

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

May 18, 2022

Marilyn Simpson, AICP, Director  
City of Irwindale  
5050 North Irwindale Avenue  
Irwindale, CA 91706



RE: Speedway Commerce Center-SP  
SCH # 2022040481  
Vic. LA-605/PM 23.52 to 24.01  
GTS # LA-2022-03926-NOP

Dear Marilyn Simpson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The proposed Project would include the demolition of the existing uses on the Project site and development of up to 1,378,000 square feet of building space for industrial business park uses and commercial/industrial flex uses within four Planning Areas. The Specific Plan envisions the development within four separate planning areas for the development of industrial and commercial uses. Planning Areas 1, 2, and 3 would be developed to accommodate the large-scale industrial uses which may include light industrial buildings, research and development, warehousing and distribution, and showroom space. The industrial uses would occupy approximately 56 acres or 89 percent of the project site. Within Planning Area 4, the commercial/industrial flex uses within the Project site would vary depending on market conditions and could contain a mixture of office, light industrial, and commercial uses. This area would encompass approximately 7.3 acres, or 11 percent of the Project site.

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, 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 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.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order 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). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review these resources at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

In accordance with conversations with City staff on May 2, 2022, Caltrans Pre-CEQA comment letter, and after reviewing the Scope of Work, Caltrans concurs that the City shall proceed with the traffic impact analysis for the project at 500 Speedway Drive with the following criteria:

1. Remove diverted link trips from trip generation.
2. Analyze impacts to the I-605 SB off-ramp at Arrow Hwy and participate in the established fee program to construct improvements at this location, which includes adding an additional lane and modifying the existing traffic signal.
3. Perform VMT analysis based on City guidelines and generate applicable mitigation measures.
4. Site design/access management analysis: sight distance, driveway/intersection spacing, queuing onto roadways, multimodal conflict points.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

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-2022-03926AL-NOP.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse