

**DEPARTMENT OF TRANSPORTATION
DISTRICT 6**

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Making Conservation
a California Way of Life.

July 16, 2019

Governor's Office of Planning & Research

JULY 16 2019

STATE CLEARINGHOUSE

06-TUL-99-28.28

MND

80 SFR LOTS
FERNJO ESTATES
SCH # 2019069084

SENT VIA EMAIL

Mr. Mario Anaya, Project Planner
City of Tulare
Community Development – Planning Division
411 E. Tulare Street
Tulare, CA 93274

Dear Mr. Anaya:

Thank you for the opportunity to review the Mitigated Negative Declaration (MND) for the Fernjo Estates proposing an 80-lot subdivision on approximately 18 acres. The project site is located on the east side of Mooney Boulevard, approximately 1.4 miles south of the State Route (SR) 63 and SR 137 intersection and 1.3 miles east of the SR 99 / Paige Avenue Interchange. The project involves an annexation and pre-zone of the project site to R1-1-6 zoning.

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.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. The Tulare County Regional Bicycle Transportation Plan indicates a proposed Class I bicycle lane along Mooney Boulevard. The City should consider requiring the bike lane a condition of the Project.
2. As a point of information, a 355-lot subdivision (Farrar Estates) is being proposed approximately 2 miles north of the proposed Project and will be completing a Transportation Impact Study (TIS) that will analyze the SR 63 (Mooney Blvd.)/SR 137 intersection.
3. Caltrans recommends that the project contribute to the City of Tulare's development impact fee program for road improvements to local and state highway facilities.
4. Alternative transportation policies should be applied to the development. An assessment of multi-modal facilities should be conducted to develop an integrated multi-modal

transportation system to serve and help alleviate traffic congestion caused by the project and related development in this area of the City. The assessment should include the following:

- a. Pedestrian walkways should link this proposal to an internal project area walkway, transit facilities, as well as other walkways in the surrounding area.
 - b. The project should consider bicycles as an alternative mode of transportation and offer internal amenities to encourage bicycle use which should include parking, security, and lockers.
 - c. If transit is not available within ¼-mile of the site, transit should be extended to provide services to what will be a high activity center.
5. Caltrans acknowledges per the discussion in the Transportation section of the Initial Study (IS), the City's intent to reduce vehicle-miles traveled (VMT) per household by making efficient use of existing and planned transportation facilities per the following measures applied to the project:
- a. Promoting efficient arrangement of land uses.
 - b. Improving public transportation and ridesharing.
 - c. Facilitating more direct routes for pedestrians and bicyclists and other nonpolluting modes.
 - d. Encouraging large employers to use transportation demand management techniques to reduce peak hour traffic, such as:
 - i. Staggered start and end time for employees
 - ii. Carpooling and vanpooling
 - iii. Telecommunications opportunities
 - iv. Business-sponsored transit passes or discounts
6. The IS analysis indicated design of the Project will include VMT reduction features, such as increased density, construction of new local roads, widening of Mooney Blvd., landscaped strips, jobs-housing comparison analysis, intersection analysis, and transit availability to improve the Projects walkability, connectivity, destination accessibility. These design features are recognized by the San Joaquin Valley Air Pollution Control District to address transportation-related environmental impacts and is anticipated to reduce Project VMT by 66%.

If you have any other questions, please call me at (559) 488-7396.

Sincerely,



DAVID DEEL
Associate Transportation Planner
Transportation Planning – North