

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

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Governor's Office of Planning & Research

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March 15, 2019

STATE CLEARINGHOUSE

06-FRE-180-41.63
Whitesbridge/Siskiyou Project
Notice of Preparation
Draft Environmental Impact Report

SENT VIAL EMAIL

Ms. Olivia Pimentel
Assistant Planner
City of Kerman
Planning & Development
850 S. Madera Ave.
Kerman, CA 93630

Dear Ms. Pimentel:

Thank you for including Caltrans in the environmental review process for the project referenced above. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

We provide these comments consistent with the State's smart mobility goals that support a vibrant economy and build communities. The following comments are based on the Environmental Impact Report (EIR) and traffic impact report (TIS) for the proposed construction of 144 single-family units, one multi-family residential unit, one commercial lot, and a storm basin. The parcel is located in the northeast quadrant of State Route (SR) 180 (Whitesbridge Avenue) and North Siskiyou Avenue. It is also situated approximately one mile west of SR 180 and SR 145 intersection. Near the project, SR 180 is an existing two-lane to four-lane conventional highway. Speeds on this segment vary from 50 mph to 55 mph.

1. Caltrans recommends an opening-day improvement of an addition of a westbound right-turn lane at the Siskiyou Avenue and Whitesbridge Avenue intersection (TIS page 36). Caltrans concurs with the TIS's recommendation to add a westbound right turn lane. The Highway Design Manual states that the storage length may be determined using the number of turning vehicles likely to arrive in an average two-minute period during the peak hour. Additionally, space for two vehicles should be provided at 25 feet per vehicle. Hence, an average two-minute arrival would yield four vehicles. The TIS states that storage capacity be considered for the Cumulative Year 2038 plus Project Traffic Conditions. At buildout, the proposed Project is expected to generate a maximum of 6,868 daily trips, 452 AM peak hour trips, and 564 PM peak hour trips.
2. The addition of raised median island is recommended. The Project site plans shows that access to the Project site is through two proposed driveways connecting to Siskiyou Avenue. The TIS states that access to the commercial lot has not been determined but is expected to have up to three access points. One of those proposed points is a right-in, right-out access to SR 180. However, any future driveway access to SR 180, and its location would be determined in the future based on highway speed, distance to intersection, distance to right-turn lane, and land use.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

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3. It is recommended that the project construct frontage improvements along SR 180. This includes widening westbound SR 180 to its ultimate configuration and constructing curbs, gutter, and sidewalk. It is also recommended that the project contribute proportional share for widening SR 180 eastbound and westbound lanes, between Park Avenue and South Del Norte Avenue to their ultimate configuration.
4. The Project's fair share percentage impacts to the future intersection improvements are provided in Table IX on page 33 of the TIS. The critical peak period for the study facilities was determined to be during the AM peak. Therefore, AM peak volumes are utilized to determine the Project's fair share percentages.

If you have any further questions, please contact me at (559) 444-2493.

Sincerely,



DAVID PADILLA
Associate Transportation Planner
Division of Transportation Planning

c: Michael Navarro, Chief, Planning North Branch, Caltrans