

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life*

March 19, 2024

Governor's Office of Planning & Research

March 19 2024

STATE CLEARINGHOUSE

Tatiana Holden
Public Work Department Office
City of Calabasas
100 Civic Center Way
Calabasas, CA 91032

RE: Mulholland Highway Safety Improvements
Project
SCH # 2024020736
Vic. LA-27/PM 11.05, LA-101/PM 27.34
GTS # LA-2024-04462-MND

Dear Tatiana Holden:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The Project consists of improvements to approximately 2.4 miles of Mulholland Highway, including widening the road shoulder, realigning the roadway centerline as needed to provide wider shoulders, slope grading to prevent erosion, slope stabilization improvements, a retaining wall and Intersection Improvements.

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:

<https://opr.ca.gov/ceqa/#guidelines-updates>

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 the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this project 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.

The proposed Project would generate temporary construction-related vehicle trips, vehicle miles traveled and associated climate change and air quality impacts. The proposed Project would generate up to 22 one-way vehicle trips per day associated with worker and equipment transportation and transportation of construction materials. No new long-term vehicle trips would be generated. Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

As a reminder, any transportation of heavy construction equipment and/or materials that require use of oversized transport vehicles on State highways will need a Caltrans transportation permit. We recommend large-size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2024-04462-MND.

Sincerely,



MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse