

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

JAN 16 2020

January 16, 2020

STATE CLEARINGHOUSE

11-SD-125

PM 10.5

Liberty Charter High School

SCH# 2019129039

MND

Ms. Denise Russell
 Land Use/Environmental Planner
 County of San Diego
 Department of Planning and Development Services
 5510 Overland Avenue, Suite 110
 San Diego, CA 92123

Dear Ms. Russell:

Thank you for including the California Department of Transportation (Caltrans) in the Mitigated Negative Declaration (MND) review for the proposed Liberty Charter High School located on Chase Road near Jamacha Road (State Route 54 (SR- 54) in the community of Valle de Oro. 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 to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

Traffic Impact Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures.

- Chase Road and Jamacha Road (SR-54). The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing

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noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

- A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity.
- In addition, the TIS could also consider implementing vehicles miles traveled (VMT) analysis into their modeling projections.
- Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS.
- The data used in the TIS should not be more than 2 years old.
- Please provide Synchro Version 10 files.
- Early coordination with Caltrans is recommended.

If you have any questions, please contact Mark McCumsey at (619) 688-6802 or by email at mark.mccumsey@dot.ca.gov.

Sincerely,



MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review Branch

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

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November 17, 2015

11-SD-54
SR-54, PM T13.72
Liberty Charter High School
PDS2015-MUP-15-027

Planning & Development Services
County of San Diego
5510 Overland Avenue, Suite 110
San Diego, CA 92123

Dear Sir or Madam:

Thank you for including the California Department of Transportation (Caltrans) in the application review process for the project referenced above. We have reviewed the major use permit and have the following comments to offer.

Traffic Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

The *TIS Guide* is available at the following website address:
http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

The data used in the TIS should not be more than 2 years old.