

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
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November 2, 2021

Governor's Office of Planning & Research

**Nov 05 2021**

**STATE CLEARINGHOUSE**

Ms. Susan Koleda, AICP  
Director of Community Development  
City of La Canada Flintridge  
Community Development Department  
One Civic Center  
La Canada Flintridge, CA 91011

RE: City of La Canada Flintridge General Plan  
Housing Element Update and  
Safety Element Update  
SCH # 2021020022  
Vic. LA-210 & LA-02 Citywide  
GTS # LA-2021-03722-MND

Dear Ms. Koleda:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The City of La Cañada Flintridge is currently updating its Housing Element of the General Plan. The Housing Element sets goals, objectives, policies, and programs that are implemented after the plan is adopted. When a new housing program, project, or idea is considered, the Housing Element provides guidance for decision-makers to evaluate the proposal. The City of La Cañada Flintridge 6th Cycle Housing Element will cover the eight-year planning period from October 2021 to October 2029.

The 2021-2029 Housing Element provides a framework for meeting the housing needs of existing and future resident populations within the City based on the Regional Housing Needs Allocation (RHNA) of 612 units within the City limits despite that the City is primarily built out. No physical development, construction or other ground disturbance is proposed at this time. Therefore, no direct physical impacts to the environment would occur from Housing Element adoption or the adoption of the Safety Element Update.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying

transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, all future developments 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. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, 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 including construction workers, 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>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

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Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review these resources at the following links:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

Caltrans encourages lead agencies to prepare traffic safety impact analysis for all developments in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

The VMT analysis compares the project generated VMT per Service Population to the City's established CEQA threshold of significance (31.47 miles). Projects that are anticipated to generate a higher VMT per Service Population are identified to have a significant impact. Each project site (Table TT-2 Analysis of Local Serving Housing Opportunity Sites) that generates more than the significant threshold of 31.47 miles would contribute a significant impact. Please explain the reasons those projects in the Table TT-2 are not exceeding significant threshold of 31.47 miles.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03722-MND.

Sincerely,

*Miya Edmonson*

MIYA EDMONSON  
IGR/CEQA Branch Chief

email: State Clearinghouse