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February 10, 2020

LAUSD Office of Environmental Health and Safety
Attention: Mr. Edward Paek, CEQA Project Manager
333 South Beaudry Avenue, 21st Floor
Los Angeles, CA 90017

RE: Shenandoah Street Elementary School Comprehensive Modernization Project – Mitigated Negative Declaration (MND)
SCH# 2020019043
GTS# 07-LA-2020-03137
Vic. LA-10 / PM R8.533

Dear Edward Paek:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project encompasses most of the Shenandoah ES campus and consists of the comprehensive modernization of the campus, including construction of new school facilities, improvements to existing school facilities, placement of interim facilities during construction and the demolition of certain aging and deteriorated facilities. The Project would include removal of 33 classrooms currently in portable buildings. In their place, a new two-story classroom building (Classroom Building 300) approximately 32,290 square feet in size with 19 general and kindergarten classrooms with instructional support spaces would be constructed.

The nearest State facility to the proposed project is Interstate 10. After reviewing the MND, Caltrans has the following comments:

The initial study states that the existing parking lot will be reconfigured with a new surface lot constructing 77 parking spaces. While an exact number of existing spaces was not provided, it appears that this will result in an increase in the total number of motor vehicle spaces. Caltrans supports reducing the amount of parking whenever possible. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building unnecessary parking.

Additionally, Caltrans encourages the Lead Agency to actively promote alternatives to motor powered vehicles and use this school modernization project as an opportunity to build a safer, more inclusive streetscape. The Lead Agency should consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the

likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Additionally, 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-2020-03137.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse