

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7- OFFICE OF REGIONAL PLANNING  
100 S. MAIN STREET, SUITE 100  
LOS ANGELES, CA 90012  
PHONE (213) 266-3574  
FAX (213) 897-1337  
TTY 711  
www.dot.ca.gov



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**Governor's Office of Planning & Research**

**Oct 01 2020**

**STATE CLEARINGHOUSE**

October 1, 2020

Jessie Holzer, Transportation Planner  
City of Beverly Hills Community Development Department  
455 North Rexford Drive  
Beverly Hills, CA 90210

RE: City of Beverly Hills North Portal Project –  
Draft Environmental Impact Report (DEIR)  
SCH# 2019090104  
GTS# 07-LA-2019-03350  
Vic. LA-10/ PM 8.583

Dear Jessie Holzer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project would provide a station entrance/exit for the Wilshire/Rodeo Station, on the north side of Wilshire Boulevard to facilitate direct access from the Wilshire/Rodeo Station to the dense commercial and tourism activity center located north of Wilshire Boulevard. Three potential north portal station entrance/exit alternatives are being considered: Beverly Drive Alternative; Canon Drive Alternative; and Canon Drive Staging Yard Alternative.

The nearest State facility to the proposed project is SR-10. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. Caltrans also recommends creating the safest streetscape possible for pedestrians and people on bikes. While the project does enhance non-motorized connectivity by creating a transit entrance on the north side of Wilshire Boulevard, additional elements should be considered to create the most comfortable environment possible for all the people who will be walking and biking from the station to their destinations. Wide roadways with numerous travel lanes are associated with higher vehicle speeds and less safe conditions for people walking and biking. Therefore, shorter crossing distances would greatly benefit transit users and significantly improve walkability.

The most effective methods to reduce pedestrian and bicyclist exposure to vehicles is through physical design and geometrics. These methods include the construction of physically separated facilities such as Class IV bike lanes, sidewalks, pedestrian refuge islands, landscaping, street furniture, and reductions in crossing distances through roadway narrowing. Visual indicators such as, pedestrian and bicyclist warning signage, flashing beacons, crosswalks, signage, and striping should be used in addition to physical design improvements to indicate to motorists that they can expect to see and yield to pedestrians and people on bikes.

Jessie Holzer  
October 1, 2020  
Page 2

Additionally, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on 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 Anthony Higgins, at [anthony.higgins@dot.ca.gov](mailto:anthony.higgins@dot.ca.gov) and refer to GTS# 07-LA-2019-03350.

Sincerely,



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