

September 7, 2006

Ms. Kami Griffin  
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Department of Planning & Building  
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## **Dalidio Ranch Traffic Analysis Response to City and Caltrans Comments**

Dear Ms. Griffin;

Thank you for the opportunity to present our responses on August 30, 2006 to comments which had been received on the Dalidio Ranch project. This letter is to provide a record of our comments. It is organized in the same manner as my presentation – indicating the agency comment and our responses. As we stated at the hearing, W-Trans charge was to update City's previous analysis of the arterial street system based on the new project profile.

### **1. Agency Comment:** W-Trans fair share calculations do not match City findings.

#### **W-Trans Response:**

- The City (at the time of the meeting) had not yet provided calculations for comparison despite our request to them. To date, the City has not provided calculations for comparison.
- Using traffic volumes from the City Prepared *Dalidio/San Luis Marketplace Annexation and Development Project EIR*, the Dalidio Ranch fair share of the Prado Road interchange volume is calculated as 26%.
- W-Trans calculations show a fair share calculation of 23%.

### **2. Agency Comment:** Dalidio Ranch will generate more vehicle trips than the previous Marketplace proposal.

#### **W-Trans Response:**

- The San Luis Marketplace study evaluated 635 ksf of retail at a net rate of 2.65 vehicle trips/ksf = 1,681 new peak hour trips and 20,956 net daily trips.
- The W-Trans study evaluated Dalidio Ranch with 523.18 ksf of retail at a net rate of 3.17 trips/ksf = 1,660 new peak hour trips and 21,911 net daily trips.

### **3. Agency Comment:** Saturday was not analyzed.

#### **W-Trans Response:**

- The W-Trans study was conducted to "mirror" the previous City study for the approved Market Place project, which only included weekday p.m. peak conditions.

- While the Dalidio Ranch project will generate more peak hour trips on a Saturday, surrounding street traffic is generally lower on a Saturday, so results should be similar.

4. **Agency Comment:** The traffic study omitted key approved developments off of Calle Joaquin.

**W-Trans Response:**

- Traffic for approved projects was developed based on information from the City.
- The additional projects would only affect the shorter term Baseline. Longer term 2016 and 2025 results would remain the same.

5. **Agency Comment:** Pass-by rates are 1) higher than the previous analysis and 2) inconsistent with Caltrans guidelines.

**W-Trans Response:**

- While W-Trans used higher pass-by rates it also used higher trip rates than the previous study. All rates were acquired from the *ITE Trip Generation Handbook*, which is the standard source.

6. **Agency Comment:** Freeway segments and freeway ramps were not analyzed

**W-Trans Response:**

- The Dalidio Ranch study focused on an update to the City's prior analysis of the arterial street system done for the City approved 650 ksf Market Place project.
- The City report concluded that: "Improvements to US 101 are regional improvements and beyond the scope of an individual development;"

7. **Agency Comment:** Signalized Intersection Analysis Factors should be different (Total Lost Time and Peak Hour Factor).

**W-Trans Response:**

- W-Trans analysis is consistent with factors used in the previous City traffic study for the 650 ksf City approved Market Place project.

8. **Agency Comment:** Signalized Intersection Analysis should use existing Signal Timing Plans.

**W-Trans Response:**

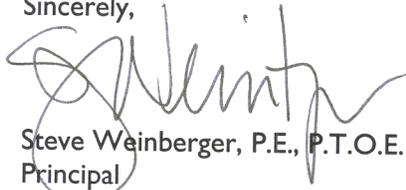
- The W-Trans analysis of future intersection conditions is consistent with common practice where signal timing is based on "optimized" timing which considers the change in traffic volumes.

As a further comment – I was presented additional City materials by Tim Bochum at the 8/30/2006 meeting. I have reviewed those materials which suggest a slightly distribution different pattern for the project trips. If these assumptions had been used, the project's fair share percentage of the Dalidio

interchange would be 25 percent rather than 23 percent. Both the City of SLO Traffic analysis done for the Marketplace EIR and our more recent study come to very similar conclusions – the Dalidio Ranch fair share portion of the interchange cost is between 23 and 26%.

Thanks again for your assistance during my presentation.

Sincerely,



Steve Weinberger, P.E., P.T.O.E.  
Principal



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Copy: Jerry Lenthall, County Board of Supervisors