

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning &amp; Research

**DEC 09 2020****STATE CLEARINGHOUSE**

*Serious Drought.  
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December 7, 2020

Ms. Marie Pavlovic  
Department of Regional Planning  
County of Los Angeles  
320 West Temple Street  
Los Angeles, CA 90012

RE: West Hills Crest Residential Project  
Vic. LA-101 PM 9.66 to 10.35  
SCH # 2020100057  
GTS # LA-2020-03384AL-NOP

Dear Ms. Pavlovic:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project is located on an approximately 58-acre property located on the eastern flank of the Simi Hills at the western end of the San Fernando Valley, north of Hidden Hills, in an unincorporated area of Los Angeles County. The applicant is proposing to create a low density single-family residential development site, which would include 25 residential lots, public streets, a recreation lot, a public facilities lot, one water tank lot, and an approximately 26-acre open space lot.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) has been codified into CEQA law. It mandates that CEQA review of transportation impacts of proposed developments be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts. As a reminder, Vehicle Miles Traveled (VMT) is the standard transportation analysis metric in CEQA for land use projects after the July 1, 2020 statewide implementation date. You may reference The Governor's Office of Planning and Research (OPR) website for more information.

<http://opr.ca.gov/ceqa/updates/guidelines/>

This development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in July 2020.

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>

Overall, the environmental report should include a Transportation Impact Study (TIS) to ensure all modes are well served by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety including on the State facilities, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2020-03414AL-NOP.

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse