

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

Governor's Office of Planning & Research
MAY 06 2019
STATE CLEARINGHOUSE

May 1, 2019

Mr. Robert Delgadillo
City of Compton
205 South Willowbrook Avenue
Compton, CA 90220

RE: Compton Hub City Specific Plan – Notice of
Preparation (NOP)
SCH# 2019049007
GTS # 07-LA-2019-02410
Vic. LA-91/PM: R 9.162 -
LA-91/PM: R 10.351

Dear Mr. Robert Delgadillo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's NOP. The Compton Hub City Specific Plan projects approximately one million square feet (sf) of new development (4,800 housing units; 74,348 sf retail; and 76,426 sf office) by the horizon year 2040 in order to envision a new, compact, transit-oriented neighborhood within walking distance of the existing Artesia Blue Line station. This new transit village would be made possible by strategic public access and place-making investments that improve the appearance and safety of the public realm, introduces new open spaces, closes existing gaps in the bicycle and pedestrian network (first/last mile), and other site improvements through the redevelopment of multiple opportunity sites adjacent to the station.

After reviewing this project's NOP Caltrans has the following comments:

Due to the large scale of this project and its close proximity to Interstate 110 (I-110) and Interstate 710 (I-710) and State Route 91 (SR-91) and State Route 47 (SR-47), future projects may impact these facilities. When the future individual projects begin for the Compton Hub City Specific Plan, Caltrans District 7 would recommend conducting traffic analysis that includes trip generation. If these traffic impact studies are being prepared we suggest the following intersection be studied closely:

1. SR-91 and Central Ave. Eastbound/Westbound On/Off-ramps
2. SR-91 and S Wilmington Ave. Eastbound/Westbound On/Off-ramps
3. SR-91 and Alameda St Eastbound On/Off-ramps
4. SR-91 and Santa Fe/E Artesia Blvd. Westbound split Off-ramps
5. SR-91 and Long Beach Blvd. Eastbound/Westbound On/Off-ramps

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.

Mr. Robert Delgadillo
May 1, 2019
Page 2 of 2

Please provide threshold of significance for determination of impact on freeway and at on- and off-ramps terminal intersections.

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.

Use Synchro 10 for intersections. For the intersection analysis, the actual traffic signal timing should be used, not signal timing optimization for matching existing field conditions.

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.

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-2019-02410

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse