

DEPARTMENT OF TRANSPORTATION

DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
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July 14, 2022

Governor's Office of Planning & Research

Jul 14 2022

Angela Cheng, Senior Civil Engineer
City of San Gabriel
425 South Mission Drive
San Gabriel, CA 91776

STATE CLEARINGHOUSE

RE: Valley Blvd and Del Mar Ave Intersection
Improvements
SCH # 2022060587
Vic. LA-10/PM 25.33
GTS # LA-2022-03989-MND

Dear Angela Cheng:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The City of San Gabriel (City) proposes to implement focused traffic safety and operational improvements at the Valley Boulevard and Del Mar Avenue intersection. Proposed intersection improvements would include lane reconfiguration along Valley Boulevard, intersection corner improvements, and removal of on-street parking spaces. Temporary construction easements and partial right of way acquisitions are anticipated to accommodate the proposed improvements. The new lane configuration would include a new dedicated eastbound right-turn lane to accommodate the addition of auxiliary lanes on Valley Boulevard in both directions. The dedicated left-turn lanes on Valley Boulevard would be lengthened in both directions. Vegetation removal is required to accommodate the improvements at the southwest corner of the intersection, which include the installation of traffic signal poles and cabinets, a new curb return, and new driveways. Approximately 50 on-street parking spaces would be removed to accommodate the proposed improvements. Continental crosswalks composed of thick horizontal striping are proposed to increase visibility for pedestrians. The Project would include synchronizing traffic signals along the Valley Boulevard arterial

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 project 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 concur that "The Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA states that "Transit and active transportation projects generally reduce Vehicles Miles Traveled (VMT) and therefore are presumed to cause a less-than significant impact on transportation" (Office of Planning and Research, 2018)." Transportation projects include rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets do not add additional motor vehicle capacity.

Valley Boulevard has a current VMT of 102,141,782 miles during AM peak period and 144,869,612 miles during PM peak period. After Project completion VMT during AM peak period would be 102,143,661 and 144,867,793 miles during PM peak period. The Project would not increase the capacity of the roadway. Therefore, the Project would result in a less than significant traffic impact.

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

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July 14, 2022

Page 3 of 3

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-2022-03989AL-MND.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse