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February 3, 2020

Governor's Office of Planning & Research

**FEB 03 2020**

Jeff Mitchem, Planning Manager  
City of Santa Paula  
P.O. Box 569  
Santa Paula, CA 93061

**STATE CLEARINGHOUSE**

RE: Santa Paula General Plan Update - Draft  
Environmental Impact Report (DEIR)  
Vic. VEN-150 & VEN-126, Citywide  
SCH# 2017111033  
GTS# 07-VEN-2017-00353

Dear Jeff Mitchem,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project is a General Plan update for the City of Santa Paula. The general plan addresses the community's vision for development in the future. The general plan includes a map of proposed urban boundaries and planned land uses. It also contains goals, objectives and policies that will govern the growth of the city of Santa Paula and the management of its resources.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Senate Bill 743 (2013) 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. SB 743's goals include supporting infill land use, reducing greenhouse gas emissions, and supporting active transportation. As required by SB 743, Caltrans recommends the Lead Agency develop a verifiable performance-based VMT criteria. Please reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

The nearest State facilities to the proposed project are SR-150 and SR-126. After reviewing the DEIR, Caltrans has the following comments:

1. Revise Exhibit 4.17-9 to show the Class II bike lanes on 10th Street.
2. Caltrans does not identify a standard for LOS on Urban Streets, and the City's proposed standard of LOS D would only apply to City streets and intersections. Therefore, Caltrans

concur that the proposed LOS changes on Urban Streets would not conflict with Caltrans standards within the city of Santa Paula.

3. As shown in Table 4.17-17, all freeway segments within Santa Paula are projected to operate at LOS D or better in the 2040 General Plan horizon year. Also, Caltrans considers LOS E acceptable for freeways and State highways. While Caltrans concurs that this will result in less than significant impacts, a VMT analysis proving a reduction in per capita VMT would result in a more appropriate impact determination.

Further information included for your consideration;

Caltrans seeks to promote safe, accessible multimodal transportation. 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 bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, but not limited to, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Regarding parking, Caltrans recommends carefully considering the amount of parking required. Research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation suggests that the amount of car parking supplied can undermine a project's ability to encourage public transit use. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) improvement measures.

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of 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 contact project coordinator Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-VEN-2017-00353.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse