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Governor's Office of Planning & Research

JULY 17 2019

STATE CLEARINGHOUSE

July 17, 2019

Scott Hartwell
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

RE: North Hollywood to Pasadena Bus Rapid
Transit (BRT) Corridor Project Notice of
Preparation (NOP) for the Draft
Environmental Impact Report (DEIR)
SCH# 2019060110
GTS# 07-LA-2019-02563
Vic. SR-170, SR-134, SR-2, SR-710, I-210,
and I-5

Dear Scott Hartwell:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP of a DEIR. The Project is a proposed BRT line that would extend approximately 18 miles from North Hollywood to the City of Pasadena. Generally, the proposed project would include dedicated bus lanes in areas where there is adequate existing street width between North Hollywood and the Gold line in Pasadena, while operating in mixed traffic lanes east of the Gold Line to Pasadena City College. The configuration of dedicated bus lanes could be curb-running lanes, side-running lanes alongside existing parking and bicycle facilities, and/or median-running lanes in the center of the roadway or alongside existing roadway medians. The Project includes 18 to 21 potential stations; however, station locations are preliminary at this point in the planning process. Metro will also assess potential First/Last Mile improvements to further enhance mobility and access.

After reviewing the NOP of a DEIR, Caltrans has the following comments:

Based on the submitted assessments, the Primary Street Concept is the alignment that helps Caltrans meet its statewide goals. The Primary Street Concept achieves the highest ridership, the greatest mode-shift, and highest connectivity to activity centers, and will effectively improve the mobility of Californians.

Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and double trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, vehicle miles traveled (VMT) by 2020. Similar goals are embedded in Caltrans' 2040 Transportation Plan, and

Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

The Division of Traffic Operations would like to see an analysis of freeway weaving, merging, and number of buses added during peak hour for the segments of the chosen alignment that will use State Route 134. Any additional project specific design details that would have a significant impact on state facilities will require a Traffic Impact Study and mitigation as needed.

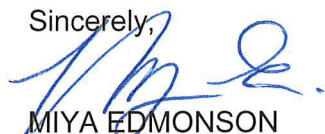
Regarding goods movement on the State Highway System, no significant impacts are anticipated for either the Primary Freeway Concept or the Primary Street Concept. It is also recommended that any analysis take into consideration freight delivery in areas with pronounced retail or other land uses that involve substantial truck traffic.

Additionally, all variations of both the street and freeway concepts involve the direct use of SR-134. As a result, regardless of which alignment is chosen, the project will require extensive collaboration with Caltrans staff for various permits and design approvals.

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 transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

Finally, in the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-02563.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse