

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-4230
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

OCT 15 2019

STATE CLEARINGHOUSE

October 7, 2019

Matthew Arms
Acting Director of Environmental Planning
Port of Long Beach
415 W. Ocean Boulevard
Long Beach, CA 90802

RE: Port of Long Beach Port Master Plan Update
Program Environmental Impact Report
Draft Program Environmental Impact Report
(DPEIR)
SCH# 2018081024
GTS# 07-LA-2018-02719
Vic. LA - 1; 47; 103; 710

Dear Mr. Arms:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Port of Long Beach is updating its Master Plan, which guides development and land uses. The update is needed to integrate the Green Port Policy, current regulations, and consider industry changes, technological advances, climate change and energy resources. The Port of Long Beach is the Lead Agency under the California Environmental Quality Act (CEQA).

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) mandates that Vehicle Miles Traveled (VMT) be used as the primary metric in identifying transportation impacts of all future development projects under CEQA, starting July 1, 2020. For information on determining transportation impacts in terms of VMT on the State Highway System, see the Technical Advisory on Evaluating Transportation Impacts in CEQA by the California Governor's Office of Planning and Research, dated December 2018: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds in order to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. Such 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, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

The nearest State facilities to the proposed project are State Route 1 (SR-1), State Route 47 (SR-47), State Route 103 (SR-103), and Interstate 710 (I-710). After reviewing the DPEIR, Caltrans has the following comments:

Due to area covered within the plan and proximity to the State facilities, we suggest the Traffic Impact Study (TIS) include an analysis of the following SR-710 northbound and southbound on- and off-ramps, as they were not included in the project's Draft PEIR study on Ground Transportation:

- Willow St/Sepulveda Blvd
- Pacific Coast Highway (SR-1)
- Anaheim St
- Route 47

If future developments are proposed to be developed after the implementation of SB-743, the analysis of traffic impacts must use Vehicle miles traveled (VMT) as a metric. The Port of Long Beach, as the lead agency has discretion to develop and adopt its own or rely on thresholds of significance recommended or used by other agencies.

Each project will be evaluated separately. The intersections and freeway segments to be studied and type of analysis to be included, will depend on the location and type of development. Caltrans may request studies on certain intersections and mainline segments that are not identified in the 2010 Metro Congestion Management Program if the project may cause operational/safety issues on the state highway system.

For project level analysis, the Transportation Impact Study (TIS) should discuss the results of intersection, freeway, and interchange/ramp performance analyses at the studied locations. Caltrans recommends that the Highway Capacity Manual (HCM) Sixth Edition method be used for conducting all operational and conflict analyses on State highway facilities. Specifically, queuing analyses based on the HCM queuing methodology are required for any Caltrans' off-ramps that would be potentially significantly impacted by the project. Also, when the State highway facility has saturated flows, it is encouraged that a micro-simulation model be used for the analyses.

The Tenth Edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual should be used for determining trip generation forecasts and trip reductions (e.g. pass-by, diverted, and internal capture trips). Local trip generation rates are acceptable if appropriate validation is provided.

Regarding freeway ramp terminal signalized intersections, it is suggested that traffic analysis should be performed with actual traffic signal timing, not signal timing optimization. It is suggested that managed lane segments be analyzed using the most current edition of the HCM and Caltrans' HOV Guidelines, when managed lanes are present.

In the event that the project proponent finds a significant impact to an intersection, an Intersection Control Evaluation (ICE) should be prepared as an initial step of an intersection-improvement project.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference (Chapter 8). A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. Any mitigation involving transit or TDM is encouraged and should be justified to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access.

Furthermore, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If there are any significant impacts to State facilities, mitigation measures must be studied and recommended. Mitigation must consider pedestrian and bicycle traffic as it is applicable. Fair Share Contribution toward future or previously determined projects is a form of mitigation.

We look forward to reviewing any proceeding documents related to this project and will provide additional comments at that time, if warranted. In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2018-02719.

Sincerely,



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