

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-0067
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

Governor's Office of Planning & Research

DEC 05 2019

STATE CLEARINGHOUSE

December 5, 2019

Lauren Cencic
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-5
Los Angeles, CA 90012

RE: LA River Path Project – Notice of
Preparation (NOP)
SCH# 2019100443
GTS# 07-LA-2019-02878
Vic. LA-5 PM 20.693 / LA-110 PM 25.523 /
LA-101 PM 0.097 / LA-10 PM 17.952

Dear Lauren Cencic:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The LA River Path is a proposed walking and bicycling path along an approximately 8-mile stretch of the Los Angeles River from Elysian Valley through downtown Los Angeles and the City of Vernon to the City of Maywood. The proposed pedestrian and bicycle path would provide connections to and between downtown Los Angeles, including the Arts District, Little Tokyo, Civic Center, El Pueblo District/Union Station, and the Wholesale District; the surrounding communities of Elysian Valley, Cypress Park, Elysian Park, Lincoln Heights, Chinatown, and Boyle Heights; and the cities of Vernon and Maywood. The surrounding area is currently underserved with limited pedestrian and bicycling infrastructure connecting the communities. Land uses within the Project area include single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational uses including the Los Angeles State Historic Park, health and medical facilities, educational institutions, flood control facilities, and transportation facilities.

After reviewing the NOP, Caltrans has the following comments:

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 the California Transportation Plan 2040, and Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide

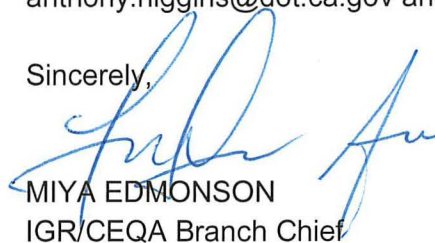
legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

Additionally, Caltrans recommends the following:

1. Ensure robust connectivity from local surface streets and sidewalks. Adequate connecting facilities are critical to any active transportation network.
2. Provide way-finding signage to highlight access points to the LA River Pathway.
3. Look for opportunities to enhance safety for pedestrians/bicyclists in areas on or near Freeway on- and off-ramps and consult with Caltrans regarding any proposed improvements.
4. As the project will cross under or adjacent to the I-5, SR-110, US-101, and I-10, multiple Caltrans permits and design approvals will be required.
5. An encroachment permit will be required for any portion of the project that is within Caltrans Right of Way.
6. If available, please provide a Construction Traffic Management Plan and Truck Haul Route Program for Caltrans review.
7. Bicycle and pedestrian detours during construction should meet or exceed standards required in the California Manual on Uniform Control Devices. Maintaining viable detour routes during construction, that include adequate barriers against motorized traffic, is critical to the safety and comfort of pedestrians and bicyclists.
8. 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.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2019-02878.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse