



CITY OF BEVERLY HILLS STAFF REPORT

Meeting Date: July 3, 2012

To: Honorable Mayor & City Council

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

Subject: REVIEW PROPOSED PILOT BICYCLE ROUTES

Attachments:

1. Pilot Projects reviewed by the Traffic & Parking Commission (Prepared by Fehr & Peers Transportation Consultants)
2. Public Notice and Press Release
3. Traffic & Parking Commission Minutes - May 9, 2012
4. Public Comment and Correspondence

INTRODUCTION

Staff proposes that the City Council proceed with one or more of the pilot projects outlined in this report based on input provided to the Traffic and Parking Commission. If the City Council wishes to receive public input directly before proceeding with any of the pilot projects, staff will schedule a discussion at a future public meeting.

DISCUSSION

Facilitating the use of bicycles as an alternative to automobiles is an integral part of urban transportation planning and development of Complete Streets in Los Angeles County and other major US Cities. The City of Beverly Hills City Council prioritized bicycle planning as goal during FY12/13 budget priority exercise.

The City of Beverly Hills has not previously engaged in significant bicycle planning efforts. Staff is pursuing bicycle planning with three initiatives as a first step towards developing a comprehensive bicycle master plan:

1. Pilot Bicycle Lane/Routes: Currently, the City does not have any dedicated bicycle lanes or routes. The focus of this report is to provide the results of the public outreach process and analysis of potential pilot bicycle lane/route projects.

2. Development/expansion of bicycle rack program. The City placed bicycle racks, as part of the Business Triangle Urban Design Project, on North Rodeo, Camden and Beverly Drives and Brighton and Dayton Ways. A limited number of bicycle racks are placed in other areas of the City. Staff will bring forward a proposal to expand the number of bicycle racks in the City to develop an integrated bicycle program, including the development of standards at a forthcoming meeting.
3. The City Council has previously provided direction that bicycle lanes in each direction on North Santa Monica Boulevard (NSMB) be addressed as part of the Santa Monica Boulevard Reconstruction Project planning process. The reconstruction of Boulevard is scheduled to begin in early 2015, with the planning process during 2013/14.

Pilot Bicycle Lane/Route Proposals

With minimal opportunities and/or community interest in expanding roadways or removing on-street parking in Beverly Hills (as is the case in most areas of Westside of Los Angeles County), the Beverly Hills pilot bicycle lane/route proposals would consist of two types of bicycle facilities: Class II Bicycle Lanes and Class III Bicycle Routes/Sharrows.

The Manual of Uniform Traffic Control Devices defines bicycle facilities as follows¹:

Class I - Bike Path:	Completely separated right-of-way for exclusive use of bicycles or pedestrians.
Class II - Bike Lane:	Striped lane in roadway designated for bicycle uses, with though travel by motor vehicles or pedestrians prohibited.
Class III - Bike Route:	Shared roadway with pedestrians and motorized vehicles; a designated preferred route typically identified with a <i>sharrow</i> ² markings and signage.

The first step in developing recommendations for pilot bicycle lane/route projects involved seven roundtable discussions between the TPC Bicycle Ad Hoc Committee (Commissioners I. Friedman, Grushcow and Levine), City staff, representatives of bicycling organizations (e.g., Los Angeles County Bicycle Coalition and Better Bikes of Beverly Hills), and active cyclists to identify corridors based on accessibility to merchants, schools, parks and connectivity to bike networks in West Hollywood and Los Angeles. Additionally, staff from the individual cities of the Westside Cities Council of Governments met with representatives of the bicycle community and conducted a similar exercise on a subregional level.

Second, *Fehr & Peers Transportation Consultants* evaluated each corridor including street conditions and neighborhood characteristics and developed graphical presentations of each

¹ MUTCD, Chapter 9A. General, Part 9 Traffic Controls for Bicycle Facilities, Section 9A.03 Definitions.
<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd/CAMUTCD-Part9.pdf>

² *Sharrow*: A marking placed in the center of a travel lane includes lane markings within the existing roadway and signage, without a lane for exclusive bicycle use.

corridor with recommendations of the type of facility applicable for each street. Attachment 1 provides a summary of the five corridors reviewed.

Third, the TPC held three evening community meetings in April and May 2012, (two meetings conducted by the ad-hoc Committee and one by the full TPC) to present the proposed corridors and receive community feedback. Staff sent two separate mailers to approximately 3,085 addresses for each street included in the pilot bicycle project. The first a post card announcing the community meeting schedule, the second a special notice (with special labels on the envelopes) for the May 9th Special Traffic & Parking Commission public notice (Attachment 2).

A total of 48 people attended the community meetings, with 27 people speaking during public comment at one of the three public meetings. Two individuals attended multiple meetings and provided public comment at each. A total of 14 individuals spoke in favor of one or more of the proposed bicycle routes, and 11 residents spoke in opposition to bikeways in the City. Those in favor spoke of the need for Beverly Hills to implement bicycle facilities similar to neighboring jurisdictions. Those opposed cited safety concerns of sharing the road with bicycles, cyclists do not obey stop signs, and limited cycling activity in the city. A summary of public input is included as Attachment 3.

Public Comment	Support	Oppose	Total
Resident	7	11	18
Non-Resident	7	0	7
	56%	44%	25

Staff also received three letters from residents and two from non-residents supporting one or more of the proposed routes in the City. Six resident letters, including one letter signed by 24 Beverly Hills households, oppose bikeways. Three of the individuals that submitted written letters also provided public comment at one or more of the community outreach meetings.

Correspondence	Support	Oppose	Total
Resident	3	6	9
Non-Resident	2	0	2
	45%	55%	11

The Traffic & Parking Commission developed a recommendation at the May 9th special meeting. Two of the five Commissioners recommended that the City Council test all five pilot bicycle lane/route projects, however, the majority wished to vote on each route individually. Per discussion with the ad-hoc Committee, staff agreed not to prioritize or recommend against any of the five (or portion thereof) of the five bicycle route/lane project in order to receive unbiased input.

Attachment 5 provides minutes of the Traffic & Parking Commission's recommendations. Below, staff has prioritized the five pilot bicycle route/lane projects. Of the pilot bicycle route/lane projects reviewed, staff does not support bicycle routes on Beverly Drive or Reeves Drive at this time due to the high volume of traffic and potential conflicts with vehicles.

Burton Way

Staff supports a Class II bicycle lane on Burton Way between Crescent Drive and Robertson Boulevard that would connect to future bikeways on San Vicente and Burton Way in the City of Los Angeles. The Traffic & Parking Commission voted 5/0 in favor.

Burton Way is approximately 35-feet wide in each direction and has on-street parking on each side of the street. A Class II bicycle lane on Burton Way would connect to a regional bicycle network and provide access to merchants on North Crescent Drive and the business triangle.

Crescent Drive

Staff supports a Class II bicycle lane on Crescent Drive between Sunset and Santa Monica Boulevards and a Class III bicycle route/sharrow between Santa Monica and Wilshire Boulevards. The Traffic & Parking Commission voted in favor of the overall, inclusive Crescent/Reeves bikeway with a vote of 3/2.

Staff recommends a Class III bicycle route/sharrow on the 100 block of South Crescent Drive only if a route on Charleville Boulevard is selected to provide connectivity to city facilities, including schools, parks and the adjacent Wilshire business corridor. Staff does not support a bikeway on South Reeves Drive due to high traffic circulation from South Beverly Drive, the parking density and narrow street conditions on the 300 block of Reeves, and connectivity constraints at Olympic Boulevard.

Crescent Drive is approximately 50-feet wide between Sunset and North Santa Monica boulevards and 56-feet wide south to Wilshire Boulevard. On-street parking is available on both sides of the street. North Crescent Boulevard would provide access to Crescent Drive merchants north of Wilshire Boulevard, City Hall, Public Library and the future Annenberg Cultural Center.

The 100 block of South Crescent Drive has on-street parking on the west side of the block and has two speed humps. A Class III bike route would connect to Charleville Boulevard which would provide access to Beverly Vista Elementary School and adjacent synagogue/church. *If the Charleville Boulevard route is not selected, staff recommends terminating the Crescent Drive route at Wilshire as limited connectivity would be provided.*

Carmelita Avenue

Staff supports a Class III bicycle route/sharrow on Carmelita Avenue between Wilshire Boulevard and Doheny Drive. The Traffic & Parking Commission voted 3/2 in favor of this route.

Carmelita Avenue is approximately 42-feet wide and has 21 all-way stops within the city limits. The route would provide adjacent access to the North Santa Monica Boulevard transit corridor and connect to existing bikeways in West Hollywood and West Los Angeles at the east/west city limits. Carmelita Avenue could be considered as an interim route until the reconstruction of North Santa Monica Boulevard is completed.

Charleville Boulevard

Staff supports a Class III bicycle route/sharrow on Charleville Boulevard between South Santa Monica and La Cienega Boulevard. The Commission voted 2/3 against a proposed bikeway

due to the high volume of traffic and parking density along the Charleville corridor, and backed-up traffic due to perceived travel conflicts between motorists and cyclists on the narrow street.

Sharrows and signage would alert both cyclists and motorists of a shared road with access to local schools (Horace Mann, Beverly Vista, and Good Sheppard), synagogues and parks. Charleville Boulevard would also provide access to the east Wilshire Boulevard business corridor and to merchants on South Robertson Boulevard. Charleville Boulevard is approximately 35-feet wide and is currently a self-selected route by cyclists. Charleville Boulevard is a mixed single and multiple-family area with permit parking and all-way stops.

Beverly Drive

Staff does not support a bikeway on Beverly Drive. The Traffic & Parking Commission voted 2/3 against a proposed bikeway on Beverly Drive.

Beverly Drive is approximately 60-feet wide between Sunset and Olympic boulevards. A bikeway on Beverly Drive would provide access to businesses and restaurants in the business triangle and on South Beverly Drive. Staff does not recommend a bikeway in this corridor due to the high traffic volume between North Santa Monica and Olympic boulevards and the diagonal parking in the South Beverly Drive, and the challenging nature of the traffic circle near the northern terminus at Will Rogers Park.

FISCAL IMPACT

The design and installation costs to implement the routes recommended by the Traffic & Parking Commission are approximately \$135,000. The cost of the proposed routes recommended by staff, which includes Charleville Boulevard, is approximately \$170,000. AB-2766 Air Quality Management District (AQMD) funds for FY12-13 are budgeted for this use. Consultant fees for bicycle planning are estimated at \$20,000. The consultant fees will be paid with Proposition A Local Return Funds.

STAFF RECOMMENDATION

Staff requests City Council direction on whether to:

- (1) Implement one or more of the pilot bicycle lane/route projects outlined in this report
or
- (2) Continue the discussion at a future formal City Council meeting and notice the affected streets within the project scope.



David Gustavson
Approved By

Exhibit 1 – Proposed Pilot Bicycle Route Map

ATTACHMENT 1



PROPOSED PILOT BICYCLE ROUTES **Traffic & Parking Commission**

East-West:

1. Burton Way between the east city limit and South Santa Monica Boulevard.
 - Proposed bicycle plan for the City of Los Angeles includes a bicycle system on San Vicente Boulevard that connects to Burton Way within the Los Angeles jurisdiction. The Burton Way bicycle system would connect to a regional bicycle network and also provide access to merchants on North Crescent Drive and the business triangle.
2. Charleville Boulevard between the east city limit at La Cienega Boulevard and west city limit at South Santa Monica Boulevard.
 - Access or adjacent to elementary schools (Horace Mann, Beverly Vista, Good Sheppard), synagogue and parks; parallel to the east Wilshire Boulevard business corridor; currently a self-selected route by cyclists.
3. Carmelita Avenue between the east city limit at Doheny Drive and west city limit at Whittier Drive.
 - Adjacent access to proposed North Santa Monica Boulevard corridor; Carmelita Avenue is a wide street with single-family homes and 21 all-way stop intersections.

North-South:

1. Crescent Drive/Charleville Boulevard/Reeves Drive between Sunset and Olympic boulevards.
 - Access to Crescent Drive merchants north of Wilshire Boulevard, City Hall, Public Library and the future Annenberg Cultural Center; adjacent access to Beverly Vista Elementary School and synagogue/church; alternative access to South Beverly Drive business corridor.
2. Beverly Drive between Sunset and Olympic boulevards.
 - Access to business, retail and restaurants on South Beverly Drive and the triangle; Will Rogers Park at the north terminus; wide road; connects Santa Monica and Sunset boulevards.

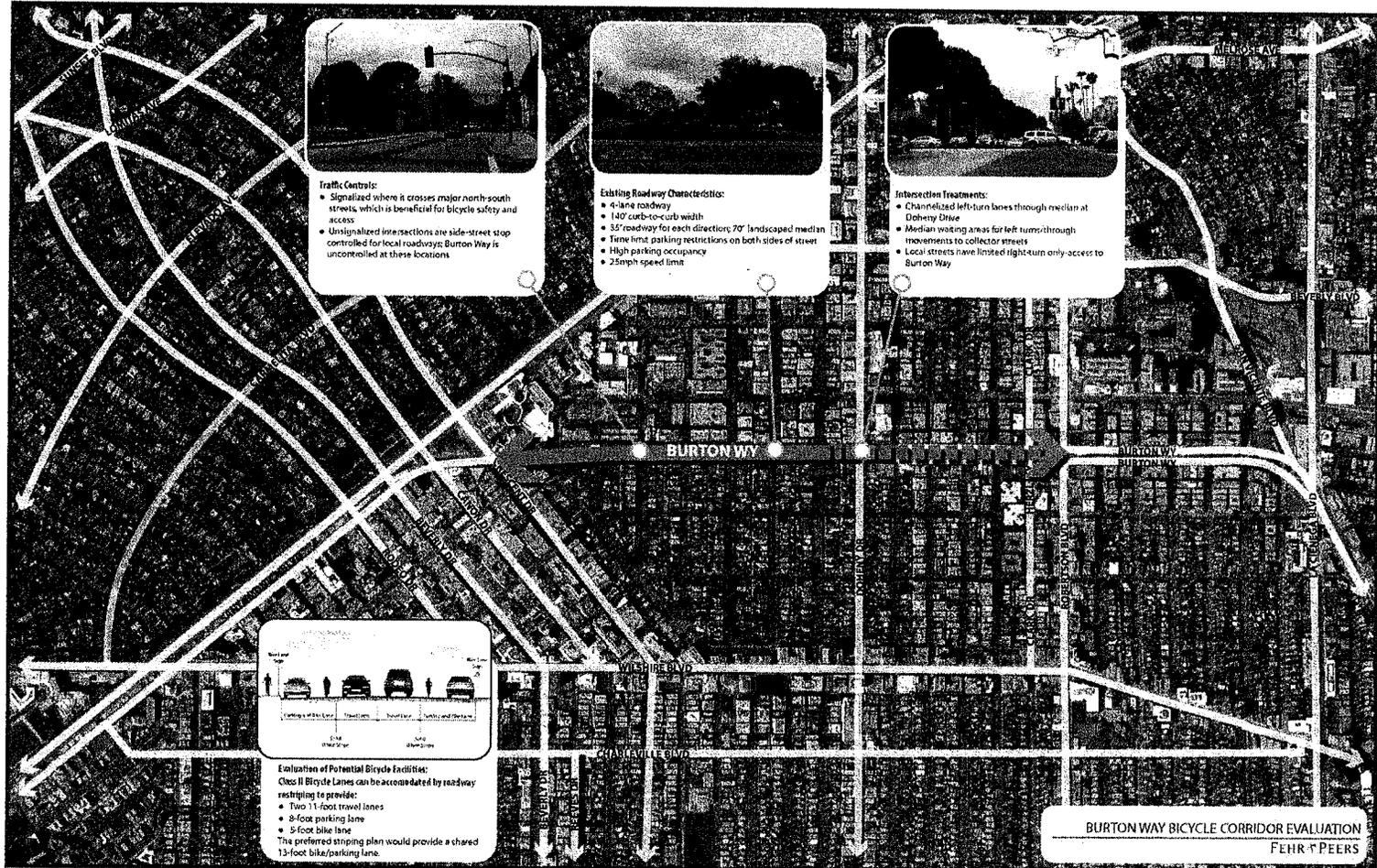


Recommended Corridors

1. Burton Way
2. Charleville Boulevard
3. Carmelita Avenue
4. Crescent Drive / Reeves Drive
5. Beverly Drive



Study Corridor: Burton Way

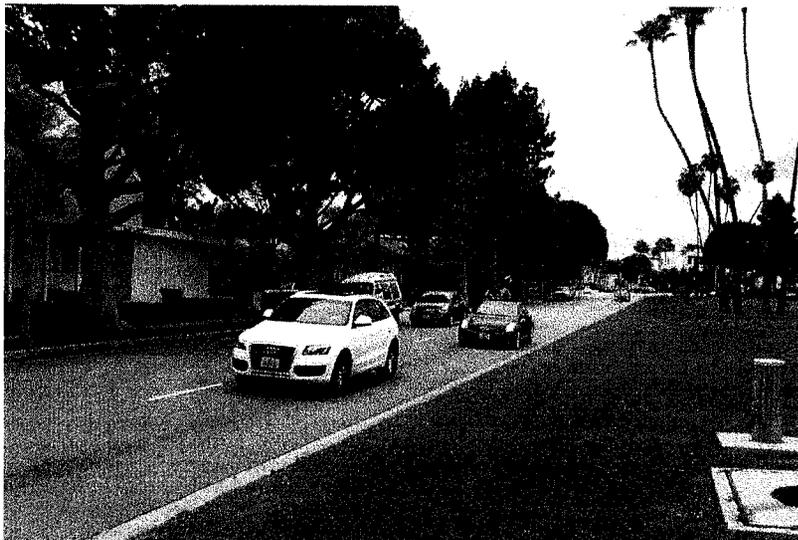


City of Beverly Hills on south side only



Study Corridor: Burton Way

- 4-lane roadway
- 70' median
- 35' of roadway for each direction of travel
- On-street parking





Burton Way Bicycle Facilities

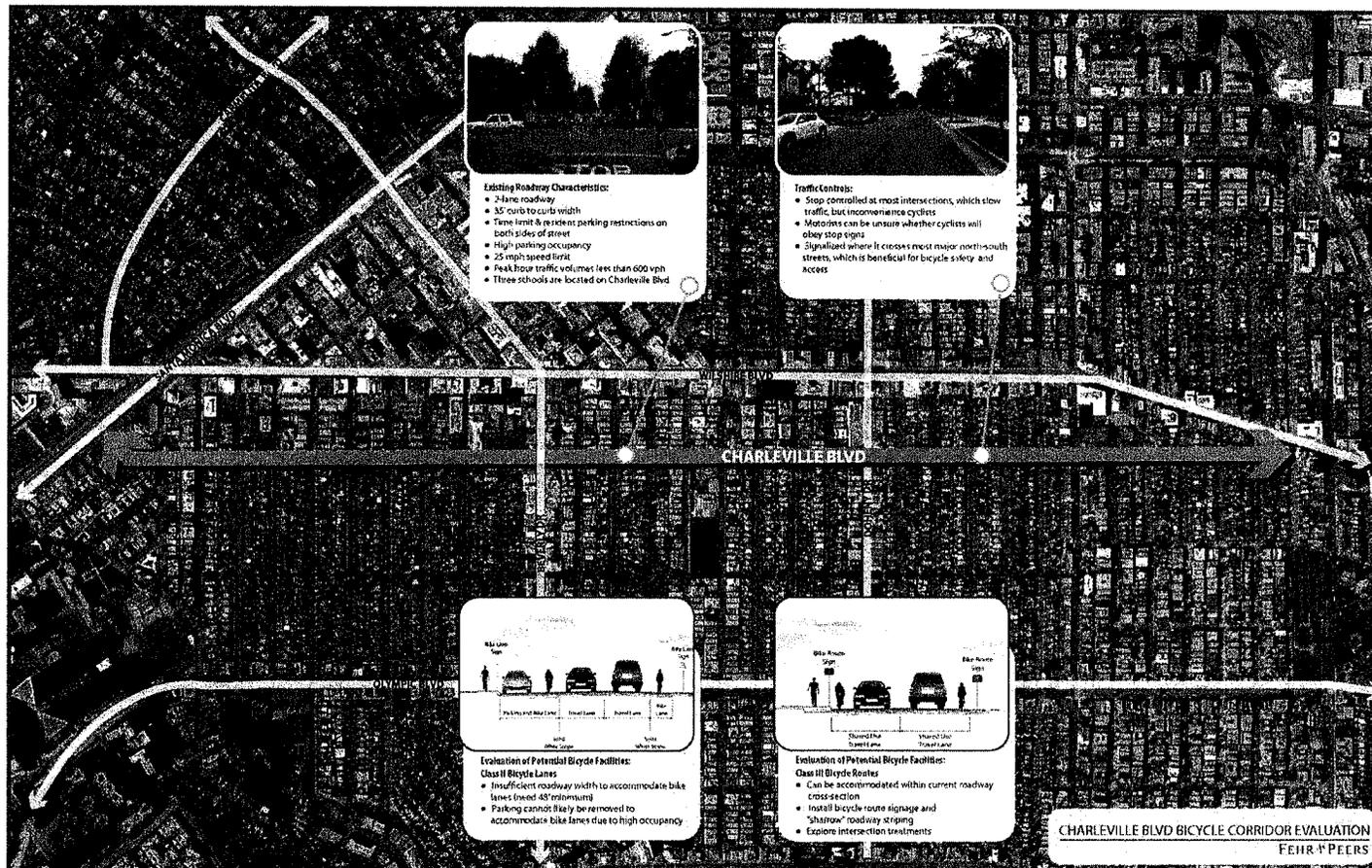
Class II Bicycle Lanes

- Restripe roadway (both directions) to provide:
 - Two 11' travel lanes
 - 13' shared parking/bike lane
 - *(7'-8' for parking and 5'-6' for bikes)*





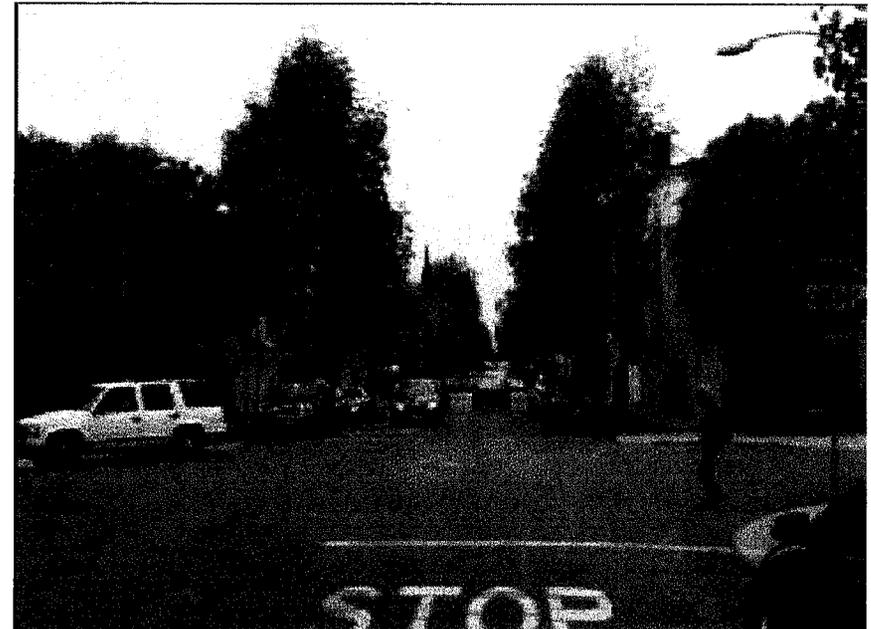
Study Corridor: Charleville Blvd





Study Corridor: Charleville Blvd

- 2-lane roadway
- 35' wide
- High parking occupancy
- School access along Charleville Blvd

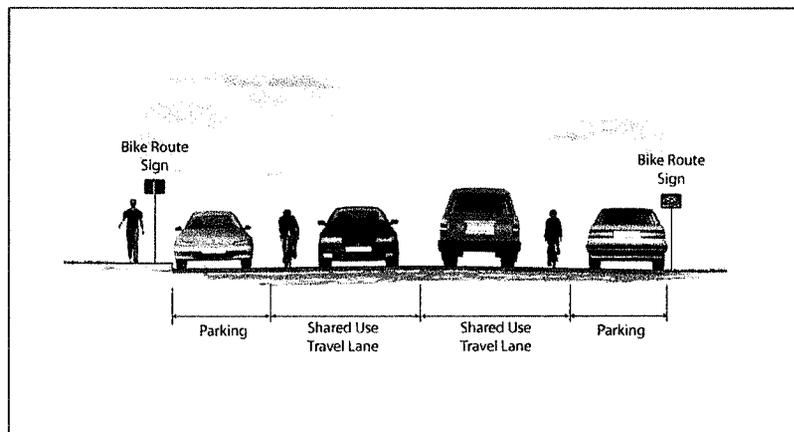




Charleville Blvd Bicycle Facilities

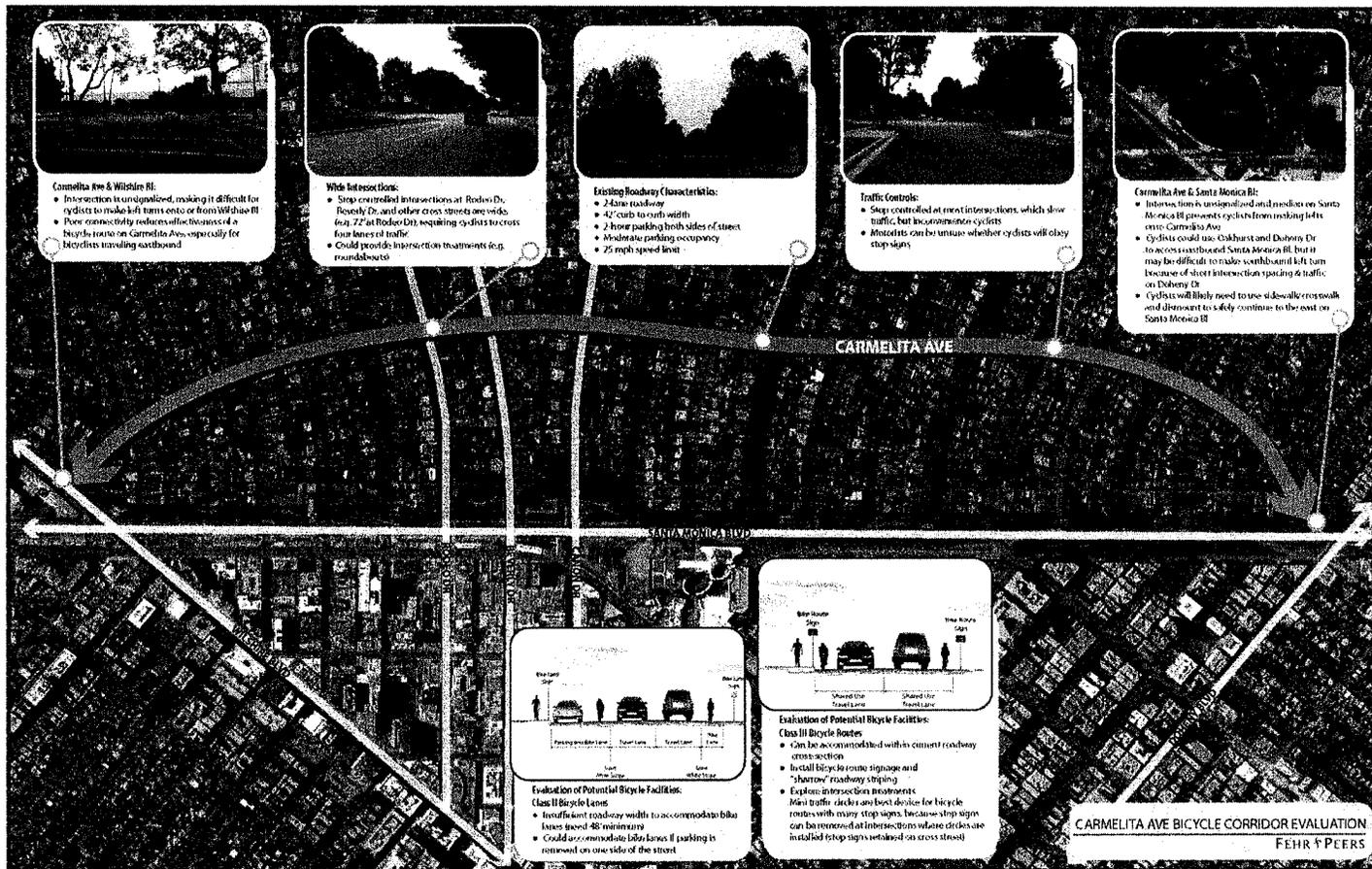
Class III Bicycle Routes

- Install bicycle route signage and “sharrow” roadway striping





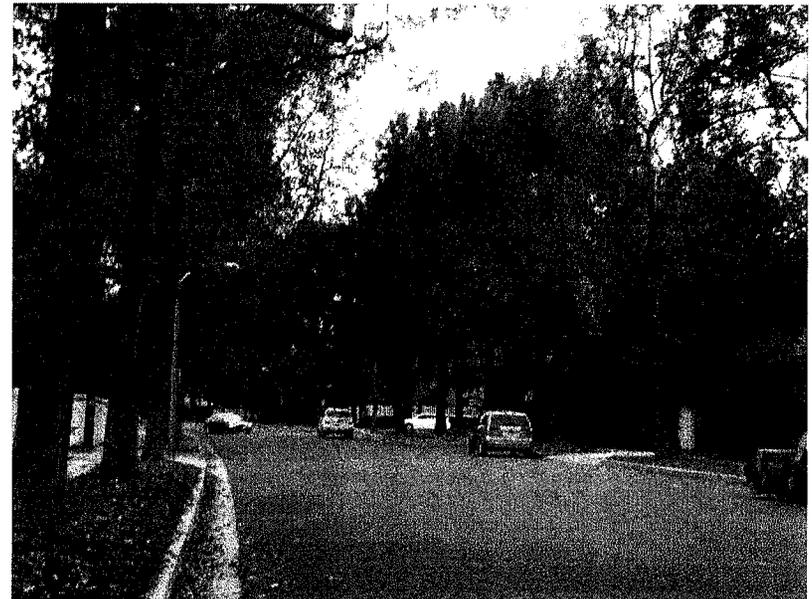
Study Corridor: Carmelita Avenue





Study Corridor: Carmelita Avenue

- 2-lane roadway
- 42' wide
- On-street parking

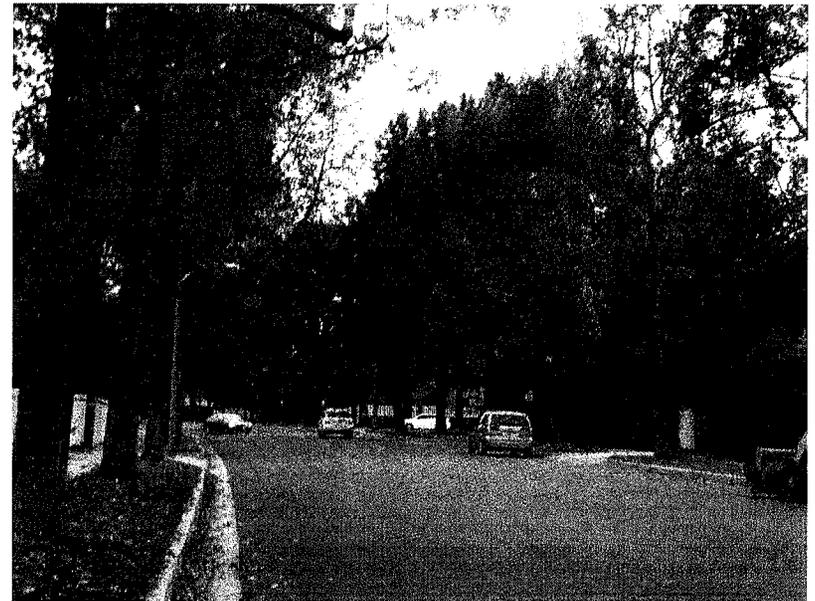
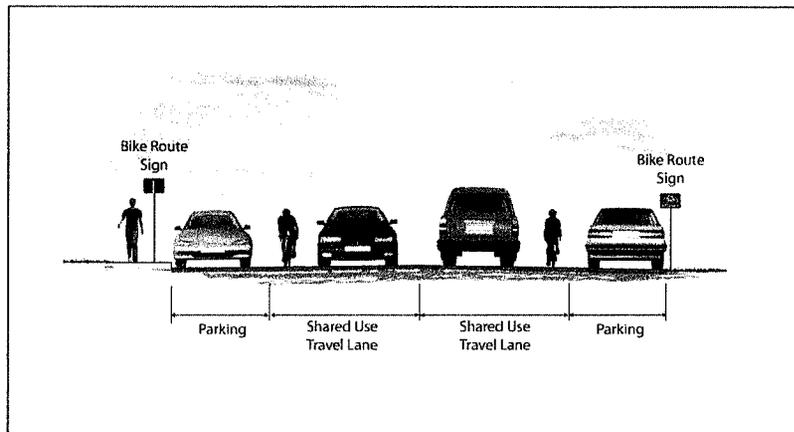




Carmelita Avenue Bicycle Facilities

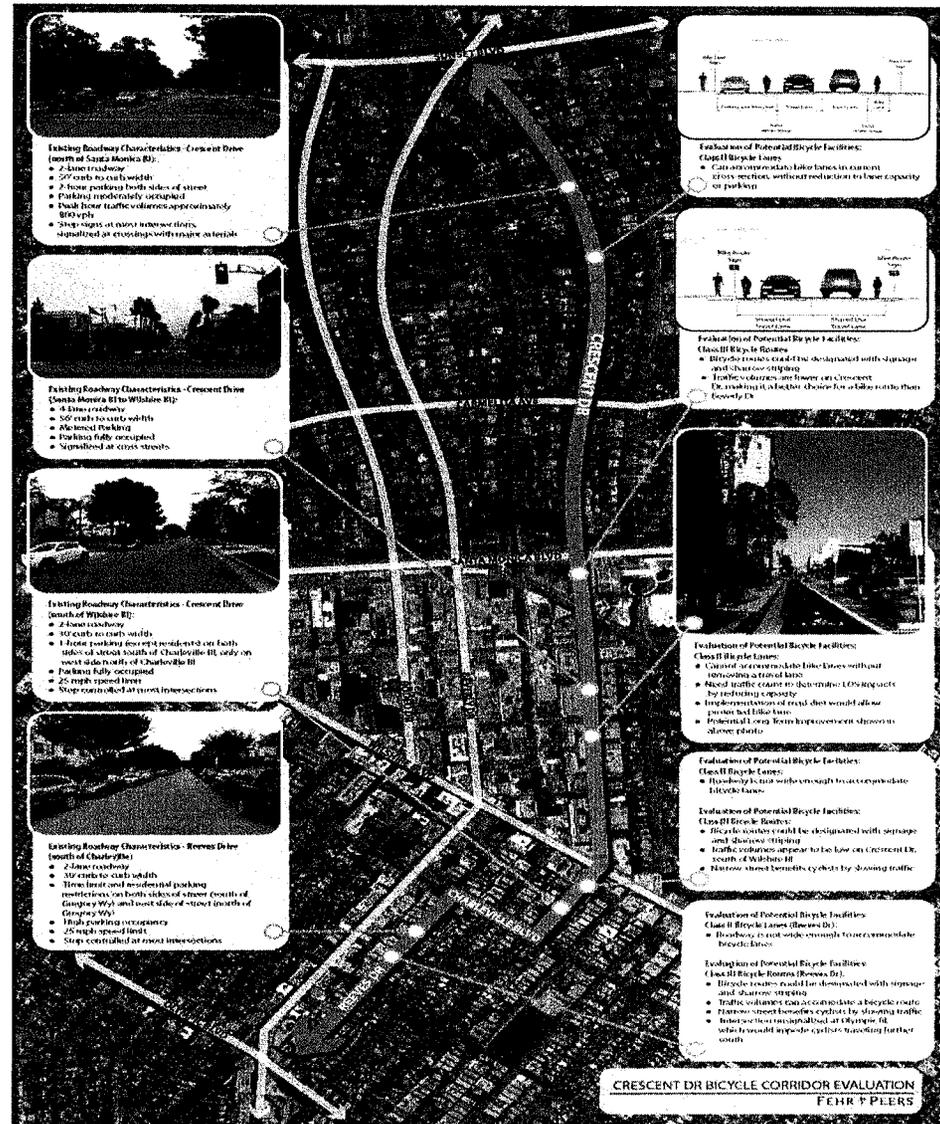
Class III Bicycle Routes

- Install bicycle route signage and “sharrow” roadway striping





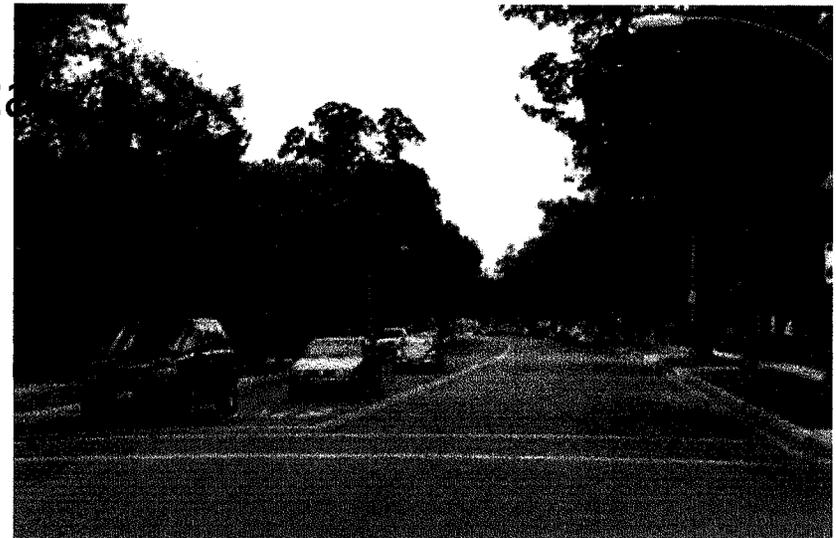
Study Corridor: Crescent Drive & Reeves Drive





Study Corridor: Crescent Drive

- North of Santa Monica
 - *2-lane roadway*
 - *50' wide*
 - *On-street parking*
- Santa Monica to Wilshire Blvd
 - *4-lane roadway*
 - *56' wide*
 - *Metered parking*





Study Corridor: Crescent / Reeves Drive

- Wilshire to Charleville
 - *2-lane roadway*
 - *30' wide*
 - *On-street parking*

- Reeves Drive
 - *2-lane roadway*
 - *30' wide*
 - *On-street parking*



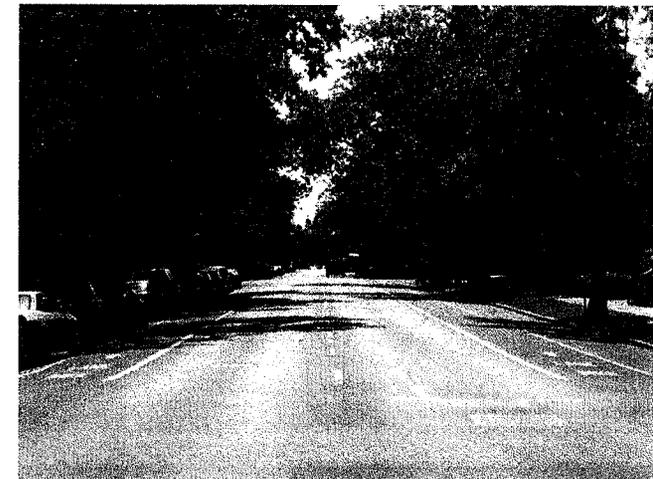
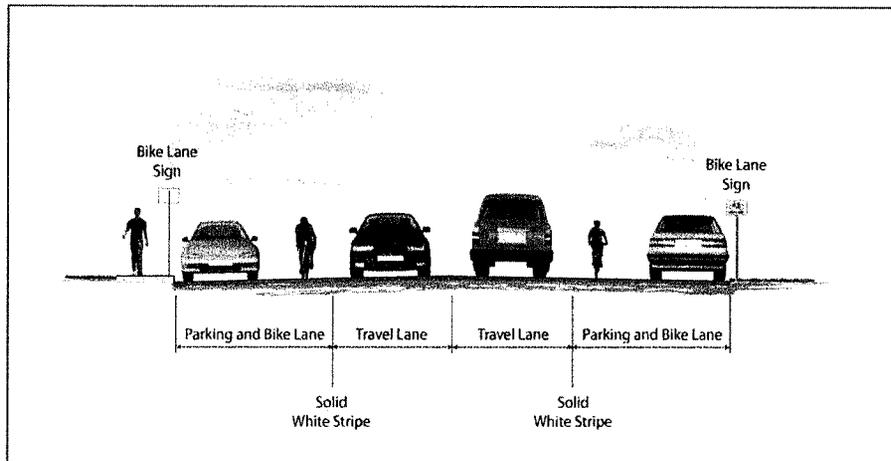


Crescent Drive Bicycle Facilities

(north of Santa Monica Blvd)

