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MAY 09 2019

STATE CLEARINGHOUSE

May 3, 2019

Edward Paek
CEQA Project Manager
333 South Beaudry Avenue, 21st Floor
Los Angeles, CA 90017

RE: Ascot Avenue Elementary School
Comprehensive Modernization Project
SCH# 2019039153
GTS# 07-LA-2019-02400
Vic. LA-10/ PM 16.797

Dear Mr. Paek:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project consists of demolishing 18 existing buildings (approximately 59,836 square feet) and structures on the 5.3-acre Ascot Avenue Elementary School (Ascot ES) campus; replacement with construction of 63,773 square feet of new buildings; modernization of 4 existing buildings including repairs and repainting; providing a designated Americans with Disabilities Act (ADA) route from the 4 existing buildings to the public right-of-way and new buildings, playground areas, and parking areas; completing site upgrades including sewer, water, and electrical utility, landscape, hardscape, and exterior paint; and completing improvements as required by the ADA, under LAUSD's School Upgrade Program (SUP) and to improve seismic safety. The proposed Project is not designed or expected to increase the current capacity of the Ascot ES campus.

The nearest State facility to the proposed project is Interstate 10. After reviewing the Mitigated Negative Declaration (MND), Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

Additionally, we encourage the Lead Agency to consider any reduction in vehicle speeds in order to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Pedestrian and bicyclist warning signage, flashing beacons, crosswalks, and other signage and striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Formal information from traffic control devices should be reinforced by informal sources of information such as lane widths, landscaping, street furniture, and other road design features.

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As a reminder, 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 Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02400.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief
Cc: Scott Morgan, State Clearinghouse