

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
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April 17, 2023

Governor's Office of Planning & Research

**Apr 18 2023**

**STATE CLEARINGHOUSE**

Rodrigo Pelayo  
Community Development Department  
City of Bell  
6330 Pine Ave  
Bell, CA 90201

RE: Cheli Specific Plan  
SCH # 2023030415  
Vic. LA-710/PM 21.99, LA-05/PM 12.79  
GTS # LA-2023-04192-NOP

Dear Rodrigo Pelayo:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Proposed Project includes the preparation of a Specific Plan to guide development in the Plan Area to accommodate and allow for the existing commercial, industrial, and residential uses within the City's General Plan and Zoning Code and resolve existing land use conflicts between industrial and residential development. The purpose of the Specific Plan is to establish appropriate zoning to permit the existing uses within the area; address the current and future needs of key users in the Plan Area including the Salvation Army, LAUSD, and Cemex; develop strategies, actions, and commitments to decrease negative effects of uses upon each other; position the City to take advantage of future funding opportunities; address infrastructure deficiencies and ensure appropriate infrastructure for future uses; improve accessibility and circulation for users of the area who do not have access to a motor vehicle; and improve the availability of regular services for all users of the area.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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 the 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>

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 the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/sb743-resources>

Potential environmental effects of the Project should include the Transportation section with VMT analysis in the Draft Environmental Impact Report. While disclosing the infrastructure deficiencies, the traffic study should prepare future traffic safety analysis for impacted off-ramps on the State facilities including queuing analysis with actual signal timing at the following potential impacted locations.

1. Interstate 5 freeway off-ramps
  - a. Washington Blvd.
  - b. Atlantic Blvd./Eastern Ave.
  - c. Telegraph Road/Bandini Blvd.
  
2. Interstate 710 freeway off-ramps
  - a. Florence Ave.
  - b. Atlantic Blvd./Bandini Blvd.
  - c. Washington Blvd.

Caltrans encourages lead agencies to prepare traffic safety impact analysis for this Specific Plan 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-2023-04192AL-NOP.

Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
LDR/CEQA Branch Chief

email: State Clearinghouse