

Appendix L:
2018 Focused Traffic Impact Assessment Response to Comments

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August 15, 2018

Mr. Stephen D. Foulkes
P.O. Box 7105
Newport Beach, CA 92660

SUBJECT: MOON CAMP FOCUSED TRAFFIC IMPACT ASSESSMENT - RESPONSE TO COMMENTS

Dear Mr. Foulkes:

We are in receipt of the letter sent by the Department of Transportation dated July 9, 2018 containing comments pertaining to the above referenced project, and the Focused Traffic Impact Analysis prepared by Urban Crossroads, Inc., dated November 7, 2017. A copy of the comment letter is included in Attachment A. We have the following response to comments:

TRAFFIC OPERATIONS & FORECASTING

1. In the second paragraph on page 6, you stated, "All driveways are proposed to have full access." Because of line-of-sight issues, horizontal curves, and safety issues near proposed project driveways, a left turn pocket on State Route 38 is needed for each proposed full-access driveway or street. In addition, include a discussion on left-turn and right-turn pockets in the traffic study.

Alternatively, we will consider replacing the full access intersection at Driveway 2 with right-in, right-out only turns on both sides of the intersection. This will require approval through the Encroachment Permit process.

See the Caltrans Highway Design Manual Section 405.1 'Sight Distance' for more information.

Response: Sight distance and site access evaluations have been included in the updated Focuses Traffic Impact Analysis. A 7 ½ second criterion has been applied to the outside travel lanes in either direction to provide the most conservative sight distance in accordance with Caltrans Highway Design Manual Section 405.1 'Sight Distance'. Left turn pockets have been added to driveways along North Shore Drive (SR-38) where ingress to residential homes and the marina are provided. As indicated in Highway Design Manual Section 405.3, for right-turning traffic, delays are less critical and conflicts less severe than for left-turning traffic. Right turn pockets are not proposed on SR-38 at Driveway 1 and Driveway 2 because of the nominal right turning volume (less than 20 peak hour trips) at both the driveways.

2. Show types of access for each proposed driveway or street access from State Route 38 in Exhibits 6 and 7.

Response: The type of access to each proposed driveway is included in Exhibits 8, 9, and 10 of the revised traffic study.

3. Page 8 Exhibit 2: Near-Term (2021) without Project Sunday (Mid-Day) Peak Volumes depicts "Mid-Day" counts. The page 42 Attachment showing 2016 count data from Counts Unlimited show counts on Friday 9/9/2016 from 4:00 p.m. to 6:00 p.m. Please provide justification for Sunday Midday and Friday PM.

Response: Attachment A – Count Data includes both Friday 09/09/2016 from 4:00pm to 6:00pm and Sunday 09/11/2016 from 12:00pm to 2:00pm counts.

4. There are no exhibits to show the existing (2016) Traffic Volumes in PCE nor any exhibits to show Project Trip Distribution. Please verify.

Response: Existing (2016) Sunday (Mid-Day) peak volumes in PCE has been added as Exhibit 1 and the Project trip distribution has been added as Exhibit 2. The following exhibits have been adjusted accordingly.

COMMUNITY PLANNING

1. Update the Site Plan to show pedestrian access from the residential community to the marina. See the Highway Design Manual 100, Topic 105 'Pedestrian Facilities' for more information.

Response: Review of aerial images shows that there is no uncontrolled pedestrian crossing on SR-38 for several miles east and west of the project site. As such, providing an uncontrolled pedestrian crossing would be inconsistent with the current conditions and driver expectation and has not been recommended.

2. Update the Site Plan to show Class II Bicycle Lanes on State Route 38. This is in accordance with the Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan.

See Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan, Map 7.1 'Existing and Proposed Bicycle Network' for more information.

Response: A Class II Bicycle Lane has been included in the revised Tentative Tract Map in addition to the left turn pockets at Project entrances on SR-38.

3. Project design that may require vehicles to back out onto the State Highway System is prohibited. Where an entrance gate is used at the marina, update the Site Plan to address non-resident vehicles that accidentally turn in.

Response: The revised Tentative Tract Map/Site plan shows the public turn-around area just inside the marina parking lot entry and the gate location.

Mr. Stephen D. Foulkes
Newland Homes
August 15, 2018
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If you have any questions or comments, I can be reached at (949) 660-1994 ext. 204.

URBAN CROSSROADS, INC.

A handwritten signature in black ink, appearing to read 'Pranesh Tarikere', with a stylized flourish at the end.

Pranesh Tarikere, PE
Senior Engineer

ATTACHMENT A
CALTRANS COMMENT LETTER (JULY 9, 2018)

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 725)

464 WEST 4th STREET, 6thFLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 388-7017

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8

*Making Conservation
a California Way of Life.*

July 9, 2018

File: 08-SBd-38-PM 55.2/R53.8

Kevin White
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415

Subject: Moon Camp 50-Lot Residential – Focused Traffic Impact Assessment dated November 7, 2017

Dear Mr. White,

The California Department of Transportation (Caltrans) has completed the review of the Focused Traffic Impact Assessment for the Moon Camp 50-Lot Residential (project). This project is located on 62.43 acres in unincorporated San Bernardino County (County). The project is located at the northeast corner of State Route 38 and Canyon Road in unincorporated community of Fawnskin, San Bernardino County. The project proposes the construction of 50 new single-family detached dwelling units, three open space lots, and a common area.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. 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, not sprawl. We have circulated copies of the plans and supporting documentation to our functional units for review. The following comments are based on the Focused Traffic Impact Assessment:

TRAFFIC OPERATIONS & FORECASTING

1. In the second paragraph on page 6, you stated, "All driveways are proposed to have full access." Because of line-of-sight issues, horizontal curves, and safety issues near proposed project driveways, a left-turn pocket on State Route 38 is needed for each proposed full-

access driveway or street. In addition, include a discussion on left-turn and right-turn pockets in the traffic study.

Alternatively, we will consider replacing the full access intersection at Driveway 2 with right-in, right-out-only turns on both sides of the intersection. This will require approval through the Encroachment Permit process.

See the Caltrans Highway Design Manual Section 405.1 'Sight Distance' for more information.

2. Show types of access for each proposed driveway or street access from State Route 38 in Exhibits 6 and 7.
3. Page 8 Exhibit 2: Near-Term (2021) without Project Sunday (Mid-Day) Peak Volumes: depicts "Mid-Day" counts. The page 42 Attachment showing 2016 count data from Counts Unlimited show counts on Friday 9/9/2016 from 4:00 p.m. to 6:00 p.m. Please provide justification for Sunday Midday and Friday PM.
4. There are no exhibits to show the existing (2016) Traffic Volumes in PCE nor any exhibits to show Project Trip Distribution. Please verify.

COMMUNITY PLANNING

1. Update the Site Plan to show pedestrian access from the residential community to the marina. See the Highway Design Manual 100, Topic 105 'Pedestrian Facilities' for more information.
2. Update the Site Plan to show Class II Bicycle Lanes on State Route 38. This is in accordance with the Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan.

See Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan, Map 7.1 'Existing and Proposed Bicycle Network' for more information.

3. Project design that may require vehicles to back out onto the State Highway System is prohibited. Where an entrance gate is used at the marina, update the Site Plan to address non-resident vehicles that accidentally turn in.

All comments should be addressed and TIA should be resubmitted prior to proceeding with the Encroachment Permit Process.

Mr. White
July 9, 2018
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Thank you for providing us the opportunity to review the Focused Traffic Impact Assessment for the Moon Camp 50-Lot Residential Project and for your consideration of these and future comments. These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this proposal is revised in any way, please forward appropriate information to this office so that updated recommendations for impact mitigation may be provided. If you have questions concerning these comments, or would like to meet to discuss our concerns, please contact Ricky Rivers at (909) 806-3298 or myself at (909) 383-4557.

Sincerely,

A handwritten signature in black ink that reads "Mark Roberts". The signature is written in a cursive, flowing style with a long horizontal stroke extending to the right.

MARK ROBERTS, AICP
Office Chief
Intergovernmental Review, Community and Regional Planning

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