

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

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March 13, 2019

David Blumenthal
 City of Downey
 11111 Brookshire Avenue
 Downey, CA 9021

RE: Rancho Los Amigos South Campus Specific
 Plan – Notice of Preparation (NOP)
 SCH# 2019029057
 GTS # 07-LA-2019-02265
 Vic. LA-105/PM: R 14.086

Dear Mr. Blumenthal:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The goal of the Rancho Los Amigos South Campus Specific Plan (SP) is to encourage and promote economic development and revitalization to enhance the city's attractiveness to the local and regional marketplace. The SP is anticipated to remove regulatory obstacles to the reuse of existing structures and promote infill development of currently vacant and underutilized properties. The SP will facilitate and encourage enhanced commercial, retail, and mixed-use opportunities, residential development, public and open spaces, an improved pedestrian environment, and a variety of transportation choices that will enhance the potential for a multi-modal transportation center.

Caltrans has reviewed the NOP and has the following comments:

• Please Include the following items in the proposed traffic analysis:

1. Assignment of direct and cumulative trips to state facilities from project vicinity.
2. Please include the proposed project's inbound and outbound trip generation.
3. Please include the following intersections in the Traffic Impact Analysis (TIA):

On route 105: Paramount Blvd, Garfield Avenue, Lakewood Blvd. and Bellflower Blvd on- and off-ramps.

On route 710: Imperial Highway, Firestone Blvd on- and off-ramps.

4. The facilitation and encouragement of enhanced commercial, retail, and mixed-used opportunities may generate traffic that degrades the existing condition not only at the on and off-ramp and local road intersections but also on the mainline where traffic can back up and cause blockage/speed differentials. Please provide a queuing analysis at the above-mentioned Route 710 & 105 on and off-ramps

The capacity of the off ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point with some safety factor (i.e. 85% of total queue length, etc.). The existing

queue length should be calculated from traffic counts, actual signal timing and the actual percent of truck assignments with an adequate passenger car equivalent factor. The analyzed result may need to be calibrated with signal timing when necessary.

5. Use Highway Capacity Manual (HCM) 6 methodology for freeway segments and Synchro 10 for intersections. If Synchro software 10 is utilized, use existing signal timing plan to enter data for matching existing field conditions.
7. Oversaturated flow conditions should be modeled by traffic simulation.
8. Please provide threshold of significance for determination of impact on freeway and at on- and off-ramps terminal intersections.

Further information included for your consideration:

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project, like the proposed EIR, 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.

Caltrans recommends the Lead Agency develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria as this is required by SB 743.

If VMT methodology is being used the lead agency should refer to OPR's website guidelines in the evaluation of traffic impact:

http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf

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.

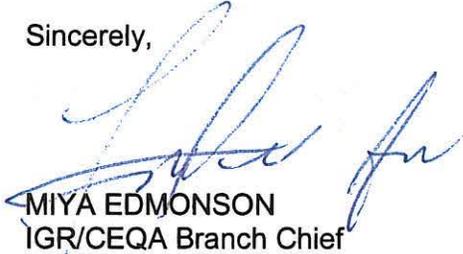
Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

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

Mr. Blumenthal
March 13, 2019
Page 3 of 3

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-2019-02265

Sincerely,

A handwritten signature in blue ink, appearing to read 'Miya Edmonson', is written over the printed name and title.

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse