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Governor's Office of Planning & Research

**AUG 20 2019**

**STATE CLEARINGHOUSE**

August 15, 2019

Cristopher Veirs  
City of Claremont  
207 Harvard Avenue  
Claremont, CA 91711

RE: Claremont Village South Specific Plan –  
Notice of Preparation (NOP)  
SCH# 2019080072  
GTS# 07-LA-2019-02695  
Vic. LA-10 PM 47.701

Dear Cristopher Veirs,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed VSSP would provide a vision, policies, standards, guidelines, and an implementation plan for public and private improvements for transit-oriented, mixed use development within the Plan Area. Future development within the VSSP is envisioned as an expansion of Claremont Village, based on the Plan Area's adjacency to the Claremont Village, the existing Claremont Metrolink Passenger Rail station, and the planned LA Metro Gold Line station.

The nearest State facility to the proposed project is I-10. After reviewing the Notice of Preparation, Caltrans has the following comments:

Caltrans seeks to promote safe, accessible multimodal transportation. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Caltrans recommends the following multimodal improvements for this project:

1. Maximize the safety of railroad crossings for bicycles and pedestrians to accommodate access to Claremont Village, the Metrolink station, and the future Gold line station.

2. Further enhance pedestrian/bicycle connections to the future Gold line station and relocated Metrolink station with robust signage, wayfinding, safety improvements, and human scale amenities.
3. Provide pedestrian access from South Spring street to the current Metrolink station/future Gold line station. This reduces trip distance and the number of railroad crossings required to reach transit for future VSSP residents.
4. Incorporate bicycle infrastructure along Indian Hill, such as protected Class IV bike lanes, to improve safety and comfort for all road users.
5. Be sure to include canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
6. In addition to bioswales, incorporate permeable paving surfaces wherever possible to manage storm-water, replenish groundwater, and prevent pollution runoff.
7. Provide high quality bus shelters and bus bulb-outs on major streets.
8. Use high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles at all crossings.
9. Leading pedestrian intervals can give pedestrians a 7-second head start in crosswalks and flashing-yellow turn signals, this provides additional crossing time and reduces the amount of time that pedestrians are exposed to high speed vehicle traffic.

With regards to parking, Caltrans recommends carefully considering the amount of parking required. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation suggests that the amount of car parking supplied can undermine a project's ability to encourage public transit use. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) improvement measures.

Additionally, Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impacts. By July 1, 2020, VMT will be the standard transportation metric for land use projects and new Traffic Impact Study guidelines will be used to analyze and address transportation impacts on the State Transportation System. For any future project 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

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travel and transit use. As required by SB 743, Caltrans recommends the Lead Agency develop a verifiable performance-based VMT criteria.

Since there is no physical development being proposed, nor are any new construction, grading, or other physical alterations to the environment being considered at this time, we cannot determine the level of impact that this project will cause to our highways and freeways. However, Lead Agency representatives should consult with Caltrans when future projects have the potential to cause a significant impact to state facilities.

If you have any questions, please contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2019-02695.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse