

## California Department of Transportation

DISTRICT 7  
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012  
PHONE (213) 897-0362 | FAX (213) 897-0360 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



May 7, 2026

Los Angeles County Department of Regional Planning  
Mark Herwick  
320 West Temple Street Room 1362  
Los Angeles, CA 90012

RE: Los Angeles County San Fernando Valley Area  
Plan – Notice of Preparation  
SCH # 2026040380  
GTS # 07-LA-2026-05057

Dear Mark Herwick:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The project proposes a long-range plan that will guide regulation of land uses in the unincorporated communities within Kagel and Lopez Canyons, Sylmar Island, Oat Mountain, West Chatsworth, and Westhill communities. The project would amend the General Plan to establish both areawide and community-specific goals and policies addressing land use concerns and issues. The City of Universal City is within the San Fernando Valley Planning Area, however, the City is governed by an approved specific plan. Therefore, it is not anticipated to change and will not be included in the Los Angeles County San Fernando Valley Area Plan.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Regional access to the various project sites are provided by State Route 118 (SR 118), Interstate 5 (I-5), Interstate 210 (I-210), and US Route 101 (US 101). Caltrans is a commenting agency on this project and has the following comments:

The project should conduct a transportation analysis to determine whether significant transportation impacts would occur. If impacts are identified, potential mitigation measures may include Transportation Demand Management (TDM) strategies (e.g. increased transit access, rideshare programs, and improved bicycle and pedestrian facilities), investments in active transportation or transit amenities, lane reassignment, and traffic signal installations, signal phasing or timing modifications to mitigate impacts from project trips. Transportation System

Management (TSM) improvements may be applicable to optimize traffic flow and enhance the efficiency of existing transportation infrastructure.

For the Draft Environmental Impact Report, please submit a VMT-based Transportation Impact Study. Please follow the Governor's Office of Planning and Research Guidance to identify VMT related impacts and include any potential mitigation measures necessary. With the enactment of Senate Bill 743 (SB 743), Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses VMT analysis for land use projects, please review Caltrans' Transportation Impact Study Guide to ensure a complete VMT-based Traffic Impact Study is prepared.

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>

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, the plan should include guidelines that encourage the development of Complete Streets that provide residents and visitors with a range of transportation options, and that further enhance walking, biking, and transit use. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, manage existing parking assets, and increase safety for all modes of transportation. 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 Impact 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.

The project should incorporate Complete Streets elements to enhance accessibility and safety to all users. These improvements should include ADA-compliant curb ramps, continuous sidewalks, dedicated bike lanes, high-visibility crosswalks, Accessible Pedestrian Signals (APS), and Leading Pedestrian Intervals (LPI) where applicable.

Since the unincorporated areas are primarily rural/suburban in nature, we encourage the provision of Class I Shared-Use Paths for pedestrian and bicycle use along major roadways. If

not feasible, on-street bikeway facilities should be provided along key corridors in built-up areas. For more information, please refer to National Association of City Transportation Officials (NACTO) Guidance (<https://nacto.org/>) and FHWA's "Small Town and Rural Multimodal Networks" publication for rural and suburban contexts. ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/page00.cfm](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/page00.cfm)).

Where roadways in these unincorporated pockets intersect with State right-of-way, please reach out to Caltrans to discuss potential improvements for bicycle and pedestrian mobility/access.

Safe and easy access to Westhills, West Chatsworth, Twin Lakes, Oat Mountain, Sylmar Island, Kagel/Lopez Canyons, and Universal City are important as they provide connectivity to the San Fernando Valley and the Greater Los Angeles County region. The Plan should mention first last mile connectivity to trail access or other public green space. We advise including bicycle and pedestrian counts or projections if possible. If applicable first- and last-mile mapping to nearby or expected transit hubs.

We recognize the project is within the vicinity of the Van Nuys Airport. Per the California Public Utilities Code Section 21001 et seq. relating to the State Aeronautics Act, Section 21676(b) prior to the amendment of a general plan...within the planning boundary established by the airport land use commission pursuant to Section 21675, the local agency shall first refer the proposed action to the commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. Any proposed development in the defined safety zones or Airport Influence Area, therefore, must adhere to the safety criteria and restrictions defined in the Airport Land Use Compatibility Plan(s) adopted by the Airport Land Use Commission pursuant to the PUC, Section 21674.

If you have any questions, please feel free to contact Mr. Joseph Jamoralin, the project coordinator, at (805) 732-8047 and refer to GTS # 07-LA-2026-05057.

Sincerely,



Anthony Higgins  
Acting LDR Branch Chief

Cc: State Clearinghouse