Class II Bicycle Lanes

- Can accommodate bike lanes without reduction in lane capacity or parking



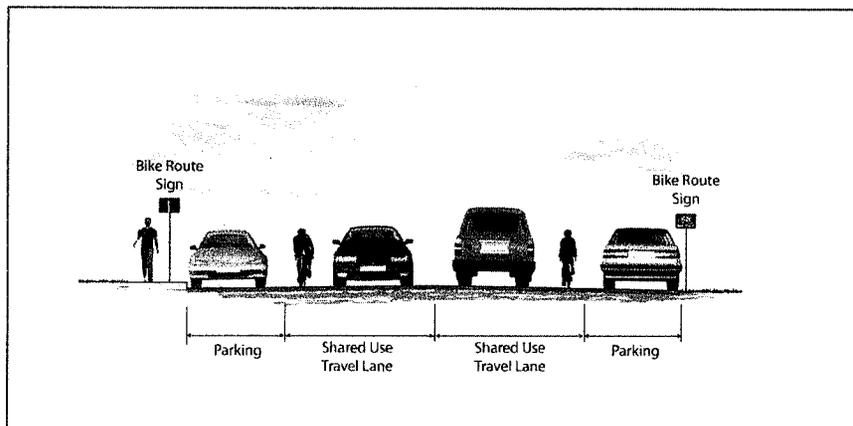


Crescent Drive Bicycle Facilities

(Santa Monica Blvd to Charleville Blvd)

Class III Bicycle Route

- Bicycle routes designated with signage and "sharrow" striping



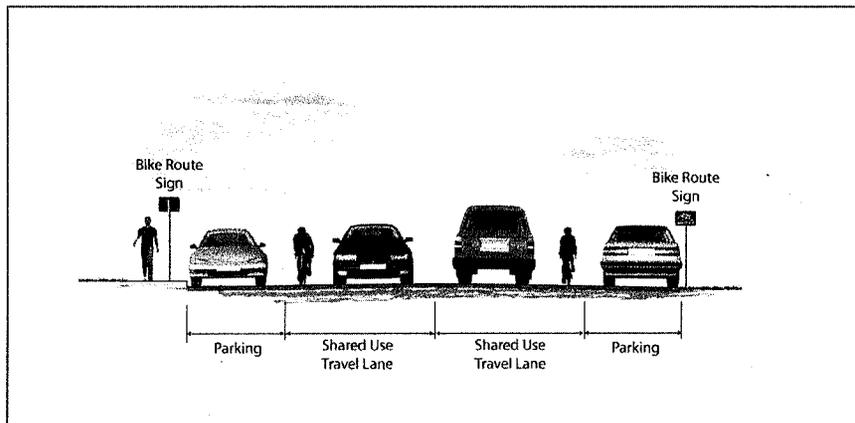


Reeves Drive Bicycle Facilities

(Charleville Blvd to Olympic Blvd)

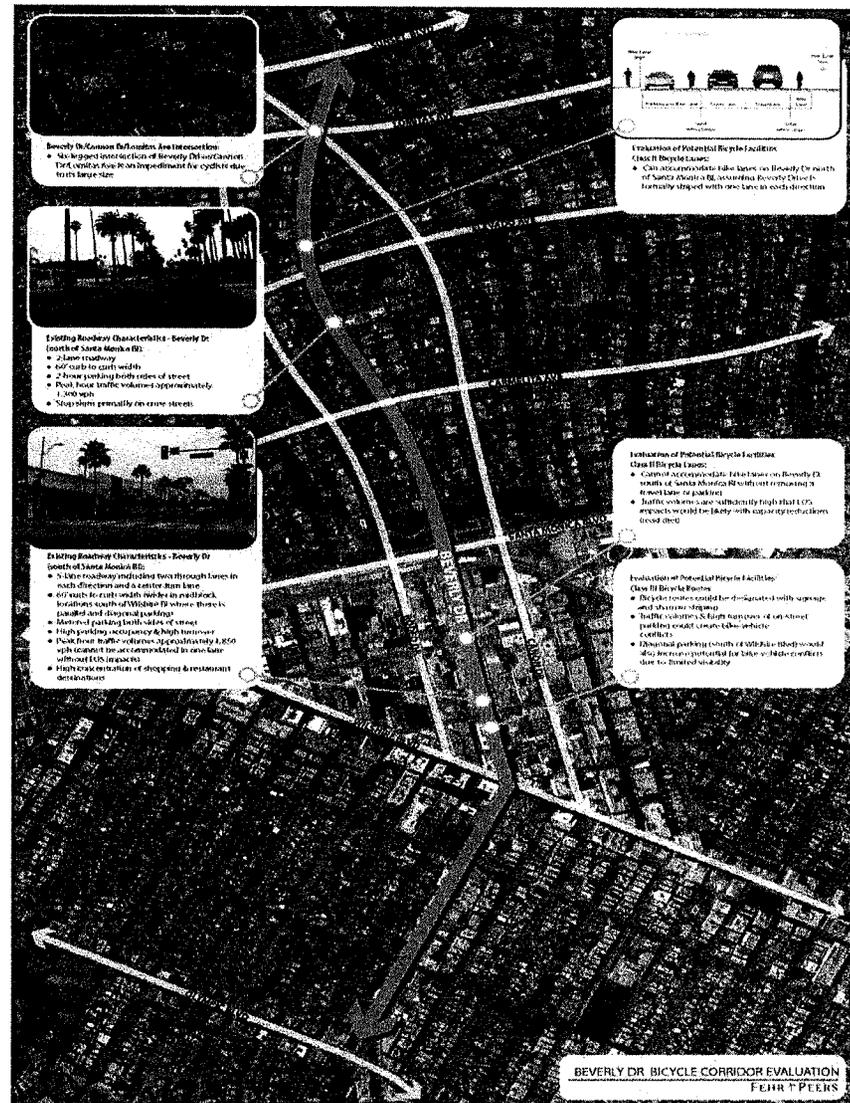
Class III Bicycle Route

- Bicycle routes designated with signage and "sharrow" striping





Study Corridor: Beverly Drive





Study Corridor: Beverly Drive

- North of Santa Monica
 - *2-lane roadway*
 - *60' wide*
 - *On-street parking*
- South of Santa Monica
 - *5-lane roadway*
 - *60' wide*
 - *Metered parking*



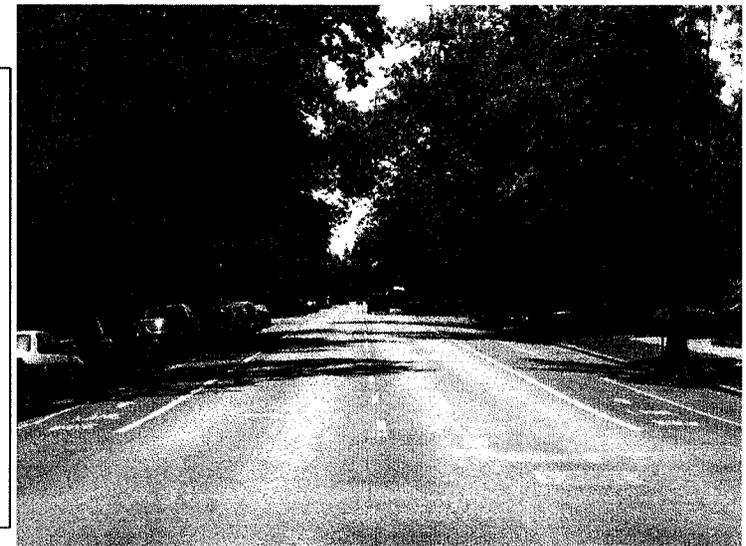
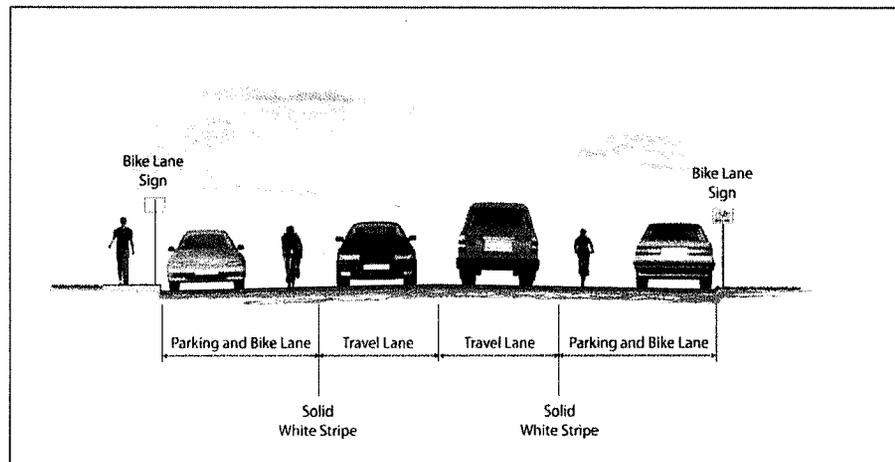


Beverly Drive Bicycle Facilities

(north of Santa Monica Blvd)

Class II Bicycle Lanes

- Can accommodate bike lanes on Beverly Drive north of Santa Monica Blvd



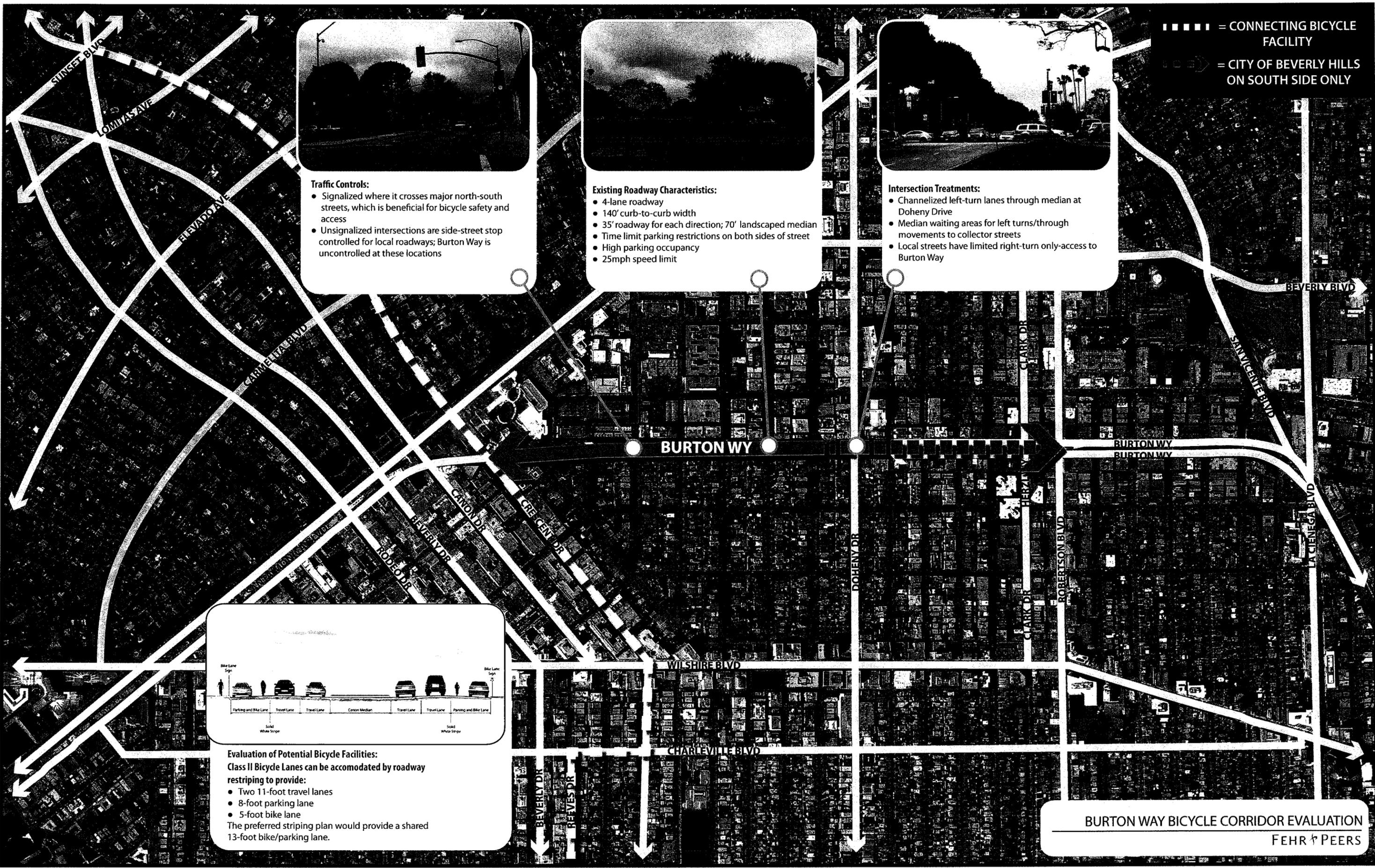


Beverly Drive Bicycle Facilities

(south of Santa Monica Blvd)

Class III Bicycle Routes

- Bicycle routes could be designated with signage and “sharrow” striping
- Beverly Dr has high traffic volumes & high turnover of on-street parking
- Diagonal parking (south of Wilshire Blvd) would also increase potential for bike-vehicle conflicts due to limited visibility



■■■■ = CONNECTING BICYCLE FACILITY
 □□□□ = CITY OF BEVERLY HILLS ON SOUTH SIDE ONLY



Traffic Controls:

- Signalized where it crosses major north-south streets, which is beneficial for bicycle safety and access
- Unsignalized intersections are side-street stop controlled for local roadways; Burton Way is uncontrolled at these locations



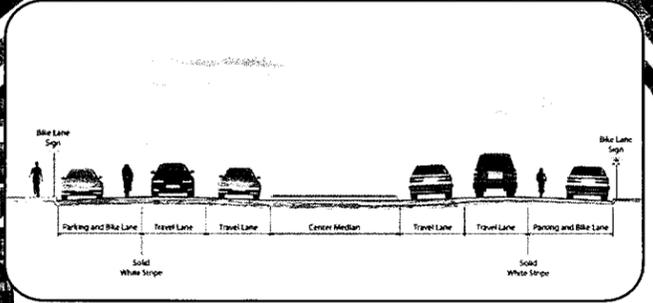
Existing Roadway Characteristics:

- 4-lane roadway
- 140' curb-to-curb width
- 35' roadway for each direction; 70' landscaped median
- Time limit parking restrictions on both sides of street
- High parking occupancy
- 25mph speed limit



Intersection Treatments:

- Channelized left-turn lanes through median at Doheny Drive
- Median waiting areas for left turns/through movements to collector streets
- Local streets have limited right-turn only-access to Burton Way



Evaluation of Potential Bicycle Facilities:
 Class II Bicycle Lanes can be accommodated by roadway restriping to provide:

- Two 11-foot travel lanes
- 8-foot parking lane
- 5-foot bike lane

The preferred striping plan would provide a shared 13-foot bike/parking lane.



