarios listed above.

Scenario 1 assumes that the Foothill Parkway Westerly Extension and connections to Border Avenue and Chase Drive will not be constructed. The resulting analysis determined that volumes on the study roadways would not change between existing and year 2010 conditions. Without alternative travel routes, existing cut through traffic on Four Kings Road and Elysia Street is expected to remain the same. See Figure 24.

The results of Scenario 2 showed that cut through traffic on Four Kings Road and Elysia Street would be reduced greatly with the extension of Foothill Parkway and connections at both Chase Drive and Border Avenue. Traffic volumes on Mangular Avenue and Border Avenue near Ontario Avenue are expected to decrease, as well. Most of the existing traffic on these roadways is generated from adjacent residences traveling north to Ontario Avenue and parallel east/west roadways. With the connections on Border Avenue and Chase Drive, it is expected that a portion of that traffic will redirect to the south to access Foothill Parkway as an alternative to Ontario Avenue. Near Foothill Parkway, the traffic volumes on those two streets are expected to increase, as Border Avenue and Mangular Avenue both terminate at the south end, similar to a cul-de-sac, and currently have very little traffic. These increases, however, are well below the expected traffic volumes for collector roadways, consistent with the City's General Plan. See Figure 25.

In Scenario 3, without the connections at Border Avenue and Chase Drive, the traffic volumes on the study roadways are not expected to change, similar to Scenario 1. Although Foothill Parkway will be extended, without the connections to the neighborhoods at Border Avenue and Chase Drive, traffic will not be able to redistribute within the neighborhood, and travelers are expected to continue to cut through Four Kings Road and Elysia Street to reach Foothill Parkway. See Figure 26.

In Scenario 4, without the connection at Chase Drive, the traffic volumes on Four Kings Road will decrease, but by a lesser amount than in Scenarios 2 and 5. With the connection at Border Avenue, traffic volumes on Border Avenue will increase at the south end. Near Ontario Avenue, however, volumes on Border Avenue are expected to decrease, similarly to Scenario 2. The City's analysis concluded that new cut through traffic might develop between Border Avenue and Mangular Avenue through a residential neighborhood via Mesquite Lane, Peacock Lane, Earl Street, Patriot Way, and Freedom Drive. Traffic volumes along Mangular Avenue are expected to decrease along the entire length of the roadway, due to traffic cutting through adjacent neighborhoods to Foothill Parkway via Four Kings Road and to Border Avenue via Freedom Drive. See Figure 27.

Scenario 5 yielded similar results to Scenario 2, with reductions in volumes on Four Kings Road and on the north end of Mangular Avenue, near Ontario. It is expected that much of the traffic on Four Kings Road will shift from that residential street to the proposed Chase Drive connection, a designated collector road. Traffic volumes on Border Avenue are expected to remain approximately the same without the Border Avenue connection. As in Scenario 4, with only one connection to Foothill Parkway, cut through will likely occur between Border Avenue and Mangular Avenue through a residential neighborhood via Mesquite Lane, Peacock Lane, Earl Street, Patriot Way, and Freedom Drive. See Figure 28.

In Scenario 6, with the reduced-width extension of Foothill Parkway and connections at Border Avenue and Chase Drive, it is expected that traffic will redistribute through the neighborhood similarly to Scenario 2, the proposed project. Cut through traffic on Four Kings Road and Elysia Street would be reduced greatly. Traffic volumes on Mangular Avenue and Border Avenue near Ontario Avenue are expected to decrease, as well. Near Foothill Parkway, the traffic volumes on those two streets are expected to increase, as Border Avenue and Mangular Avenue both terminate at the south end, similar to a cul-de-sac, and currently have very low traffic volumes. These increases, however, are well below the expected traffic volumes for collector roadways, consistent with the City's General Plan. See Figure 29.

TRAFFIC ANALYSIS – LEVEL OF SERVICE

METHODOLOGY

Level of Service (LOS) is commonly used as a qualitative description of roadway operation, and is based on the capacity of the roadway segment and the volume of traffic using the roadway segment. The ADT capacity thresholds analysis method is utilized by the City of Corona to determine the operating LOS of the study roadways. This method describes the operation of a roadway segment using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding Volume/Capacity (V/C) ratios shown in Table 17.

Table 17
V/C & LOS Ranges for Roadway Segments

LOS	V/C Ratio
A	$\leq$ 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	$\geq$ 1.00

PERFORMANCE CRITERIA

The City of Corona General Plan Environmental Impact Report (EIR) indicates that the City has not adopted a set threshold for an acceptable LOS for roadway segments. However, the General Plan Circulation Element Policy 6.1.6, under Goal 6.1, calls for improvements to maintain LOS D or better on arterial streets wherever possible. At some key locations, such as at heavily traveled freeway interchanges, LOS E may be adopted as the acceptable standard, on a case-by-case basis. Therefore, any roadway expected to operate at LOS E or LOS F is considered deficient, with the exception of roadways operating at LOS E that have been deemed acceptable by the City. Roadway segments are considered to operate over-capacity when the future forecast daily traffic volume exceeds the daily capacity values. The General Plan EIR defines daily capacity values, in average daily traffic (ADT), as follows:

- Major Arterial six lane – 53,900 ADT
- Major Arterial four lane – 35,900 ADT
- Secondary – 25,900 ADT
- Collector – 13,000 ADT

PROJECT SCENARIOS – YEARS 2010 AND 2025

Existing Year 2006

The existing year 2006 ADT capacity, volume, and LOS of the study are roadways are presented in Table 18, below.

Table 18
Existing Year 2006 ADT Volumes and LOS

Study Roadway Segment	Capacity (ADT)	Existing Volume (ADT)	Existing V/C – LOS
6th St west of Smith Ave	35,900	30,100	0.84 – D
10th St west of Lincoln Ave	25,900	16,500	0.64 – B
Green River Rd west of Palisades Dr	13,000	18,700	**1.44 – F**
Serfas Club Dr south of SR-91	35,900	16,500	0.46 – A
Paseo Grande north of Foothill Pkwy	13,000	12,200	**0.94 – E**
Ontario Ave east of Paseo Grande	13,000	12,200	**0.94 – E**
Ontario Ave east of Lincoln Ave	35,900	20,500	0.57 – A
Green River Rd west of Paseo Grande	35,900	12,900	0.36 – A
Foothill Pkwy east of Paseo Grande	N/A	N/A	N/A
Foothill Pkwy east of Lincoln Ave	25,900	3,700	0.14 – A
Upper Dr south of Foothill Pkwy	35,900	6,600	0.18 – A
Border Ave north of Foothill Pkwy	13,000	3,000	0.23 – A
Mangular Ave north of Foothill Pkwy	13,000	3,800	0.29 – A
Lincoln Ave north of Foothill Pkwy	35,900	9,200	0.26 – A

Notes:
ADT = Average Daily Traffic
LOS = Level of Service
V/C = Volume to Capacity ratio; deficient roadway segment operation shown in **bold**.

Source: Meyer, Mohaddes Associates, June 2007.

As shown in Table 18 above, the study roadway segments are currently operating acceptably per the City of Corona performance criteria, with the exception of the Green River Road segment west of Palisades Drive, Paseo Grande north of Foothill Parkway, and Ontario Avenue east of Paseo Grande. Paseo Grande and Ontario Avenue currently operate at LOS E, based on their designated roadway capacities, and Green River Road, west of Palisades Drive, currently operates at LOS F.

No Project

Table 19, below, summarizes the modeled 2010 and 2025 ADT capacity, volume, and LOS of the study roadway segments if the Foothill Parkway Westerly Extension is not constructed.

Table 19
Years 2010 and 2025 ADT Volumes and LOS
No Foothill Parkway Westerly Extension

Study Roadway Segment	Capacity (ADT)	2010 Volume (ADT)	2010 V/C – LOS	2025 Volume (ADT)	2025 V/C – LOS
6th St west of Smith Ave	53,900[1]	30,100	0.56 – A	44,800	0.83 – D
10th St west of Lincoln Ave	25,900	19,300	0.75 – C	24,200	**0.93 – E**
Green River Rd west of Palisades Dr	53,900[1]	25,100	0.47 – A	46,400	0.86 – D
Serfas Club Dr south of SR-91	35,900	16,500	0.46 – A	30,200	0.84 – D
Paseo Grande north of Foothill Pkwy	13,000	12,200	**0.94 – E**	15,800	**1.22 – F**
Ontario Ave east of Paseo Grande	13,000	12,200	**0.94 – E**	12,200	**0.94 – E**
Ontario Ave east of Lincoln Ave	35,900	20,500	0.57 – A	22,200	0.62 – B
Green River Rd west of Paseo Grande	35,900	13,900	0.39 – A	19,700	0.55 – A
Foothill Pkwy east of Paseo Grande	N/A	N/A	N/A	N/A	N/A
Foothill Pkwy east of Lincoln Ave	25,900	3,800	0.15 – A	5,700	0.22 – A
Upper Dr south of Foothill Pkwy	35,900	6,600	0.18 – A	7,400	0.21 – A
Border Ave north of Foothill Pkwy	13,000	3,000	0.23 – A	3,000	0.23 – A
Mangular Ave north of Foothill Pkwy	13,000	3,800	0.29 – A	3,800	0.29 – A
Lincoln Ave north of Foothill Pkwy	35,900	10,600	0.30 – A	10,800	0.30 – A

Notes:
ADT = Average Daily Traffic
LOS = Level of Service
V/C = Volume to Capacity ratio; deficient roadway segment operation shown in **bold**.

[1] ADT capacity reflects programmed improvements to 6th Street (west of Smith Avenue) and Green River Road (west of Palisades), to be completed in 2010.

Source: Meyer, Mohaddes Associates, June 2007.

As shown in Table 19, the study roadways are forecast to operate acceptably, according to City of Corona performance criteria, for forecast year 2010 without Project conditions, with the exception of the Paseo Grande segment north of Foothill Parkway and Ontario Avenue east of Paseo Grande. For the forecast year 2025 without Project conditions, the study area roadways are expected to operate acceptably with the exception of 10th Street west of Lincoln, Paseo Grande north of Foothill Parkway, and Ontario Avenue east of Paseo Grande. The segment of Paseo Grande is expected to operate at LOS F in year 2025. Ontario Avenue, east of Paseo Grande, and 10th Street, west of Lincoln Avenue, are expected to operate at LOS E.

Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections (Proposed Project)

Table 20, below, summarizes the modeled 2010 and 2025 ADT capacity, volume, and LOS of the study roadway segments if the Foothill Parkway Westerly Extension is constructed, as well as both the Border Avenue and Chase Drive connections.

Table 20
Years 2010 and 2025 ADT Volumes and LOS
Foothill Parkway Westerly Extension with Border Avenue and Chase Drive Connections

Study Roadway Segment	Capacity (ADT)	2010 Volume (ADT)	2010 V/C – LOS	2025 Volume (ADT)	2025 V/C – LOS
6th St west of Smith Ave	53,900[1]	28,400	0.53 – A	42,700	0.79 – C
10th St west of Lincoln Ave	25,900	18,400	0.71 – C	21,700	0.84 – D
Green River Rd west of Palisades Dr	53,900[1]	26,600	0.49 – A	52,800	**0.98 – E**
Serfas Club Dr south of SR-91	35,900	10,600	0.30 – A	28,700	0.80 – C
Paseo Grande north of Foothill Pkwy	13,000	5,300	0.41 – A	7,400	0.57 – A
Ontario Ave east of Paseo Grande	13,000	7,300	0.56 – A	10,700	0.82 – D
Ontario Ave east of Lincoln Ave	35,900	16,200	0.45 – A	18,800	0.52 – A
Green River Rd west of Paseo Grande	35,900	17,900	0.50 – A	29,000	0.81 – D
Foothill Pkwy east of Paseo Grande	25,900	11,000	0.42 – A	21,700	0.84 – D
Foothill Pkwy east of Lincoln Ave	25,900	10,500	0.41 – A	21,900	0.85 – D
Upper Dr south of Foothill Pkwy	35,900	6,800	0.19 – A	7,900	0.22 – A
Border Ave north of Foothill Pkwy	13,000	3,100	0.24 – A	3,600	0.28 – A
Mangular Ave north of Foothill Pkwy	13,000	4,000	0.31 – A	4,500	0.35 – A
Lincoln Ave north of Foothill Pkwy	35,900	9,600	0.27 – A	9,100	0.25 – A

Notes:
ADT = Average Daily Traffic
LOS = Level of Service
V/C = Volume to Capacity ratio; deficient roadway segment operation shown in **bold**.

[1] ADT capacity reflects programmed improvements to 6th Street (west of Smith Avenue) and Green River Road (west of Palisades), to be completed in 2010.

Source: Meyer, Mohaddes Associates, June 2007.

As shown in Table 20, the Proposed Project provides LOS A or LOS C for all of the study area roadway segments for the forecast 2010 condition, which is well within the City of Corona performance criteria. In the forecast 2025 condition, the Proposed Project will provide a minimum LOS D for all study area roadway segments, with the exception of Green River Road west of Palisades Drive. Due to the roadway geometry and close proximity of this segment to State Route 91, this arterial is considered a critical link of the interchange; therefore the City of Corona has identified LOS E as acceptable for this heavily traveled freeway interchange, consistent with the City of Corona General Plan Circulation Element Policy 6.1.6. Therefore, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 and 2025 with Project conditions.

Foothill Parkway Westerly Extension without Local Connections

Table 21, below, summarizes the modeled 2010 and 2025 ADT capacity, volume, and LOS of the study roadway segments if the Foothill Parkway Westerly Extension is constructed, without the Border Avenue and Chase Drive connections.

Table 21
Years 2010 and 2025 ADT Volumes and LOS
Foothill Parkway Westerly Extension without Local Connections

Study Roadway Segment	Capacity (ADT)	2010 Volume (ADT)	2010 V/C – LOS	2025 Volume (ADT)	2025 V/C – LOS
6th St west of Smith Ave	53,900[1]	28,400	0.53 – A	42,700	0.79 – C
10th St west of Lincoln Ave	25,900	18,400	0.71 – C	21,700	0.84 – D
Green River Rd west of Palisades Dr	53,900[1]	26,600	0.49 – A	52,800	**0.98 – E**
Serfas Club Dr south of SR-91	35,900	10,600	0.30 – A	28,700	0.80 – C
Paseo Grande north of Foothill Pkwy	13,000	5,700	0.44 – A	7,700	0.59 – A
Ontario Ave east of Paseo Grande	13,000	8,000	0.62 – B	11,600	0.89 – D
Ontario Ave east of Lincoln Ave	35,900	16,300	0.45 – A	18,800	0.52 – A
Green River Rd west of Paseo Grande	35,900	17,900	0.50 – A	29,000	0.81 – D
Foothill Pkwy east of Paseo Grande	25,900	10,800	0.42 – A	21,500	0.83 – D
Foothill Pkwy east of Lincoln Ave	25,900	10,400	0.40 – A	21,800	0.84 – D
Upper Dr south of Foothill Pkwy	35,900	6,800	0.19 – A	7,900	0.22 – A
Border Ave north of Foothill Pkwy	13,000	3,000	0.23 – A	3,000	0.23 – A
Mangular Ave north of Foothill Pkwy	13,000	3,800	0.29 – A	3,800	0.29 – A
Lincoln Ave north of Foothill Pkwy	35,900	9,600	0.27 – A	9,200	0.26 – A

Notes:
ADT = Average Daily Traffic
LOS = Level of Service
V/C = Volume to Capacity ratio; deficient roadway segment operation shown in **bold**.

[1] ADT capacity reflects programmed improvements to 6th Street (west of Smith Avenue) and Green River Road (west of Palisades), to be completed in 2010.

Source: Meyer, Mohaddes Associates, June 2007.

As shown in Table 21, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 under this alternative. In forecast year 2025, all roadways are expected to operate at LOS D or better, with the exception of the segment of Green River Road west of Palisades Drive, which is expected to operate at LOS E. Due to the roadway geometry and close proximity of this segment to State Route 91, this arterial is considered a critical link of the interchange; therefore the City of Corona has identified LOS E as acceptable for this heavily traveled freeway interchange, consistent with the City of Corona General Plan Circulation Element Policy 6.1.6. Therefore, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 and 2025 for this alternative. None of the roadways analyzed are expected to exceed their capacity for forecast years 2010 and 2025 for this alternative.

Foothill Parkway Westerly Extension with Border Avenue Connection Only

Table 22, below, summarizes the modeled 2010 and 2025 ADT capacity, volume, and LOS of the study roadway segments if the Foothill Parkway Westerly Extension is constructed with the Border Avenue connection only.

Table 22
Years 2010 and 2025 ADT Volumes and LOS
Foothill Parkway Westerly Extension with Border Avenue Connection Only

Study Roadway Segment	Capacity (ADT)	2010 Volume (ADT)	2010 V/C – LOS	2025 Volume (ADT)	2025 V/C – LOS
6th St west of Smith Ave	53,900[1]	28,400	0.53 – A	42,700	0.79 – C
10th St west of Lincoln Ave	25,900	18,400	0.71 – C	21,700	0.84 – D
Green River Rd west of Palisades Dr	53,900[1]	26,600	0.49 – A	52,800	**0.98 – E**
Serfas Club Dr south of SR-91	35,900	10,600	0.30 – A	28,700	0.80 – C
Paseo Grande north of Foothill Pkwy	13,000	5,400	0.42 – A	7,500	0.58 – A
Ontario Ave east of Paseo Grande	13,000	7,300	0.56 – A	11,200	0.86 – D
Ontario Ave east of Lincoln Ave	35,900	16,300	0.45 – A	18,700	0.52 – A
Green River Rd west of Paseo Grande	35,900	17,900	0.50 – A	29,000	0.81 – D
Foothill Pkwy east of Paseo Grande	25,900	10,900	0.42 – A	21,600	0.83 – D
Foothill Pkwy east of Lincoln Ave	25,900	10,500	0.41 – A	21,900	0.85 – D
Upper Dr south of Foothill Pkwy	35,900	6,800	0.19 – A	7,900	0.22 – A
Border Ave north of Foothill Pkwy	13,000	3,200	0.25 – A	3,800	0.29 – A
Mangular Ave north of Foothill Pkwy	13,000	3,800	0.29 – A	3,800	0.29 – A
Lincoln Ave north of Foothill Pkwy	35,900	9,600	0.27 – A	9,200	0.26 – A

Notes:
ADT = Average Daily Traffic
LOS = Level of Service
V/C = Volume to Capacity ratio; deficient roadway segment operation shown in **bold**.

[1] ADT capacity reflects programmed improvements to 6th Street (west of Smith Avenue) and Green River Road (west of Palisades), to be completed in 2010.

Source: Meyer, Mohaddes Associates, June 2007.

As shown in Table 22, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 under this alternative. In forecast year 2025, all roadways are expected to operate at LOS D or better, with the exception of the segment of Green River Road west of Palisades Drive, which is expected to operate at LOS E. Due to the roadway geometry and close proximity of this segment to State Route 91, this arterial is considered a critical link of the interchange; therefore the City of Corona has identified LOS E as acceptable for this heavily traveled freeway interchange, consistent with the City of Corona General Plan Circulation Element Policy 6.1.6. Therefore, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 and 2025 for this alternative. None of the roadways analyzed are expected to exceed their capacity for forecast years 2010 and 2025 for this alternative.

Foothill Parkway Westerly Extension with Chase Drive Connection Only

Table 23, below, summarizes the modeled 2010 and 2025 ADT capacity, volume, and LOS of the study roadway segments if the Foothill Parkway Westerly Extension is constructed with the Chase Drive connection only.

Table 23
Years 2010 and 2025 ADT Volumes and LOS
Foothill Parkway Westerly Extension with Chase Drive Connection Only

Study Roadway Segment	Capacity (ADT)	2010 Volume (ADT)	2010 V/C – LOS	2025 Volume (ADT)	2025 V/C – LOS
6th St west of Smith Ave	53,900[1]	28,400	0.53 – A	42,700	0.79 – C
10th St west of Lincoln Ave	25,900	18,400	0.71 – C	21,700	0.84 – D
Green River Rd west of Palisades Dr	53,900[1]	26,600	0.49 – A	52,800	**0.98 – E**
Serfas Club Dr south of SR-91	35,900	10,600	0.30 – A	28,700	0.80 – C
Paseo Grande north of Foothill Pkwy	13,000	5,600	0.43 – A	7,600	0.58 – A
Ontario Ave east of Paseo Grande	13,000	8,000	0.62 – B	11,300	0.87 – D
Ontario Ave east of Lincoln Ave	35,900	16,300	0.45 – A	18,800	0.52 – A
Green River Rd west of Paseo Grande	35,900	18,000	0.50 – A	29,000	0.81 – D
Foothill Pkwy east of Paseo Grande	25,900	10,900	0.42 – A	21,600	0.83 – D
Foothill Pkwy east of Lincoln Ave	25,900	10,400	0.40 – A	21,800	0.84 – D
Upper Dr south of Foothill Pkwy	35,900	6,800	0.19 – A	7,900	0.22 – A
Border Ave north of Foothill Pkwy	13,000	3,000	0.23 – A	3,000	0.23 – A
Mangular Ave north of Foothill Pkwy	13,000	4,000	0.31 – A	4,600	0.35 – A
Lincoln Ave north of Foothill Pkwy	35,900	9,600	0.27 – A	9,100	0.25 – A

Notes:
ADT = Average Daily Traffic
LOS = Level of Service
V/C = Volume to Capacity ratio; deficient roadway segment operation shown in **bold**.

[1] ADT capacity reflects programmed improvements to 6th Street (west of Smith Avenue) and Green River Road (west of Palisades), to be completed in 2010.

Source: Meyer, Mohaddes Associates, June 2007.

As shown in Table 23, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 under this alternative. In forecast year 2025, all roadways are expected to operate at LOS D or better, with the exception of the segment of Green River Road west of Palisades Drive, which is expected to operate at LOS E. Due to the roadway geometry and close proximity of this segment to State Route 91, this arterial is considered a critical link of the interchange; therefore the City of Corona has identified LOS E as acceptable for this heavily traveled freeway interchange, consistent with the City of Corona General Plan Circulation Element Policy 6.1.6. Therefore, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast years 2010 and 2025 for this alternative. None of the roadways analyzed are expected to exceed their capacity for forecast years 2010 and 2025 for this alternative.

Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Border Avenue and Chase Drive Connections

Table 24, below, summarizes the modeled 2010 and 2025 ADT capacity, volume, and LOS of the study roadway segments if the Reduced Width (2-Lane) Foothill Parkway Westerly Extension is constructed with the Border Avenue and Chase Drive connections.

Table 24
Years 2010 and 2025 ADT Volumes and LOS
Foothill Parkway Westerly Extension, 2-Lane Reduced Width, with Local Connections

Study Roadway Segment	Capacity (ADT)	2010 Volume (ADT)	2010 V/C – LOS	2025 Volume (ADT)	2025 V/C – LOS
6th St west of Smith Ave	53,900[1]	28,200	0.52 – A	43,000	0.80 - C
10th St west of Lincoln Ave	25,900	18,200	0.70 – B	22,000	0.85 - D
Green River Rd west of Palisades Dr	53,900[1]	28,300	0.53 – A	50,100	**0.93 - E**
Serfas Club Dr south of SR-91	35,900	12,300	0.34 – A	28,800	0.80 - C
Paseo Grande north of Foothill Pkwy	13,000	5,500	0.42 – A	9,500	0.73 - C
Ontario Ave east of Paseo Grande	13,000	7,400	0.57 – A	11,100	0.85 - D
Ontario Ave east of Lincoln Ave	35,900	16,900	0.47 – A	21,300	0.59 - A
Green River Rd west of Paseo Grande	35,900	18,000	0.50 – A	26,100	0.73 - C
Foothill Pkwy east of Paseo Grande	13,000	10,600	0.82 – D	16,200	**1.25 - F**
Foothill Pkwy east of Lincoln Ave	25,900	10,200	0.39 – A	17,700	0.68 - B
Upper Dr south of Foothill Pkwy	35,900	6,800	0.19 – A	7,900	0.22 - A
Border Ave north of Foothill Pkwy	13,000	3,100	0.24 – A	3,600	0.28 - A
Mangular Ave north of Foothill Pkwy	13,000	4,000	0.31 – A	4,500	0.35 - A
Lincoln Ave north of Foothill Pkwy	35,900	9,400	0.26 – A	9,100	0.25 - A

Notes:
ADT = Average Daily Traffic
LOS = Level of Service
V/C = Volume to Capacity ratio; deficient roadway segment operation shown in **bold**.

[1] ADT capacity reflects programmed improvements to 6th Street (west of Smith Avenue) and Green River Road (west of Palisades), to be completed in 2010.

Source: Meyer, Mohaddes Associates, February 2008.

As shown in Table 24, all study roadways are forecast to operate acceptably according to City of Corona performance criteria for forecast year 2010 under this alternative. In forecast year 2025, Foothill Parkway is expected to operate at LOS F as a two-lane collector, with a volume to capacity ratio of 1.25. The segment of Green River Road west of Palisades Drive is expected to operate at LOS E. Due to the roadway geometry and close proximity of this segment to State Route 91, this arterial is considered a critical link of the interchange; therefore the City of Corona has identified LOS E as acceptable for this heavily traveled freeway interchange, consistent with the City of Corona General Plan Circulation Element Policy 6.1.6. All other roadways in the study area are expected to operate at LOS D or better. Expected volumes on

Foothill Parkway, as a two-lane roadway, will exceed its capacity, therefore the roadway will be deficient.

CONSISTENCY WITH CITY OF CORONA GENERAL PLAN

The proposed Foothill Parkway Westerly Extension is planned to be constructed as a four-lane divided roadway, consistent with the City of Corona General Plan Circulation Element, which identifies the roadway as a Secondary Four-lane Arterial roadway. The Foothill Parkway Westerly Extension is included as a planned arterial in the City of Corona's General Plan Circulation Element, and has been a part of the City's planning process for over 20 years. The primary purpose of the Foothill Parkway Westerly Extension project is to complete a critical east-west connection from its current terminus, approximately 600 feet west of Skyline Drive, to Green River Road. The roadway extension is forecast to alleviate existing and future traffic congestion on the local circulation network and accommodate traffic generated by approved and planned development in south Corona. Additionally, Foothill Parkway can provide improved emergency response vehicle access to the southern portion of Corona. The operation goal for the roadway is to achieve a minimum of a level of service (LOS) "D" which has been adopted by the City as the standard for local streets and arterial highways. It is the City's goal to identify the most cost-effective improvements that would be compatible with existing and future adjoining improvements along Foothill Parkway.

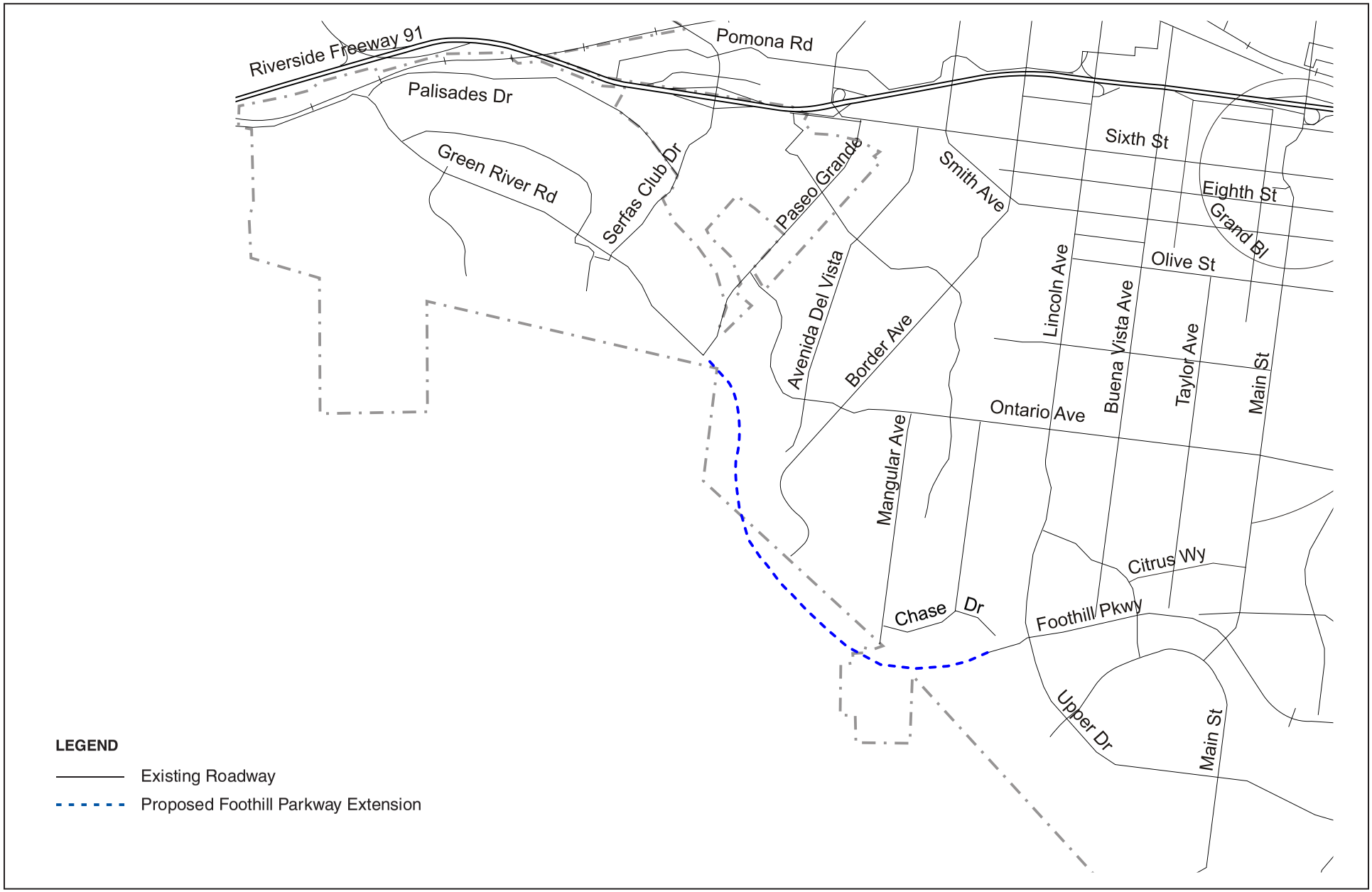
SUMMARY

Foothill Parkway is an integral part of the City's circulation plan, providing a much needed east/west arterial and increasing mobility in the area. Recent growth in population and land uses, both within south Corona and in adjacent communities, has put increasing pressures on the City's arterial and local street system. Additionally, congestion on SR-91 and I-15, as well as congestion at the interchange of the two freeways, has resulted in local and regional traffic using City streets to avoid freeway delays. Ontario Avenue traverses the southeastern portion of Corona. It is a primary east/west arterial serving south Corona, and has become increasingly congested with vehicles attempting to reach the freeway during peak periods. Ontario Avenue does not provide a direct freeway connection to SR-91, causing vehicles to utilize residential streets to access the Green River Road, Maple Street, and Serfas Club Drive interchanges.

In the existing condition, three roadways within the study area operate at deficient levels of service (LOS), per the City of Corona roadway performance criteria. Paseo Grande, north of Foothill Parkway, and Ontario Avenue, east of Paseo Grande, operate at LOS E. Green River Road, west of Palisades Drive, operates at LOS F. For forecast year 2010, it is anticipated that the same segments of Paseo Grande and Ontario Avenue will continue to operate at LOS E without implementation of the Foothill Parkway Westerly Extension. Planned improvements to Green River Road, west of Palisades Drive, are expected to increase its capacity and bring the level of service on that segment up to LOS A in forecast year 2010. In year 2025, without the construction of the Foothill Parkway Westerly Extension, the operation of Paseo Grande is forecast to reduce to LOS F. Ontario Avenue, east of Paseo Grande, will remain at LOS E, and 10th Street, west of Lincoln Avenue, will be reduced to LOS E. All other roadways are expected to operate at LOS D or better. Construction of the Foothill Parkway Westerly Extension and connections to Border Avenue and Chase Drive will redistribute traffic through the study area. In year 2010, with the proposed project, all roadways in the study are forecast to operate between LOS A and LOS C. In year 2025, all roadways in the study area are expected to operate acceptably, based on City of Corona performance criteria.

Forecast year 2010 and 2025 traffic volumes on parallel east/west roadways, including 6th Street, 10th Street, and Ontario Avenue, are forecast to decrease relative to the "without project" scenario, as a result of implementation of the Foothill Parkway Westerly Extension project. Construction of the Foothill Parkway Westerly Extension will provide additional east-west corridor capacity, reducing traffic congestion in the City of Corona by diverting approximately 8,000 daily trips onto Foothill Parkway from these parallel roadways. Additionally, the proposed project is forecast to reduce future traffic volumes on Paseo Grande and Ontario Avenue, the nearest parallel roadway, to below existing traffic volumes.

Connections of Border Avenue and Chase Drive to Foothill Parkway would further increase benefits to the City roadway system, providing alternate routes to Foothill Parkway and dispersing traffic more evenly throughout the area, as planned in the City's General Plan Circulation Element. Most of the existing traffic on Border Avenue and Mangular Avenue near Ontario Avenue is generated from local development, with residents traveling to and from Ontario Avenue and parallel arterials to the north for east/west movement through the City. It is expected that a portion of that neighborhood traffic will redirect to the south to access Foothill Parkway as an alternate east/west route. This redirection will cause the traffic volumes on those two streets to increase at the southern ends near Foothill Parkway. These increases, however, are well below the designated capacity for collector roadways, and are consistent with the City's General Plan. Conversely, it is expected that the volumes on Border Avenue and Mangular Avenue will decrease near Ontario Avenue, as a result of the redistribution of traffic. Without the local connections, the anticipated volume reduction on Ontario Avenue from the existing condition to the forecast year 2025 will decrease from 1,500 ADT, in the Project condition, to 600 ADT, in the No Connections alternative, therefore providing less relief to this highly congested roadway.



Source: Meyer, Mohaddes Associates, June 2007.

RBF CONSULTING

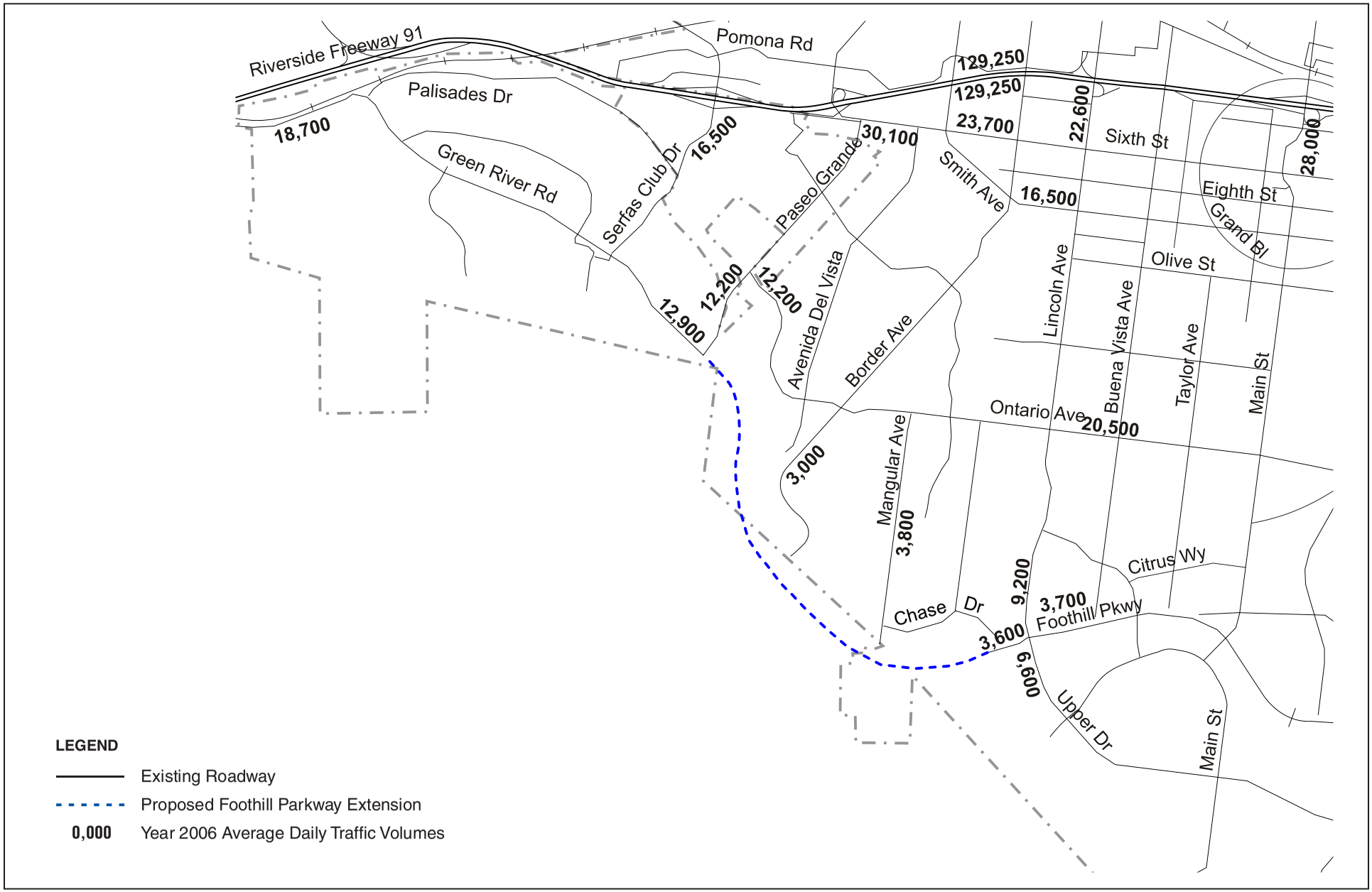
not to scale

4/21/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT

Existing Conditions

Figure 1



Source: Meyer, Mohaddes Associates, June 2007.

RBF CONSULTING

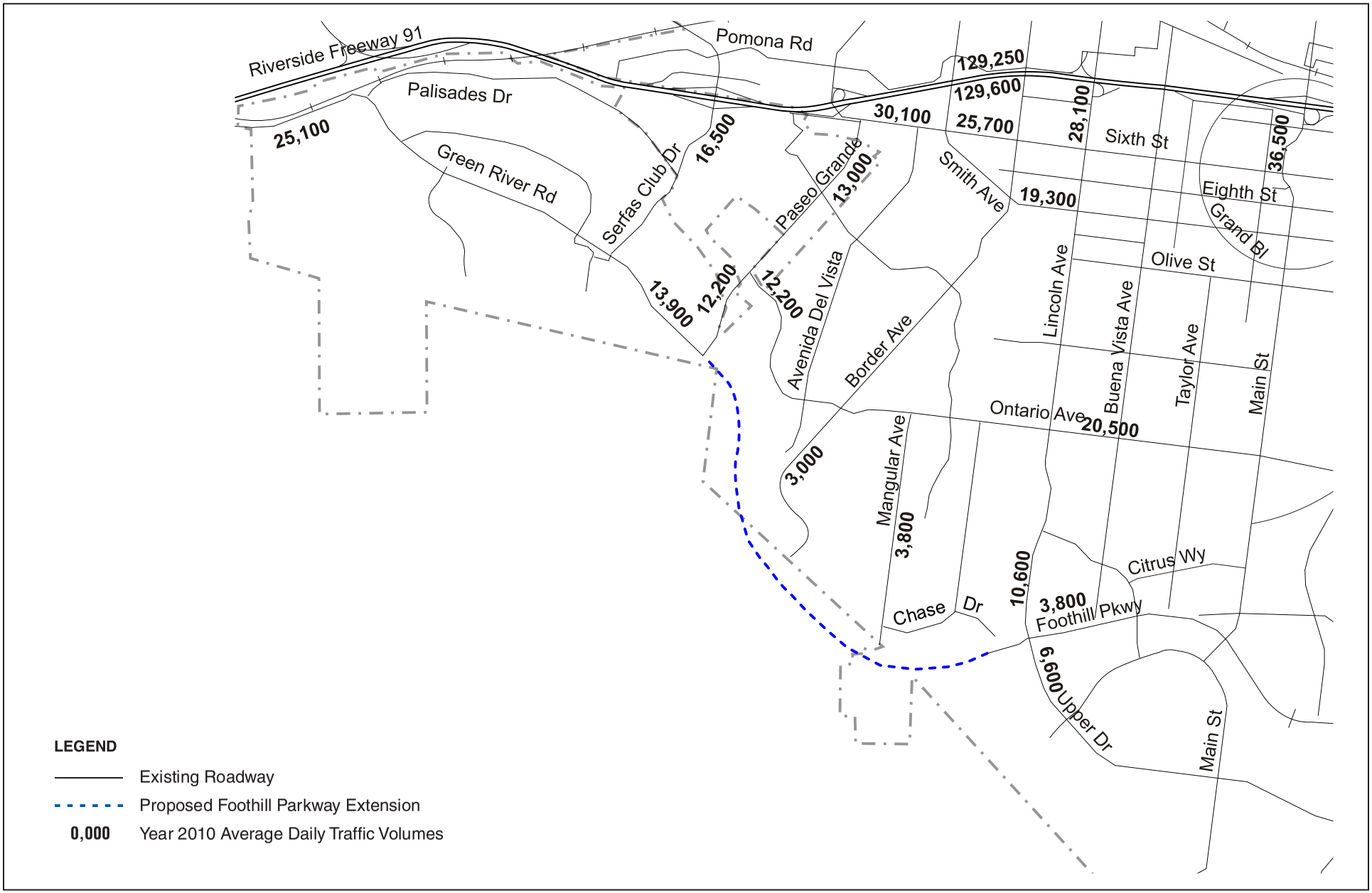
not to scale

4/21/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

Existing Conditions (Year 2006) ADT Volumes

Figure 2



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

Year 2010 ADT Volumes
No Foothill Extension

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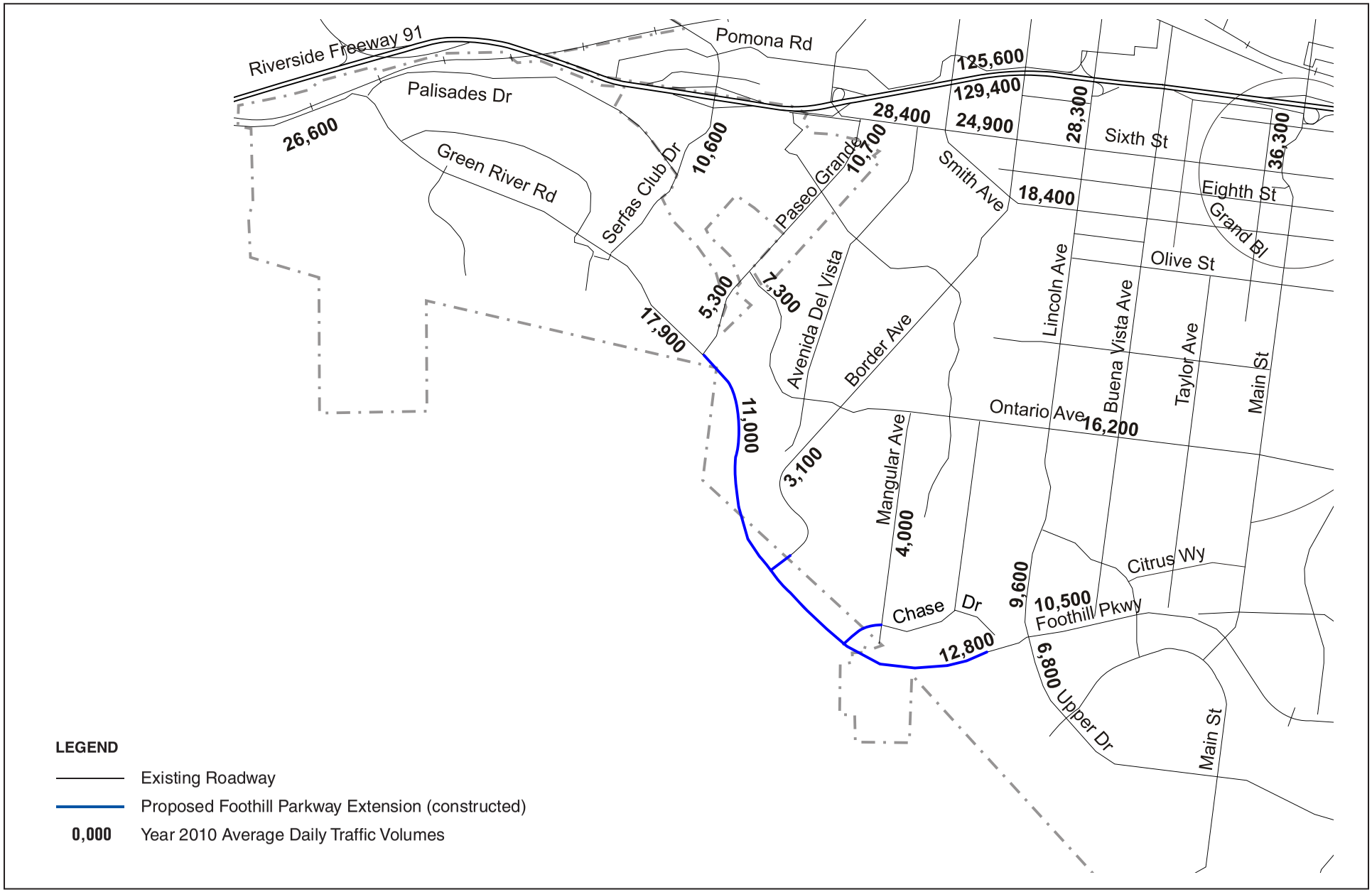
4/21/08 JN 10-104629-13393

Figure 3



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

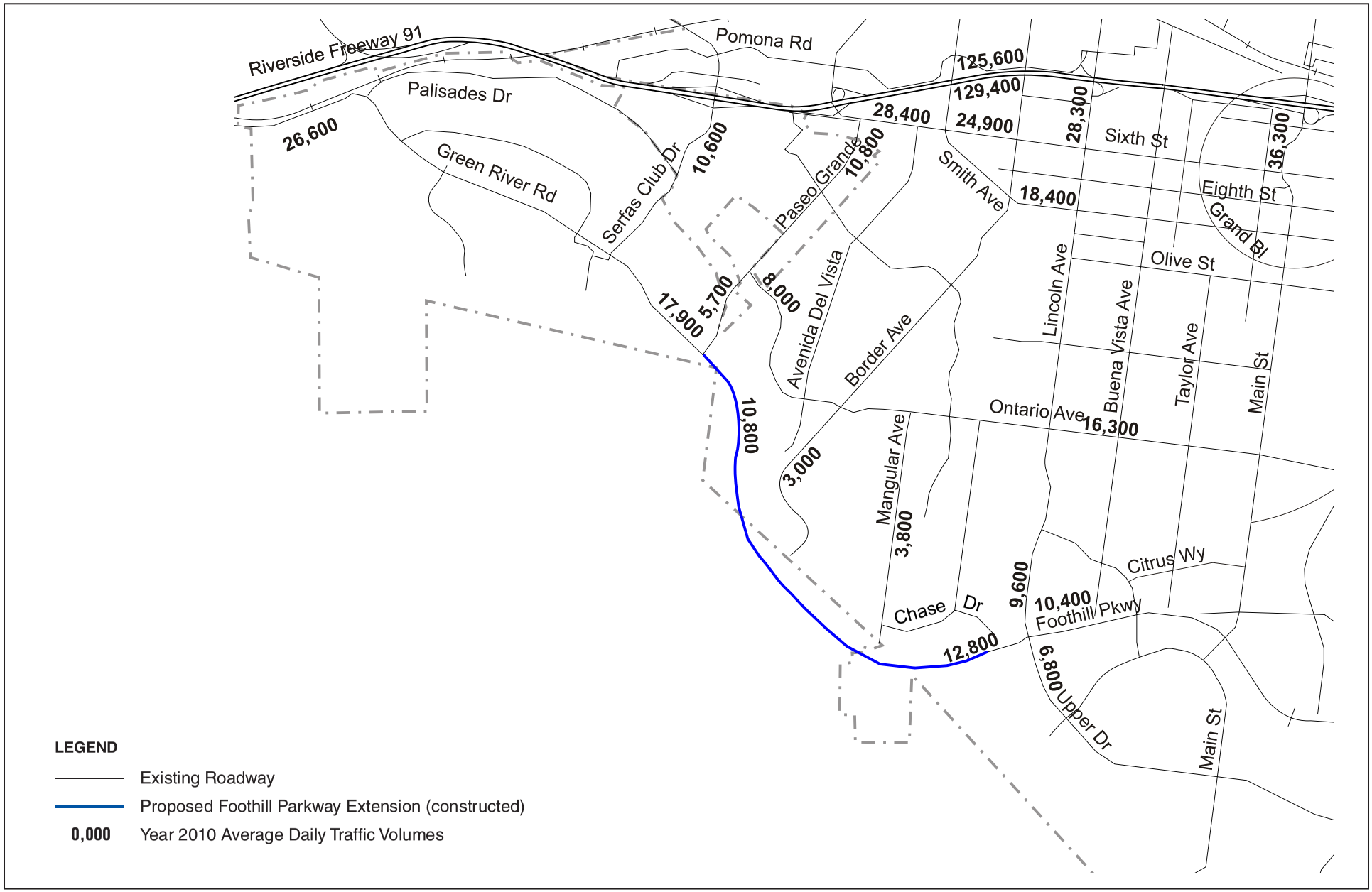
Year 2010 ADT Volumes
Border Ave. + Chase Dr. Connections

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 4



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

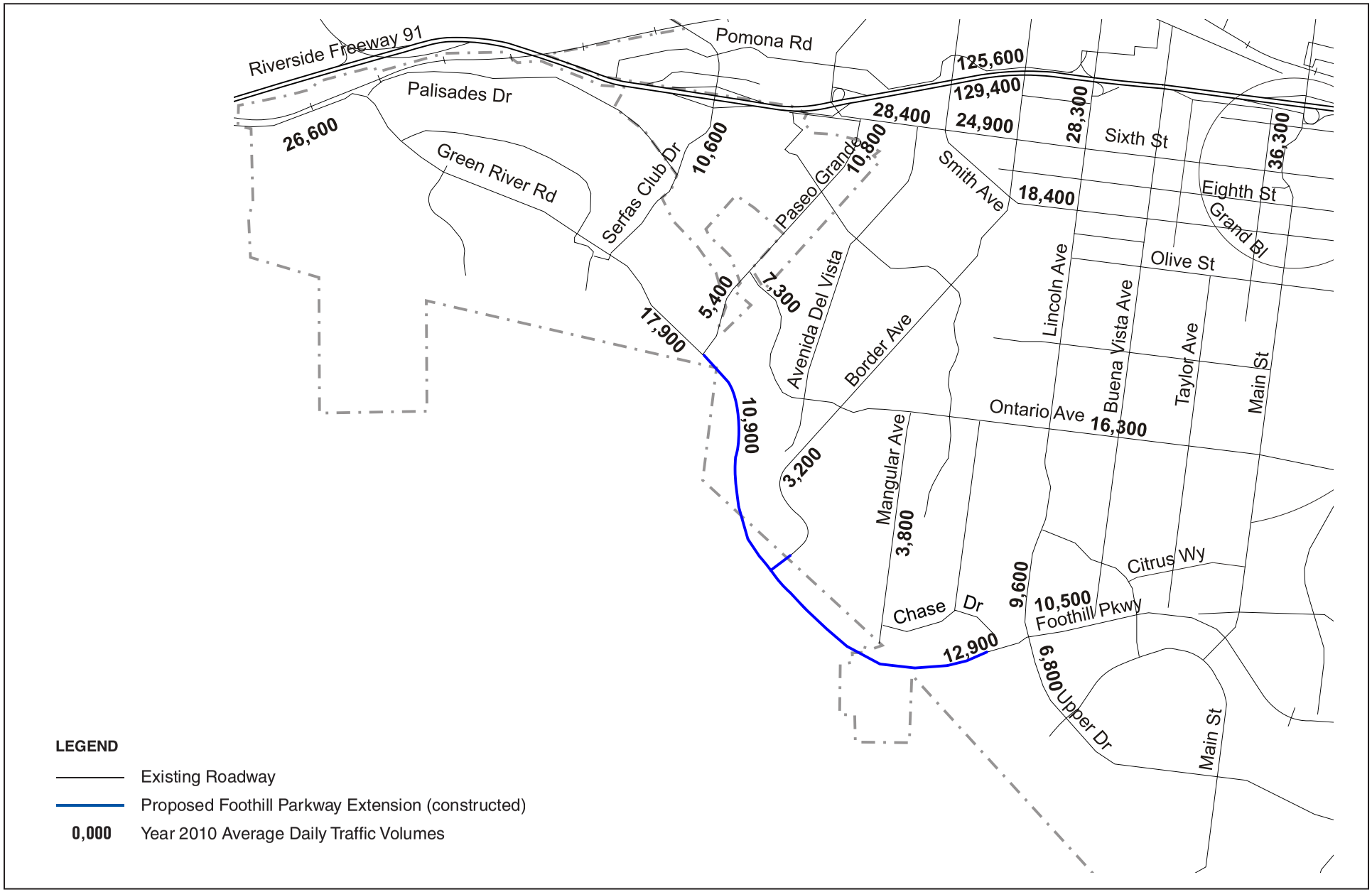
Year 2010 ADT Volumes
No Border Ave. or Chase Dr. Connection

