

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

September 19, 2024

Kiersten Turner
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City of Los Angeles
221 North Figueroa Street, Room 1350
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RE: 9000 Airport Boulevard
SCH # 2024080852
Vic. LA-405/PM 22.73, LA-1/PM 27.4
GTS # LA-2024-04611-NOP

Dear Kiersten Turner:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Project would develop up to 435,390 square feet of industrial uses on an approximately 18-acre site. The Project includes two options: Option 1 would develop one building comprised of up to 435,390 square feet of industrial floor area and a maximum building height of 50 feet. Option 2 would develop three buildings comprised of up to 410,056 square feet of industrial floor area a maximum building height of 46 feet. The Project would include truck trailer parking spaces and vehicle parking spaces under Option 1, and vehicle parking spaces under Option 2. A total of 37,860 square feet of existing commercial/industrial floor area uses and associated surface parking areas would be demolished.

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.

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 those document at the following link:

<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>

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://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

The Transportation section of the Draft Environmental Impact Report (DEIR) should include a VMT analysis. Caltrans recommends including an analysis, using actual signal timing, for current and projected conditions at impacted off-ramps on Freeway 405 and La Tijera Blvd., Florence/Manchester Ave., and Century Blvd. This ensures off-ramp vehicles don't back up onto the mainline, creating a speed differential safety concern. The turning pocket queue length at the intersections should not exceed the storage capacity and resulting in a safety concern. Transportation consultants may coordinate with Caltrans on study locations.

Mitigation measures should prioritize reducing Vehicle Miles Traveled (VMT) and enhancing safety. This can be achieved through:

- Implementing a Transportation Demand Management (TDM) program to lower traffic impacts, such as promoting transit access, shared mobility options, and expanding pedestrian/bicycle infrastructure.
- Implementing a Transportation System Management (TSM) strategies to reduce personal vehicle trips and encourage alternate modes of transportation.
- Investing in active transportation infrastructure or improving transit amenities to decrease dependency on single-occupancy vehicles.
- Modifying ramp terminal operations, such as lane reassignment and signal timing adjustments, thereby reducing potential safety impacts from project trips.
- Including complete street elements such as ADA curb ramps, Accessible Pedestrian Signals (APS), Leading Pedestrian Intervals (LPI), sidewalks, bike lanes, and high-visibility crosswalks for enhanced safety and accessibility.

Additionally, a Transportation Impact Study should assess construction-related impacts on freeway/highway and local intersections. Appropriate signage should indicate construction traffic access or single-lane conditions during truck movements, as needed. Temporary traffic control measures, such as flaggers, should be implemented to maintain safe conditions in construction zones.

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-2024-04611-NOP.

Kiersten Turner
September 19, 2024
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Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse