

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

JULY 17 2019

July 17, 2019

STATE CLEARINGHOUSE

Ms. Amy L. Harbin, AICP
City of Long Beach
Development Services Department
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

RE: Long Beach Cruise Terminal Improvement
Project – Mitigated Negative Declaration
GTS # 07-LA-2018-02581
Vic. LA-710/PM: 5.339

Dear Ms. Amy L. Harbin:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Mitigated Negative Declaration (MND). The proposed project will include: (a) extension of the existing passenger bridge system; (b) additional high-capacity mooring dolphins and associated catwalks; (c) dredge improvement and maintenance activities; (d) replacement of existing foam-filled fenders; (e) expansion of the existing parking lots; (f) possible reconfiguration of traffic leasehold traffic lanes; (g) expansion of Carnival's existing water lease; and (h) abandonment of the 450-foot tunnel system located to the southwest of the parking garage. The City of Long Beach is the lead agency under CEQA.

After reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, since construction vehicles will likely be using Caltrans facilities to travel to the project site, please submit a truck/traffic construction management plan to Caltrans for our review.

The following information is included for your consideration.

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.

Also, Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impacts. For any future projects 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.

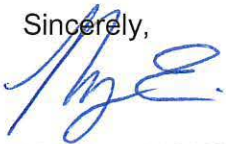
In addition, Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or the reduction of crossing distances through roadway narrowing.

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Caltrans recommends that the project 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 and the other visual cues previously mentioned can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

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-2018-02581.

Sincerely,

A handwritten signature in blue ink, appearing to read "Miya E.", written over the word "Sincerely,".

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse