

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7

100 S. MAIN STREET, MS 16  
LOS ANGELES, CA 90012  
PHONE (213) 505-5003  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



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a California Way of Life*



October 4, 2022

Mitzi Alvarado  
City of Lancaster  
44933 Fern Avenue  
Lancaster, CA 93536

RE: Tentative Tract Map No. 83661  
Mitigated Negative Declaration (MND)  
SCH # 2022090156  
Vic. LA-14/PM: R67.906  
GTS # 07-LA-2022-04057

Dear Mitzi Alvarado:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project consists of the subdivision of approximately 10 gross acres for the construction and occupancy of 34 single-family residential lots in the R-7,000 (single family residential, minimum lot size 7,000 square feet) zone (TTM No. 83661). The lots range in size from 7,000 square feet to 10,676 square feet. Access into the subdivision would be provided from 35th Street West. All the streets within the development would be private. The City of Lancaster is the Lead Agency under the California Environmental Quality Act (CEQA).

The project site is approximately 1.4 miles from State Route 14 (SR-14). After reviewing the MND, Caltrans acknowledges the necessity of single residential lot development but also encourages the Lead Agency to plan for a mixture of land use types to allow for adaptive reuse in the future. This can allow goods, services, and jobs to be created closer to where the project's residents live.

Caltrans is also 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 recommends the following multimodal improvements for this project:

1. Offer alternatives to automobile travel by enhancing access to regional transportation, local transit, bicycle routes, trails, and pedestrian walkways.
2. The inclusion of canopy trees, bioswales, bicycle parking facilities, protected bike lanes, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
3. Use high-visibility continental crosswalks, curb extensions, count-down signal heads, and pedestrian scrambles at all crossings.
4. Implement traffic calming methods in areas with high pedestrian usage, such as school zones. Leading pedestrian intervals can give pedestrians a 7-second head start in crosswalks and flashing-yellow turn signals, this provides additional crossing time and reduces the amount of time that pedestrians are exposed to high-speed vehicle traffic.
5. Gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools, and main roads.

As mentioned in the Initial Study, the project site is located within a low VMT area; specifically, this area has a VMT which is at least 15% below the Antelope Valley Planning Area (AVPA) established threshold. As such, a VMT analysis is not required, and no impacts would occur. To validate this statement, we recommend the City to prepare post-development VMT analysis with all necessary mitigation measures. Mitigation measures should be implemented when the post-development VMT analysis discloses any traffic significant impact.

Finally, safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

If you have any questions, please feel free to contact Karen Herrera, the project coordinator, at [Karen.Herrera@dot.ca.gov](mailto:Karen.Herrera@dot.ca.gov) and refer to GTS # 07-LA-2022-04057.

Sincerely,



MIYA EDMONSON  
LDR/CEQA Branch Chief

cc: State Clearinghouse