



AGENDA REPORT

Meeting Date: November 13, 2012

Item Number: E-1

To: Honorable Mayor & City Council

From: Aaron Kunz, Deputy Director of Transportation
Martha Eros, Transportation

Subject: APPROVAL OF CONCEPTUAL DESIGN FOR CONSTRUCTION OF A PILOT BICYCLE LANE ON BURTON WAY AND A COMBINATION BICYCLE LANE AND BICYCLE ROUTE ON NORTH CRESCENT DRIVE

Attachments:

1. Proposed Pilot Bicycle Route Map
2. PowerPoint of Conceptual Design
3. City Council Public Notice

RECOMMENDATION

That the City Council approve the conceptual design for the Pilot Bicycle Route facilities on Burton Way between North Crescent Drive and the east city limits and North Crescent Drive between Wilshire and Sunset Boulevards.

INTRODUCTION

Staff and the Traffic & Parking Commission's Bicycle Ad Hoc Committee developed a proposal for a 12-month Pilot Bicycle Route project and conducted public outreach meetings to receive input from the community for five proposed street routes in the City.

The five proposed routes included Beverly Drive, Burton Way, Carmelita Avenue, Charleville Boulevard and North Crescent Drive.

The Traffic & Parking Commission (TPC) analyzed the five proposed routes at its May 9, 2012 Special TPC (evening) meeting, and developed recommendations for City Council consideration based on public comment and the technical analysis conducted by Fehr & Peers Transportation Consultants.

The City Council reviewed the staff and TPC recommendations at the August 23rd Study Session.

DISCUSSION

City Council directed staff to proceed with implementing pilot bicycle routes on two of the five proposed streets, Burton Way and Crescent Drive. Staff informed City Council that the next step is formal approval of design specifications for the pilot bicycle routes (Attachment 2). Staff will return to City Council within 12 months of installing the bike lanes to provide a status report on the functionality and usage of the lanes.

Burton Way

A Class II Bike Lane on Burton Way will provide access to merchants on North Crescent Drive and the business triangle, and also provide connectivity to the regional bicycle network on Burton Way and San Vicente Boulevard in the City of Los Angeles jurisdiction.

A 6-foot bike lane will be installed on Burton Way between North Crescent Drive and the east City limits. The westbound lane will start near North Oakhurst Drive and the eastbound lane will end near Robertson Boulevard.

Burton Way is approximately 35.5-foot wide curb-to-median in each direction, and has an 11.5-foot travel lane next to the median and a 24-foot lane adjacent to the curb. There are no additional street/lane markings depicting on-street parking.

The reconfigured street markings on Burton Way would include a 7.5-foot parking lane from the curb, a 6-foot marked bike lane with bicycle stencils, and 10-foot and 11.5-foot travel lanes to the median. Burton Way would also include bicycle signage on the public right-of-way.

Crescent Drive

A combination Class II Bike Lane and Class III Bike Route with sharrows will be installed on North Crescent Drive between Wilshire and Sunset Boulevards. North Crescent Boulevard would provide access to Crescent Drive merchants, City Hall, Beverly Hills Public Library and the future Annenberg Cultural Center.

A Class III Bike Route with sharrows¹ and "Share the Road" signs will be added to the existing lane markings (i.e., no change to existing street markings) on North Crescent Drive between Wilshire Boulevard and Park Way. The "sharrow" marking would be placed in the center of the outside/curb-side travel lane. The street width between Wilshire Boulevard to South Santa Monica Boulevard is approximately 56-foot wide, and approximately 60-foot wide between South and North Santa Monica Boulevard. The segment between North Santa Monica Boulevard and Park Way is approximately 50-foot wide and will serve as the transitional area between the shared bicycle route (with sharrows) to the marked bike lane.

A 6-foot Class II Bike Lane will be installed on North Crescent Drive between Park Way and Sunset Boulevard. This segment of North Crescent Drive is approximately 50-foot

¹ California Manual of Uniform Traffic Control Devices 2012 Edition. Shared Lane Marking, Section 9C-07 (p.1382), Figure 9C-9 (p.1390); bicycle with chevron symbol.

wide curb-to-curb and has a solid double yellow center line separating two 25-foot travel lanes in each direction. There are no additional street/lane markings. The new street markings would include a 7.5-foot parking lane from the curb (thus, retaining on-street parking for residents), a 6-foot marked bike lane with bicycle stencils, and an 11.5-foot travel lane on each side of the center line. Bicycle signage will be added on both sides of the street in the public right-of-way.

Transportation staff proposes incorporating the bicycle street markings work into the FY2012/2013 Street Paving Capital Improvement Project (CIP) for economies of scale. Including the bicycle street markings project with the citywide Civil Engineering construction project will save approximately 20% of costs compared to bidding a project of this size independently. The Civil Engineering division will advertise a request for bids in January 2013 and award the construction project by March 2013. Since the design specifications for the bicycle markings are 90% completed, this portion of the CIP construction project could be scheduled at the onset of the contract.

Staff mailed approximately 900 public notices to residents and businesses located on Burton Way and North Crescent Drive, including the three homes on the 1200 block of Park Way. There are no homes that front Carmelita, Elevado and Lomitas Avenues within the proposed bike lane on North Crescent Drive.

FISCAL IMPACT

There is approximately \$200,000 in AB-2766 Air Quality Management District grant funding available for the combined pilot bicycle route and bicycle parking programs. The estimated cost for the Phase 1 rollout of bicycle racks ranges between \$12,500 and \$37,000 depending on the type of material selected and custom branding.

The planning, public outreach, conceptual design and preparation of design specification costs to date total \$20,000 in consultant fees. The estimated costs for the Pilot Bicycle Route street markings is approximately \$80,000 and includes removal of any existing lane striping, new lane striping, bicycle stencils/markings, signage and posts. The final cost will be determined by the competitive bids received.

 David Gustavson, Director
Approved By _____

ATTACHMENT 1

ATTACHMENT 2



City of Beverly Hills

Design of Pilot Bicycle Facilities

November 2012



Pilot Bicycle Facilities

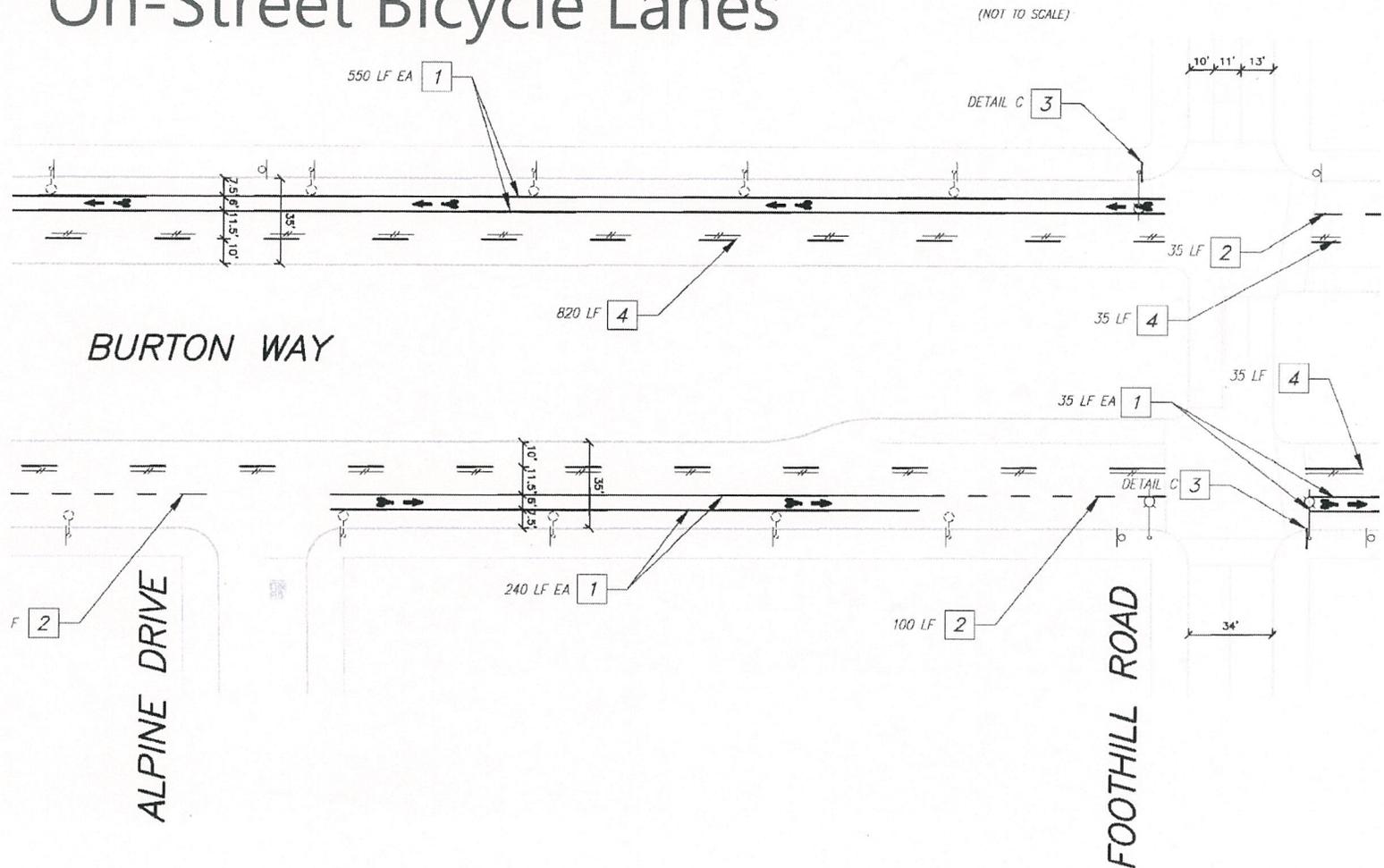
Burton Way
Crescent Drive





Burton Way between Rexford Drive & City Limits:

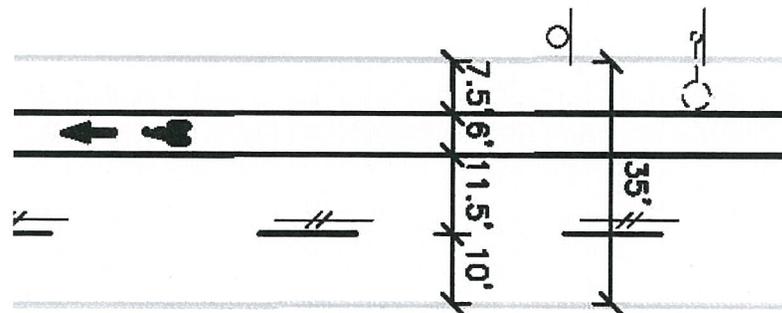
On-Street Bicycle Lanes





Burton Way between Rexford Drive & City Limits:

- 6-foot bicycle lane
- 7.5-foot parking
- 11.5- and 10-foot travel lanes

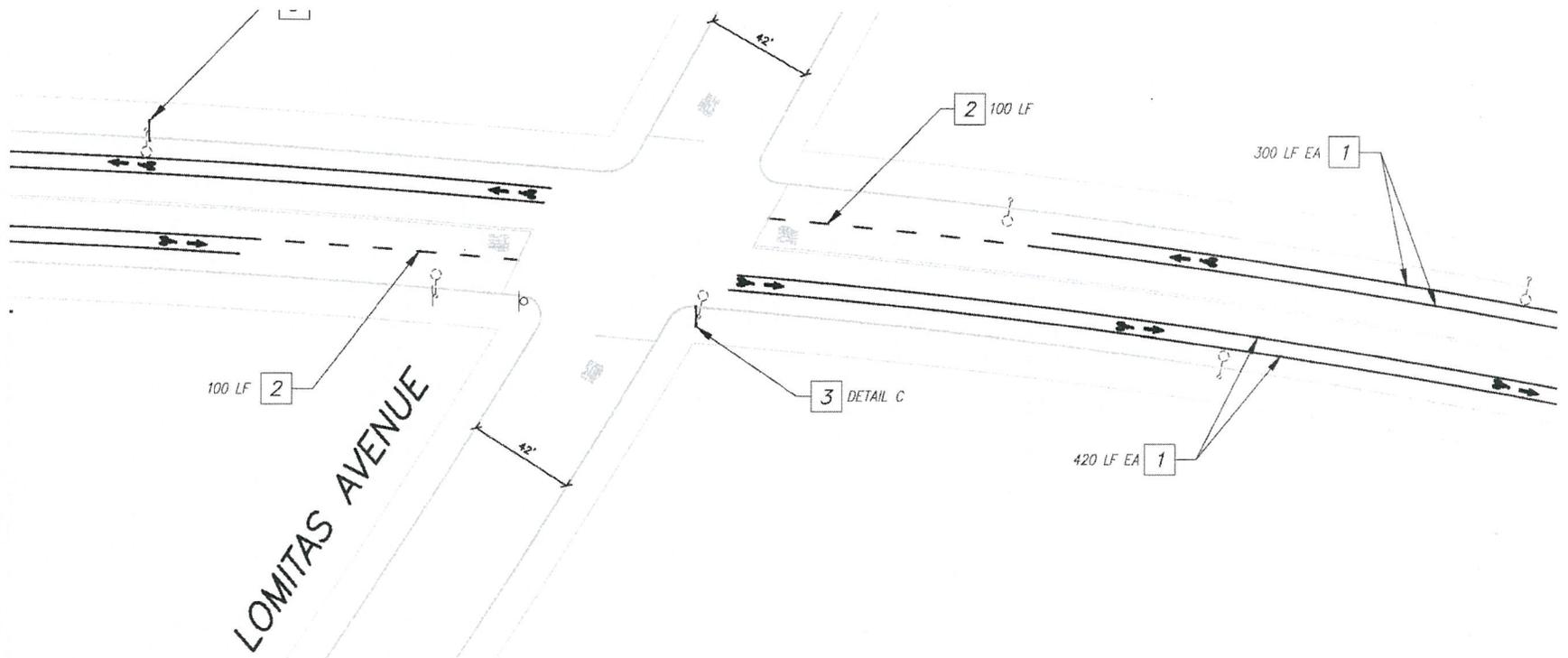


BURTON WAY



Crescent Drive between Sunset Boulevard & Park Way:

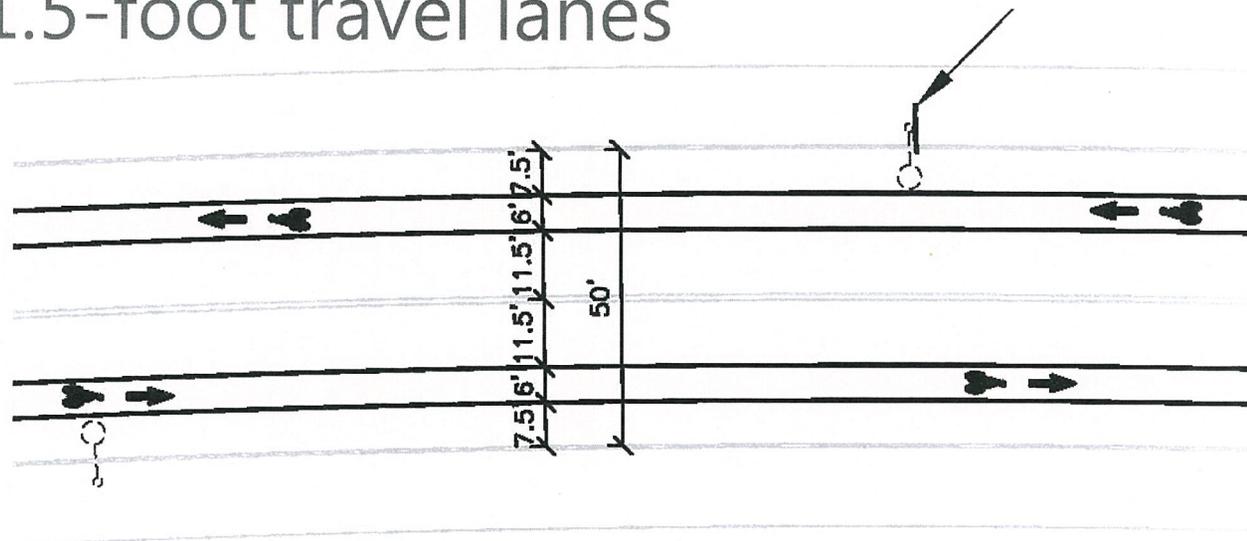
- On-Street Bicycle Lanes





Crescent Drive between Sunset Boulevard & Park Way:

- 6-foot bicycle lane
- 7.5-foot parking
- 11.5-foot travel lanes

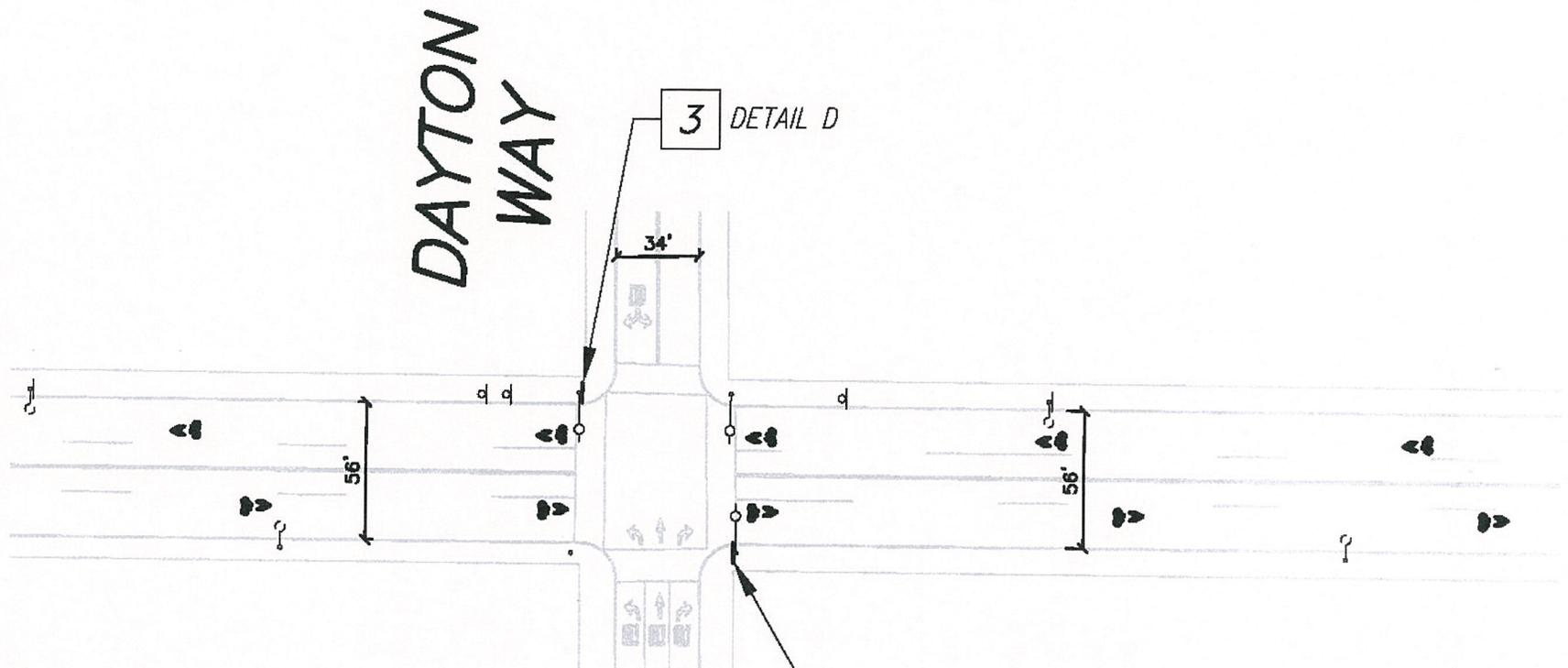


CRESCENT DRIVE



Crescent Drive between Park Way & Wilshire Boulevard:

- Sharrow with "SHARE THE ROAD" signage





Next Steps

- Implement pilot bike facilities
- Bicycle education and awareness outreach

ATTACHMENT 3

BEVERLY HILLS CITY COUNCIL NOTICE OF PUBLIC MEETING



PILOT BICYCLE ROUTE PROJECT Burton Way between North Crescent Drive and East City Limits North Crescent Drive between Wilshire and Sunset Boulevards

The City of Beverly Hills invites your participation in the review of design specifications for Class II Bike Lane and Class III Bike Route street markings on Burton Way and North Crescent Drive.

MEETING: Beverly Hills City Council

DATE: Tuesday, November 13, 2012

TIME: 7:00 p.m., or as soon thereafter as the matter may be heard

LOCATION: City Hall, Council Chambers, 455 N. Rexford Drive, Beverly Hills, CA, 90210

ACTION: The City Council will consider approving design specifications for the following pilot bicycle routes:

- A Class II Bike Lane on the east and westbound travel lanes of Burton Way between North Crescent Drive and the east City limits;
- A Class III Bike Route with sharrow markings on the north and southbound travel lanes of North Crescent Drive between Wilshire Boulevard and Park Way; and
- A Class II Bike Lane between Park Way and Sunset Boulevard.

The recommendation for the above pilot routes was developed after Traffic & Parking Commission review at three publically noticed evening meetings and City Council review at the August 23, 2012 Study Session.

PUBLIC COMMENT: Persons wishing to comment on this proposal are invited to attend the November 13, 2012 City Council meeting. You may submit your comments in writing by e-mail, fax, or postal mail for review by the Beverly Hills City Council.

By Email: transportation@beverlyhills.org

By Fax: (310) 278-1838

By Mail: City of Beverly Hills, Transportation Planning
345 Foothill Road, Beverly Hills, 90210

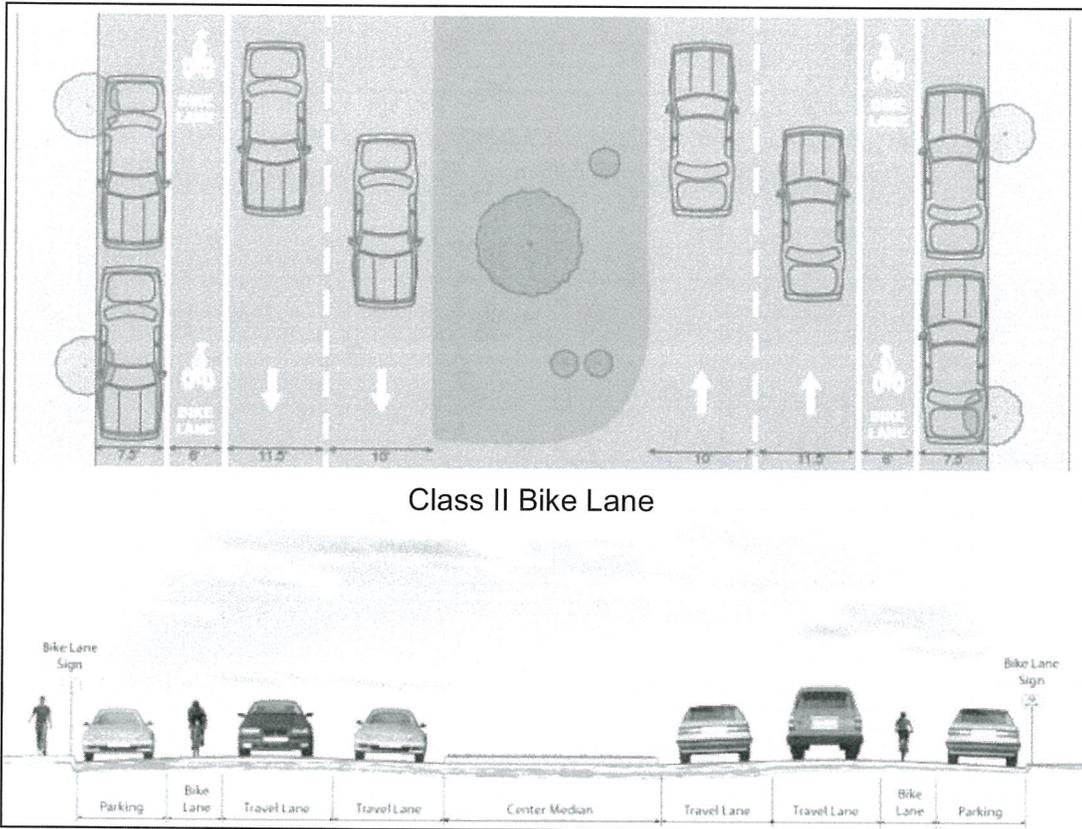
If you would like additional information regarding this proposal, please contact the Public Works & Transportation Department at (310) 285-2452.

PROJECT MAPS ATTACHED

- BURTON WAY
- NORTH CRESCENT DRIVE

BURTON WAY

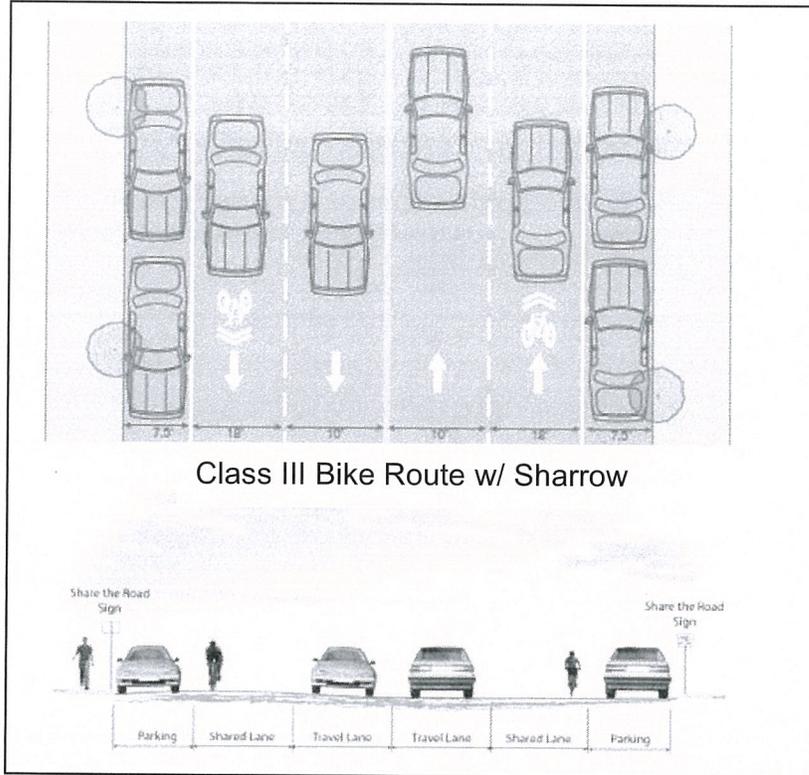
Between North Crescent Drive and East City Limits



Class II Bike Lane

NORTH CRESCENT DRIVE

Between Wilshire Boulevard and Park Way



Between Park Way and Sunset Boulevard

