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Governor's Office of Planning & Research

**SEP 24 2019**

September 24, 2019

## STATE CLEARINGHOUSE

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 –  
Notice of Preparation (NOP)  
SCH# 2019090104  
GTS# 07-LA-2019-02803  
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; Calion Drive Alternative; and Calion 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. However, due to the high-quality public transportation this project will provide, Caltrans recommends creating the safest streetscape possible for pedestrians and people on bikes. Through the project area Wilshire Boulevard contains six travel lanes with a center turn lane. 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 and road narrowing along Wilshire Boulevard 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.

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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-2019-02803.

Sincerely,



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