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 5



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

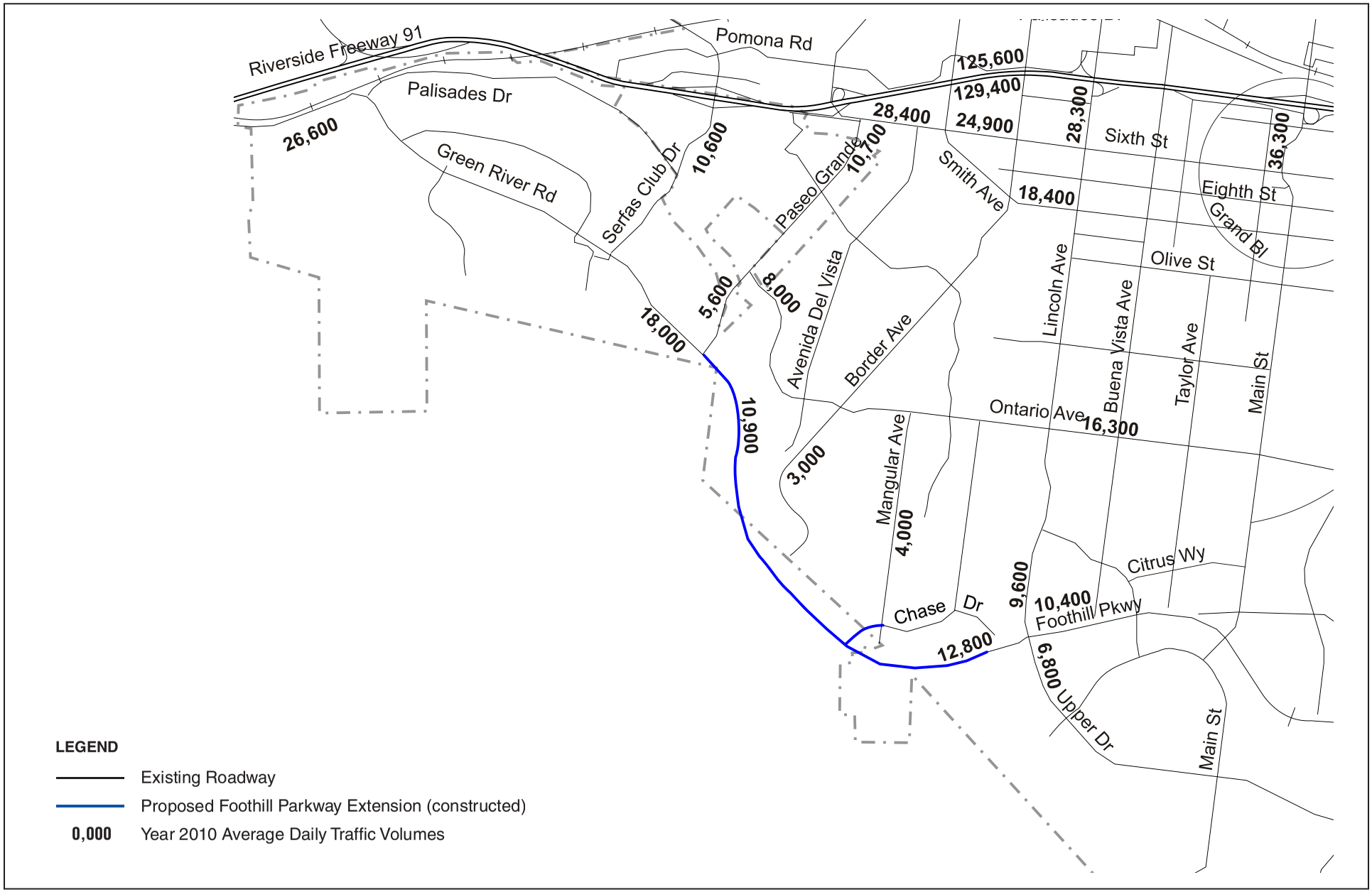
Year 2010 ADT Volumes
Border Ave. Connection Only

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 6



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

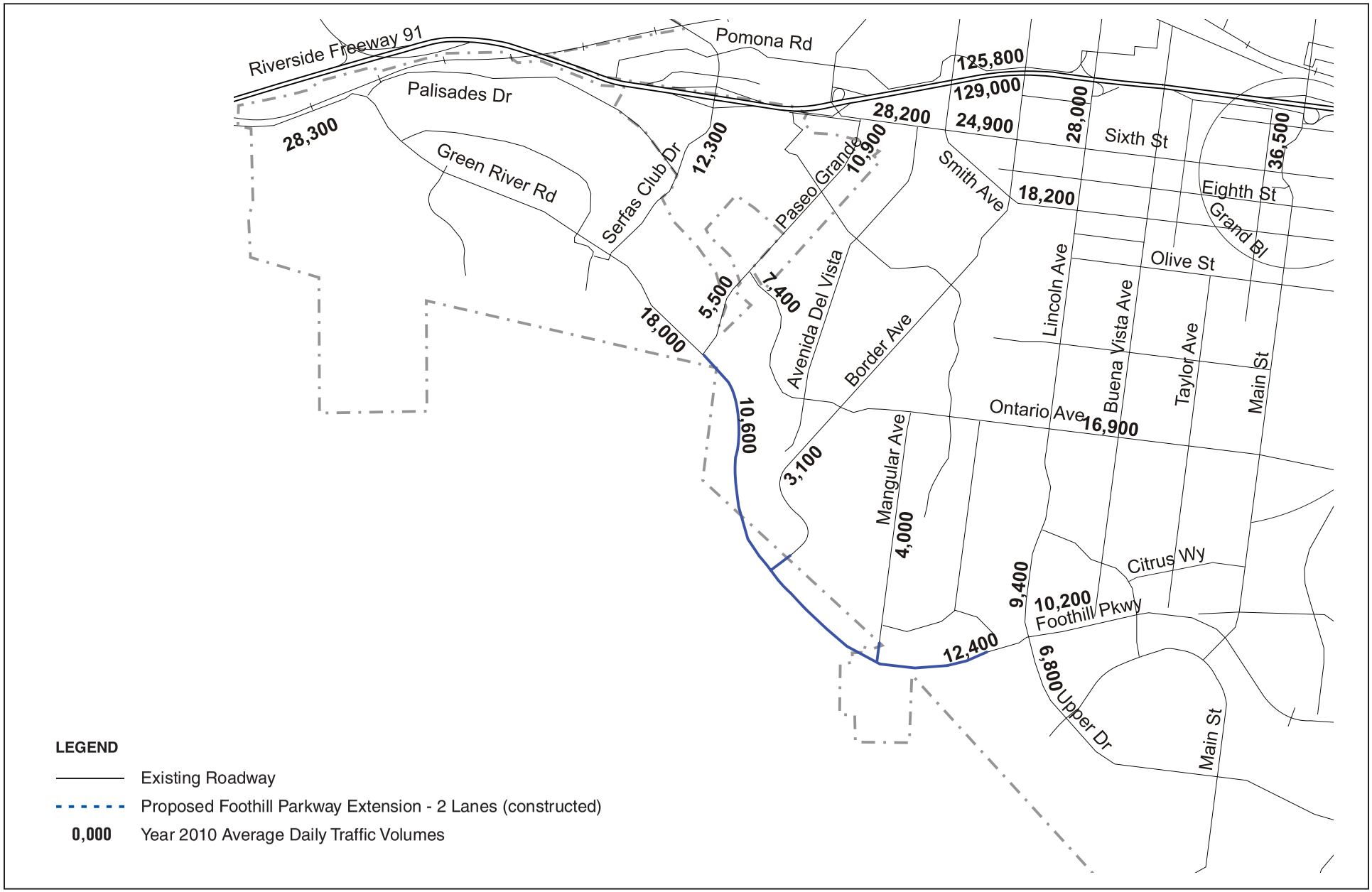
Year 2010 ADT Volumes
Chase Dr. Connection Only

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 7



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

Year 2010 ADT Volumes

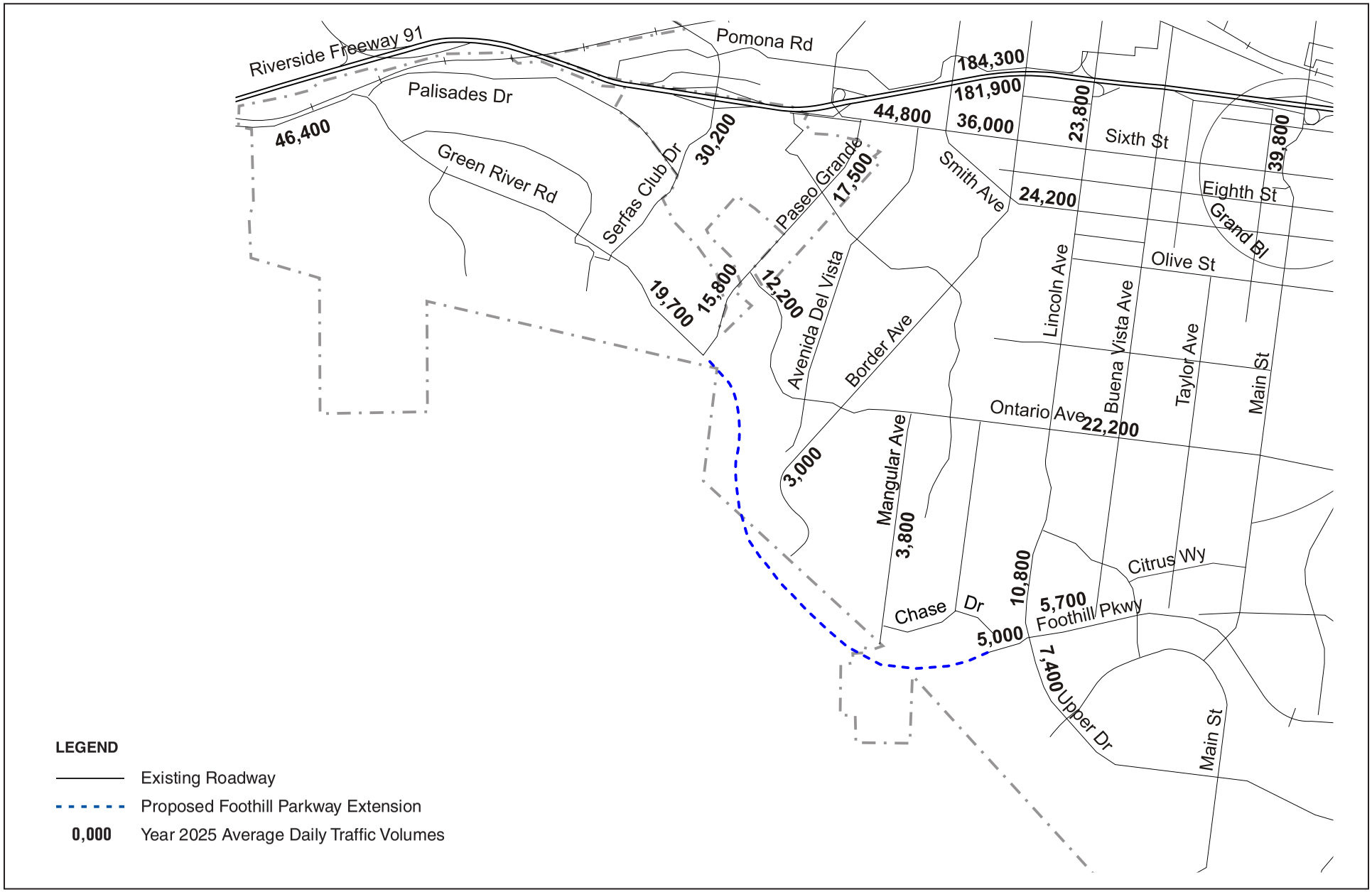
2-Lane Reduced-Width Foothill Pkwy. with Border Ave. + Chase Dr. Connections

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 8



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

Year 2025 ADT Volumes
No Foothill Extension

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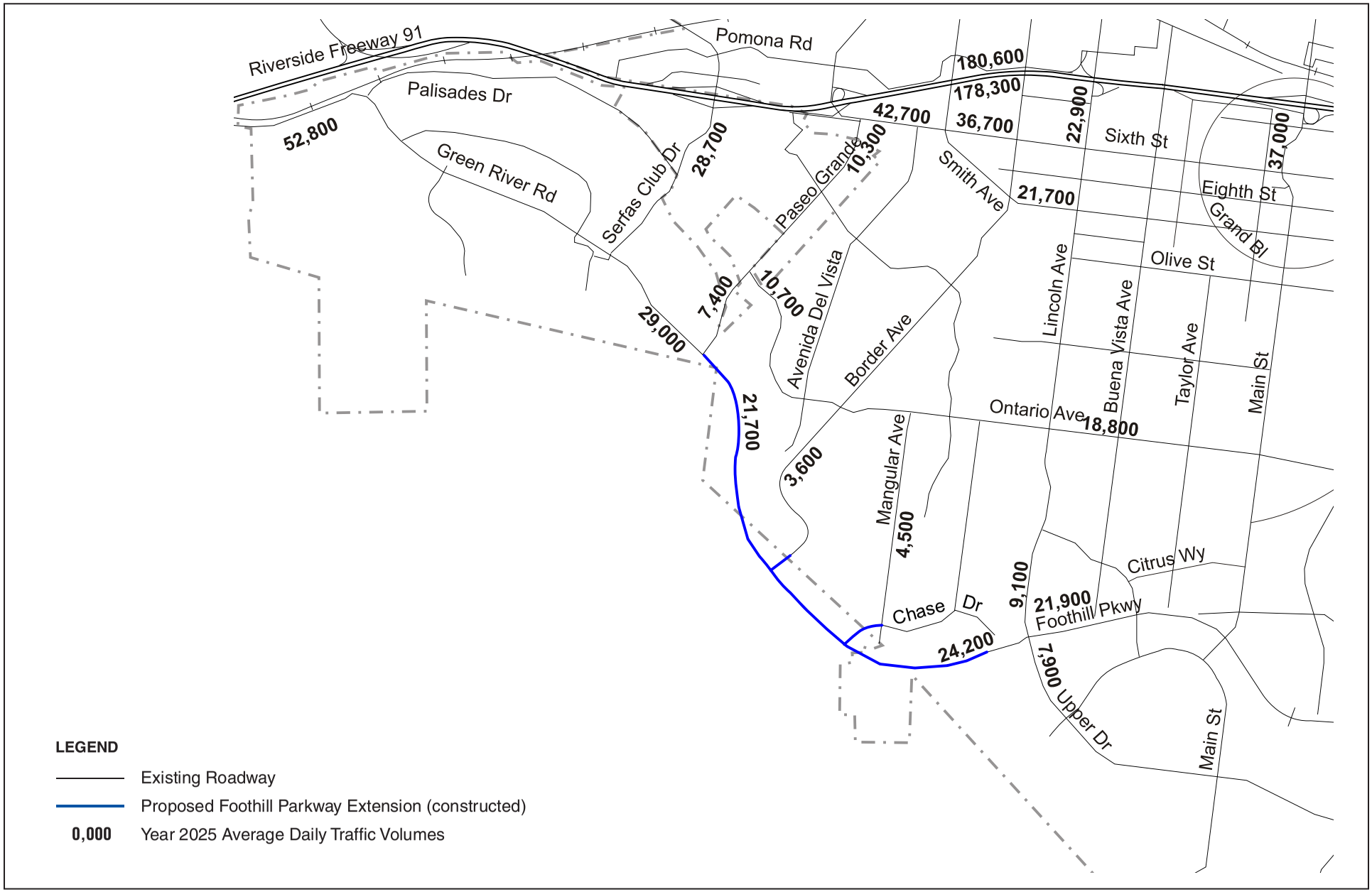
not to scale

4/21/08 JN 10-104629-13393

Figure 9



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

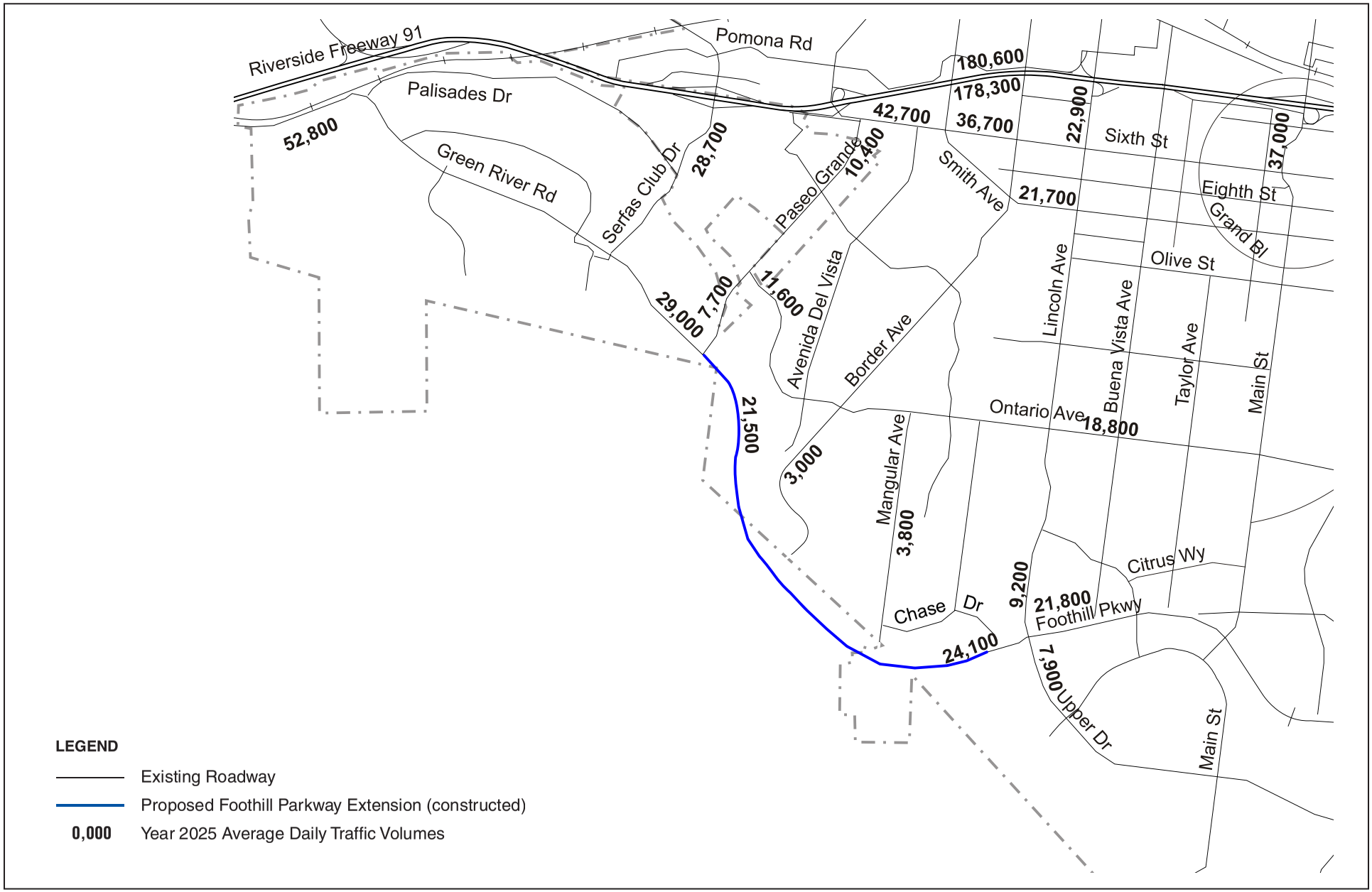
Year 2025 ADT Volumes
Border Ave. + Chase Dr. Connection

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 10



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

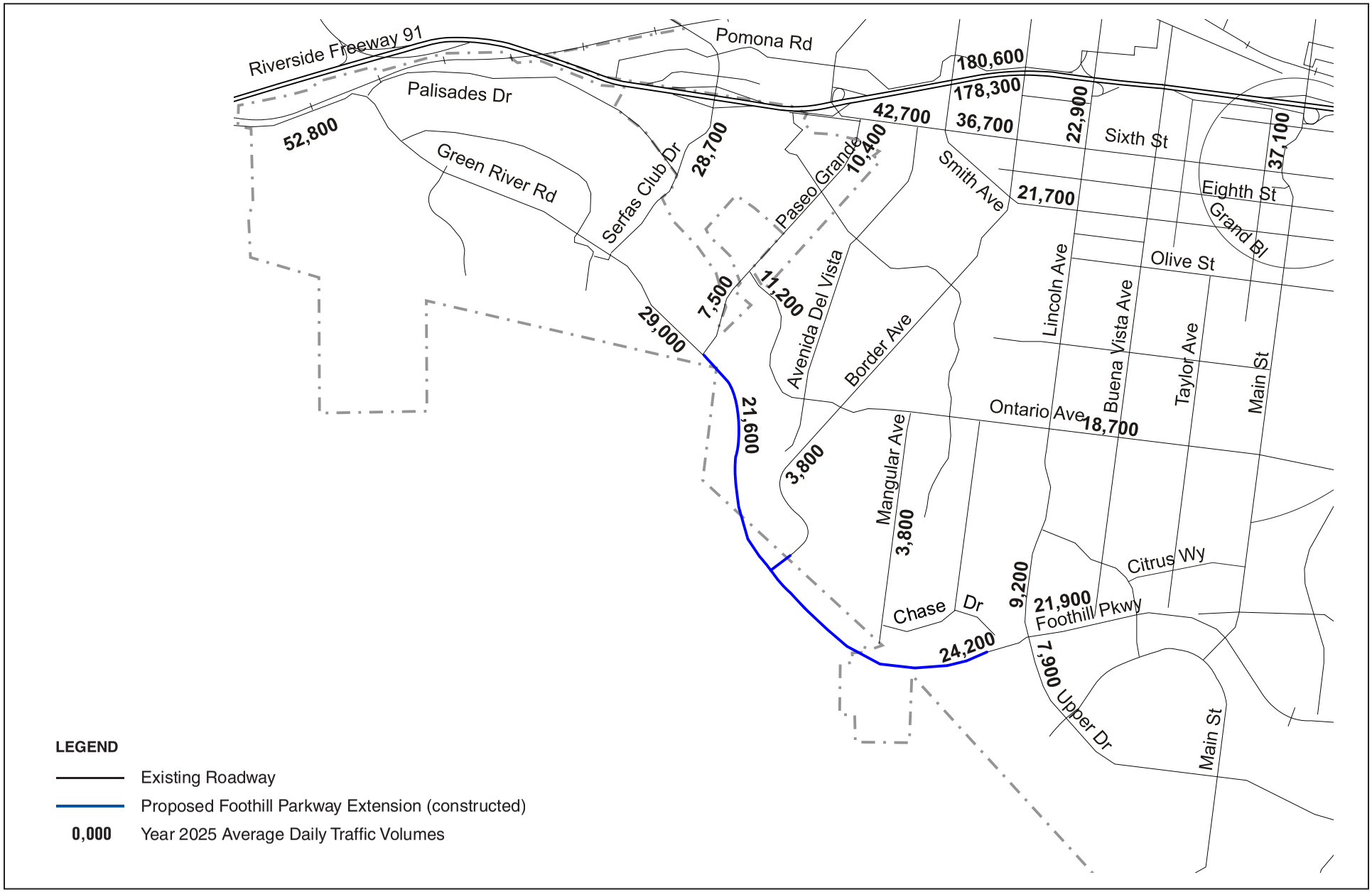
Year 2025 ADT Volumes
No Border Ave. or Chase Dr. Connections

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 11



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

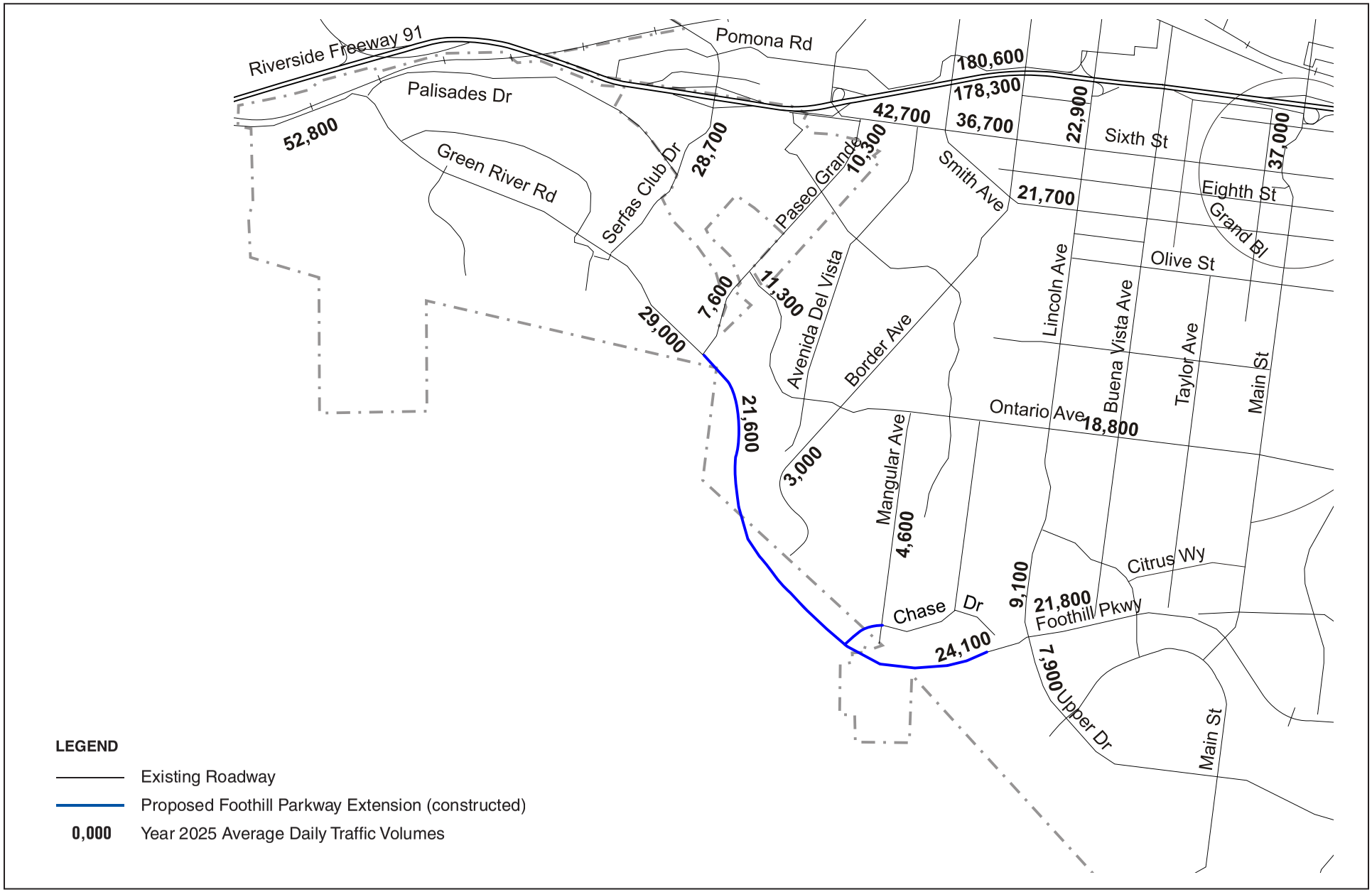
Year 2025 ADT Volumes
Border Ave. Connection Only

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 12



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

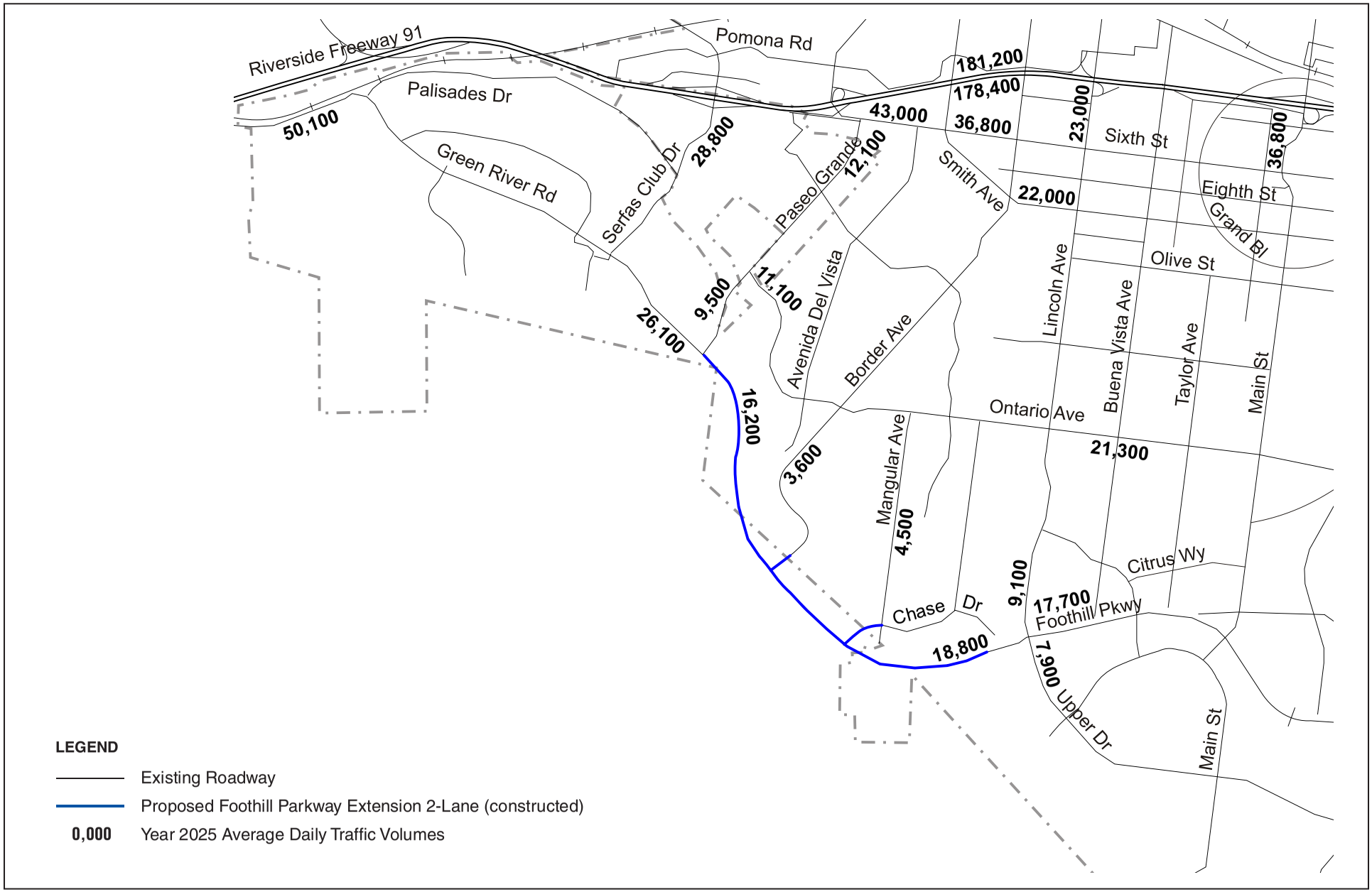
Year 2025 ADT Volumes
Chase Dr. Connection Only

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 13



Source: Meyer, Mohaddes Associates, June 2007.

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

Year 2025 ADT Volumes

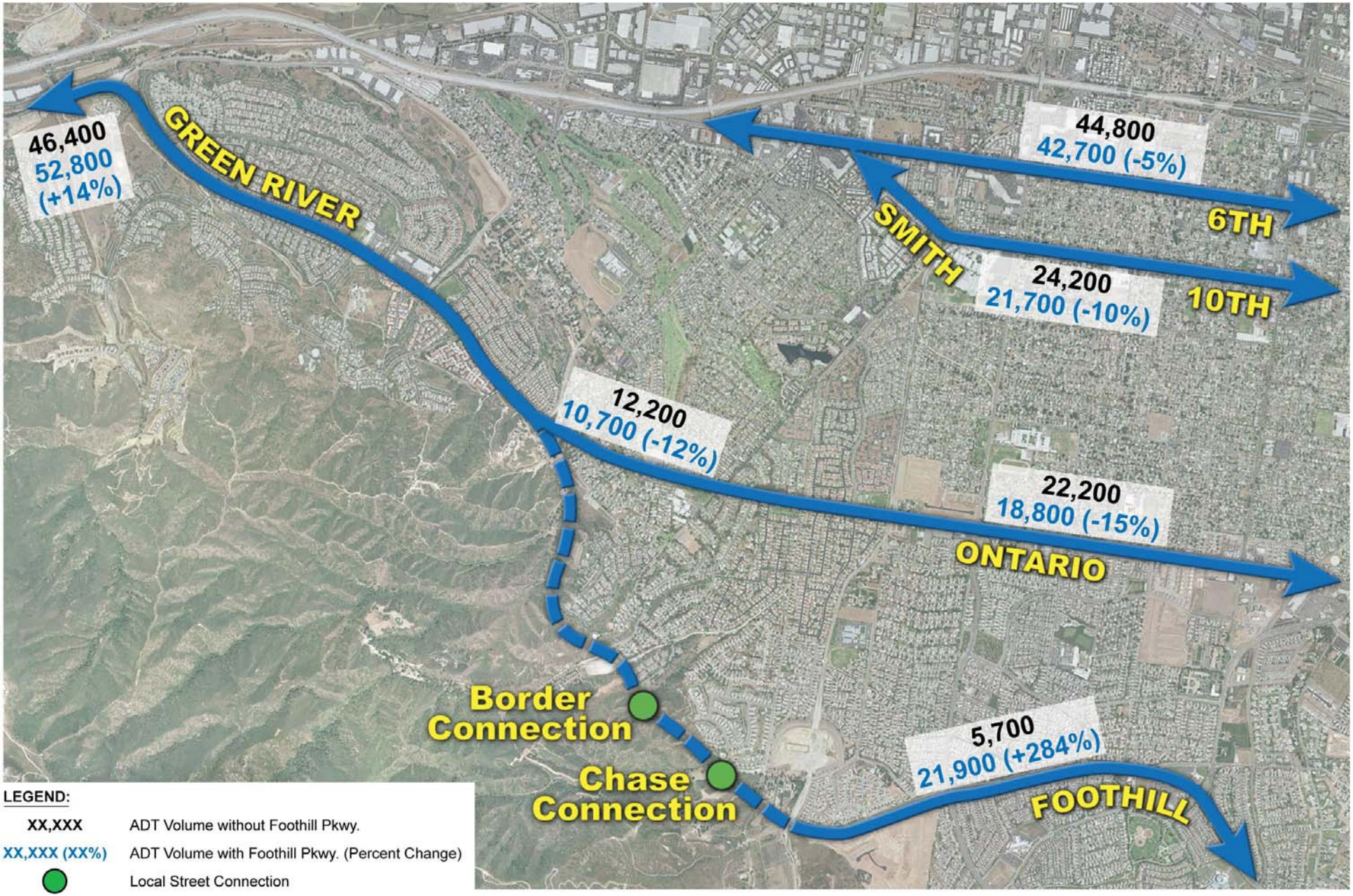
2-Lane Reduced-Width Foothill Pkwy. with Border Ave. + Chase Dr. Connections

RBF CONSULTING

not to scale

4/21/08 JN 10-104629-13393

Figure 14



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

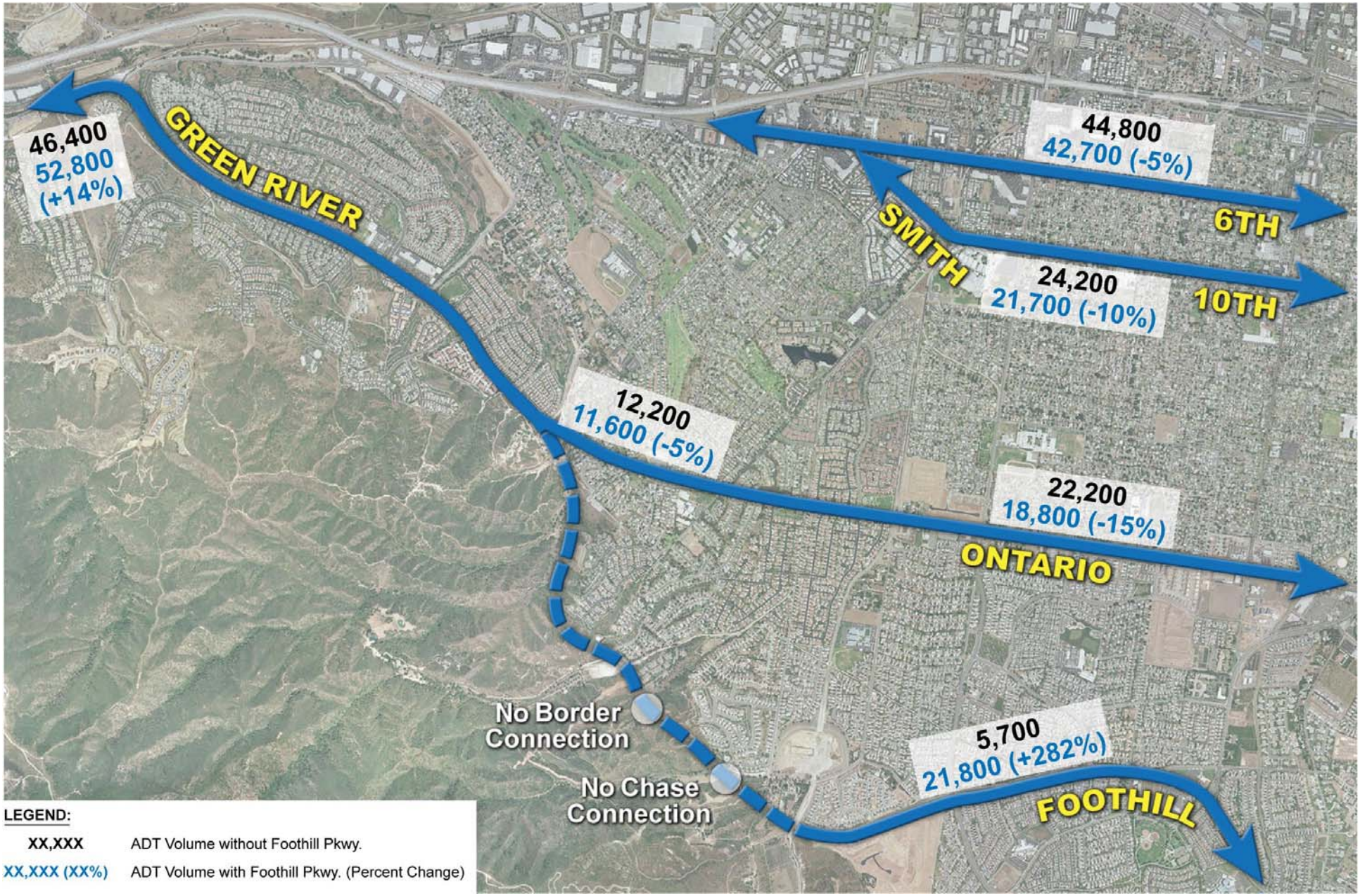
Forecast Year 2025 with Local Street Connections East-West Corridors ADT Volumes

RBF CONSULTING

not to scale

2/8/08 JN 10-104629-13393

Figure 15



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

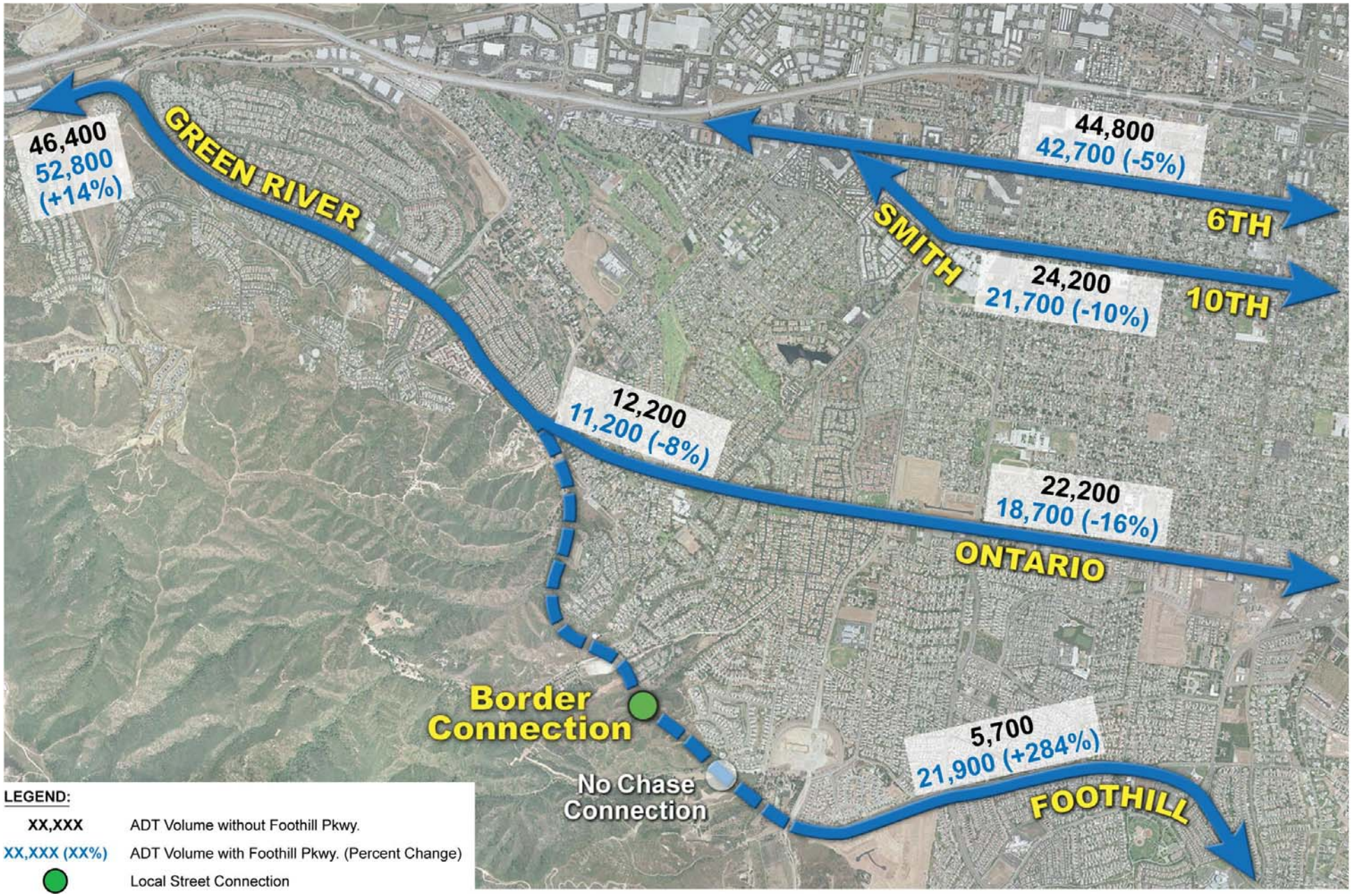
Forecast Year 2025 without Local Street Connections East-West Corridors ADT Volumes

RBF CONSULTING

not to scale

2/8/08 JN 10-104629-13393

Figure 16



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

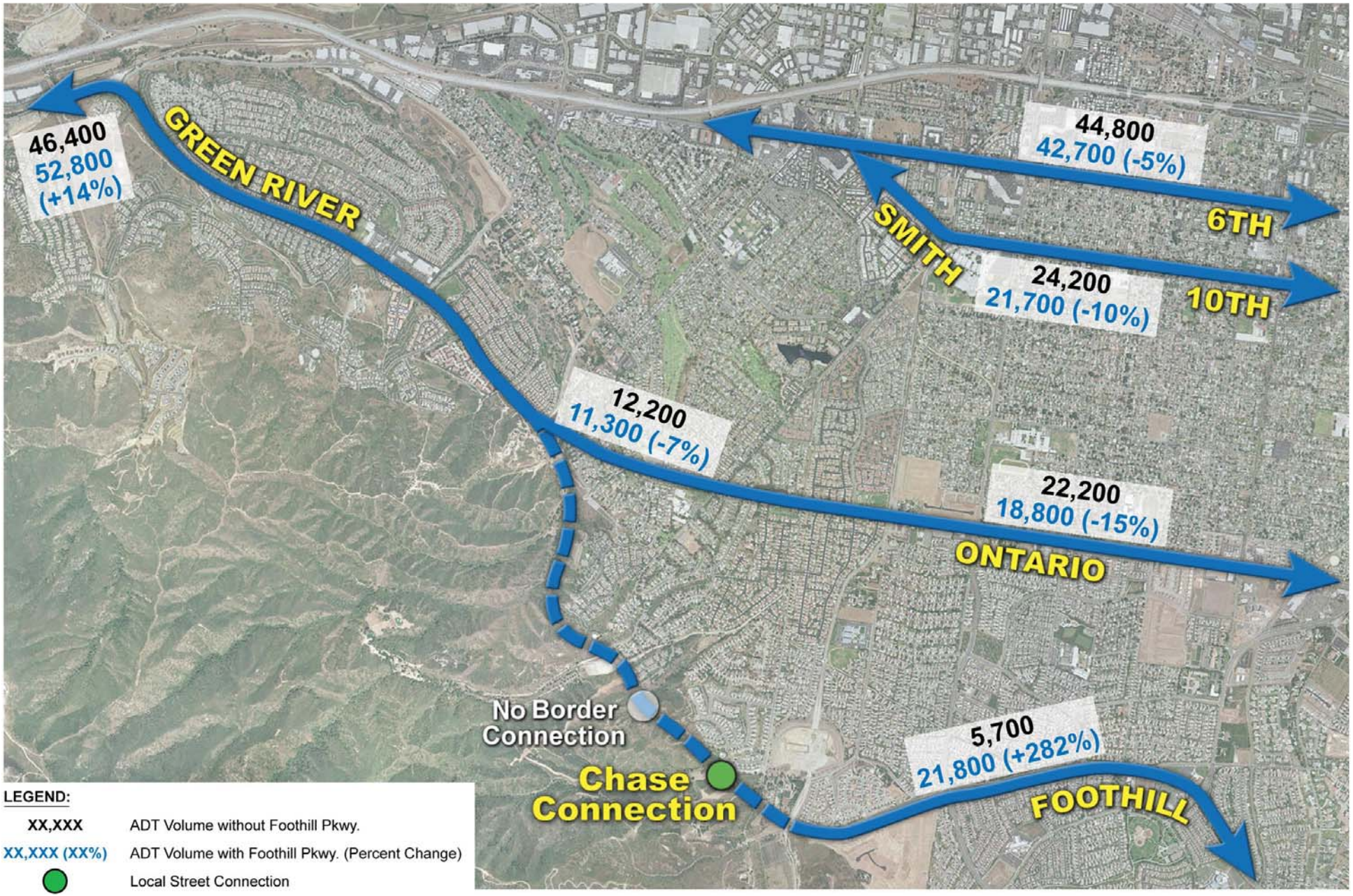
Forecast Year 2025 with Border Avenue Connection East-West Corridors ADT Volumes

RBF CONSULTING

not to scale

2/8/08 JN 10-104629-13393

Figure 17



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

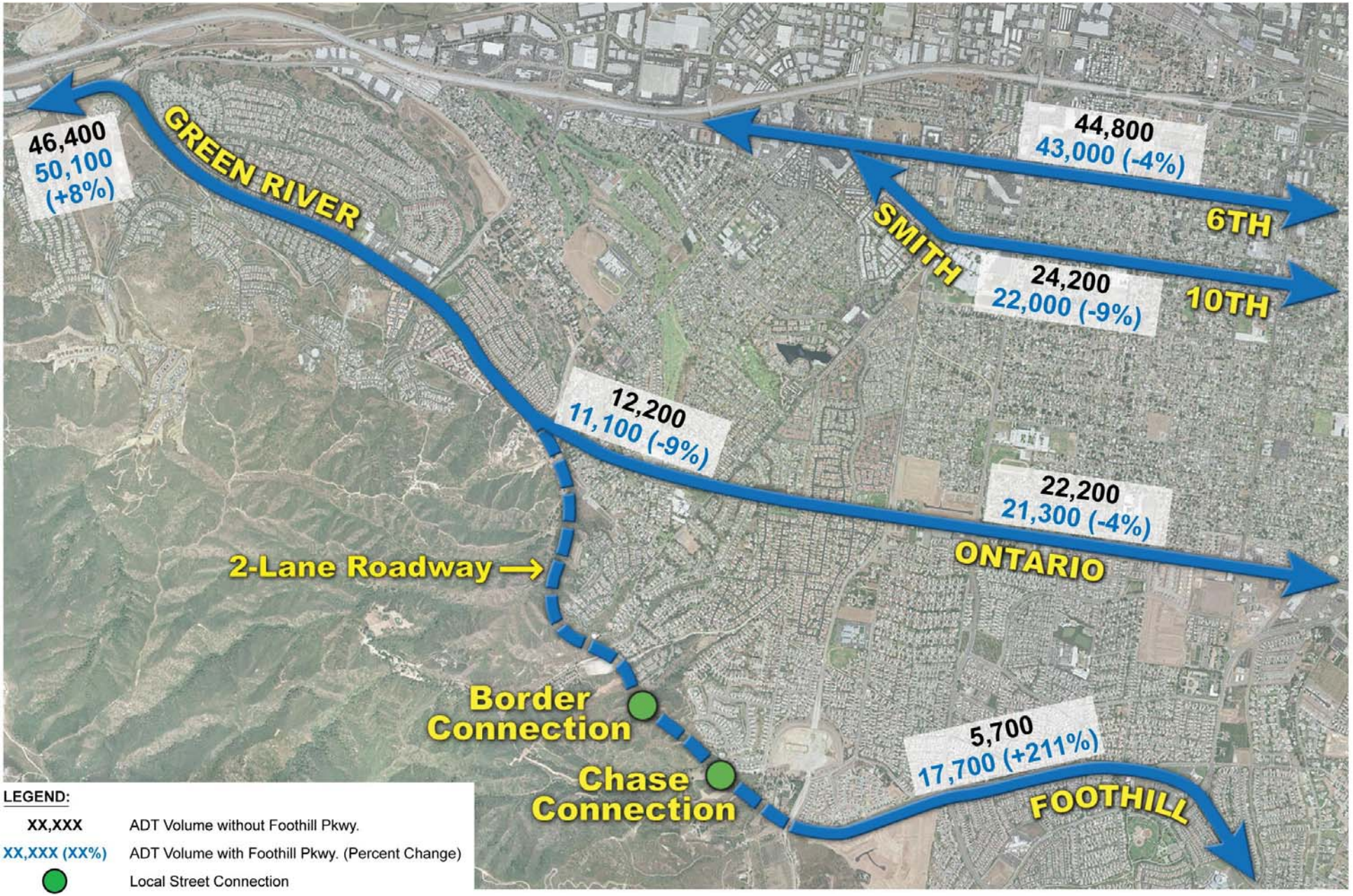
Forecast Year 2025 with Chase Drive Connection East-West Corridors ADT Volumes

RBF CONSULTING

not to scale

2/8/08 JN 10-104629-13393

Figure 18



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

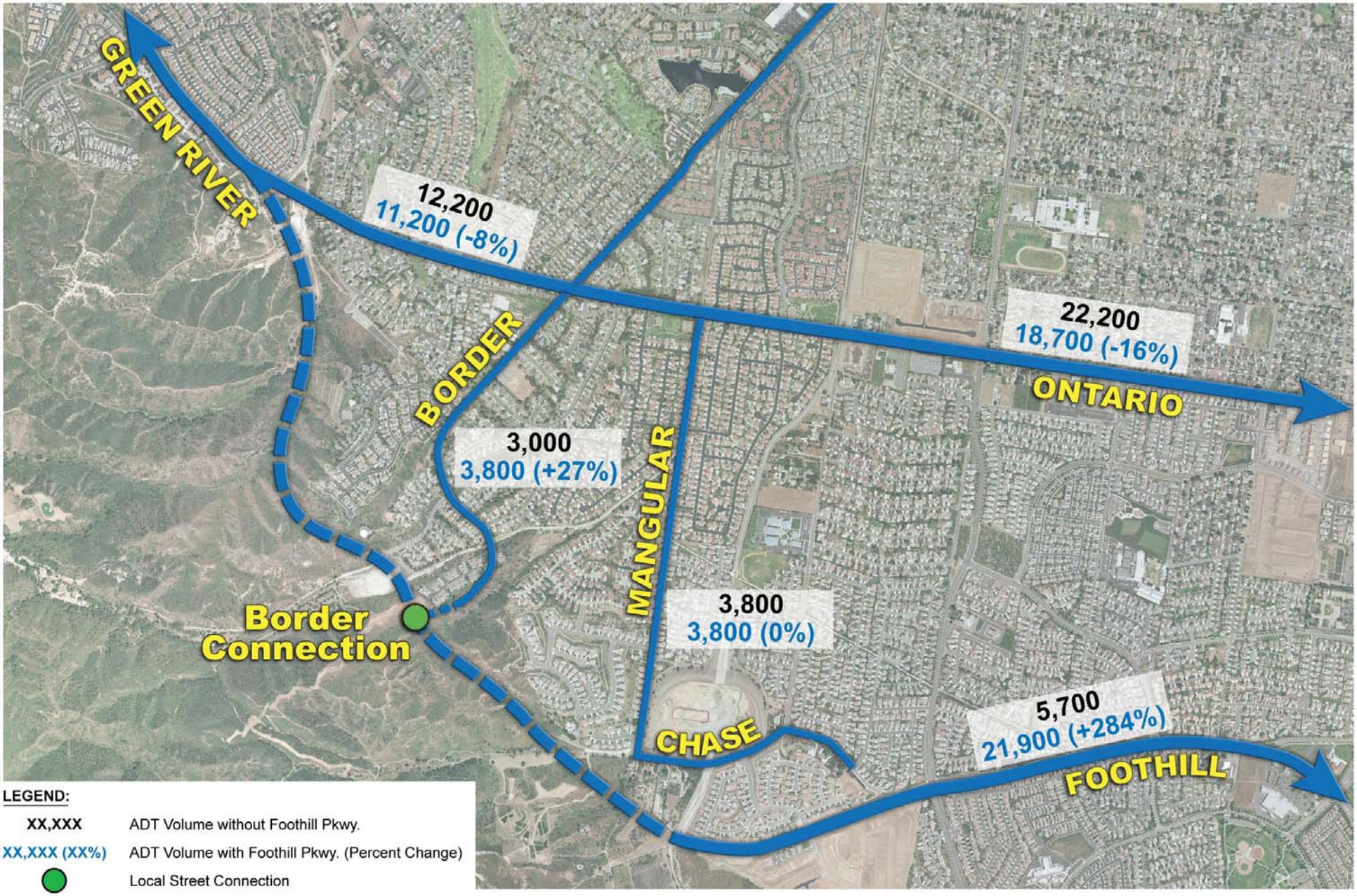
Forecast Year 2025 Reduced Width with Local Street Connections East-West Corridors ADT Volumes

RBF CONSULTING

not to scale

2/25/08 JN 10-104629-13393

Figure 19



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

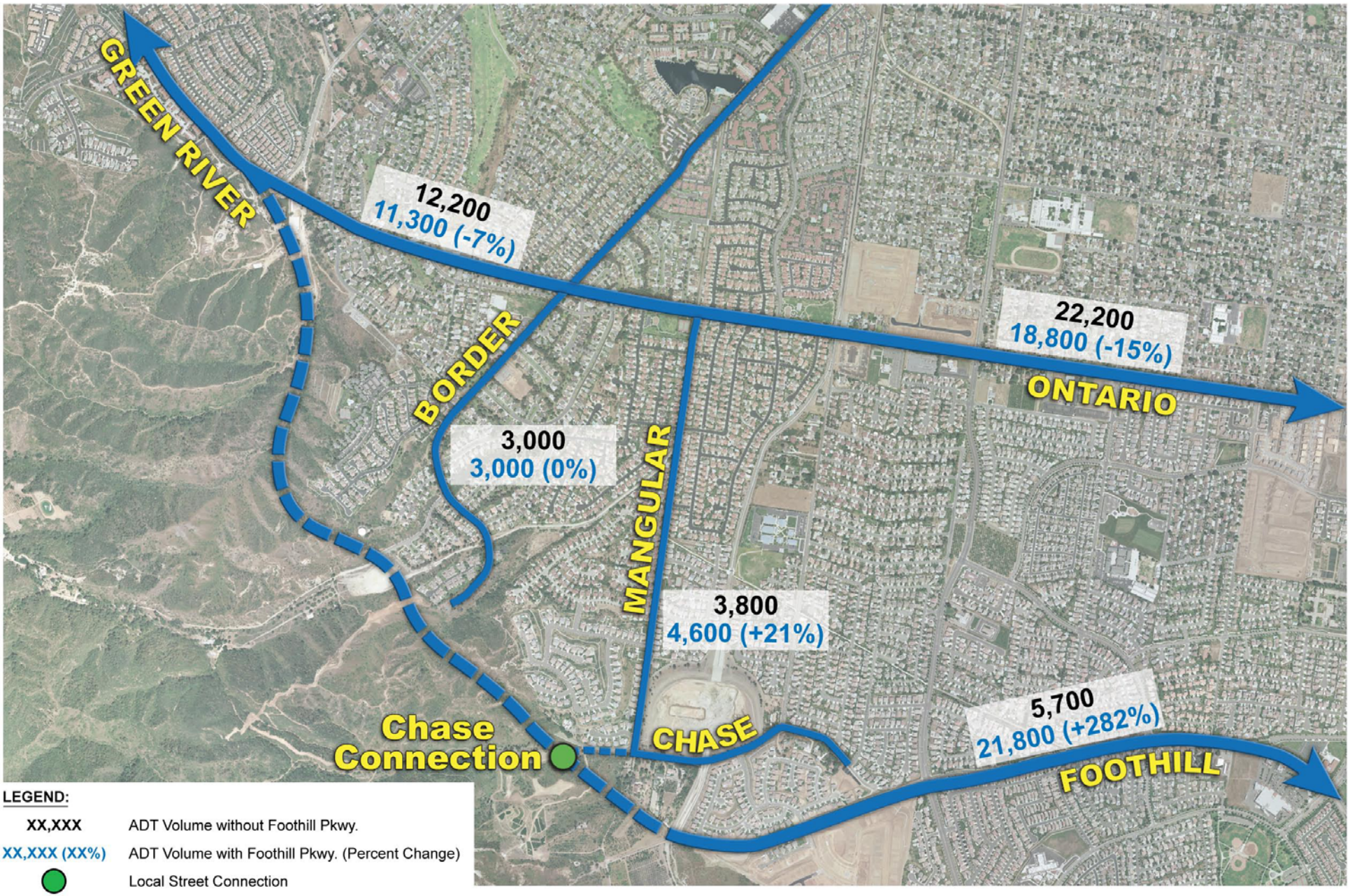
Forecast Year 2025 • Border Ave. Connection Only Local Connector ADT Volumes

RBF CONSULTING

not to scale

2/8/08 JN 10-104629-13393

Figure 20



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

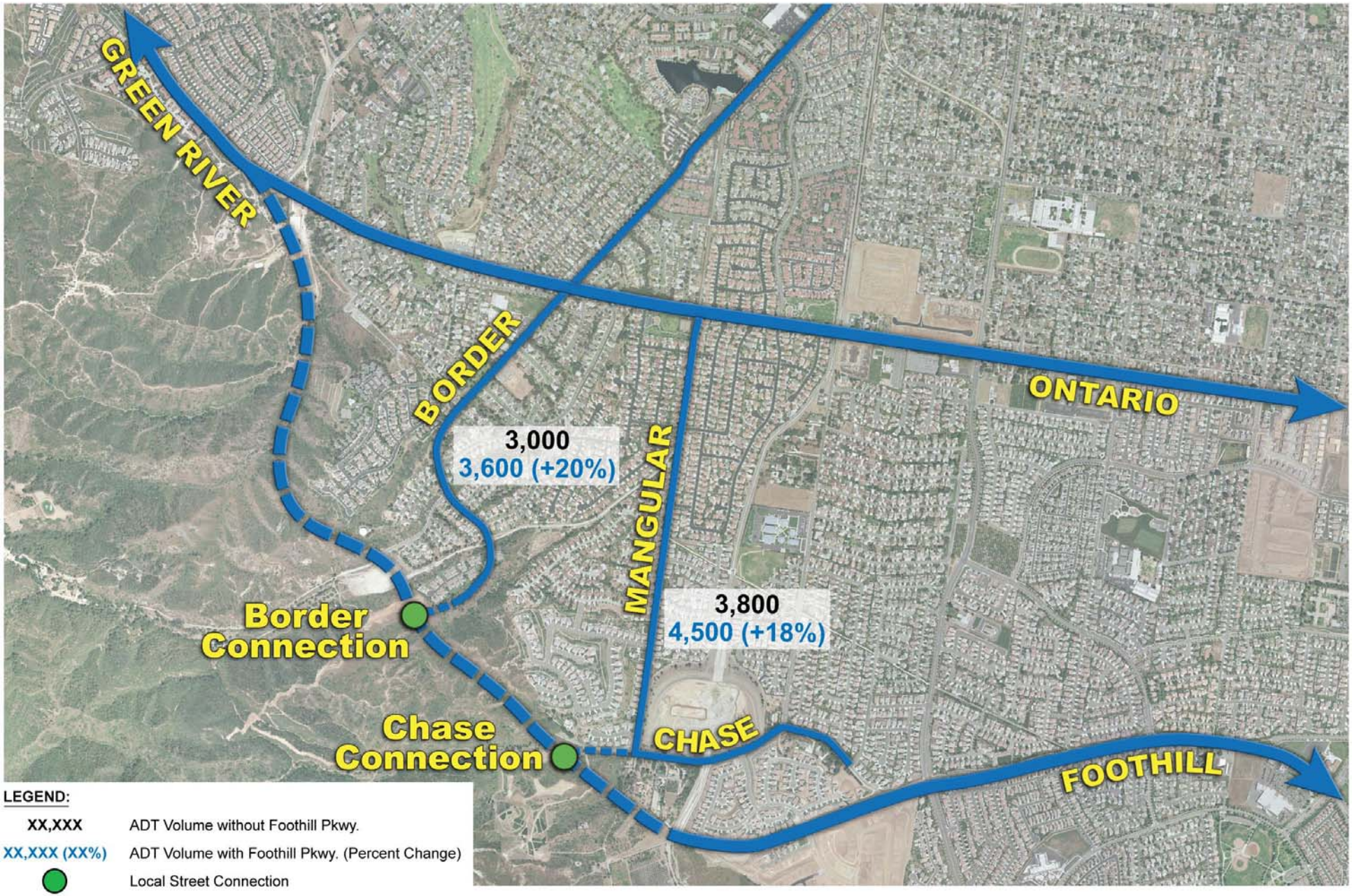
Forecast Year 2025 • Chase Dr. Connection Only
Local Connector ADT Volumes

RBF CONSULTING

not to scale

2/8/08 JN 10-104629-13393

Figure 21



FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • CITY-WIDE TRAFFIC MODELING

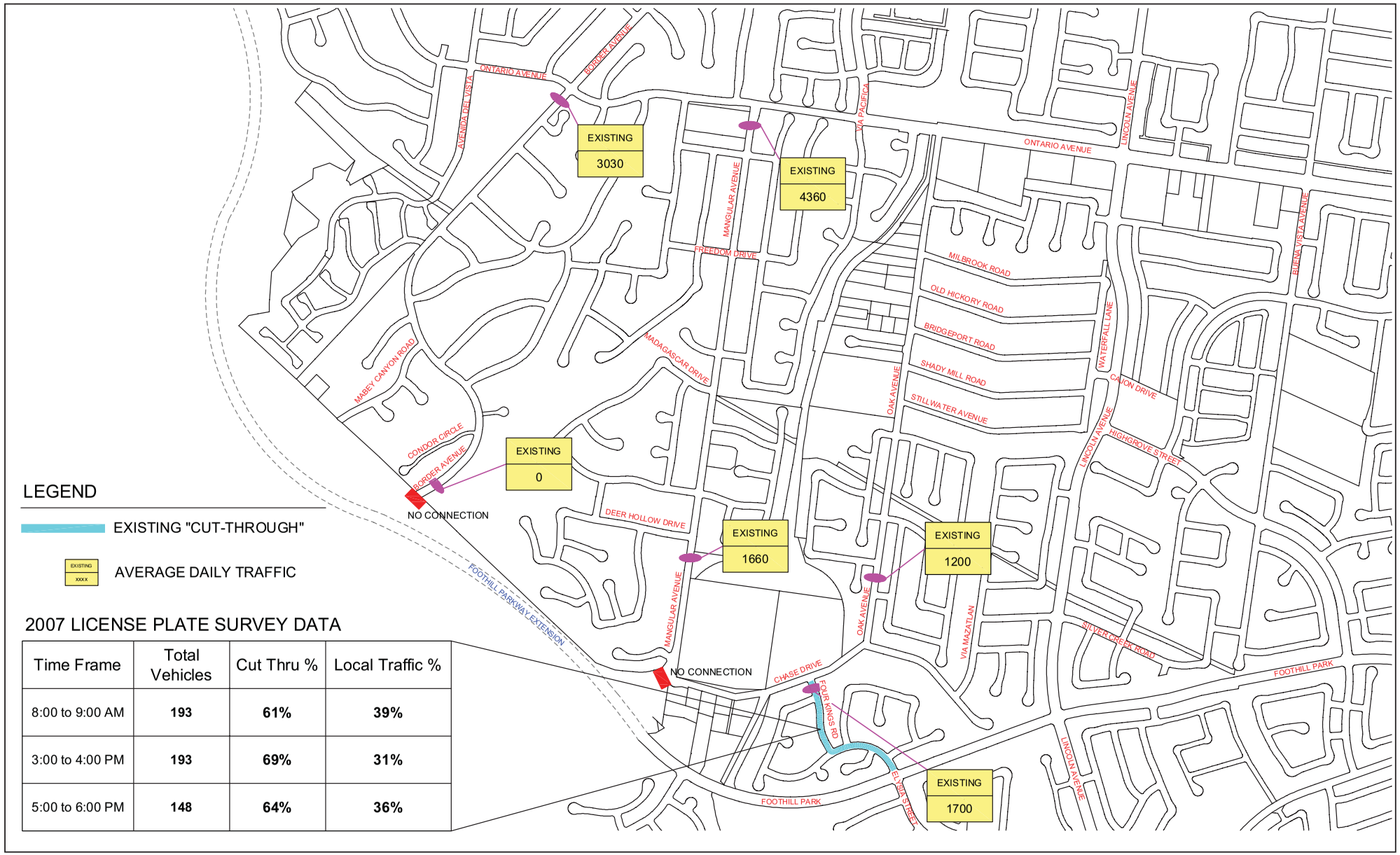
Forecast Year 2025 • Border Ave. & Chase Dr. Connections Local Connector ADT Volumes

RBF CONSULTING

not to scale

2/8/08 JN 10-104629-13393

Figure 22



LEGEND

EXISTING "CUT-THROUGH"

EXISTING XXXX AVERAGE DAILY TRAFFIC

2007 LICENSE PLATE SURVEY DATA

Time Frame	Total Vehicles	Cut Thru %	Local Traffic %
8:00 to 9:00 AM	**193**	**61%**	**39%**
3:00 to 4:00 PM	**193**	**69%**	**31%**
5:00 to 6:00 PM	**148**	**64%**	**36%**

Source: City of Corona Traffic Engineering Department, 6/13/07.

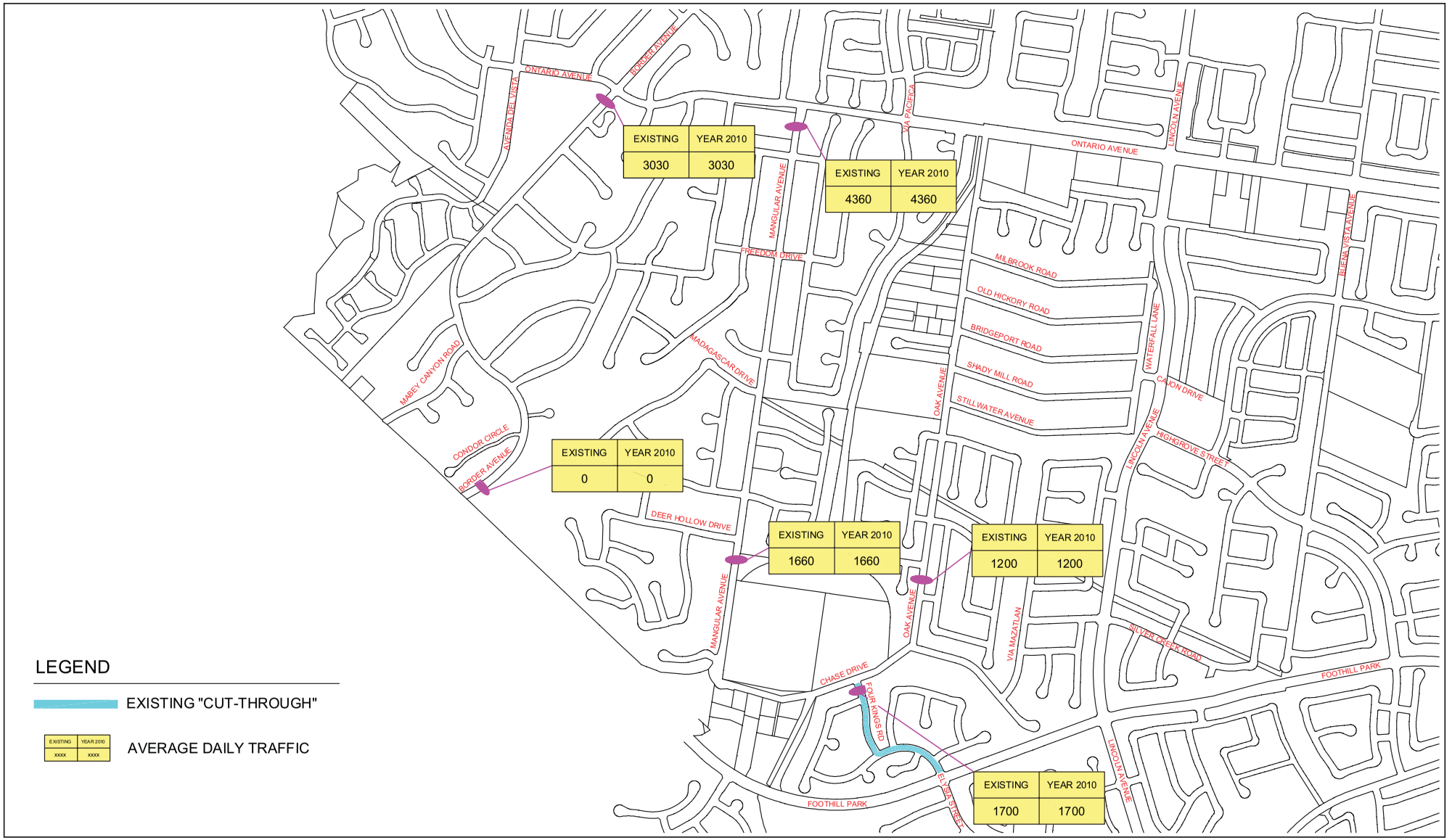
not to scale

2/25/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • FOCUSED TRAFFIC VOLUMES

Existing Conditions (Year 2007)

Figure 23



Source: City of Corona Traffic Engineering Department, 2/20/08.

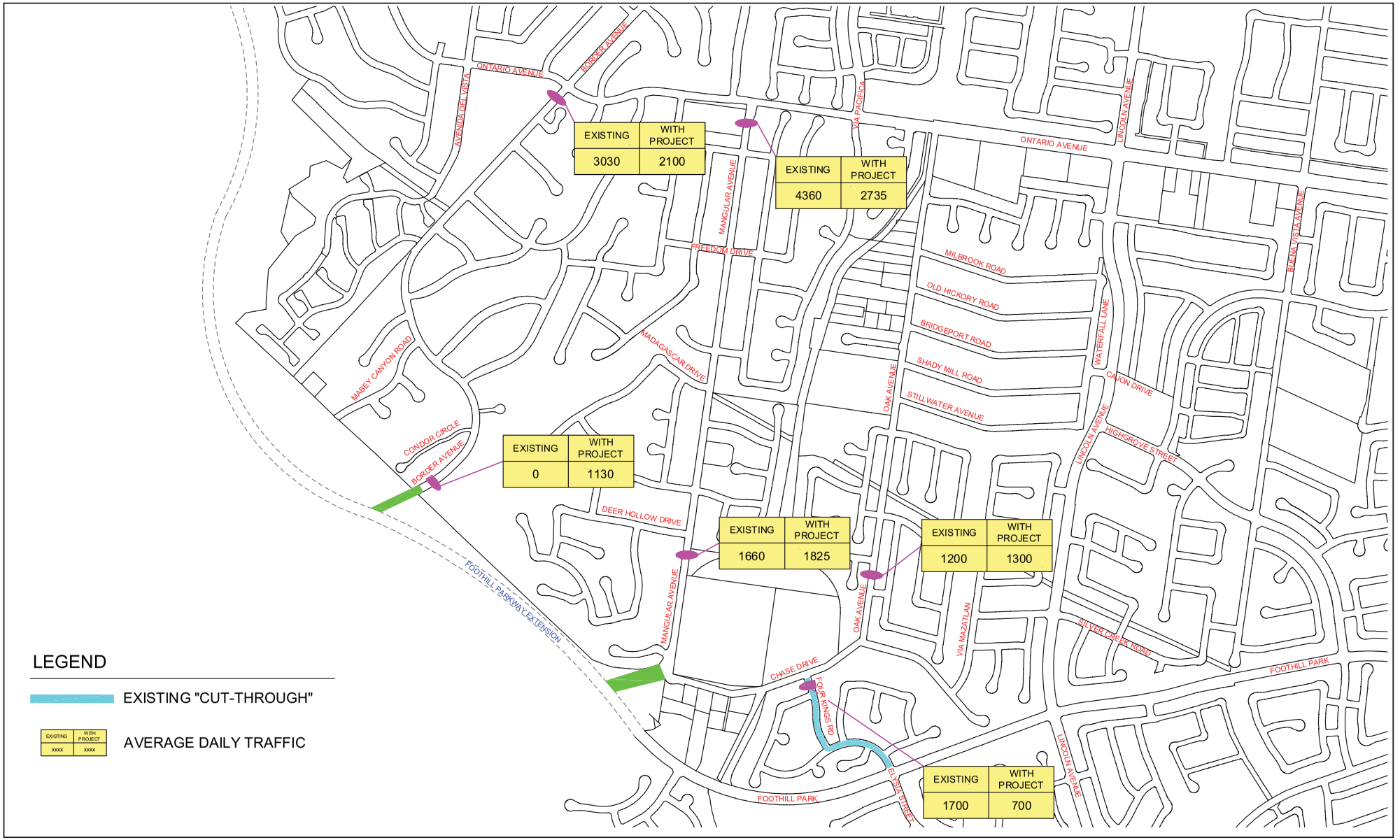
not to scale

2/25/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • FOCUSED TRAFFIC VOLUMES

Existing (Year 2007) and Year 2010 Without Project

Figure 24



Source: City of Corona Traffic Engineering Department, 6/13/07.

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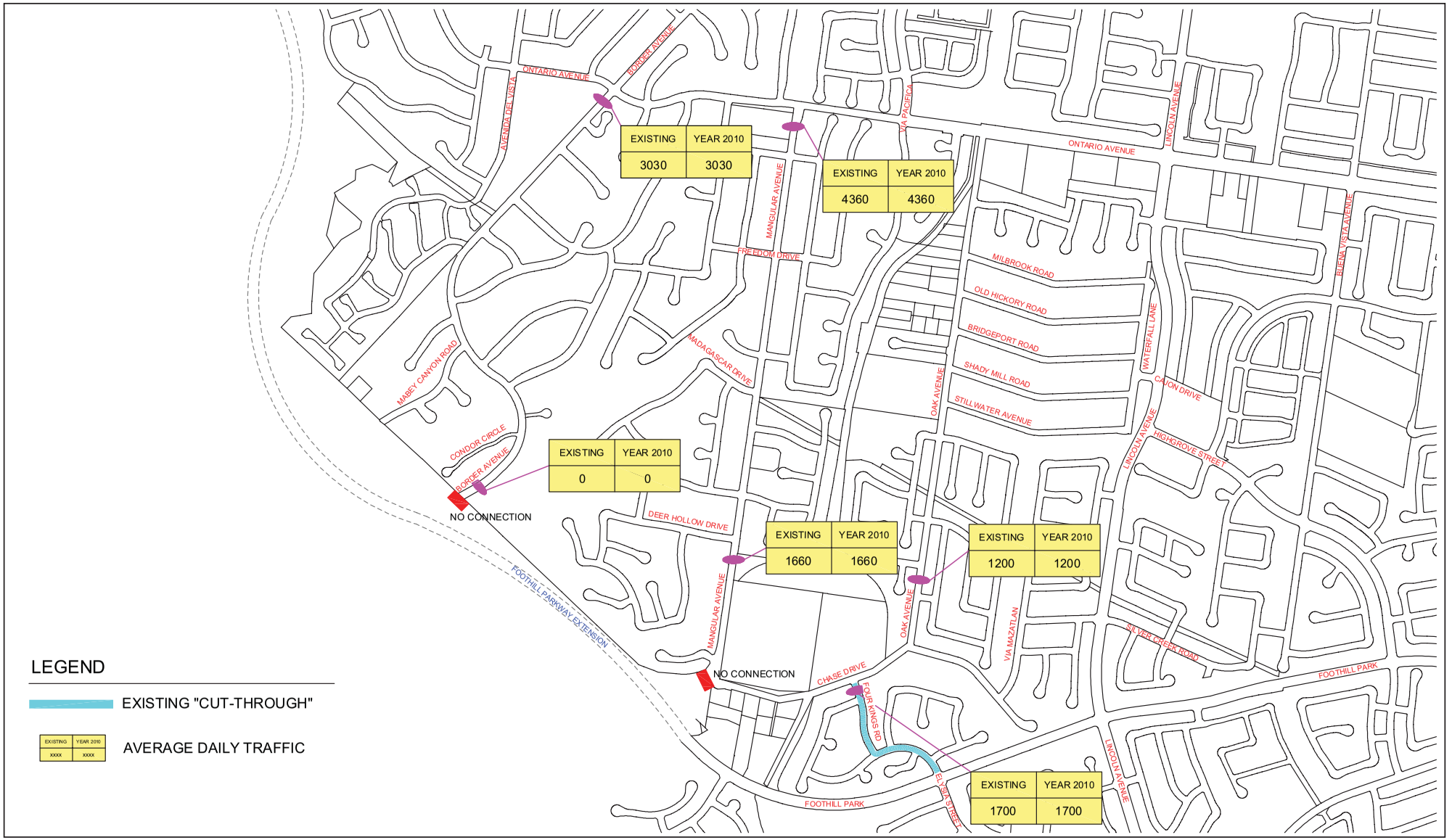
not to scale

2/25/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • FOCUSED TRAFFIC VOLUMES

Existing (Year 2007) and With Project (Year 2010) with Border Ave. & Chase Dr. Connections

Figure 25



Source: City of Corona Traffic Engineering Department, 2/20/08.

RBF CONSULTING

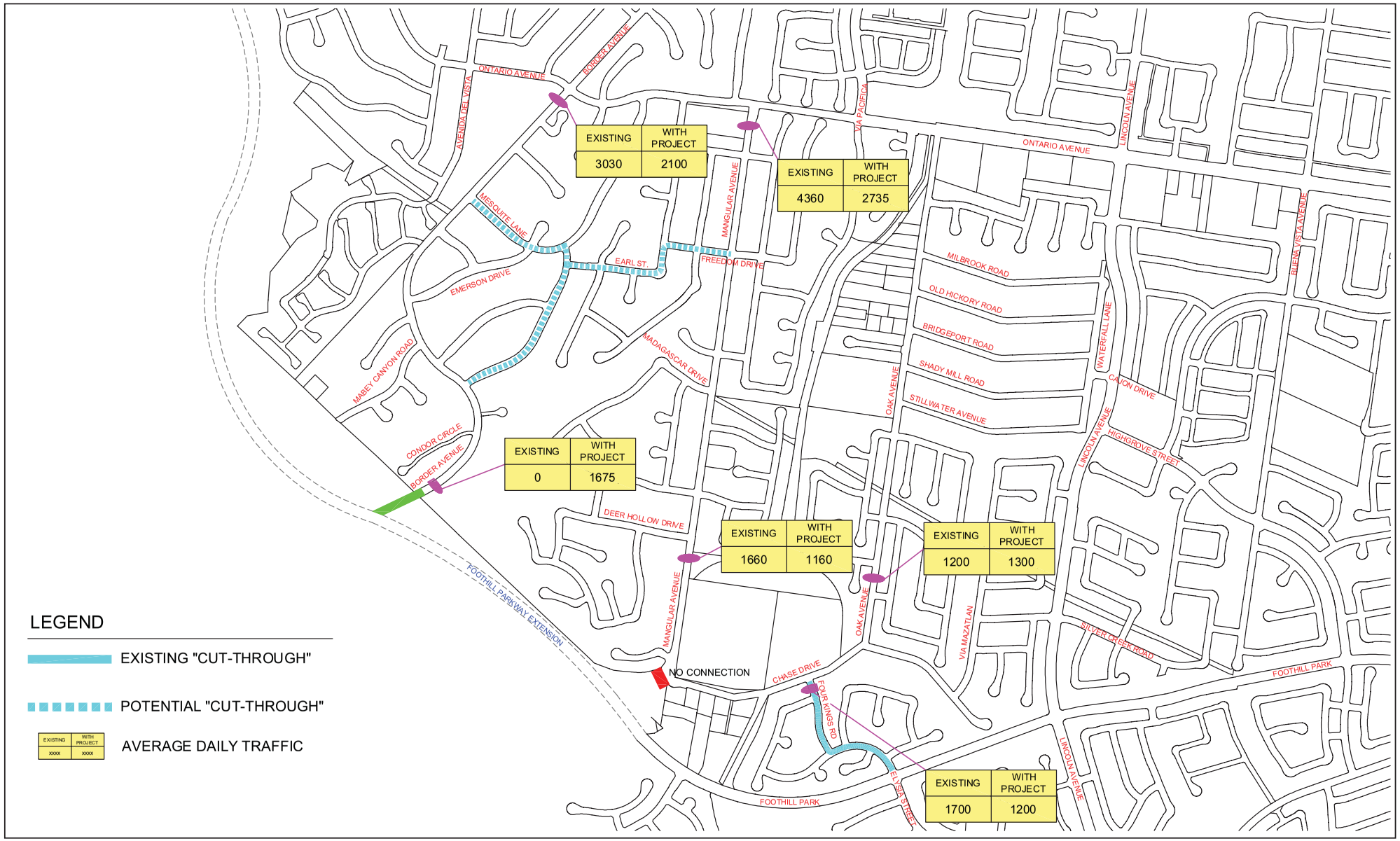
not to scale

2/25/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • FOCUSED TRAFFIC VOLUMES

Existing (Year 2007) and With Project (Year 2010) with No Local Connections

Figure 26



Source: City of Corona Traffic Engineering Department, 6/13/07.

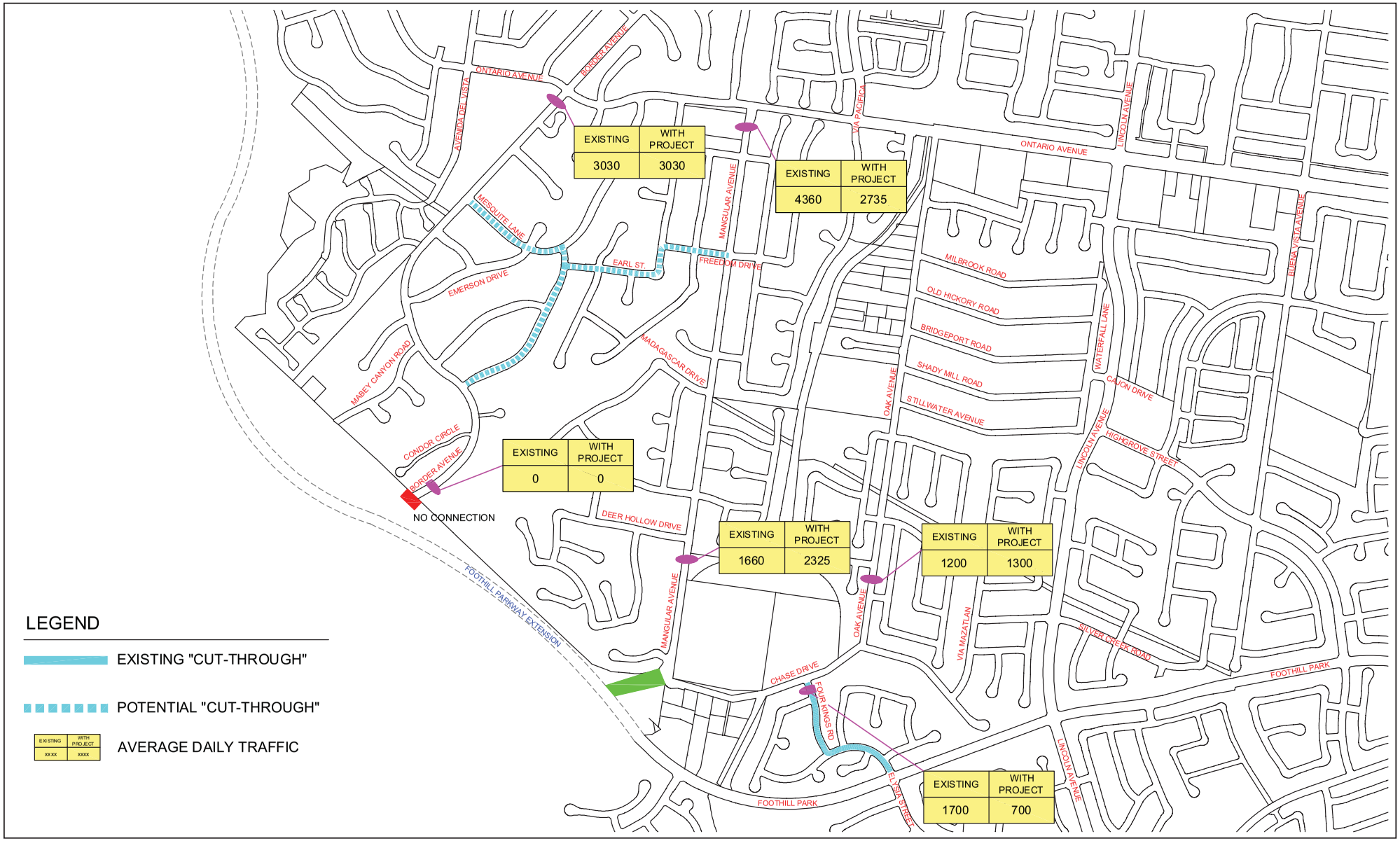
not to scale

2/25/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • FOCUSED TRAFFIC VOLUMES

Existing (Year 2007) and With Project (Year 2010) with Border Ave. Connection Only

Figure 27



Source: City of Corona Traffic Engineering Department, 6/13/07.

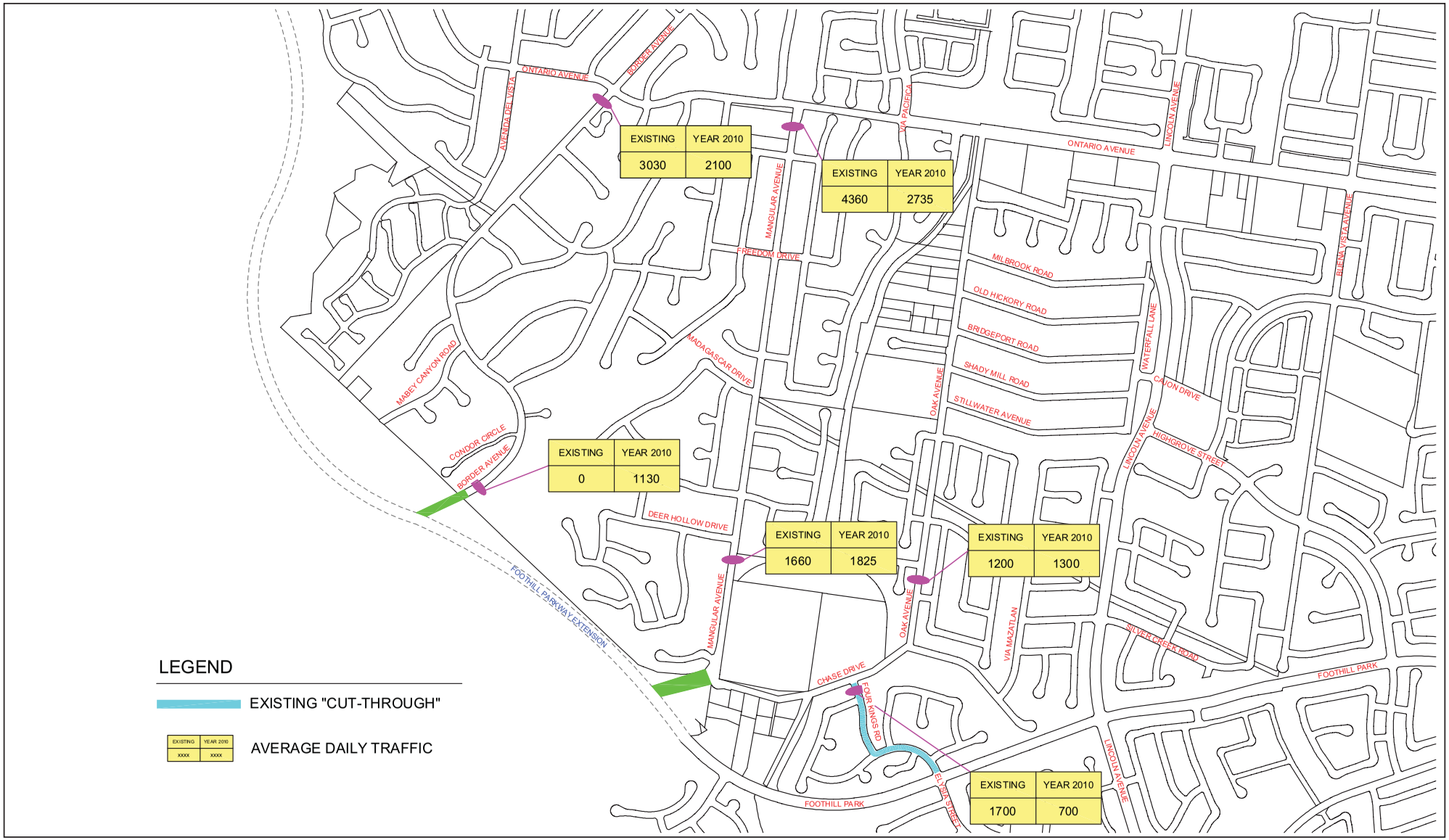
not to scale

2/25/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • FOCUSED TRAFFIC VOLUMES

Existing (Year 2007) and With Project (Year 2010) with Chase Dr. Connection Only

Figure 28



Source: City of Corona Traffic Engineering Department, 2/20/08.

not to scale

2/25/08 JN 10-104629-13393

FOOTHILL PARKWAY WESTERLY EXTENSION • TRAFFIC ASSESSMENT • FOCUSED TRAFFIC VOLUMES

Existing (Year 2007) and With Project (Year 2010)
Reduced-Width Foothill Pkwy with Border Ave. & Chase Dr. Connections

Figure 29