

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 505-5003
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



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August 23, 2022

Governor's Office of Planning & Research

Aug 23 2022

STATE CLEARINGHOUSE

Jenny Cristales-Cevallos
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

RE: Eastside Transit Corridor Phase 2
Re-circulated Draft Environmental
Impact Report (DEIR)
SCH # 2010011062
Vic. Multiple
GTS # 07-LA-2019-03991

Dear Jenny Cristales-Cevallos:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. This is a recirculation of an earlier DEIR that was issued for public review on August 22, 2014. Per CEQA Guidelines, recirculation is required when significant new information is added to the EIR after the public review notice was given, such as changes to either the Project or environmental setting. The Project would extend the Los Angeles County Metropolitan Transportation Authority L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the City of Whittier. It would extend the Metro L (Gold) Line approximately 3.2 to 9.0 miles, depending on the Build Alternative. The four alternatives to be evaluated include: Washington (Alternative 1), Atlantic to Commerce/Citadel Initial Operating Segment (IOS) (Alternative 2), Atlantic to Greenwood IOS (Alternative 3), and a No Build Alternative. The Los Angeles County Metropolitan Transportation Authority is the Lead Agency under the California Environmental Quality Act (CEQA).

Caltrans supports transportation projects that bring all modes of transportation together to increase connectivity, expand the use of public transportation, and advance equity and livability in all communities. It is our goal to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability while maintaining the safety and integrity of the State's transportation system. After reviewing the re-circulated DEIR, Caltrans has the following comments:

Caltrans does not anticipate any potential safety impacts on its facilities from the three (3) proposed build alternatives along Washington Boulevard. However, trucks hauling

materials should have tarp covers to prevent debris from falling onto State facilities' on/off-ramps and should avoid peak hours of congestion.

Also, Alternative 1 is outside Caltrans' right of way, except the crossing at the I-605 freeway. Alternatives 2 and 3 are outside of Caltrans' right of way. On Washington Boulevard at the I-605 interchange, if there is a change in geometry/configuration (e.g., reduction in the number of lanes, traffic control, etc.), a Traffic Operations Analysis Report (TOAR) including an Intersection Control Evaluation (ICE) should be prepared.

Regarding Complete Streets for Alternative 1, the project should consider upgrading all existing station-adjacent intersection crosswalks to Continental style for increased visibility and pedestrian accessibility. Further considerations consist of addressing sidewalk gap closures, sidewalk widening, and ADA compliance, where needed. For the six new stations, the adjacent crosswalks should include Leading Pedestrian Intervals (LPIs) due to the lengthy intersections.

Additionally, most of the planned route would run along Atlantic and Washington Boulevard, two streets that do not have bicycle facilities. A total of 50.9 existing miles of Class I-IV bicycle facilities traverse or are adjacent to the project area. To further increase multimodal safety, the project should incorporate bike signage and wayfinding to existing (or planned) facilities.

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. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

Finally, any work completed on or near Caltrans' right of way may require an encroachment permit. However, the final determination on this will be made by Caltrans' Office of Permits. This work would require additional review and may be subject to additional requirements to ensure current design standards and access management elements are being addressed. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

If you have any questions, please feel free to contact Karen Herrera, the project coordinator, at Karen.Herrera@dot.ca.gov and refer to GTS # 07-LA- 2019-03991.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief
cc: State Clearinghouse