

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

AUG 02 2019

STATE CLEARINGHOUSE

July 29, 2019

Talmage Maxwell Jordan
City of Los Angeles
1149 S. Broadway, Suite 600 Mail Stop: 939
Los Angeles, CA 90015

RE: Vista Del Rio Project – Notice of Preparation
(NOP)
SCH# 2008121014
GTS # 07-LA-2019-02646
Vic. LA-134/PM: R 5.124
LA-101/PM: 0.113

Dear Mr. Talmage Maxwell Jordan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The City of Los Angeles Bureau of Engineering is preparing a Draft Supplemental Environmental Impact Report (EIR). The project will include remediation, pedestrian pathways, interpretive signs, flexible event spaces, landscaping and parking. The project will also include soil remediation to accommodate the proposed uses. A parking area will be provided for the project on the existing lot located south of the property. Access will be provided via driveway connections along the southern access point of the Taylor Yard property.

After reviewing this project's NOP for a Draft Supplemental EIR Caltrans has the following comments:

Depending on the project alternative that is chosen, traffic impact analysis may be requested on the State Highway System (SHS). If the proposed project alternative may adversely impact State Facilities Caltrans recommends analyzing these impacts.

An encroachment permit will be required for any project on, or in the vicinity of, the Caltrans right of way. Please note that any modifications to the State facility will be subject to additional review by the Office of Permits prior to issuance of the permit. Additionally, transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods

During construction trucks for hauling of excavated materials/debris, transport of construction equipment, the delivery of construction materials, and trips from construction workers may potentially impact the state facility. Please consider assessing these potential impacts.

Further information for your consideration:

For a traffic impact study of freeway mainline, weave, merge and diverge segments, the methodologies in Chapter 12, 13, and 14 of the Highway Capacity Manual (HCM) 6th edition are limited to under saturated flow conditions. When a freeway facility has oversaturated conditions, Chapter 10 is recommended to be used to determine a more precise density. It is acknowledged that there are limitations of the HCM

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methodology and it is recommended to use a traffic simulation model for the analysis.

For the intersection analysis, please use the actual traffic signal timing. Please do not use signal timing optimization as optimization does not provide accurate results.

The impact is considered to be significant, if the traffic generated by the project (a) causes one or more freeway segment's demand to exceed capacity (congested flow); or (b) when the segment is already congested, causes an increase in the demand/capacity ratio of greater than 1%.

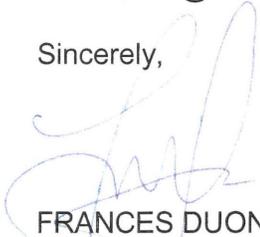
Impacts to off-ramps are considered significant if the traffic generated by the project causes queueing that: (a) exceeds 85% of the off-ramp's storage capacity; or (b) when an auxiliary lane is present, exceeds the lesser of one-half the length of auxiliary lane or 1,000 feet.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

If you have any questions regarding these comments, please contact project coordinator Reece Allen, at reece.allen@dot.ca.gov and refer to GTS# 07-LA-2016-02552.

Sincerely,



FRANCES DUONG
ACTING IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse