

DEPARTMENT OF TRANSPORTATION

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Making Conservation
a California Way of Life.

May 23, 2019

Mr. Jeff Anderson
Community Development Director
City of West Covina
1444 W. Garvey Ave. South, 2nd Floor, Room 208
West Covina, CA 91790

Governor's Office of Planning & Research
MAY 23 2019
STATE CLEARINGHOUSE

RE: Queen of the Valley Specific Plan
Draft Environmental Impact Report (DEIR)
SCH#2018101068
GTS #07-LA-2018-02413
Vic. LA/ 10/ PM 33.399

Dear Mr. Anderson:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed Queen of the Valley Specific Plan (QVHSP) Project (Project) would govern the future development of the entire 28.8-acre hospital campus. The Project is anticipated to expand up to approximately 1.58 million square feet (plus 490,000 sf) in approximately 5 phases over at least the next 10 years (2019-2028+).

After reviewing the DEIR, Caltrans has the following comments:

The DEIR calls for the use of Congestion Management Program (CMP) to evaluate state facilities. As part of the CMP, Caltrans is responsible for obtaining measures that will off-set Project vehicle trip generation that worsens Caltrans facilities; and 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).

The nearest State facilities are I-10 and I-605. The Project's Traffic Impact Study (TIS) estimated that buildout the Project would generated 9,587 total average daily trips (ADT) with 776/924 total AM/PM peak hour trips. By comparison, existing medical and office uses at the hospital generate approximately 6,899 total ADT with 564/652 AM/PM peak hour trips. The Project's trip distribution indicated that 55% of the trips use the I-10 Freeway (DEIR, Page 4.13-12 to -13).

With the above-mentioned trip distribution to I-10 freeway, queuing analysis is recommended to ensure the queue formation at the indicated freeway ramps (Intersection 7, 14, 15) do not create traffic conflicts. Project-generated trips should also be added to the existing and future scenario traffic volumes for the indicated affected ramps.

In the Project's TIS Mitigation Measures section (TIS, Page 26-46), significant Project impacts were identified on freeway ramps and indicated that they are under jurisdiction and control of Caltrans. As a

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result, fair share contribution models were discussed. Please contact Caltrans to discuss the details of the Project's proposed mitigation measure/improvements and fair share contribution involving state facilities.

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 acknowledges mitigation measure TRA-9 and TRA-10 and encourages the City to continue to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions. Such reduction can be accomplished 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.

Additionally, the City should continue to evaluate 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 and future cumulative traffic impacts to freeways may be satisfactorily mitigated.

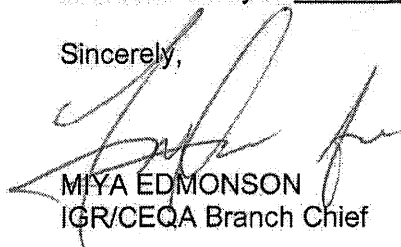
Furthermore, Caltrans encourages the use of public transit. Caltrans recommends planning for gradual continual improvement of transit stops, bus bays, or other facilities, to accommodate traffic flow, especially on streets that are State Route locations or are near freeway intersections.

As a reminder, 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. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

In addition, any work to be performed within the State Right-of-way will need an Encroachment 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-2018-02413.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse