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DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

APR 15 2019

STATE CLEARINGHOUSE

April 15, 2019

Mr. Jay Bond
California State University, Dominguez Hills
1000 E. Victoria Street, WH B470
Carson, CA 90747

RE: CSU Dominguez Hills 2018 Campus
Master Plan
Draft Environmental Impact Report (DEIR)
SCH#2017081035
GTS #07-LA-2017-02255
Vic. LA/ 91/ PM R8.216

Dear Mr. Bond:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed project (Project) is the adoption and implementation of CSUDH's 2018 Campus Master Plan.

The Project consists of three major components (in planned order of completion): 1) An additional 3,000 seats for StubHub Center to be completed by 2018 for use for Sunday afternoon events, 2) a University Village consisting of business park, retail, and market-rate apartment uses to be partially completed by 2025, and 3) upgrading the academic buildings to accommodate up to 20,000 full-time equivalent students and build-out of the University Village to be completed by 2035.

After reviewing the February 2019 DEIR, Caltrans has the following comments: The nearest State facility is SR-91, I-110, and I-405. Based on the project's Traffic Impact Analysis, with incremental effect of the Project, combined with the effects of the other past, present and reasonably foreseeable future projects within the vicinity of this project, potential cumulative impact may occur. Caltrans acknowledges that "the University will make reasonable efforts to seek [the jurisdictions of other entities'] cooperation in implementing the mitigation measures in a timely manner (TIS, Page 391)"

Regarding use of Congestion Management Program (CMP) in evaluating State facility: Caltrans is responsible for obtaining measures that will off-set Project vehicle trip generation that worsens Caltrans facilities and hence, the Project's Traffic Impact Study does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program, in acknowledging the Caltrans' role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System (2010 CMP, Page D-2).

In Project's DEIR Mitigation Measures section, significant Traffic and Circulation Impacts were identified on freeway segments and indicated that they are under jurisdiction and control of Caltrans; therefore, the University shall support Caltrans in its efforts to obtain funding from the Legislature for the costs to implement the improvement (2018 EIR, 3.9 Traffic and Circulation).

Caltrans acknowledges and looks forward in cooperation with the University to come up with improvements in the Project area. Caltrans may accept fair share funding contribution towards future improvement of its facilities as long as we can show that such improvements are reasonable expected to be implemented in a reasonable time frame. Please contact Caltrans to explore and develop these reasonable measures and plan.

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability."

Caltrans encourage the University to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (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.

Such as evaluating the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. Considering vehicle demand-reducing strategies, including incentives for commuters to use transit, park-and-ride lots, discounts on monthly bus and rail passes, shuttle buses, vanpools, etc. To the extent that more of the population shifts to transit for some of their inter-regional trips, future cumulative traffic impacts to freeways may be satisfactorily mitigated.

Good geometric and traffic engineering design to accommodate bicyclists and pedestrians are critical at every on and off ramp and freeway terminus intersection with local streets. Caltrans will work with the University to look for every opportunity to develop projects that improve safety and connectivity for pedestrians and bicyclists. Opportunities for improvements may exist on State facilities such as: freeway termini, on/off-ramp intersections, overcrossings, under crossings, tunnels, bridges, on both conventional state highways and freeways.

With regard to public transit, Caltrans recommends planning for gradual continual improvement of transit stops, bus bays, or other facilities, to accommodate traffic flow, especially on streets that are State Route locations or are near freeway intersections.

In addition, Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognize the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

For Project construction, Caltrans has the following recommendations:

- Haul trucks, construction vehicles, oversized vehicles and/or large size truck trips should be limited to off peak commute periods to lessen traffic impacts to the truck routing areas.
- Construction/hauling vehicles transporting materials (dirt, debris, trash, etc.) on freeway/ highway need to be secured from littering.

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- Consider scheduling works on the weekends and after hours to help relieve traffic congestion during work day peak hours and have workers/employees carpooling to reduce trips during peak commuting hours.

As a reminder, Caltrans standards for roadway closures and detours are no closure between 5 AM and 10 PM. In addition, Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful of your need to discharge clean run-off water and it is not permitted to discharge onto State highway facilities.

Any work to be performed within the State Right-of-way will need an Encroachment Permit and any transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. For information on the Permit process, please contact Caltrans District 7 Office of Permit at (213) 897-3631.

If you have any questions or concerns, please contact project coordinator, Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov and refer to GTS#07-LA-2017-02255.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse