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*Making Conservation
a California Way of Life*

June 21, 2022

Robert Delgadillo, Senior Planner
City of Compton
Community Development Department
Planning Division
Case No: COZ 21-006
205 South Willowbrook Avenue
Compton, CA 90220

Governor's Office of Planning & Research

JUN 21 2022

STATE CLEARINGHOUSE

RE: Compton Station Transit Oriented
Development Specific Plan
SCH # 2021090474
Vic. LA-91, LA-710, LA-105, LA-110
GTS # LA-2021-03944-DEIR

Dear Robert Delgadillo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The Proposed Project is the preparation of a Specific Plan to guide future growth in the vicinity of the Metro A (Blue) Line Compton Station. The purpose of the Proposed Specific Plan is to promote new development and rehabilitation of existing buildings; increase transit ridership in the Plan Area; strengthen the local identity of the City of Compton and create a unique sense of place; create employment, career, and advancement opportunities for the residents of Compton; and create a pedestrian- and bike-friendly environment within the Plan Area. The Proposed Specific Plan's implementation recommendations may include the establishment of a property-based business improvement district, affordable housing and business incubation spaces on publicly owned land, and local hire requirements for large projects.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

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, all future developments 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 supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

VMT

The Specific Plan includes the Metro A Line Compton Station and the surrounding area within one half mile. Much of the Plan's anticipated development is within approximately 3,000 feet from the station, within the Downtown Core, Civic Center and Historic Districts, and improved street connections would increase pedestrian access to the station. Although no further analysis is needed according to *CEQA Guidelines* Section 15064.3(b), the an analysis was conducted for informational purposes. The baseline Plan area daily VMT per service population is 16.4, which is lower than the City area's VMT per service population of 17.2. Therefore, implementation of the Specific Plan would adequately reduce VMT and there would be no significant impacts.

Given the above finding of less than significant Project VMT impact, the identification of mitigation measures is not required at this time. However, a post-development VMT analysis collecting actual VMT survey data from the project is highly recommended for monitoring purpose and for future project thresholds in the area. Additional mitigation measure should be considered and implemented when the post-development VMT analysis discloses any traffic significant impact.

Bicycle Facilities and Pedestrian Facilities

Existing pedestrian facilities along the major corridors consist of traditional sidewalks and pedestrian street crossings, many of which use decorative, colored paving stones to more effectively demarcate pedestrian space. These enhanced pedestrian crossings are used at the majority of signalized intersections along major corridors within the Plan area, with a few exceptions such as on Compton Boulevard at Douglas Dollarhide Drive, Santa Fe Avenue at Laurel Street, and Myrrh Street and Acacia Avenue.

At unsignalized intersections both on and off major corridors, pedestrian crossings are generally unmarked, or if marked, tend not to use high-visibility crosswalks or other enhancements to improve pedestrian safety. Exceptions to this include crosswalks within school zones. Pedestrian curb ramps are generally present at intersections regardless of the presence of marked crosswalks, with tactile warning curb ramps intermittently present. Pedestrian connections to the Metro A Line Compton Station are well-developed on the east, north, and south of the station platform, connecting to Compton Town Center and Renaissance Plaza shopping centers, Compton Boulevard and the Compton Civic Center, and residential areas to the north along Willowbrook Avenue East. However, there are no pedestrian connections across the Metro A Line tracks to the residential neighborhoods to the west, forcing pedestrians to first have to use Elm Street or Compton Boulevard to connect to Compton Station.

Current bicycle facilities within the Plan area include Class II bike lanes on Compton Boulevard east of Willowbrook Avenue in both directions as well as on Santa Fe Avenue. On Santa Fe Avenue, there are clearly marked Class II bike lanes in both directions south of Laurel Street, while north of Laurel Street there is a clearly marked Class II bike lane in the southbound direction and an implied bike lane inside of a wide curbside parking lane in the northbound direction. Clearly marked Class II bike lanes resume in both directions on Santa Fe Avenue north of Rosecrans Avenue.

Transit

The Metro A Line (Blue) provides all-day, frequent rapid transit access from two stations in the City, Compton and Artesia Stations, to the Los Angeles metropolitan area including Downtown Los Angeles, and Downtown Long Beach. It recently underwent a \$1 billion refurbishment to improve speed, reliability, and customer experience.

Route 3 provides service between the MLK Transit Center and Redondo Beach along Alameda St. and Alondra Blvd in the Plan area. **Route 125** bus line runs east west between Norwalk Station and the City of El Segundo along Rosecrans Avenue. **Route 127** provides service between the MLK Transit Center and Figueroa and 117th St. **Route 202** bus line runs north-south between the Willowbrook/Rosa Parks Station and Del Amo Station via Greenleaf Blvd, Alameda St, Artesia Blvd, and Acacia St.

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The Renaissance Transit system is a fixed-route bus system that serve the City. The system has five routes that operates in a loop pattern, on a Monday to Saturday service schedule. All five lines run through the Plan area.

Other

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. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03944-DEIR.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse