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Governor's Office of Planning & Research

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STATE CLEARINGHOUSE

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General Plan 2040 Update
SCH: 2019049018

SENT VIAL EMAIL

Ms. Olivia Pimentel
City of Kerman
Planning and Development Services
850 South Madera Avenue
Kerman, CA 93630

Dear Olivia Pimentel:

Thank you for including Caltrans in reviewing the Draft Environmental Impact Report (DEIR) for the City of Kerman 2040 General Plan update. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. 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.

Project Understanding

The City of Kerman proposes to update its 2040 General Plan by putting forth goals and policies that would encourage an active, balanced, and multimodal transportation network that meets the needs for all users. The improvements within the City limits will focus on developing complete streets, promoting active transportation, and measuring traffic significant impacts through Vehicle Miles Traveled (VMT).

Vehicle Miles Reduction

Caltrans concurs with the City of Kerman's change to VMT from Level-of-service in determining significant impacts, consistent with SB 743. In developing projects, Caltrans encourage cities to integrate transportation, and land use in a way that reduces VMT, and Greenhouse Gas (GHG) emissions, by facilitating the provision of more proximate goods and services to shorten trip lengths, and achieve a high level of non-motorized travel, and transit use. Caltrans encourages the City's evaluation of the potential of Transportation Demand Management (TDM) strategies, and Intelligent Transportation System (ITS) applications, to better manage the transportation network, as well as transit service, and bicycle or pedestrian connectivity improvements. Caltrans also seeks to provide a safe and efficient transportation system, as well as provide equitable mobility options for people who are economically, socially, or physically disadvantaged.

Encroachment Permits

An encroachment permits must be obtained, from Caltrans, for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way (ROW).

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to enhance California's economy and livability"*

Activity and work planned in the state ROW must be performed to State standards and specifications, at no cost to the state. Engineering plans, calculation, specification, report (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permits Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5. "time limitations". Encroachment permits do not run with the land. A change of ownership requires a new permit application.

Transportation Impact Fees

Caltrans applauds the City of Kerman for having a Traffic Impact Fee Program (TIFP) that includes both local and State facilities. The process of evaluating and preparing the circulation plan is an ideal time to consider updating the fee program, and should be updated frequently, to include State facilities that may be identified due to future development. A TIFP allows the City to establish a pro-rata fair share fee structure that collects mitigation fees based on project development impacts and provides needed funds for improvements to the State and local multi-modal transportation systems in an equitable and efficient manner.

General Plan Amendments

Any proposed amendment changes should be routed to Caltrans office to assess the impact of zone change(s) on State facilities. All future projects should go through Caltrans and provide project level review to determine if transportation and safety analysis is needed. Any impacts identified should be mitigated.

Circulation planning is an ideal time to consider effective access management for achieving high functioning roads and limiting cost. Effective access management includes traffic calming strategies such as; reducing speed limits in areas with high pedestrian and bicycle traffic, adding roundabouts where appropriate, providing adequate driveway spacing, having a median island for pedestrians to stop in between traffic signals, and providing auxiliary lanes for making turns. The effects of access management include; improving street safety for all users, reducing travel time, economic benefits, enriching land use and a more sustainable transportation system.

Complete Streets

Complete Streets are streets designed and operated to enable safe usage for all users. This includes people of all ages and abilities whether they are pedestrians, cyclists, or transit users. Caltrans supports the City's plan for bicycle path connectivity on the proposed Active Transportation Facilities document because it provides infrastructure for active transportation.

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation under Senate Bill 99, Chapter 359 and [Assembly Bill 101, Chapter 354](#). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternative Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Caltrans encourages the City of Kerman, to identify active transportation gaps and to create an Active Transportation Plan, pursuant to ATP. The ATP will fund infrastructure projects, non-infrastructure projects and plans that encourages increased use of active modes of transportation, such as biking and walking and projects that meet at least one of the program goals.

The ATP goals are as followed:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Traffic Operations:

1. Section 4.15.1.a – The description of the existing state facilities running through Kerman are described as “expressways”. Per the October 2013 Transportation Concept Report (TCR) State Route (SR) 145 and the February 2014 Transportation Concept Report for State Route 180 these segments are classified as conventional highways.
2. Section 4.15.2.b. – Under the Project Impacts and Mitigation Measures section, consider revising “...Caltrans approved realignment of State Route 180.” However, a Route Adoption Study was performed for State Route 180, which includes the segment near Kerman. The exact location of the future State Route 180 will not be determined until the design phase.

Thank you, again, for including Caltrans in reviewing the DEIR for the City of Kerman’s 2040 General plan update. If you have any further questions, please contact Simranjeet Kaur at (559) 445-5002.

Sincerely,



MICHAEL NAVARRO, Chief
Transportation Planning - North

c: State Clearinghouse