Existing Roadway Characteristics - Crescent Drive (north of Santa Monica Bl):

- 2-lane roadway
- 50' curb to curb width
- 2-hour parking both sides of street
- Parking moderately occupied
- Peak hour traffic volumes approximately 800 vph
- Stop signs at most intersections, signalized at crossings with major arterials



Existing Roadway Characteristics - Crescent Drive (Santa Monica Bl to Wilshire Bl):

- 4-lane roadway
- 56' curb to curb width
- Metered Parking
- Parking fully occupied
- Signalized at cross streets



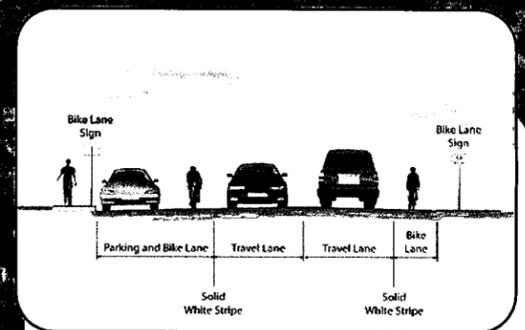
Existing Roadway Characteristics - Crescent Drive (south of Wilshire Bl):

- 2-lane roadway
- 30' curb to curb width
- 1-hour parking (except residents) on both sides of street south of Charleville Bl, only on west side north of Charleville Bl
- Parking fully occupied
- 25 mph speed limit
- Stop controlled at most intersections



Existing Roadway Characteristics - Reeves Drive (south of Charleville)

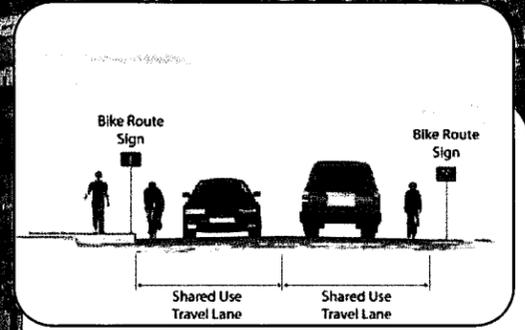
- 2-lane roadway
- 30' curb to curb width
- Time limit and residential parking restrictions on both sides of street (south of Gregory Wy) and east side of street (north of Gregory Wy)
- High parking occupancy
- 25 mph speed limit
- Stop controlled at most intersections



Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes

- Can accommodate bike lanes in current cross-section, without reduction to lane capacity or parking



Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes are lower on Crescent Dr, making it a better choice for a bike route than Beverly Dr



Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes:

- Cannot accommodate bike lanes without removing a travel lane
- Need traffic count to determine LOS impacts by reducing capacity
- Implementation of road diet would allow protected bike lane
- Potential Long Term Improvement shown in above photo

Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes:

- Roadway is not wide enough to accommodate bicycle lanes

Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes:

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes appear to be low on Crescent Dr, south of Wilshire Bl
- Narrow street benefits cyclists by slowing traffic

Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes (Reeves Dr):

- Roadway is not wide enough to accommodate bicycle lanes

Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes (Reeves Dr):

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes can accommodate a bicycle route
- Narrow street benefits cyclists by slowing traffic
- Intersection unsignalized at Olympic Bl, which would impede cyclists traveling further south

■■■■■ = CONNECTING BICYCLE FACILITY



Carmelita Ave & Wilshire Bl:

- Intersection is unsignalized, making it difficult for cyclists to make left turns onto or from Wilshire Bl
- Poor connectivity reduces effectiveness of a bicycle route on Carmelita Ave, especially for bicyclists traveling eastbound



Wide Intersections:

- Stop controlled intersections at Rodeo Dr, Beverly Dr, and other cross streets are wide, (e.g. 72' at Rodeo Dr), requiring cyclists to cross four lanes of traffic



Existing Roadway Characteristics:

- 2-lane roadway
- 42' curb to curb width
- 2-hour parking both sides of street
- Moderate parking occupancy
- 25 mph speed limit



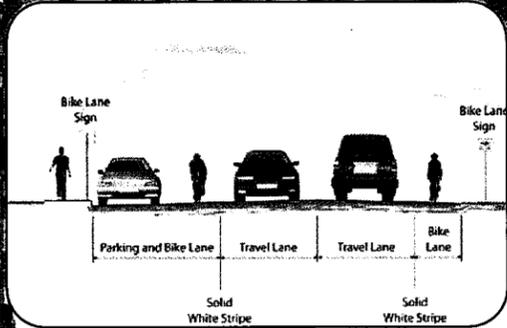
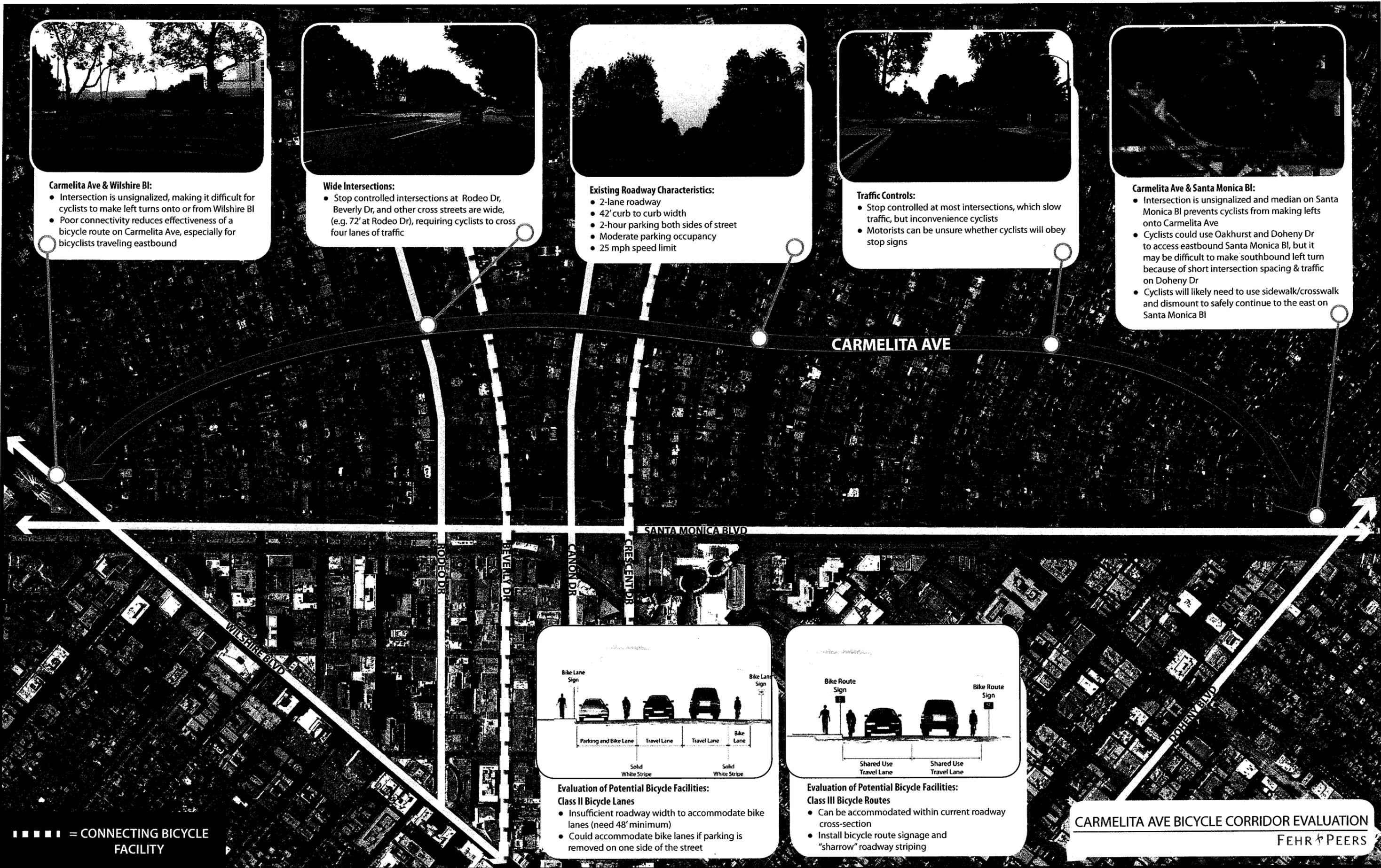
Traffic Controls:

- Stop controlled at most intersections, which slow traffic, but inconvenience cyclists
- Motorists can be unsure whether cyclists will obey stop signs



Carmelita Ave & Santa Monica Bl:

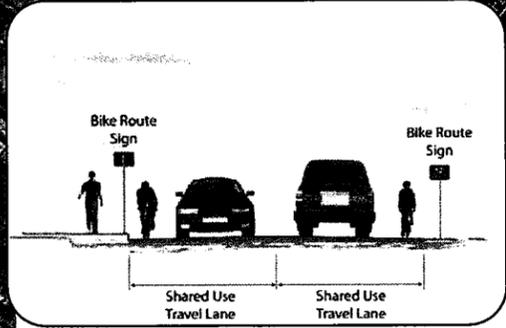
- Intersection is unsignalized and median on Santa Monica Bl prevents cyclists from making lefts onto Carmelita Ave
- Cyclists could use Oakhurst and Doheny Dr to access eastbound Santa Monica Bl, but it may be difficult to make southbound left turn because of short intersection spacing & traffic on Doheny Dr
- Cyclists will likely need to use sidewalk/crosswalk and dismount to safely continue to the east on Santa Monica Bl



Evaluation of Potential Bicycle Facilities:

Class II Bicycle Lanes

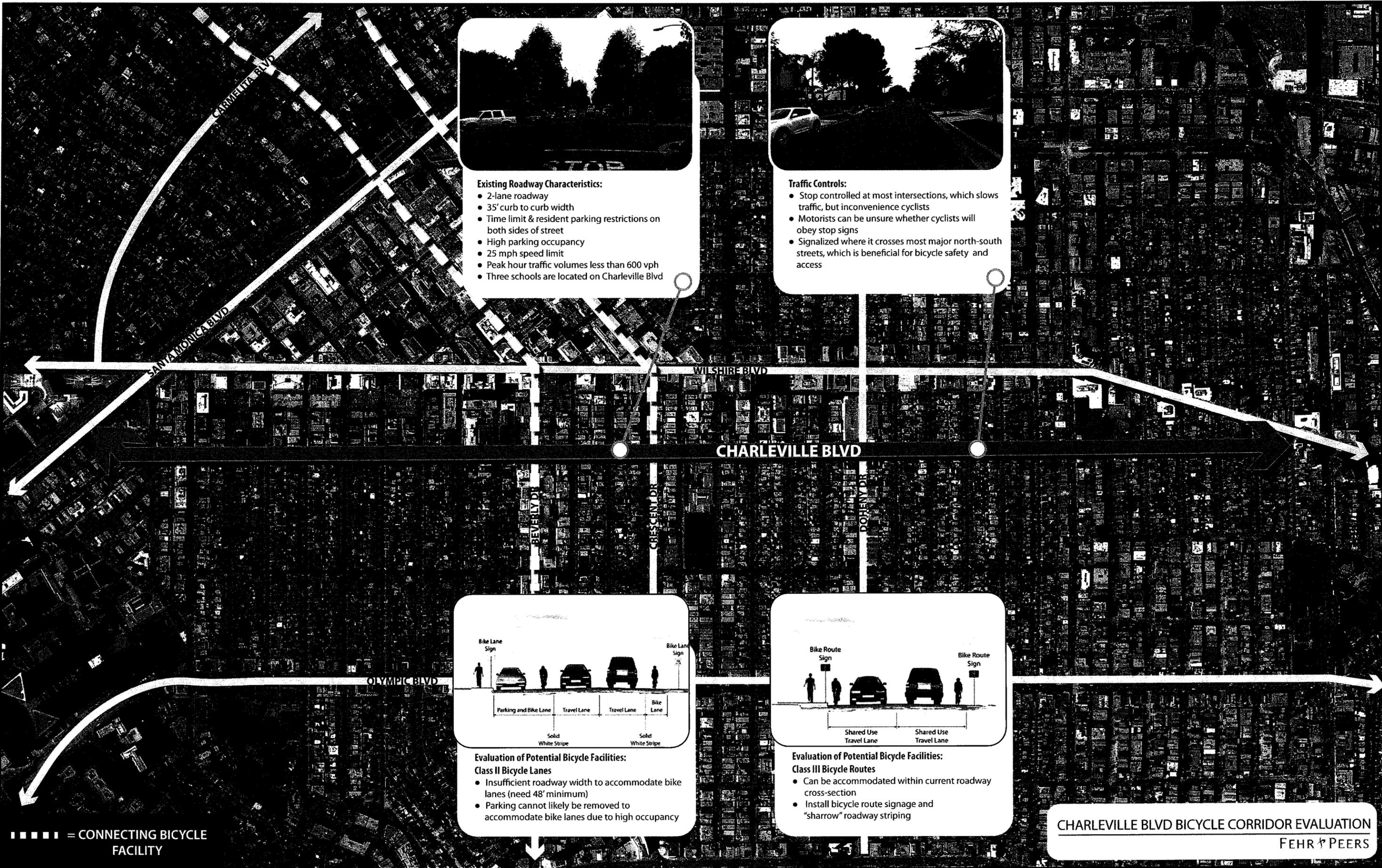
- Insufficient roadway width to accommodate bike lanes (need 48' minimum)
- Could accommodate bike lanes if parking is removed on one side of the street



Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes

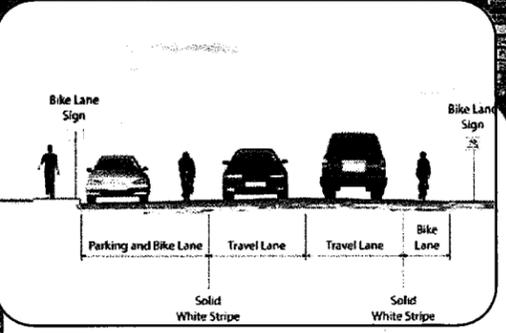
- Can be accommodated within current roadway cross-section
- Install bicycle route signage and "sharrow" roadway striping



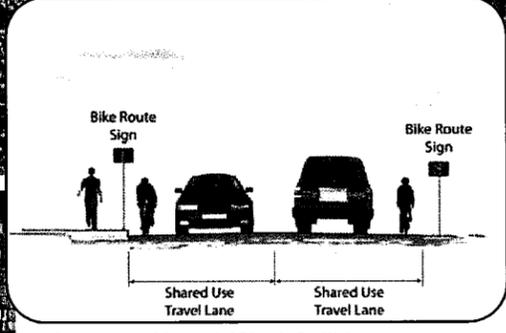
- Existing Roadway Characteristics:**
- 2-lane roadway
 - 35' curb to curb width
 - Time limit & resident parking restrictions on both sides of street
 - High parking occupancy
 - 25 mph speed limit
 - Peak hour traffic volumes less than 600 vph
 - Three schools are located on Charleville Blvd



- Traffic Controls:**
- Stop controlled at most intersections, which slows traffic, but inconvenience cyclists
 - Motorists can be unsure whether cyclists will obey stop signs
 - Signalized where it crosses most major north-south streets, which is beneficial for bicycle safety and access

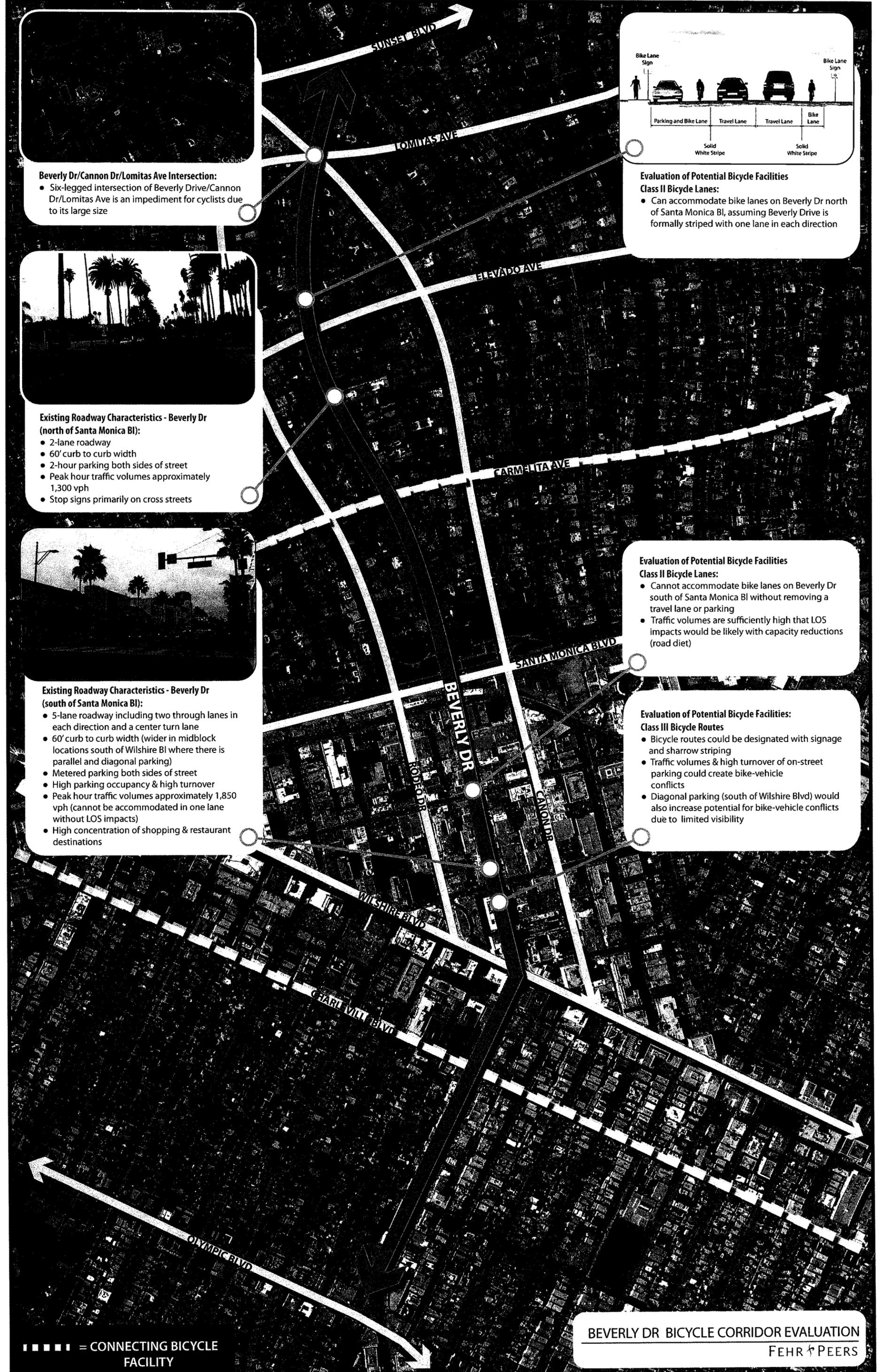


- Evaluation of Potential Bicycle Facilities:**
- Class II Bicycle Lanes**
- Insufficient roadway width to accommodate bike lanes (need 48' minimum)
 - Parking cannot likely be removed to accommodate bike lanes due to high occupancy



- Evaluation of Potential Bicycle Facilities:**
- Class III Bicycle Routes**
- Can be accommodated within current roadway cross-section
 - Install bicycle route signage and "sharrow" roadway striping

■■■■■ = CONNECTING BICYCLE FACILITY



Beverly Dr/Cannon Dr/Lomitas Ave Intersection:

- Six-legged intersection of Beverly Drive/Cannon Dr/Lomitas Ave is an impediment for cyclists due to its large size

Existing Roadway Characteristics - Beverly Dr (north of Santa Monica Bl):

- 2-lane roadway
- 60' curb to curb width
- 2-hour parking both sides of street
- Peak hour traffic volumes approximately 1,300 vph
- Stop signs primarily on cross streets

Existing Roadway Characteristics - Beverly Dr (south of Santa Monica Bl):

- 5-lane roadway including two through lanes in each direction and a center turn lane
- 60' curb to curb width (wider in midblock locations south of Wilshire Bl where there is parallel and diagonal parking)
- Metered parking both sides of street
- High parking occupancy & high turnover
- Peak hour traffic volumes approximately 1,850 vph (cannot be accommodated in one lane without LOS impacts)
- High concentration of shopping & restaurant destinations

Evaluation of Potential Bicycle Facilities

Class II Bicycle Lanes:

- Can accommodate bike lanes on Beverly Dr north of Santa Monica Bl, assuming Beverly Drive is formally striped with one lane in each direction

Evaluation of Potential Bicycle Facilities

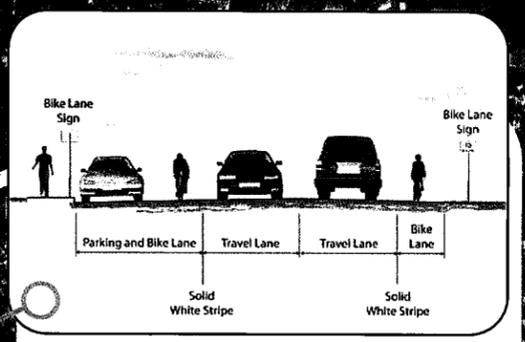
Class II Bicycle Lanes:

- Cannot accommodate bike lanes on Beverly Dr south of Santa Monica Bl without removing a travel lane or parking
- Traffic volumes are sufficiently high that LOS impacts would be likely with capacity reductions (road diet)

Evaluation of Potential Bicycle Facilities:

Class III Bicycle Routes

- Bicycle routes could be designated with signage and sharrow striping
- Traffic volumes & high turnover of on-street parking could create bike-vehicle conflicts
- Diagonal parking (south of Wilshire Blvd) would also increase potential for bike-vehicle conflicts due to limited visibility



— — — — = CONNECTING BICYCLE FACILITY

ATTACHMENT 2



Office of Communications
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210-4817
www.beverlyhills.org

For Immediate Release
March 30, 2012
Contact: Therese Kosterman
(310) 285-2456

Beverly Hills Asks for Public Input on Bike Route Pilot Program

Meetings Will Be Held April 11, April 25 and May 9

Beverly Hills, CA – Get those wheels spinning! The public is encouraged to attend any of three meetings on a proposed pilot project to create up to five bicycle routes on Beverly Hills streets. The Traffic and Parking Commission Bicycle Ad-hoc Committee will gather input from the community at evening meetings on Apr. 11 and Apr. 25. The Full Traffic & Parking Commission will hear public comment and consider developing initial recommendations to the City Council on May 9.

The east-west bike routes to be reviewed are on Carmelita Avenue within the city limits; Burton Way between Crescent Drive and Robertson Boulevard; and Charleville Boulevard between La Cienega and South Santa Monica boulevards. The north-south routes to be reviewed are Beverly Drive between Sunset and Olympic boulevards; and Crescent-Charleville-Reeves between Sunset and Olympic boulevards. (See attached map). The bicycle routes would be designated by painted markings and street signs.

After hearing public input, the Traffic & Parking Commission will prepare recommendations to be presented to the City Council at a future City Council meeting. If approved by the City Council, the bike routes would be in place for approximately 12 months, during which time the City would evaluate the impact on residents and businesses.

The Bicycle Ad-Hoc Committee meetings on Wed., Apr. 11 and Apr. 25, 2012 at 7 p.m. will be held in the Public Works Building, 345 Foothill Blvd., Conservation Room. The third meeting on Wed. May 9 at 7 p.m. will be held in City Hall, 455 N. Rexford Dr., Rm. 280-A during a special meeting of the Traffic & Parking Commission.



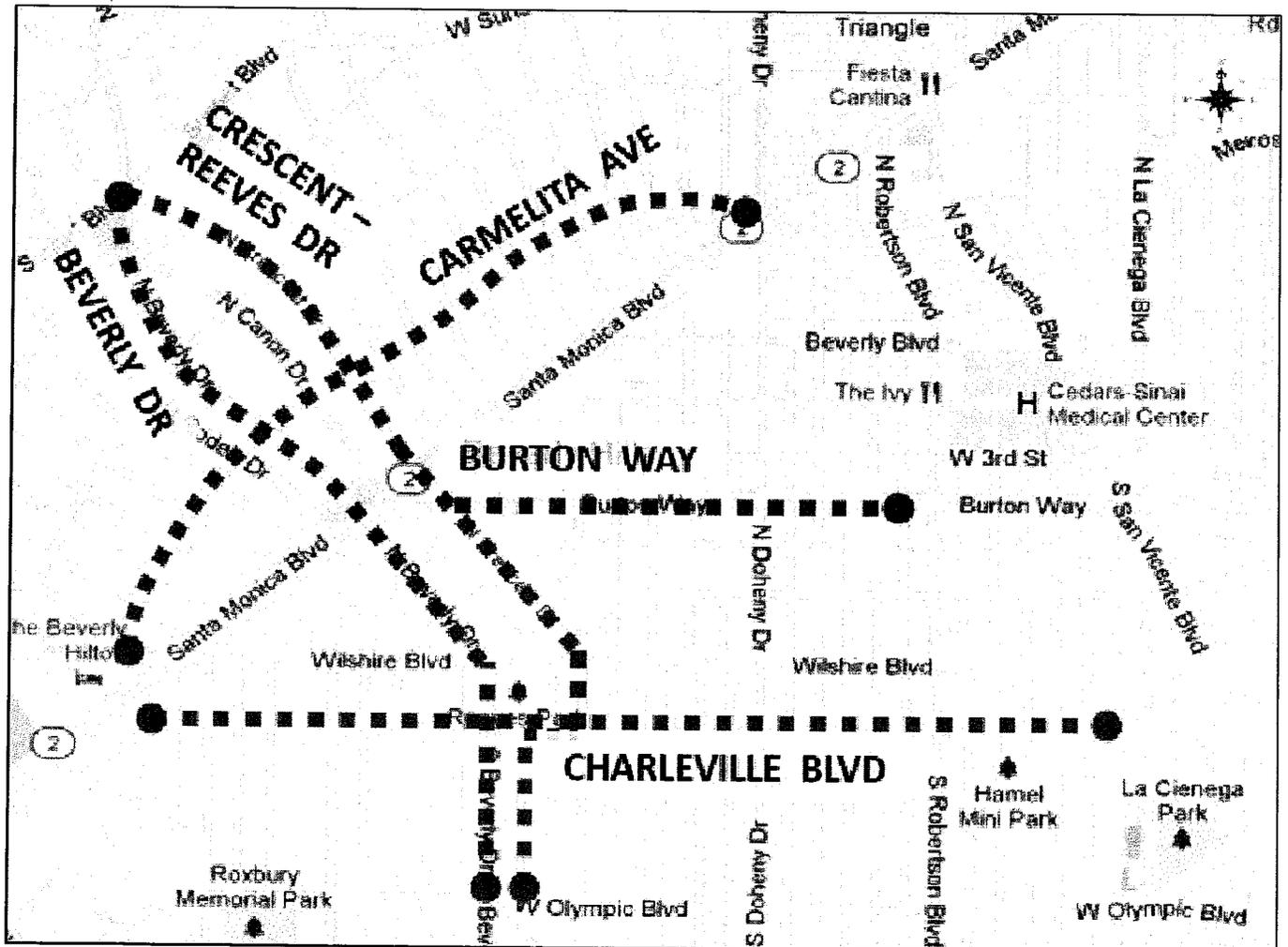
Office of Communications
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210-4817
www.beverlyhills.org

Additional information may be accessed on the City's bicycle webpage at

<http://www.beverlyhills.org/bicycles>, or by calling (310) 285-2467.

