

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

January 5, 2024

Governor's Office of Planning & Research

Jan 04 2024**STATE CLEARINGHOUSE**

Julian Capata
Los Angeles Unified School District:
Office of Environmental Health & Safety
333 South Beaudry Ave, 21st Floor
Los Angeles, CA 90017

RE: Irving Middle School Major
Modernization Project (NOP)
SCH # 2023120006
Vic. LA-2/16.257, LA-5/22.296
GTS # 07-LA-2023-04390

Dear Julian Capata:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The proposed Project will include building replacement and reconfiguration on the school campus as part of the Los Angeles School District's School Upgrade Program (SUP). This project includes the demolition of three permanent classroom buildings, which are located on an earthquake fault, and the removal of six portable bungalow buildings. A new 55,000- square-foot two-story building will be replacing the removed buildings. There will also be the construction of a new maintenance and Operation building, and two new modular classrooms to be used by the City of Angeles Community School. The Project also includes seismic retrofit the existing Auditorium Building, the removal of existing barriers, and accessibility upgrade, various landscape, and hardscape improvements. The Project will also provide additional outdoor learning and gathering spaces for the students. The Los Angeles Unified School District: Office of Environmental Health & Safety is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR-2 (Glendale Freeway) and SR-5. After reviewing the project's Initial Study, Caltrans has the following comments:

- 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.

- Caltrans recommends the following multimodal improvements for this project:
 - Improve bicycle infrastructure along Fletcher Dr., such as protected Class IV bikeways, to improve safety and comfort for all road users.
 - Be sure to include canopy trees, bioswales, bicycle parking facilities, and street furniture to provide a comfortable and sustainable environment to encourage active transportation modes and improve community health.
 - In addition to bioswales, incorporate permeable paving surfaces wherever possible to manage stormwater, replenish groundwater, and prevent pollution runoff.
 - Provide high quality bus infrastructure for the stations along Fletcher Dr.
 - Use high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles at the intersections along Fletcher Dr.
 - Leading pedestrian intervals can give pedestrians a 7-second head start in crosswalks; this provides additional crossing time and reduces the amount of time that pedestrians are exposed to high-speed vehicle traffic.
- Caltrans recommends the following during the construction stage:
 - 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.

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.

Julian Capata
January 5, 2024
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Caltrans looks forward to reviewing the forthcoming draft Environmental Impact Report (EIR). 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-2023-04390.

Sincerely,

Frances Duong

FRANCES DUONG
LDR/CEQA Branch Chief (Acting)

cc: State Clearinghouse