

California Department of Transportation

DISTRICT 12
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November 6, 2024

Ms. Stacy Tran
Senior Planner
City of Anaheim
200 South Anaheim Blvd.
Anaheim, CA. 92805

File: LDR/CEQA
SCH: 2024100745
12-ORA-2024-02667
SR 57 PM: 12.968
I-5 PM: 36.61

Dear Ms. Tran,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the R+L Carriers Anaheim Transit Facility Project. The City of Anaheim, as the Lead Agency under the California Environmental Quality Act (CEQA), is requesting to construct a transit facility comprised of a 47,340-square foot truck terminal building, 12,355-square foot maintenance building, and a private fueling station. Vehicular access will be provided on Winston Road via two driveways. The Proposed Project will provide a minimum 120 parking spaces to serve the development.

The Project Site (APN 083-210-02) encompasses 8.61-acres and is located on the south side of 2300 East Winston Road, just north of East Cerritos Avenue, and approximately 290 feet west of South Sunkist Street, in the City of Anaheim in Orange County. Regional access to the site includes both State Route 57 (SR 57) and Interstate 5 (I-5).

State Route 57 and Interstate 5 are both owned and operated by Caltrans. Therefore, Caltrans is a responsible agency on this project, and has the following comments:

1. The proposed project is located near two bikeways: a Class II bikeway east of the project along Sunkist Street, and a Class III bikeway south of the project on Cerritos Avenue. With these features in mind, consider providing secure bicycle parking facilities. For bicycle parking best practices, refer to APBP's Essentials of Bike Parking guide. (https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf)
2. Caltrans supports the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle parking, pedestrian-oriented LED lighting, wayfinding signage, and comfortable connections

to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation. Continue to incorporate Complete Streets in project development.

3. Consider incorporating electric charging infrastructure that provides trucks or transport refrigeration units access to power without running their engines, thus reducing GHG and heat emissions.
4. Operations involving truck staging will need adequate truck parking onsite for pick-ups/drop offs. Internal site circulation may impact adjacent road operations.
5. Please provide well-lit loading docks and parking spots in order to improve safety.
6. Delivery areas need to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts).
7. Existing weight restrictions on the State Highway System (SHS) off or on ramps of freight routes can impact truck routing efficiency. Identification of alternate routes to and from the facility or site may be needed.
8. Identify any potential pedestrian or bicycling conflict points to, from, or within the project site.
9. Site entrance and exit points must accommodate the design vehicle movements.
10. The project site should provide enough truck height clearances for trucks to maneuver without any issues while loading and unloading cargo.
11. Consider including zero or near zero emissions infrastructure or electric shore power infrastructure for truck drivers and cargo handling equipment can reduce GHG and heat emissions.
12. Please coordinate with the short haul railroad operators to transport between distribution centers and warehouses, or ports and railyards can assist in creative solutions and efficiencies that can reduce air and/or noise pollution or parking/congestion concerns.
13. Please coordinate with the local/regional Travel Demand Manager to ensure workers can travel to warehouse/distribution center without needing personal vehicles can reduce air pollution and roadway congestion.

14. Consider installing bicycle parking for workers to encourage active transportation, especially in areas supported by transit.
15. Please provide electric charging stations for personal vehicle use to encourage adoption of electric or hybrid vehicles.
16. Consider installing on-site, overnight parking for truckers with safe, well-lit lots so truckers can rest. Also consider including restrooms, lighting, trash facilities, drinking water, showers, and food or vending machines.
17. Please provide Incident Response Plans showing critical entrances available for emergency personnel. Plans should also include alternative local roads and highways, so roadways do not become congested during an emergency.
18. Please consider leveraging strategic investments to maintain and modernize a multimodal freight transportation system with innovative approaches, including advanced technology to optimize integrated network efficiency, improve travel time reliability, and achieve sustainable congestion reduction.

Caltrans' mission is to provide a safe and reliable transportation network that serves all people and respects the environment. Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Julie Lugaro at Julie.lugaro@dot.ca.gov.

Sincerely,



Scott Shelley
Branch Chief,
Local Development Review/Climate Change
Caltrans, District 12