###

CITY OF BEVERLY HILLS PROPOSED PILOT BICYCLE ROUTES





TRAFFIC & PARKING COMMISSION SPECIAL MEETING

Proposed Pilot Bicycle Routes

Date: Wednesday, May 9, 2012
Time: 7:00 p.m.
Location: City Hall, Room 280-A, 455 N. Rexford Drive, Beverly Hills, CA, 90210

The Traffic & Parking Commission will hold a *Special Meeting* on Wednesday, May 9, 2012 to consider developing recommendations to the City Council for a Pilot Bicycle Route program.

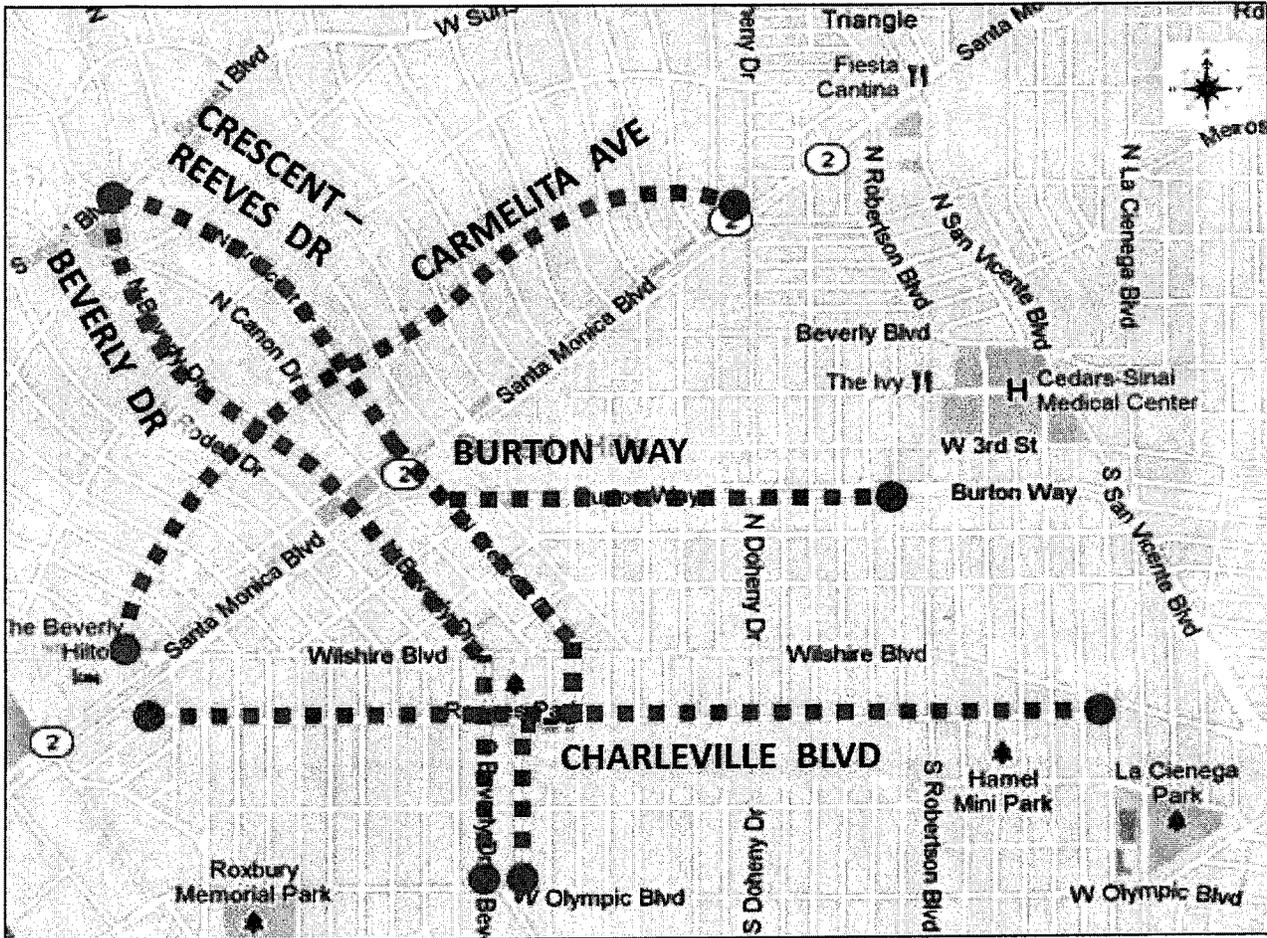
The Traffic & Parking Commission Bicycle Ad-Hoc Bicycle Committee reviewed five potential pilot bicycle routes at publicly noticed meetings in April 2012. The Traffic & Parking Commission may develop recommendations for a Pilot Bicycle Route program at the May 9, 2012 meeting or at a subsequent meeting.

Staff proposes that the Traffic & Parking Commission recommend up to five pilot bicycle routes for City Council consideration from the list below:

1. Crescent/Reeves Drives. Install a north and southbound bicycle lane and signage between Sunset Boulevard and North Santa Monica Boulevard, and a shared bicycle route (sharrow*) and signage between North Santa Monica Boulevard and Charleville Boulevard and South Reeves Drive and Olympic Boulevard.
2. Beverly Drive. Install a north and southbound bicycle lane and signage between Sunset Boulevard and North Santa Monica Boulevard, and a shared bicycle route (sharrow) and signage between North Santa Monica Boulevard and Olympic Boulevard.
3. Burton Way. Install an east and westbound bicycle lane between North Crescent Drive and North Oakhurst Drive, and an eastbound lane to Robertson Boulevard within Beverly Hills.
4. Carmelita Avenue. Install an east and westbound shared bicycle route (sharrow) and signage on both sides of the street within the city boundaries.
5. Charleville Boulevard. Install an east and westbound shared bicycle route (sharrow) and signage on both sides of the street within the city boundaries.

*A shared bicycle route, or sharrow, includes lane markings within the existing roadway and signage, without a lane for exclusive bicycle use.

CITY OF BEVERLY HILLS 2012 PROPOSED PILOT BICYCLE ROUTES



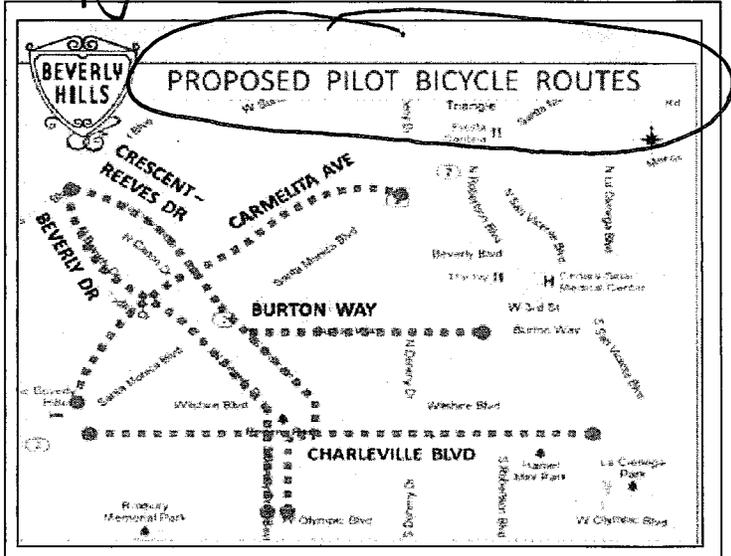
You are invited to attend the **May 9, 2012** Traffic & Parking Commission *Special Meeting* to express your views on this proposal, or submit your comments in writing by mail, e-mail or fax to the contacts noted above. All correspondence received will be presented to the Traffic & Parking Commission for review at the meeting.

Additional information is available at www.beverlyhills.org/bicycles. If you have any questions regarding this proposal, please contact the Public Works & Transportation Department at (310) 285-2500.

Sincerely,
Transportation Planning



New tile wall brightens Hawthorne campus
 Hawthorne fifth graders Lital Mizrahi (left), Chantel Sabouhi (center) and Shaina Sabar (right) pose in front of Hawthorne's newly installed tile wall, adjacent to the existing tile wall near the library. Last spring, the Hawthorne PTA organized a fundraiser that invited Hawthorne students and their families to decorate tiles provided by Color Me Mine.



Residents voice support, safety concerns for pilot bike route program

More than half a dozen residents addressed the Traffic & Parking Commission bicycle ad hoc committee April 11 to express their views about a proposed pilot bike route program in the City of Beverly Hills.

Commissioner Jeff Levine, who spearheads the committee with Vice Chair Alan Grushcow and Commissioner Ira Friedman, said most comments focused on safety issues but were generally supportive of the City's effort to create a bike route for Beverly Hills.

The committee has been tasked with studying potential bike routes and making a recommendation to the City Council. The committee is studying three east-west options and two north-south options, that would be designated with road signs and "sharrows," which are painted markings indicating the road is to be shared by automobiles and bicycles.

The east-west bike routes to be reviewed are on Carmelita Avenue within City limits; Burton Way between Crescent Drive and Robertson Boulevard; and Charleville Boulevard between La Cienega and South Santa Monica boulevards. The north-south routes to be reviewed are Beverly Drive between Sunset and Olympic boulevards; and Crescent-Charleville-Reeves between Sunset and Olympic boulevards.

"Most people were voicing concerns about safety issues," Levine said. "There were comments [that residents] liked the idea but they wanted to make sure it's done in a smart way and as safely as possible."

Mark Elliot, founder of Better Bike Beverly Hills, said as a whole, the route options the City has identified are "the perfect core for a bike network" in Beverly Hills. Elliot said establishing a limited pilot program was a good start, but he said the City had identified the easiest steps for establishing a route.

"That's because they constrained the engineers who did feasibility studies that said, 'We won't change traffic flow or lose parking,'" Elliot said.

Elliot said Beverly Drive and Charleville are already popular with cyclists, but safety on both roads could be improved. Charleville connects with bike lanes in Century City, Elliot said.

Elliot said diagonal parking on Beverly makes it difficult for drivers to see cyclists as they back out of parking spots. To improve safety on Charleville, Elliot suggested the possibility of removing one side of parking to widen the road traveled by cyclists and automobiles.

"[Someone commented,] 'We'll evolve these facilities as demand increases,'" Elliot said. "We don't build roads like that. We build roads to anticipate capacity and create safe travel conditions. It's the same with bicycles. We want to anticipate the demand and encourage it."

If a route is established by the City Council, the committee would monitor the pilot program for a period of 6 to 12 months, Levine said, and then make a determination.

The next meeting will take place this Wednesday at 7 p.m. in the Conservation Room of the City's Public Works Building at 345 North Foothill Road. The Traffic and Parking Commission will convene at a special meeting May 9 at 7 p.m. in Room 280-A of City Hall to develop recommendations to present to the City Council.

responsibilities.

Residents circulate online petition opposing tunnel under Beverly High

Beverly Hills residents opposed to the Westside Subway Extension tunneling under

Beverly High are circulating an online petition. As of Wednesday afternoon, over 1,079 individuals had signed the petition. To sign, visit www.change.org/petitions/no-subway-under-beverly-hills-high-school.

board's No. 1 concern when it meets April 26 to consider the final EIR for the Westside Subway Extension.

"I would urge the Metro Board to only choose a route that would require tunneling under the school if there is a definitive conclusion that it is the safest alternative," Waxman wrote.

Metro spokesperson Dave Sotero said safety is Metro's No. 1 priority.

"Metro has received the letter and will not make any recommendation that does not ensure the safety of the public," Sotero said.

Waxman's Communications Director Karen Lightfoot said the letter was the first Waxman had sent to Metro regarding tunneling under Beverly High. She said Waxman's offices in Washington D.C. and Los Angeles have received just under 50 calls, e-mails and letters about the project in the last six months, with about two-thirds of them coming in the past two months. Lightfoot said constituents' comments have expressed both concern about and support for the subway project.

Beverly Vista principal search down to two finalists, board to vote on district office reorganization Tuesday

After reviewing more than 80 applications and interviewing 10 candidates for the Beverly Vista principal position, Superintendent Gary Woods said Monday the BHUSD selection committee has narrowed down the field to two finalists.

The district is in the process of running background checks on the finalists, and Woods expects to present one candidate to the Board of Education for its approval at next Tuesday evening's formal meeting. Principal Irene Stern is retiring for a second time at the end of the school year. Stern returned as principal in 2010 after having previously served as principal 1999 to 2006.

The first round of interviews involved

a larger community-based panel of about 10 to 15 members, Woods said. A smaller panel, including Woods and representatives of the Board of Education, conducted the second-round interviews.

"When you're dealing with principals, you're looking for a lot of community input," Woods said.

The interview process also involved an agency called Target Success, which conducted additional phone interviews with the finalists, Woods said.

"This [service provides] a third-party, objective analysis on the characteristics candidates possess that lead to demonstrated success," Woods said.

This Tuesday, Woods also plans to present his "reorganization" plan for the district office, in response to Assistant Superintendent of Business Services Alex Cherniss' departure from the district at the end of March to work at the Los Angeles County Office of Education.

It is unclear whether or not the district has plans to actually replace the assistant superintendent of business services position, since Woods said he would not reveal the details of the proposed reorganization plan until Tuesday. Woods said he has been discussing options with the board over the course of about a month.

"It's a simplified plan with very clear lines of authority," Woods said. "I need this team functioning at high levels. We need to be efficient and effective. [We'll be] matching up a number of positions with skill sets that are currently here, and I hope to do some things in terms of how we reorganize that really is putting our district in a positive spot for the future."

In the meantime, Woods said administrators including Assistant Superintendent of Human Resources Dawnalyn Murakawa-Leopard, Interim Director of Curriculum, Instruction and Professional Development Jennifer Tedford, Budget & Food Services Executive Director Mary Anne McCabe, and himself have taken on Cherniss' former

briefs cont. on page 7

EDDIE DALTON
(Continued from page 5)



He operated Eddie Dalton Hair Design on Beverly Drive

and cut and styled hair for 41 years.

