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Governor's Office of Planning & Research**Jul 1 2022****STATE CLEARINGHOUSE**

Iain Holt, AICP Senior Planner
Community Development Department
Planning Division
City of Thousand Oaks
2100 Thousand Oaks Boulevard
Thousand Oaks, CA 91362

RE: City of Thousand Oaks 2045 General Plan
Update
SCH # 2022060087
Vic. LA-Citywide
GTS # VEN-2022-00493-NOP-AL

Dear Iain Holt

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The City of Thousand Oaks General Plan articulates the long-term shared community vision for the preservation, enhancement and improvement of the city. It is a long-range plan that directs decision making and establishes rules and standards for city improvements and new development. The Plan reflects the community's vision for the future and is intended to provide direction through the year 2045. The last comprehensive General Plan was completed in 1970. The housing element was updated in 2022 and will be included in the GPU. The 2045 General Plan Update will provide the context to effectively plan and manage the City of Thousand Oaks based on an updated set of goals, policies, and implementation actions that reflect the values and aspirations for the future expressed by the community. Additionally, the update will equip the City of Thousand Oaks with a policy framework to responsibly manage future projects and have the capacity to accommodate the growth and development anticipated to occur in the city for the next 25 years.

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 developments in the General Plan 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 for this General Plan in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For any TDM options as a consideration, 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>

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 this General Plan in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines above on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

We would like the Lead Agency to consider a post-development VMT analysis policy for monitoring and validation purpose and for future project thresholds in the area. A post-development VMT analysis should include actual VMT survey and interview with real drivers. This VMT analysis would produce more accurate outcome in the area for the Lead Agency. Additional mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # VEN-2022-00493-NOP-AL.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse