

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 897-0475  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



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Governor's Office of Planning & Research

**AUG 27 2019**

**STATE CLEARINGHOUSE**

August 27, 2019

Mr. Mark Hansberger  
Hacienda La Puente Unified School District  
15959 East Gale Avenue  
Industry, CA 91745

RE: Wedgeworth K-8 School and Residential  
Development – Notice of Preparation (NOP)  
and Initial Study  
GTS # 07-LA-2019-02720  
SCH # 2019071040  
Vic. LA-60/PM: 17.673

Dear Mr. Mark Hansberger:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would redevelop the existing Wedgeworth Elementary School serving 600 students in grades K-5 to a new K-8 school serving 1,200 students. The existing elementary school site encompasses 20 acres. The Hacienda La Puente Unified School District would develop a 10-acre portion of the site as a K-8 school and allow development of up to 160 residential units on the remaining 10-acre portion by selling it to a residential developer. The Hacienda La Puente Unified School District (District) is the lead agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are State Route 60 (SR-60) and SR-39 (also known as South Azusa Avenue). In the transportation section of the project's Initial Study, it states that the project would have a potentially significant impact in terms of:

- a. Conflicting with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- b. Conflicting or being inconsistent with CEQA Guidelines section 15064.3, subdivision (b); and
- c. Substantially increasing hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

The initial study also states that the project will potentially have a less than significant impact in terms of resulting in inadequate emergency access.

These potential impacts will be further discussed in the upcoming Draft Environmental Impact Report (DEIR). Caltrans looks forward to receiving the DEIR for review and to provide further comments, if warranted. From reviewing the initial study, the following intersections that are on the State highway may need to be included in the forthcoming transportation impact study (TIS), which will be included in the DEIR:

- a. SR-60 on-ramps and South Azusa Avenue
- b. SR-60 off-ramps and South Azusa Avenue
- c. Colima Road and South Azusa Avenue
- d. Gale Avenue and South Azusa Avenue

The locations to be studied should not be limited to the above intersections. The above intersections may need to be studied in the TIS due to their close proximity to the project site.

Caltrans also recommends that the Highway Capacity Manual (HCM) Sixth Edition method be used for conducting operational and conflict analyses on State highway facilities. When the State highway facility has saturated flows, it is encouraged that a micro-simulation model be used for the analyses.

In addition, if construction traffic is expected to cause delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review. 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.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Therefore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to meet these goals. Potential strategies for this project include:

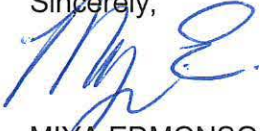
- Maintaining pedestrian accessibility points to/from the school, to/from the potential new housing development, and between the school and housing development
- Installing high-visibility crosswalks with Continental or Ladder designs
- Providing bicycle, scooter, and skate board parking
- Constructing wide sidewalks with Americans with Disabilities Act (ADA) compliant ramps that are not obstructed by utility poles
- Implementing traffic calming measures in the surrounding neighborhood, such as reduced speeds, bulb-outs, speed humps/tables, mini-roundabouts, and traffic diverters
- Planting shade trees and bioswales to increase livability and reduce storm-water runoff, which is a sensitive issue for Los Angeles county that needs to be considered during project design
- Using permeable paving materials to also reduce storm-water runoff
- Launching Safe Routes to School educational and marketing campaigns that promote the use of active transportation modes such as bicycling and walking

For additional TDM options, please refer to *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA). The reference is available online at: <https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm>.

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If you have any questions regarding these comments, please contact project coordinator Emily Gibson, at [Emily.Gibson@dot.ca.gov](mailto:Emily.Gibson@dot.ca.gov) and refer to GTS# 07-LA-2019-02720.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse