California Department of Transportation

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October 19, 2022

10-SJ-120-PM R06.077
Hat Ranch Project
SCH#2013112049
DEIR

John Anderson
City of Manteca
Community Development Department
1001 West Center Street
Manteca, CA 95337

Dear Mr. Anderson:

The California Department of Transportation appreciates the opportunity to review the DEIR and Traffic Impact Study (TIS) for the Hat Ranch residential project. The project includes 738 residential units on a 187.4 acre site along with parks and an elementary/middle school. The project site is south of Rotelli Street, east of Taft Avenue, west of Pillsbury Road, and north of Sedan Avenue. The Department has the following comments:

1. Please make the following revisions to the Traffic Impact Study and submit to Caltrans for review and comment prior to project approval.

2. The electronic files of the Synchro/SimTraffic V11 analysis should be provided with the revised TIS. It is expected the TIS's queue analysis results shown in SimTraffic instead of Synchro to measure the full impact of queuing and blocking. Since the SimTraffic is designed to model networks of signalized and unsignalized intersections, closely spaced intersections with blocking problems, the effects of signals on nearby unsignalized intersections and driveways. Additionally, the SimTraffc should include 10-minute seed time and 60-minute record time of 15-minute interval, and the model should be recorded with average of 5 to 10 simulation runs. Please use Synchro/SimTraffic V11 for the analysis.

3. The Transportation Impact Study (TIS) needs to include the study scenarios of Existing Year Plus Project Plus Any Approved/Pending Projects such as Aretakis and LMC Manteca Emblem projects. Therefore, the applicant should contact the City of Manteca for additional information related to approved/pending projects.

4. The TIS needs to include queue analysis for the following study scenarios:
    a. Existing Conditions
    b. Existing Plus Project Conditions
    c. Existing Plus Project Plus Any Approved/Pending Project Conditions
    d. Cumulative No Project Conditions
    e. Cumulative Plus Project Conditions

5. The output from the Travel Forecasting Model (TFM) for the City of Manteca General Plan Update that was used to develop the baseline (2021) VMT per single family residential household and the cumulative VMT per single family household needs to be provided together with the revised TIS.

6. On pg. 7 of the TIS, it states that the established Cumulative VMT per single family household is 91.4. However, based on Table 4: Project Vehicle Miles Traveled Analysis (Cumulative 2040 Conditions), it shows that the Citywide Cumulative (2040) VMT per Single Family Household is 77.7. Therefore, the Hat Ranch Project Baseline (Existing) Daily VMT and the Hat Ranch Project Cumulative (2040) VMT calculations need to be provided together with the revised TIS.

7. The raw traffic count data that was collected in 2019 (pre-COVID) needs to be provided together with the revised TIS.

8. What is the growth factor(s) that was used to adjust the collected 2019 (pre-COVID) traffic count data to represent existing 2021 AM and PM peak hour conditions? And how was the growth factor(s) derived from the City of Manteca General Plan Update TFM?

9. On Figure 2a, 2b, and 2c of the TIS, the figure title states, "Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions." Therefore, the existing conditions year needs to be included.

10. Are the existing signalized intersections timing within Synchro on SR 120 WB Ramps & Main Street and SR 120 EB Ramps & Main Street based on the existing signal timings from D10 Signal and Ramp Meters unit? If not, please contact D10 Signal and Ramp Meters unit for existing signal timings and attached the existing signal timings into the appendix of the TIS.

11. The TIS and Synchro shows that the intersection of SR 99 NB Ramps & Austin Road is a side street stop control (SSSC). However, the intersection is an all way stop control (AWSC). Therefore, please revise the TIS and Synchro to analyze the impacts with the intersection corrected as AWSC.

12. How was the reduction for school related trips (walk, bike, and linked trips) calculated? Is there any study to support the reduction for school related trips? Please provide this information with the revised TIS.

13. Under existing year plus project conditions, Traffic COA #2 states "With the Improvement for the first unit of the project, the developer shall submit plans to the City of Manteca which propose improvements at the intersections below to mitigate the impacts to the to the General Plan mandated LOS requirements. The proposed improvements shall be reviewed and approved by the City Engineer prior to approval of the Improvements Plans. Developer shall install the traffic improvements with the improvements for the first unit of the project:"
    i. SR 120 EB Ramps & Main Street

ii. SB SR 99 Off-Ramp & Moffat Boulevard
iii. Moffat Boulevard/Austin Road & SB SR 99 On-ramp
iv. Austin Road & NB SR 99 Off-ramp

b. The proposed improvements for these intersections above should be submitted to Caltrans for review.
c. What is the interim mitigation for SR 120 EB Ramps & Main Street intersection during opening year of Hat Ranch Project?
d. When is the opening year for this Hat Ranch Project? And will this project occur before or after Phase 1A improvements of SR 99/SR 120 freeway-to-freeway interchange project?
e. If this project occurs before SR 99/SR 120 Phase 1A improvements project, then provide interim mitigation for the intersections of SB SR 99 Off-Ramp & Moffat Boulevard, SB SR 99 On-Ramp & Moffat Boulevard/Austin Road, and NB SR 99 Off-Ramp & Austin Road.
f. If this project occurs after the SR 99/SR 120 Phase 1A improvements project, then the traffic using SB SR 99 off-ramp and NB SR 99 on-ramp need to be reassign to a different interchange since these ramps will be closed.

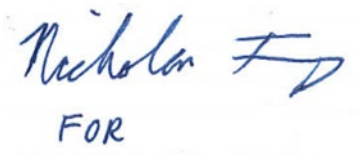
14. On pg. 53 of the TIS, under Section 8.1 Transportation Impact Analysis, Mitigation Measure MM-TRA-1 summarizes transportation measures with VMT-reducing benefits that may be applicable at project or community level in the City of Manteca. Therefore, which potential measure from the MM-TRA-1: Implement VMT mitigation options list is feasible for Hat Ranch Project?

15. Cumulative Plus Project Conditions was analyzed with the assumption of SR 99/SR 120 interchange and SR 99 & Main Street interchange improvements were built and open to traffic. However, if these two interchange improvements were not fully built and open to traffic by the cumulative year of 2040, what mitigation measures should occur at the SR 120 on/off-ramps at Main Street and SR 99 on/off-ramps at Austin Road/Moffat Boulevard?

16. Caltrans recommends a Complete Streets approach to planning in this development and establishment of programs or methods to reduce VMT and support appropriate bicycle, pedestrian, and transit infrastructure.
    a. Facilities such as sidewalks, crosswalks, and bike lanes should be included to provide access between residences, parks, and schools.
    b. Caltrans recommends bus stops near the development to serve residents.
    c. Secure bicycle storage facilities, such as bike racks, should also be included at parks and schools.

If you have any questions, please contact me at 209-483-2582 or Nicholas Fung at (209) 986-1552.

Sincerely,



Tom Dumas
Chief, Office of Metropolitan Planning