

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

Jun 23 2020

STATE CLEARINGHOUSE

June 22, 2020

Sally Gee
Los Cerritos Wetland Authority
100 N. Old San Gabriel Canyon Rd.,
Azusa, CA 91702

RE: Los Cerritos Wetlands Restoration Plan –
Draft Environmental Impact Report (DEIR)
SCH# 2019039050
GTS # 07-LA-2019-03251
Vic. LA-1/PM: 0.08

Dear Sally Gee:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's DEIR. The proposed program would restore wetland, transitional, and upland habitats throughout the program area. This would involve remediation of contaminated soil, grading, revegetation, construction of new public access opportunities, construction of flood management facilities, and modification of existing infrastructure and utilities.

After reviewing this project's DEIR Caltrans has the following comments:

1. Since future developments will be implemented after SB-743 is in full effect (July 2020), the analysis of traffic impacts must use Vehicle miles traveled (VMT) as a metric. Los Cerritos Wetland Authority, as the lead agency, has discretion to develop and adopt its own thresholds of significance or rely on thresholds of significance recommended or used by other agencies.
2. When future project level documents become available, Caltrans suggests utilizing the following guidelines for project level studies and analysis on the State Highway System:
 - Please consider utilizing the latest version of the Technical Advisory and Guidelines on Evaluating Transportation Impacts in CEQA by the Governor's Office of Planning and Research.
 - Please consider utilizing the latest version of Caltrans' Transportation Impact Study Guide.
3. 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
4. Once SB-743 is in full effect, safety and conflict analysis, such as queuing analysis at intersections and off-ramps impacted by the project, may still be required depending on trips generated by the project.

Further information included for your consideration:

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

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motor vehicle. These methods include, but are not limited to, the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

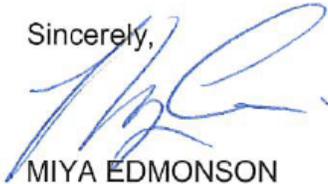
Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

An encroachment permit will be required for any project on, or in the vicinity of, the Caltrans right of way. Please note that any modifications to the State facility (SR-1 or SR-22) will be subject to additional review by the Office of Permits prior to issuance of the permit.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

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-2019-03251

Sincerely,



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