

**APPENDIX 1.0-5**

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**Department of Transportation Comments**

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING  
100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 897-9140  
FAX (213) 897-1337  
www.dot.ca.gov



*Serious drought.  
Help save water!*

March 4, 2015

Mr. Edson Ibanez  
City of Azusa  
213 E. Foothill Boulevard  
Azusa, CA 91702

RE: Azusa TOD Specific Plan  
Vic. LA-210 PM R38.17 to R40.91  
SCH # 2015021018  
IGR/CEQA No. 150210AL-NOP

Dear Mr. Ibanez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Azusa TOD Specific Plan area encompasses 350 acres, and includes all or portion of Downtown Azusa, the City's Civic core, the Foothill Boulevard corridor and the two new Azusa Gold Line Stations. The Specific Plan has identified development a potential of 403,000 s.f. of retail, services, and office uses; 150 hotel rooms; and 840 residential units across the districts. Development is expected to be focused within 177 acres of the 350 acre project area with the additional 173 acres being no-change areas.

This letter is a follow up to the phone conversation held on March 3, 2015 between you and Caltrans Project Coordinator, Mr. Alan Lin, and separate phone conversations between Mr. Lin and Mr. Daniel Bobadilla, Public Work Director, and between Mr. Lin and Mr. Kurt Christiansen, Director of Development. Caltrans would like to invite the City and consultants for a Formal Scoping Meeting to discuss the preparation of the traffic analysis, potential traffic impacts and mitigation on the state facilities.

Caltrans understands that this is a planning document. However, when all projects are developed, potential traffic impacts may occur on State transportation facilities if no mitigation is proposed. To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

[http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

Listed below are some elements of what is generally expected in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to SR-605, SR-57, SR-210 and all off ramps within the project vicinity. The traffic consultant should work with Caltrans to identify and confirm off-ramp study locations prior to the preparation of the traffic study. The traffic study should also analyze the storage for left-turn pocket at on/off-ramps.

Caltrans has serious safety concerns when an excessive amount of vehicles are expected to use an off-ramp, thus causing congestion that backs up onto the mainline, which in turn may lead to rear-end accidents. For this project, the City should conduct an off-ramp queuing analysis utilizing the Highway Capacity Manual (HCM) queuing analysis methodology with the actual signal timings. Capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point. The existing queue length should be calculated from the traffic counts, including the percentage of truck assignments to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario) with 30 feet per car. The analyzed result may need to be calibrated with actual signal timing when necessary. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity such that the storage will allow a 15% safety factor.

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained. Please submit modeling assumptions for Caltrans review and comment.
3. Trip generation rates for the project should be based on the nationally recognized recommendations contained in "Trip Generation" manual, 9<sup>th</sup> edition, published by the Institute of Transportation Engineers (ITE).
4. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without project. Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions should include build-out of all projects and any plan-horizon years.
5. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.

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6. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.
7. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. (Please see Appendix "B" of the Guide for more information).

Please note that for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes, which include build-out of all approved and not yet approved projects and other sources of growth. Analytical methods such as select-zone travel forecast modeling is highly recommended.

Please be reminded that as the responsible agency under CEQA, Caltrans has the responsibility to determine the required freeway analysis for this project and is responsible for obtaining measures that will off-set project vehicle trip generation that impact State Highway facilities. CEQA allows Caltrans to develop criteria for evaluating impacts on the facilities that it manages. In addition, the County CMP standards states that the Caltrans should be consulted for the analysis of State facilities. State Routes mentioned in item #1 should be analyzed, preferably using methods suggested in the Caltrans's Traffic Impact Study Guide. To help determine the appropriate scope, we suggest that a select zone model run be performed. We welcome the opportunity to provide consultation regarding the Caltrans's preferred scope and methods of analysis.

We look forward to reviewing the traffic study and expect to receive a copy from the State Clearinghouse when the DEIR is completed. Should you wish to expedite the review process or receive early feedback from the Department please feel free to send a copy of the DEIR directly to our office.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 150210AL.

Sincerely,



RICK HOLLAND  
Acting IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse