

- Moorpark Avenue/High Street Intersection: Add an additional through lane on the southbound approach and provide a left-turn lane, through lane, and right-turn lane on the northbound approach.

Caltrans does not concur that these mitigations are the most effective or appropriate for a sustainable transportation system. Caltrans encourages projects that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, vehicle miles traveled (VMT) by 2020. Similar goals are embedded in California Transportation Plan 2040, and Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Mitigation measure TRA-1 is incompatible with these State-level goals, as the widening of Los Angeles and Moorpark Avenues would create greater crossing distances, increase vehicle speeds, and induce demand for additional vehicle trips, all of which negatively impact safety and discourage alternative transportation modes. By avoiding unnecessary street widening, a transit-oriented mixed-use project like the one proposed can more effectively function as intended. Caltrans recommends the AOC and Citywide Traffic Mitigation fees be applied to more appropriate infrastructure projects that will reduce VMT and GHG emissions, such as:

- Enhancing pedestrian/bicycle connections to the Metrolink station with robust signage, wayfinding, safety improvements, and streetscape amenities.
- Incorporating bicycle infrastructure along Moorpark Ave and Spring Street to improve safety and provide connections from the project site to destinations along Los Angeles Ave.
- Including 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.
- Providing high quality bus shelters and bus bulb-outs on major streets.
- Using high-visibility continental crosswalks, curb extensions, count-down signal heads, pedestrian refuge islands, and pedestrian scrambles at all crossings.
- Implementing leading pedestrian intervals that give pedestrians a 5- to 7-second head start in crosswalks, which provides additional crossing time and makes pedestrians more visible to drivers.
- Reducing the amount of parking whenever possible, as research on parking suggests that abundant car parking enables and encourages driving. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of

car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an unnecessary amount of parking.

- Encouraging residents and visitors of the proposed project to utilize public transit. TDM strategies such as public transportation incentives, carpool, rideshare, telecommuting, walking, biking, bike-share, and educational programs should be considered.
- Evaluating the feasibility for shared micro-mobility vendors such as bike sharing and considering the need for designated curb space for Mobility-as-a-Service (MaaS) drop-off and pick-up activity near the Metrolink station.

Additionally, there may be encroachment permits required for any project work proposed on or near Caltrans Right of Way. The transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will also 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 and refer to GTS# 07-VEN-2020-00387.

Sincerely,



MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse