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Governor's Office of Planning & Research



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Feb 25 2021

STATE CLEARINGHOUSE

February 25, 2021

Grace Komjakraphan-Tek
Los Angeles County Public Works, Stormwater Quality Division
900 South Fremont Avenue
Alhambra, CA 91803

RE: 2020 LA River Master Plan – Draft
Environmental Impact Report (DEIR)
SCH# 2020070128
GTS# 07-LA-2020-03489
Vic. LA Multiple

Dear Grace Komjakraphan-Tek,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed 2020 LA River Master Plan builds on the adopted 1996 Master Plan and other regional planning studies prepared since then. It is intended to improve a two-mile wide corridor along 51 miles of the LA River to improve health, equity, access, mobility, and economic opportunity for the diverse communities of Los Angeles County while still providing flood risk management. The 2020 LA River Master Plan proposes six categories of project improvements, or "kit of parts" (KOP) over the next 25 years:

The six KOP categories are:

- KOP Category 1: Trails and Access Gateways
- KOP Category 2: Channel Modifications
- KOP Category 3: Crossings and Platforms
- KOP Category 4: Diversions
- KOP Category 5: Floodplain Reclamation
- KOP Category 6: Off-Channel Land Assets

After reviewing the DEIR, Caltrans has the following comments:

Caltrans concurs with Mitigation Measure TR-1a, which specifies that Vehicle Miles Travelled (VMT) impacts will be evaluated on a per project basis as well as the two-step screening process that will be used. This allows VMT impacts to be analyzed on a project level basis with more detail than can be provided in a Master Plan. Caltrans looks forward to reviewing these projects as part of the CEQA process.

Caltrans also concurs with Mitigation Measure TR-1b, which outlines the transportation demand management (TDM) strategies that will be used to offset or prevent the generation of excess VMT.

It is especially noteworthy that one of the principal measures given is to price and/or limit car parking, as research indicates that car parking prioritizes driving above all other travel modes and undermines a community's ability to choose public transit and active modes of transportation.

Finally, for all locations where active transportation improvements are impacted by Caltrans right of way, our planners and engineers are available to partner on implementing design elements that improve safety and mobility for people walking or riding bikes throughout the Plan area. Some examples include protected Class IV bikeways, wider sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, reduced crossing distances, roadway narrowing, pedestrian and bicycle signage, flashing beacons, and refreshed or new crosswalks. These elements can help the LA River Master Plan meet its objectives as well as Caltrans' targets of tripling trips made by bicycle, doubling trips made by walking and public transit, and a 15% reduction in statewide VMT. By removing barriers to walking, biking, and taking transit, this Plan can make transportation mode shift easier for Californians and help the State meet its policy goals to reduce the number of trips made by driving, Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2020-03489.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse