

**DEPARTMENT OF TRANSPORTATION**

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*Making Conservation  
a California Way of Life*

March 7, 2024

Priscilla Garcia, Planning Project Manager  
Long Beach Unified School District –  
Facilities Development and Planning  
2425 Webster Avenue  
Long Beach, CA 90810

Governor's Office of Planning & Research

**Mar 11 2024**

**STATE CLEARINGHOUSE**

RE: Washington MS Transformation  
Project– Notice of Preparation (NOP)  
SCH #2024020305  
GTS #07-LA-2024-04448  
LA-1/PM 6.57

Dear Priscilla Garcia,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City of Long Beach proposes demolition of one relocatable building and five buildings including the Administration Building A, Gymnasium Building D, the Cafeteria Building E, Auditorium Building C, and Classroom (Science/Shop) Building B on the Long Beach Unified School District campus. New site improvements include a student drop off, semi-subterranean parking structure, artificial turf soccer field, synthetic track, basketball courts, pickleball court, lunch shelter, planting, irrigation, and outdoor learning environments.

After reviewing the NOP, Caltrans has the following comments regarding active transportation:

Caltrans acknowledges that the Initial Study determined that the project would have less than significant impacts with an applicable program, plan, ordinance, or policy addressing bicycle and pedestrian facilities. The City of Long Beach Bicycle Master Plan outlines the effort to create a bicycle-friendly city and Caltrans encourages the project to apply those implementation strategies for a more connected regional network. Caltrans also recommends the project enhance the crosswalks on the north end of the project area to high visibility continental crosswalks and repaint the existing continental crosswalks, install bicycle and pedestrian signage, and upgrade bike racks for students to encourage

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bike commutes to school. Examples of signage, markings, and other safety elements can be found in the California Manual of Uniform Traffic Control Devices (CAMUTCD).

Caltrans requests an estimate of the increase in parking spaces, and the total number of parking spaces after redevelopment. A figure of the proposed semi-subterranean parking lot will best supplement Caltrans' analysis of any significant environmental impact as a result of the project. As proposed, the project creates a new supply of personal car storage at the existing destination, encouraging further automobile usage as a primary form of transportation. Therefore, the proposed project would be expected to induce demand for additional vehicle trips and contribute towards long-term operational GHG emissions.

Caltrans recommends the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an excessive amount of parking. Reducing the amount of car parking supplied acts against enabling driving over other methods of transit. Research indicates that removing excess car parking is a proven method of reducing trip demand and encouraging active modes of transportation. Additionally, implementing electrical car charging spaces would encourage the usage of plug-in hybrid vehicles (PHEVs) or fully electric vehicles (BEVs), which can help to reduce tailpipe emissions and minimize reliance on fuel.

If you have any questions, please contact project coordinator Frances Duong, at frances.duong@dot.ca.gov and refer to GTS #07-LA-2024-04448.

Sincerely,



Miya Edmonson  
LDR/CEQA Branch Chief

Cc: State Clearinghouse