

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

July 15, 2019

Ms. Jenny Cristales-Cevaltos
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza; Mall Stop 99-22-6
Los Angeles, CA 90012

clear: 7/15/2019 LATE
Governor's Office of Planning & Research

JUL 19 2019

STATE CLEARINGHOUSE

RE: Eastside Transit Corridor Phase 2 Project –
Notice of Preparation (NOP) of a
Supplemental Draft Environmental Impact
Statement /Environmental Impact Report
(Supplemental Draft EIS/EIR)
SCH# 2010011062
GTS # 07-LA-2019-02536
Vic. LA-60/PM: R 3.349 to
LA-60/PM: 11.201

Dear Ms. Jenny Cristales-Cevaltos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP of a Supplemental Draft EIS/EIR. The proposed project would extend the Metro Gold Line, a light rail transit (LRT) line, from its current terminus at Atlantic Station in the unincorporated area of East Los Angeles to eastern Los Angeles County. The four alternatives to be evaluated in the Supplemental Draft EIS/EIR include: No Build Alternative, SR 60 Alternative, Washington Alternative, and Combined Alternative. The Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors will consider adopting a Locally Preferred Alternative (LPA) based on the findings of the Supplemental Draft EIS/EIR.

After reviewing the Supplemental Draft EIS/EIR, Caltrans has the following comments:

- If the "Washington Alternative" or "Combined Alternative" are selected, Caltrans suggests that the project please analyze the traffic impact on the interchange of Washington and Interstate 605 for potential queuing and delay.
- Caltrans recommends that Highway Capacity Manual (HCM) methodology be used when assessing the impact a project may have on the State Highway System. 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 methodology and it is recommended to use a traffic simulation model for the analysis.

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

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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 queuing 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.

When analyzing intersections please consider utilizing Synchro 10. Also, for intersection analysis, instead of using signal timing optimization for matching existing field conditions, please use actual traffic signal timing.

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency 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.

- For the "SR 60 Alternative", "Washington Alternative" and "Combined Alternative" the project will operate within Caltrans' right of way. If one of these alternatives is chosen a Caltrans Encroachment Permit may be required.

Further information included for your consideration;

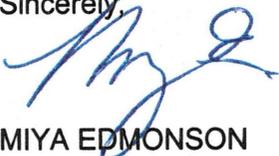
Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities 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.

As a reminder, any 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.

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-2019-02536

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse