

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

Nov 30 2020*Serious Drought.
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November 30, 2020

Mr. Erik Krause
Deputy Director of Community Development
City of Glendale
Community Development Department
633 East Broadway, Room 103
Glendale, CA 91206-4386

RE: Glendale Citywide Pedestrian Plan
Vic. LA-05, LA-210, LA134 Citywide
SCH # 2020100595
GTS # LA-2020-03408AL-MND

Dear Mr. Krause:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Glendale Citywide Pedestrian Plan ("Plan") is a long-term plan for Glendale with near term steps for action. The Plan will establish a comprehensive, centralized, and coordinated approach to improving pedestrian infrastructure, safety, and demand in Glendale. The Plan will make Glendale a safer, more pleasant, and more convenient place for walking.

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/>

Future 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>

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improves safety by lessening the time that the user is in the likely path of a motor vehicle. Caltrans recommends the pedestrian plan to include policies such as the construction of physically separated facilities like sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Additionally, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage and striping can be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

We have the following specific comments after reviewing the Mitigated Negative Declaration:

- Consider renaming 'zebra' crosswalks to 'continental', as the graphics illustrate the latter (Page 9, Table 1; Page 15, Figure 3).
- Consider incorporating more Rectangular Reflective Flashing Beacons (RRFBs) at high-density island crossings (Page 16, Figure 4).
- Hardened centerlines should be incorporated at key, high-density intersections – following NACTO Guidelines (Page 39).
- Where higher pedestrian activity occurs, consider including landscaping/shading to provide protection against elements (Page 1-7, Figure 1-6).
- Consider including Class-III bike routes where feasible. While a couple of improvements highlight the incorporation of Class-II/IV lanes, the availability of bike routes should be included (Page 4-19, Figure 4-16).
- Speed reduction strategies an important policy to adopt, as high speeds greatly increase fatalities (Page 5-27).

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- Where bike lanes are installed, consider providing bike parking. Update the Road Repair and Accountability Act requirements; local match required (Page 6-24).

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-2020-03408AL-MND.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse