

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

**DEC 13 2019**

**STATE CLEARINGHOUSE**

December 13, 2019

Christy Wong  
Los Angeles Unified School District  
333 South Beaudry Ave, 21<sup>st</sup> Floor  
Los Angeles, CA 90017

RE: Belvedere Middle School Comprehensive  
Modernization Project – Mitigated Negative  
Declaration (MND)  
SCH# 2019119071  
GTS # 07-LA-2019-02933  
Vic. LA-60/PM: R 2.713

Dear Christy Wong:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Mitigated Negative Declaration (MND). The Project encompasses most of the Belvedere MS campus and consists of the comprehensive modernization of the campus, including demolition, construction, and renovation activities as a part of the School Upgrade Program. The Project includes demolition and removal of several existing buildings and structures.

After reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

Further information included for your consideration:

Caltrans suggests consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. These methods include the construction of physically separated facilities such as wide 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.

Signal timing can be adjusted to include Leading Pedestrian Intervals, giving pedestrians a seven second head start. Pedestrian and bicyclist warning signage, flashing beacons, high-visibility continental crosswalks, scramble crossings, flashing yellow turn signals, high-visibility green bike lanes, other signage and buffer striping should be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists.

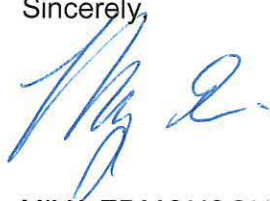
Caltrans suggests keeping livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials should be incorporated whenever possible.

Christy Wong  
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As a reminder, 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 Reece Allen, the project coordinator, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov), and refer to GTS # 07-LA-2019-02933

Sincerely,

A handwritten signature in blue ink, appearing to read 'Miya E.', is written over the word 'Sincerely,'.

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