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Governor's Office of Planning & Research

November 9, 2022

NOV 14 2022

Dr. Jan Green Rebstock
City of Los Angeles
Public Works, Bureau of Engineering
1149 S. Broadway, 6th Floor, Mail Stop 939
Los Angeles, CA 90015-2213

STATE CLEARING HOUSE

RE: Silver Lake Reservoir Complex Master Plan
Project – Draft Environmental Impact Report
(DEIR)
SCH# 2022010055
GTS# 07-LA-2022-04086
Vic. LA Multiple

Dear Dr. Jan Green Rebstock,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Project would redevelop approximately 116 acres of the 127-acre Silver Lake Reservoir Complex (SLRC) with a contemporary design that would create seven park zones blending vegetated areas with public spaces. These park zones would be connected by a 2.5-mile, tree-lined promenade and would include the Meadow, the Knoll, Ivanhoe Overlook, the Eucalyptus Grove, the East and West Narrows, the South Valley, and Habitat Islands. In addition, offsite improvements, including the addition of an improved bicycle and/or parking lane, would be proposed along Silver Lake Boulevard and/or West Silver Lake Drive.

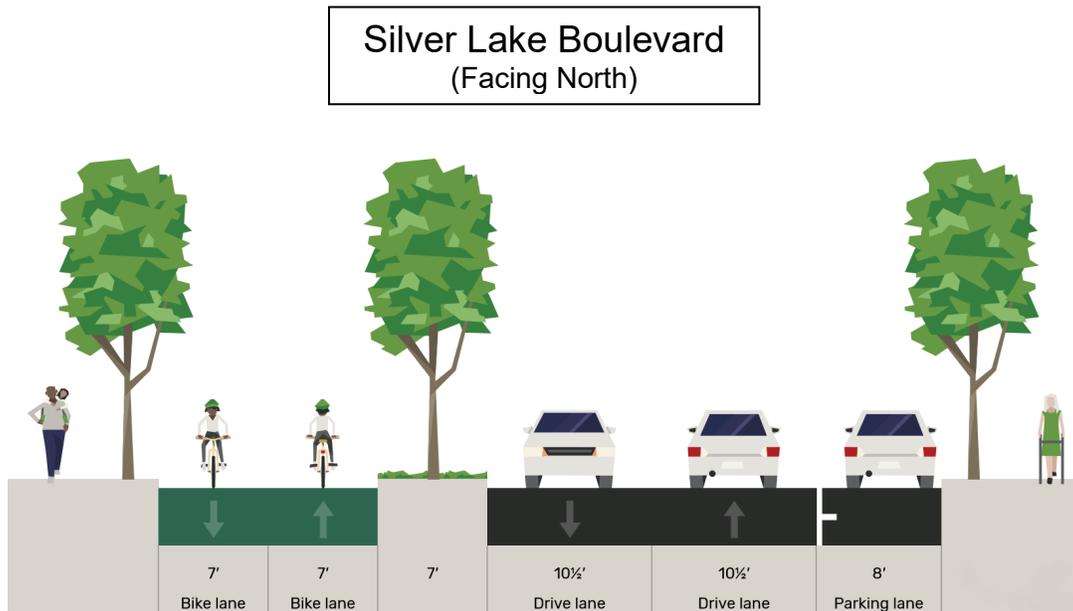
After reviewing the DEIR, Caltrans has the following comments:

Regarding Chapter 2.5.2 "Offsite Improvements":

- If the creation of additional 90-degree car parking spaces along the north side of West Silver Lake Drive would result in a widening of the total roadbed width, then it should be avoided at all costs. Caltrans recommends that the existing parallel parking instead be moved away from the existing curb to create space for a parking protected Class 4 bikeway. This would help create a continuous route around the reservoir for people riding bikes, as well as a pleasant buffer between people using the grassy area and the presence of cars.
- For the changes proposed along Silver Lake Boulevard, Caltrans recommends a combination of features from both Option 1 and 2 be used. The two-way buffered cycle track from Option 2 should be used, as it creates an acceptable amount of space for each

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lane direction. However, instead of excessive additional parking on the west side of the street, the 4-foot buffer should be increased to 7 feet and the 10.5-foot-wide car travel lanes from Option 1 should be used. This would allow cars to travel at safer speeds and provide an excellent opportunity for a landscaped buffer between the two-way bikeway and moving cars. Please see the example below:



State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets for increased trips made by bicycle, 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 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. By minimizing car parking and maximizing multi-modal safety and accessibility, this Project can help California meet these goals.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2022-04086.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR Branch Chief

cc: State Clearinghouse