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Governor's Office of Planning & Research

JUN 28 2019

STATE CLEARINGHOUSE

June 20, 2019

William Meade
Environmental Planning Specialist
Office of Environmental Safety
Los Angeles Unified School District
333 South Beaudry Avenue, 21st Floor
Los Angeles, CA 90071

RE: Elizabeth Learning Center
Comprehensive Modernization
Mitigated Negative Declaration (MND)
SCH# 2019059091
GTS# 07-LA-2019-02504
Vic. LA-710/ PM 19.244

Dear Mr. Meade:

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 the demolition of three permanent buildings (33,722 square feet: Buildings A, B, and East Classroom Building 3); the removal of 22 portable buildings (26,794 square feet); construction of one or more permanent buildings (~86,900 square feet)(1 to 2-story) providing secondary school classrooms and support facilities, elementary classrooms and support facilities, kindergarten classrooms and support facilities, and a library; seismic retrofit and modernization of the Administrative Building; various improvements to other remaining buildings; site upgrades to infrastructure and utilities, landscape and hardscaping, site lighting, fencing, and gates; and improvements to meet the programmatic access requirements of the Americans with Disabilities Act.

As Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability." After reviewing the Mitigated Negative Declaration (MND), Caltrans has the following comments:

The nearest State facility to the proposed project is Interstate 710 (I-710). I-710 currently experiences extended peak hours with limited traffic flows. Though it is stated that some work will be done during instructional breaks, when students are off the Campus, and hauling would not start until 7:00am while avoiding peak commute times, the project will include construction and/or hauling during school days. Therefore, during construction,

the hauling/equipment trucks must be operated strategically and use alternative routes to keep the freeway operation system working effectively.

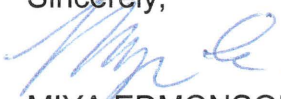
As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles of State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

Caltrans encourages 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. 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. These suggestions can reduce pedestrian and bicyclist exposure to vehicles ensuring safety by lessening the time that the user is in the likely path of a motor vehicle.

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.

We look forward to your cooperation and reviewing any proceeding documents related to this project. If you have any questions, please contact project coordinator Mr. Carlo Ramirez, at carlo.ramirez@dot.ca.gov and refer to GTS# 07-LA-2019-02504.

Sincerely,



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