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*Making Conservation
a California Way of Life.*

November 4, 2021

Governor's Office of Planning & Research

Nov 04 2021

Chris Adams, City of Los Angeles,
Department of Public Works, Bureau of Engineering,
1149 S. Broadway, Suite 600
Los Angeles, CA 90015

STATE CLEARINGHOUSE

RE: Los Angeles River Bikeway and Greenway
Project - Vanalden Avenue to Balboa
Boulevard – Mitigated Negative Declaration
(MND)
SCH# 2021100118
GTS# 07-LA-2021-03724
Vic. LA-Multiple

Dear Chris Adams:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project is a 2.9-mile bikeway and greenway facilities project located along the LA River in the West San Fernando Valley of the City of Los Angeles. The proposed Project includes the installation of bicycle and pedestrian pathways, construction of undercrossings and river parks, and on-street improvements to increase access to the LA River Bikeway in this area. The proposed Project would connect the existing LA River Bikeway and close existing bikeway gaps along the LA River. The proposed Project would connect to the active transportation network throughout the region and provide new pedestrian and bicycle access and connectivity to transit, residential homes, schools, jobs, parks, and other community-serving amenities for the surrounding communities. Construction of the proposed Project is anticipated to begin in the Fall 2022 and last for approximately three years.

The nearest State facility to the proposed project is US 101. After reviewing the MND, Caltrans has the following comments:

Caltrans acknowledges and supports projects that prioritize walking, biking, and transit. The Project's goals are in direct alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue

more sustainable development. Projects, like the one proposed, can help California meet these goals.

While Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities, please consider the following recommendations:

- High visibility, Continental-style crosswalk markings should be used throughout the entire project area.
- All Bicycle and Pedestrian crossings should include leading pedestrian intervals (LPIs) to further improve crosswalk safety.
- Locations using Class II bike lane striping should include green zone conflict paint where appropriate (intersections, driveways, etc.)

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-2021-03724.

Sincerely,



Miya Edmonson
IGR/CEQA Branch Chief

Cc: State Clearinghouse