

MEMORANDUM

From: Jeffrey Levers, T.E.
San Joaquin County

To: Anju Pillai, P.E.
City of Tracy

Date: December 15, 2020

Re: 14800 West Schulte Road – TIS KHA Review

SJC replies to KHA General Comments:

- HCM 2010 Methodology is sufficient for the traffic impact study (TIS) as no multi-modal components are present and the level of service (LOS) methodology for intersections did not appreciably change from 2010 to current.
- While the County agrees that California Environmental Quality Act (CEQA) requires vehicle miles traveled (VMT) analysis, this TIS is being completed only to evaluate impacts to LOS related to the County's Development Title standards. VMT will be addressed, as required, in the environmental document, but it will be done in a separate report. Therefore, no change will be made to the TIS.
- The analysis and recommendation in this TIS for a westbound turn-lane is adequate as included. Any specifics to the queue length will be added as a requirement to our Conditions of Approval to be determined and reviewed at the time of Plan Check and prior to the issuance of an encroachment permit.
- County concurs – Fair share findings were added.
- County concurs – LOS delays corrected to a consistent single decimal place.
- Noted, but not relevant. Existing plus Project condition analysis is not required by San Joaquin County TIS Guidelines.
- As the driveways will function as a side-street stop control, any delays will occur on private property. The County's policy is to not require additional driveway controls in this scenario except for in extreme circumstances. No additional analysis shall be performed in this TIS.
- As all three existing signals analyzed in this TIS are currently within City jurisdiction, the suggested optimizations are only recommendations to the City to improve operations. As long as it is clearly demonstrated that optimization will mitigate project impacts, the TIS has fulfilled its purpose. The implementation of those recommendations then becomes the City's choice to make or not, depending on their operations.

1. INTRODUCTION AND EXECUTIVE SUMMARY

- Daily trip generation is not necessary for this TIS, only AM and PM peaks are being evaluated.
- A note has been added to the TIS that indicates while this mitigation will not bring signal to an acceptable LOS, it does completely mitigate the project's traffic impacts when compared to the existing plus approved projects (EPAP) no project scenario LOS.

2. EXISTING SETTING

- Page 5:
 - County concurs with all comments related to consistency. The number of lanes and speed limit have been added to all road descriptions where necessary.
 - The Valpico segments east of MacArthur are well outside of the study area and are not relevant to the TIS.
 - The TIS already noted that Hansen extends south of Schulte as 2 lane undivided. No changes were made.
- Page 6:
 - County concurs with QA/QC related comments. Typos such as: “_EXISTING PEDESTRIAN FACILITIES,” “In the project vicinity, due to the rural nature...,” and “In the project vicinity, per the adopted 2010...” have been addressed.
 - San Joaquin County's 2010 Bicycle Master Plan Update states that “Class III Bikeway provides for shared use with pedestrian or motor vehicle traffic, and is identified only by signing.” Therefore, no revision was made to TIS.
 - Data collected for this Project matches the peak hours studied for Other Approved Project Projects (7-9). In addition, 15 minute periods were reviewed from 5am to 9am on local road counts taken for this TIS, and no significant increase prior to 7am was identified that justified changing the study time in this TIS to one that does not match the AM Peak in Other Approved Projects. No revision to the TIS was made.
- Page 8:
 - County concurs with the recommendation to adjust Project site boundaries to make more accurate. Also, recommended the removal of ‘<- Recommended Mitigated Lane’ from the legend on the table as mitigation measures aren't being assessed yet. The TIS already has the site plan included as Figure 3 on page 17 and an aerial photo is not necessary. The current map is adequate at its current location.

- Per County Field Review on 9/22/20, the lane configuration (Figure 1, Intersection #6) matches the TIS, and no NB third lane is present. No changes were made to TIS.

3. EXISTING TRAFFIC CONDITION

- Page 11:
 - After review, County staff found no location where the text explicitly states that signal optimization was assumed for existing condition, no change was made. The County concurs, however, that TIS should be clearer as to how existing signal optimization was determined and coded in Synchro, and appropriate changes were made.
- Page 12:
 - As noted above, County concurs and all delay results have been changed to reflect a single decimal place.
 - County concurs – “Signal – Bold font designate mitigated” has been removed, as mitigations are not typically proposed for existing conditions.
 - After review, County staff could not find a location within existing conditions that shows the Schulte/International intersection as failing during AM peak hour, no change was made to the TIS.
 - Noted - a short comment has been added to the TIS to note that these intersections are currently in the process of being developed. During a field review conducted on 12/14/2020, it was observed that the signal at the intersection of Schulte Road and Lammers Road has been installed and is operational; the TIS was updated to note this, but no further changes were made.

4. EXISTING PLUS APPROVED (NO PROJECT) TRAFFIC CONDITION

- Page 13:
 - County concurs with overlap movement comments, but after evaluation of I-580 traffic operations analysis report (TOAR) and incorporation of recommended improvements, overlap recommendation was removed. Comment about U-turns is not relevant to TIS and no change was made.
 - Recommended improvements noted. For due diligence, County performed field review on 9/22/20 and found no recommended improvements have been constructed. As this is a comment on existing scenario, recommended but unconstructed improvements should not be included. No changes were made to TIS.
- Page 14:
 - County concurs – see response to similar comment above.

- Page 15:
 - Comment noted – final TIS has corrected lane geometries for Intersections 3 and 5 on Figure 2.

5. EXISTING PLUS APPROVED PLUS PROJECT TRAFFIC CONDITION

- Page 16:
 - Study provided justification for using ITE LU 150. In the interest of clarity, TIS text was updated to note that other similar uses would have lower trip generation and could possibly understate trips.
 - Daily trips are not required by San Joaquin County TIS guidelines, nor are they necessary for this TIS, as only AM & PM Peaks are being evaluated. No changes were made to TIS.
 - As noted above, County concurs and all delay results have been changed to reflect a single decimal place. As the comment on square footage would have no effect on the findings of the TIS, it is noted but no change will be made.
 - Comment noted – County reviewed TIS approach and feels the higher ITE warehouse rate plus passenger car equivalent (PCE) used is more than conservative, and a better explanation of this reasoning has been provided.
 - County concurs, math has been corrected for both the PCE and the All Trp Total calculations.
- Page 18:
 - County concurs – Figure 4 has been modified to show the recently opened Promontory Parkway and Iron Horse Parkway. Trips north of Schulte Road were assigned to recently opened roadways. Map updated to clearly show a 0% truck share north of Promontory Parkway.
 - The TIS correctly states traveling directions. No changes were made to TIS.
 - County assumes vague comment about existing scenario comments has been addressed above. No further changes were made to TIS.
- Page 19:
 - County concurs – Project fair share cost has been added, as well as cost estimates for improvements.
 - County concurs – Table 6 has been modified accordingly.
- Page 20:
 - County concurs – Figure 4 has been moved to before Table 6.

- County concurs with Hansen Road distribution comment, and this concern was addressed when modifying the Trip Distribution as noted in the response on Page 18 above. For the concern about truck traffic on Lammers Road, this assumption was made in response to a previous City of Tracy comment requesting no truck traffic be allowed east of the project site, so no changes have been made to show utilization of Lammers Road. Last, the 25% auto share north of Schulte Road has now been shown utilizing Promontory Parkway to reach I-205 rather than continuing north of I-205 on Hansen Rd.
- Page 21:
 - Comment noted – rather than additional unnecessary figures, a note has been added to clarify that movements on Figure 5 are based on the Total PCE trips from Table 5, and are not directly representative of specific auto/truck movements.
 - Intersection #6 NBL PM volume has been corrected from 76 to 7.
- Page 22 (assumed):
 - Comment noted – final TIS has corrected lane geometries for Intersections 3 and 5 on Figure 6.
- Pages 23-25:
 - Comment noted – Parking Demand is determined by Community Development Department standards, and is beyond the scope of this TIS.
 - Comment noted – Driveway spacing between the proposed driveways and the nearest adjacent existing driveways has been added to first paragraph in the Proposed Access, Parking and Circulation section.
 - Access for the 14900 Schulte Road project is not a part of this project. No further changes were made to TIS.
 - Comment noted – County will require Applicant to modify site plan to meet City of Tracy driveways in one of the two following ways:
 1. Move western driveway approximately 160' to the east to provide the minimum recommended distance of 500' from the 14900 Schulte Road driveway if full access is to be maintained, or
 2. If the western driveway remains less than 500' from the 14900 Schulte Road driveway, driveway will be restricted to right-in/right/out access only.
 - Comment noted – per the most recent off-site improvements exhibit received from the Applicant dated 9/30/2020, both driveways will have right-turn deceleration lanes.

- Comment noted – TIS has been modified to note deceleration calculated for a 60 miles per hour (mph) design speed and a maximum allowable in-lane deceleration of 20 mph.
- County concurs -- with respect to right of way for Schulte Road, Conditions of Approval require an Irrevocable Offer of Dedication of 57.5' from the centerline of the roadway for this project.

6. CUMULATIVE NO PROJECT CONDITIONS

- Page 26:
 - Comment noted – the Cumulative conditions originally analysis used lane configurations from approved EIRs sent by Tracy. To address City concerns, the Tracy TMP was reviewed and proposed mitigation measures were adjusted to include any discrepancies between the City's TMP and recommended project improvements as previously approved by the City.
 - Comment noted – column removed.
- Page 27:
 - Signal warrant analysis is required per County guidelines and its removal would not change the findings of the TIS. No further changes were made to TIS.
- Page 29:
 - Comment noted – column removed. Cumulative already listed on Table 7 for both with and without mitigation scenarios. As trying to fit four scenarios in one table would become unreadable, no further change to the TIS was made.
 - County concurs – Mitigation list amended as noted in the response on page 26 above.
- Page 30:
 - As noted above, signal warrant analysis included to conform to San Joaquin County TIS Guidelines.
 - County concurs – One additional column has been added to Table 9 for average of AM & PM shares. Cost estimates have been summarized in Table 10, with full details available in Appendix F.