

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

February 16, 2024

Governor's Office of Planning & Research

Susan Koleda
City of La Cañada Flintridge
One Civic Center Drive
La Cañada Flintridge, CA 91011

Feb 15 2024

STATE CLEARINGHOUSE

RE: City of La Cañada Flintridge 2024
Climate Action and Adaptation Plan -
Negative Declaration (ND)
SCH # 2024010362
GTS # 07-LA-2024-04427
Vic. LA-2, LA-210

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. The 2024 Climate Action and Adaptation Plan (CAAP) is meant to serve as a guiding document toward GHG reductions both in municipal operations and community-wide. It is designed as a comprehensive strategy to reduce emissions (including those associated with Vehicle Miles Traveled [VMT]) in a manner consistent with state guidelines and regulations, and to identify cost-effective opportunities for existing and future residents, businesses, and development projects for a more sustainable community. The CAAP is intentionally a living document that can be revised as needed with clear and transparent metrics by which progress can be both assessed and measured. The 2024 CAAP uses the baseline year of 2019 and the horizon year of 2045 (the target year for carbon neutrality). The City of La Cañada Flintridge is the Lead Agency under the California Environmental Quality Act (CEQA).

The closest state facilities are SR-2 and SR-210. After reviewing the project's ND, Caltrans has the following comments:

- The city's determination that the CAAP is presumed to have less than significant VMT impact is consistent with the OPR SB 743 Technical Advisory's recommendation. Caltrans is in support of this project that helps achieve state planning priorities contained in state law and meets state policy goals on transportation, VMT reduction, GHG emissions reduction, and/or betterment of the environment and human health, however, if the list of Applicable 2024 CAAP Actions in the Transportation Section is not established or reduces GHG and VMT to a less than significant impact as indicated in the document, additional measures need to be implemented.

- Caltrans aims to reach zero traffic-related fatalities and serious injuries by 2050 as there is a direct link between impact speeds and the likelihood of fatality or serious injury. To reach this goal, Caltrans encourages the Lead Agency to improve City-wide pedestrian and bicycle circulation and safety. The most effective methods to reduce pedestrian and bicyclist exposure to vehicles are 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.

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-2024-04427.

Sincerely,

Frances Duong

FRANCES DUONG
LDR/CEQA Branch Chief (Acting)

cc: State Clearinghouse