

DEPARTMENT OF TRANSPORTATION

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October 9, 2025

Justine Kendall, AICP, Senior Planner
Community Development Department
City of Thousand Oaks
2100 East Thousand Oaks Boulevard
Thousand Oaks, CA 91362

RE: Downtown Thousand Oaks Project
SCH # 2025090621
Vic. VEN-101/PM 1.634
GTS # VEN-2025-00654-NOP

Dear Justine Kendall:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The project proposes, generally, to create a pedestrian-oriented downtown, including phased construction facilitating mixed-use residential, a hotel, commercial, office, and entertainment uses, partial reconstruction of the existing City Hall, development of public amenities such as a park plaza and outdoor amphitheater, as well as supporting infrastructure such as new roadways, reconfigured utilities, and stormwater management.

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 development 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.

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Local Development Review (LDR) Safety Review Practitioner's Guidance, prepared in February 2024. You can review the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/sustainability/sb-743/resources>

The City will perform a comprehensive evaluation of the potential impacts of this project in accordance with CEQA Guidelines including Transportation. The analysis will be based on City-provided technical supporting information, which will be incorporated into the EIR. The support technical information will include a VMT analysis as well as a study of transportation systems within the project area and local vicinity.

Based on the size of the project, distance to the State facilities, and potential safety impact from the assigned project trips, the following interchanges could be impacted by the proposed plan/development:

- a. US-101/Hampshire Rd.
- b. US-101/Rancho Rd.
- c. SR-23/Hillcrest Dr.

For the above State facilities, Caltrans would like to review traffic safety impact analysis (such as queuing analysis) for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

A queuing analysis should be conducted to ensure there are no safety-related impacts. This analysis should evaluate off-ramps to confirm that vehicle queues do not extend onto the mainline, which could compromise freeway safety and traffic flow. Additionally, turning pockets at intersections should be assessed to verify that queue lengths do not exceed available storage capacity, preventing potential spillover that could obstruct through traffic. Existing signal timing should be used for the Existing condition.

If the project is expected to generate pedestrian or bicycle activity, a multimodal conflict analysis should be conducted to assess potential interactions among all modes of travel—including walking, biking, and transit—to ensure safe and efficient integration for all users. The project should also incorporate Complete Streets elements such as ADA-compliant curb ramps, continuous sidewalks, dedicated bike lanes, high-visibility crosswalks, Accessible Pedestrian Signals (APS), and Leading Pedestrian Intervals (LPI) where appropriate.

If significant transportation impacts are identified, appropriate mitigation measures should be implemented. These may include Transportation Demand Management (TDM) strategies to reduce single-occupancy vehicle trips and encourage multimodal travel, as well as Transportation System Management (TSM) improvements to optimize traffic operations and enhance the efficiency of existing infrastructure.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # VEN-2025-00654-NOP.

Sincerely,



MIYA EDMONSON
LDR Branch Chief

Cc: State Clearinghouse