

DEPARTMENT OF TRANSPORTATION

DISTRICT 7

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*Making Conservation
a California Way of Life*



October 26, 2023

Leslie Negritto
County of Los Angeles
900 Exposition Blvd
Los Angeles, CA 90007

RE: La Brea Tar Pits Master Plan Project -
Draft Environmental Impact Report
(DEIR)
SCH # 2022020344
Vic. I-10, SR-2/PM LA 8.087, 1.362
GTS # 07-LA-2022-04309

Dear Leslie Negritto:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed project would renovate the existing George C. Page Museum and add a new one-story museum building, increasing the total museum square footage from 63,000 gsf to 105,000 gsf. The new building would have additional space for exhibits, classrooms, and laboratories. The existing parking lot would be shifted to the northeast and add up to 5-10 additional parking spaces. Within Hancock Park, the project would add a pedestrian path, enhanced recreation areas, additional seating and rest areas, and new site entry plazas at Wilshire Blvd/S. Curson Ave. and on W. 6th Street. Phased construction would occur over approximately 7 to 10 years. The County of Los Angeles is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are the I-10, and SR-2 (Santa Monica Blvd). After reviewing the project's DEIR, Caltrans has the following comments:

- The Los Angeles County Bicycle Master Plan states that their benefits model predicts that by 2030, bike ridership will increase up to 246% in the Westside Planning area. Given this trend, Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics.
 - These methods include the construction of physically separated facilities such as Class IV bikeways, wide sidewalks, curb extensions, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing

distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to people walking or riding bikes.

- In accordance with the Los Angeles County 2035 General Plan, the Metro Purple (D Line) Extension Transit Project is currently undergoing construction and will service riders to the Wilshire/Fairfax Station by 2040. To increase ridership and lower total VMT trips, Caltrans recommends reducing the amount of proposed car parking.
 - Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied encourages driving and can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building car parking.
- The site is located between several Caltrans Active Transportation (CAT) plans where needs have been identified to for walking and bicycling trip potential. In accordance with the planned Metro Wilshire/Fairfax Station, Caltrans recommends that the Lead Agency works with the city on implementing Class IV bike lanes along the main arterial roads to create connected corridors for bike and pedestrian visitors. For more information regarding CAT plans, please see:

<https://storymaps.arcgis.com/stories/835bb16c4e3141f2b4f3e6dae7880fd3>
- For the duration of the construction period, Caltrans recommends the following:
 - Work with Caltrans Office of Permits, Multi-Modal Unit, for a designated truck route for construction trucks to transport construction equipment to and from the construction sites.
 - Construction vehicles/equipment should use alternative routes to avoid congested state facilities, especially during peak hours.
 - Cover construction trucks with tarpaulin to avoid debris spillage onto State facilities.
 - Inform Caltrans of any additional impacts to the I-10 ramps should it occur during the construction phase.

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As a reminder, any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will need a Caltrans transportation permit. Caltrans recommends that the Project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions, please feel free to contact Jaden Oloresisimo, the project coordinator, at Jaden.Oloresisimo@dot.ca.gov and refer to GTS # 07-LA-2022-04309.

Sincerely,

Anthony Higgins for

MIYA EDMONSON
LDR/CEQA Branch Chief

cc: State Clearinghouse