Born in Phoenix on July 1, 1943, he was one of five children and after high school was drafted into the Army in 1966 and upon his discharge moved to Beverly Hills.

Dalton trained with Vidal Sassoon on Rodeo Drive. In June 1977, he opened his own salon.

He is survived by his son, Jason Dalton, daughter, Jessica Flynn, his son-in-law, Craig Flynn and his two grandsons, Grant, 11 and Will, 8.

BIKES

(Continued from page 5)

Interested residents to learn about the potential additions to Beverly Hills streets.

The bike routes, as shown in the map, will run east/west and north/south through the City.

According to transportation consultants Fehr & Peers, who conducted the route feasibility study, approximately eight to 10 feet are needed to create individual bike lanes. On the smaller streets like Charleville, "sharrows" could be painted to indicate to drivers bicyclists will also be present and to share the road.

"Because Beverly Hills has never made any cyclist-friendly improvements, just creating a process has been a real step forward," said Mark Elliot, Beverly Hills resident, cyclist and founder of the Better Bikes Beverly Hills organization. "It's clear the City is going to be moving forward on some improvements and that process alone is reassuring."

However, the City has determined it will not increase the street widths or remove any street parking.

"Staff and the bicycle ad hoc committee evaluated the current infrastructure of each proposed route and directed the transportation consultant to study the existing condition of each street," Deputy Director of Transportation Aaron Kunz said. "For initial pilot bicycle routes, the consultant and staff determined that removing parking would be too impactful for the neighborhoods. Widening streets is generally not feasible and costly."

Elliot said he would have liked to see "a little more imagination" in the City's proposed bicycle routes.

Kunz said potentially all five routes could be chosen for implementation, depending on the recommendation formed by the Traffic and Parking Commission at its May 9 meeting.

The Traffic and Parking Commission Bicycle Ad-hoc Committee will hold another public meeting April 25 at the Public Works Building at 345 Foothill Blvd. in the Conservation Room. The full Traffic & Parking Commission will hear public comment and consider developing initial recommendations to the City Council on May 9 in Room 280 at City Hall.

The City Council will hear the Traffic and Parking recommendation during June or July, Kunz said. If approved by the City Council, the bike routes would be in place for approximately 12 months, during which time the City would evaluate the impact on residents and businesses.

For more information visit <http://www.beverlyhills.org/bicycles> or call 310-285-2542.

NATALEE THAI CUISINE
www.nataleethai.com
10101 Venice Blvd., Culver City
(310) 202-7013
998 S. Robertson Blvd., Beverly Hills
(310) 855-9380

LA SCALA
BEVERLY HILLS

310.275.0579 • 434 N. CANON DRIVE
MON. - THURS. 11:30 AM - 10:00 PM
FRI. & SAT. 12:00 AM - 10:00 PM
ITALIAN RESTAURANT

MOCA

(Continued from page 5)

multi-disciplinary show brings together contemporary art, design, music, film and food to deliver a "true sensory experience" according to Diamond.

"Mike is trying to recontextualize going to a museum," described Los Angeles artist Sage Vaughn who created

works specifically for the show which draws from Wagner's Ring Cycle and takes forms from the natural world to create synthetic representations.

One of the more off-beat additions to the festival is Roy Choi, founder of the iconic Kogi Korean BBQ food truck which ignited the food-truck craze in Los Angeles three-and-

a-half years ago. Choi said his colorful installation functioned as a kaleidoscope that drew people to a truck offering food and was designed to engage the senses and get visitors to question whether it was art or food.

For more information on this free festival, visit www.moca.org.

CHARITY EVENTS

(Continued from page 5)

marked increase over the 196 applications filed last year and the 197 permits pulled in 2010.

Raffel said that because the economy is getting better, people can raise more money. She

said the rise in applicants underscored the importance of the commission she chairs in ensuring that residents and their money are protected from organizations that don't meet certain criteria.

"We make sure that the

people who are setting up shop here and asking for donations are legitimate organizations," Raffel said. "When you make a contribution, you want to make sure it's going to where you think it's going and it's not going to someone's dinner."

Questions? Comments? Concerns? Story Ideas?
Email [The Courier at MSchevker@BHCourier.com](mailto:MSchevker@BHCourier.com)

Mother and child: The tie that binds.

Our moms gave us the gifts of individuality and family.
At Belmont Village we recognize the importance of both for our residents. If you are considering senior living for yourself or a loved one, we invite you to visit a Belmont Village near you to discover the difference. Because Mom deserves the best.

In honor of Mother's Day, tour Belmont Village through May 31 and receive a complimentary copy of *Then Again*, Diane Keaton's moving mother/daughter memoir.

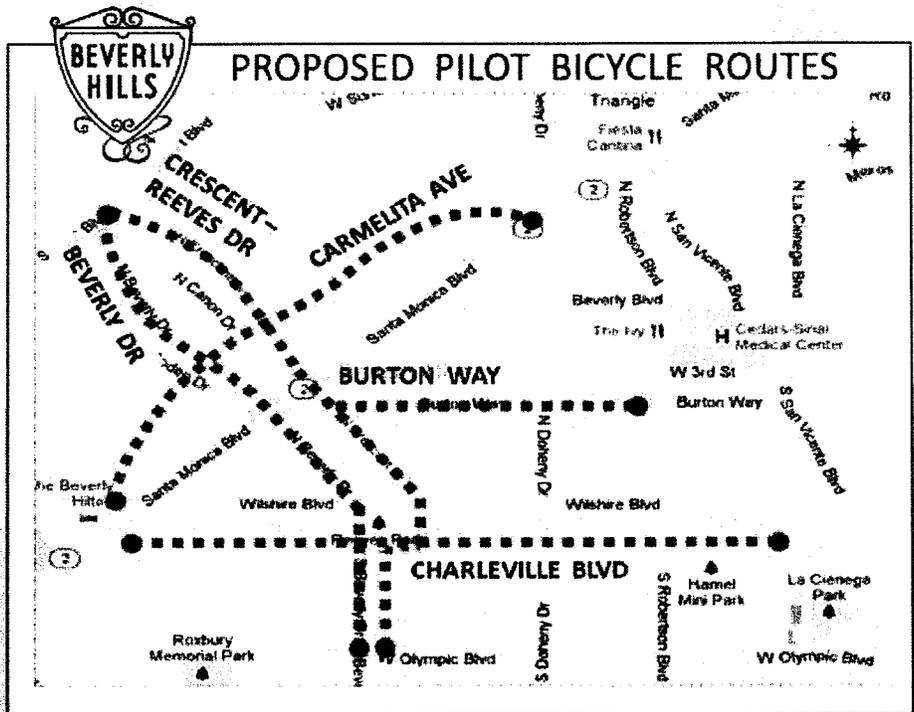
Book quantities are limited.
Call today to schedule a tour and reserve your copy.

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Hollywood Hills (323) 874-7711
Rancho Palos Verdes (310) 377-9977
Westwood (310) 475-7501
Thousand Oaks (805) 496-9301

BELMONT Village SENIOR LIVING

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The Community Built for Life® belmontvillage.com



COMMUNITY MEETINGS



**City of Beverly Hills
Pilot Bicycle Routes
Community Outreach meetings:**

.....
DATES/LOCATIONS:

Wednesday Evenings:

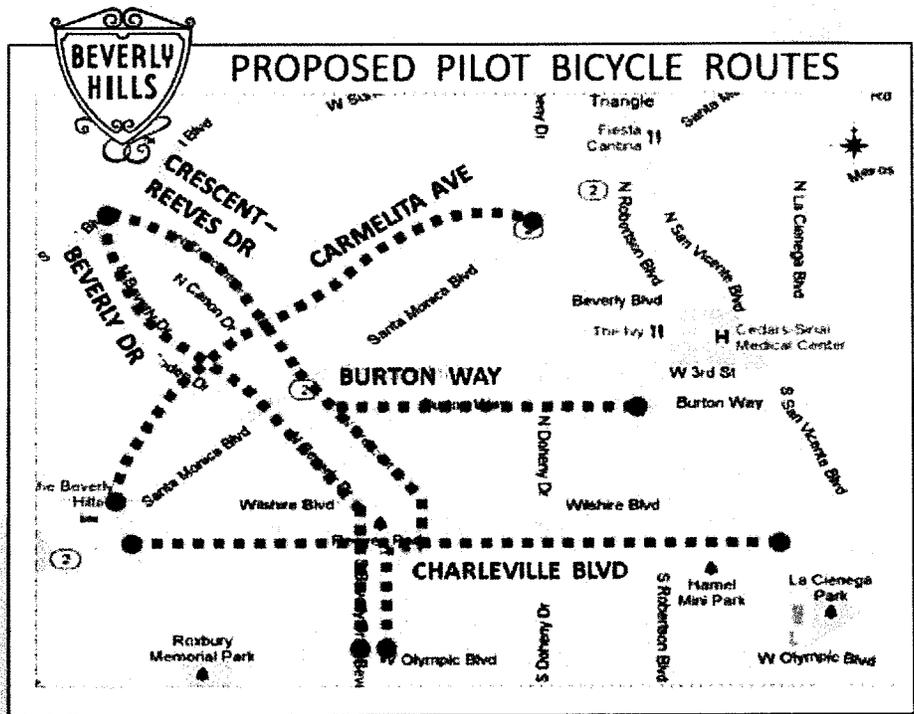
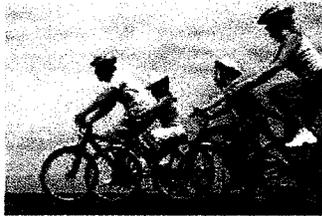
April 11, April 25
at Public Works Bldg,
345 Foothill Road

May 9
at City Hall Room 280-A,
455 North Rexford Drive

.....
TIME:
7:00pm - 9:00pm

.....
FOR FURTHER INFORMATION:
www.beverlyhills.org/bicycles or 310.285.2467

Parking available at 9333 W. Third Street parking garage.



COMMUNITY MEETINGS



**City of Beverly Hills
Pilot Bicycle Routes
Community Outreach meetings:**

.....
DATES/LOCATIONS:

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7:00pm - 9:00pm

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FOR FURTHER INFORMATION:

www.beverlyhills.org/bicycles or 310.285.2467

Parking available at 9333 W. Third Street parking garage.

ATTACHMENT 3

CITY OF BEVERLY HILLS

**CITY HALL ROOM 280-A
455 N. Rexford Drive
Beverly Hills, CA 90210**

MINUTES

TRAFFIC & PARKING COMMISSION SPECIAL MEETING

May 9, 2012

7:00 pm

ROLL CALL – 7:01 p.m.*

PRESENT: L.J. FRIEDMAN, LICHT, LEVINE, GRUSHCOW, STEINBERG
ABSENT: None

PILOT BICYCLE ROUTE PROJECT: STAFF PROPOSED THAT THE TRAFFIC & PARKING COMMISSION RECOMMEND UP TO FIVE PILOT BICYCLE ROUTES FOR CITY COUNCIL CONSIDERATION – 7:03 p.m.*

STAFF PROVIDED AN OVERVIEW OF THE FIVE PILOT BICYCLE ROUTES:

- 1) Crescent / Reeves Drive
- 2) Beverly Drive
- 3) Burton Way
- 4) Carmelita Avenue
- 5) Charleville Boulevard

COMMENTS FROM COMMISSIONERS (ORAL)

COMMISSIONER Levine, Chair of the Bicycle Ad-Hoc Committee, emphasized the importance of considering the feedback from all interested parties. He supported forwarding to the City Council a recommendation to test all five proposed pilot bicycle routes under consideration.

Commissioner GRUSHCOW acknowledged the increased presence of bicycle riders in the City and regionally, and reiterated the Ad-Hoc Committee's recommendation to test all five proposed bicycle routes under consideration.

ORAL COMMUNICATION FROM THE AUDIENCE – 7:27 p.m.*

Resident Mehnaz Hakimi opposes all proposed bike routes.

Resident Mary Lynn Gottfried (Block Captain of Linden Drive) expressed concerns of impact of bicycle lanes on parking on Carmelita Avenue.

David Eichman of the City of West Hollywood Transportation Commission supports the proposed bike routes.

Resident William Brenner opposes all proposed bike routes.

Alexis Lantz of the Los Angeles County Bicycle Coalition supports all proposed bike routes.

Resident Susan Eisenberg supports the proposed bike routes.

Resident Michael Libow voiced concern about potential hazards of the bicycle routes.

Resident Amanda Z. supports the Crescent Drive proposed route.

Resident Linda Reis opposes the Crescent Drive proposed route.

Kevin Burton supports the Burton Way proposed route.

Resident Judson Mock supports the Crescent Drive proposed route.

Resident Fran Cohen supports all proposed bike routes.

Resident M.R. Redd opposes all proposed bike routes.

Resident Oshrit Dorian supports all proposed bike routes.

Resident Robert Chandler suggested connecting a bike lane from West Hollywood to Beverly Hills.

Resident Steven Weinglass supports the Burton Way proposed route.

Resident Mark Elliott supports all five proposed bike routes.

Motion by GRUSCHCOW, seconded by LEVINE

2/3 To recommend that City Council implement all five proposed Pilot Bicycle Routes under consideration

AYES: LEVINE, GRUSHCOW

NOES: L.J. FRIEDMAN, LICHT, STEINBERG

ABSENT:

ABSTAIN:

MOTION DID NOT PASS

Motion by STEINBERG, seconded by LICHT

6/0 That the Traffic & Parking Commission consider a recommendation for each of the five proposed Pilot Bicycle Routes individually

AYES: L.J. FRIEDMAN, LICHT, LEVINE, GRUSHCOW, STEINBERG

NOES:

ABSENT:

ABSTAIN:

MOTION PASSED

Motion by LICHT, seconded by FRIEDMAN

3/2 Recommend the proposed Crescent/Charleville/Reeves Drive Pilot Bicycle Route

AYES: L.J. FRIEDMAN, LEVINE, GRUSHCOW

NOES: LICHT, STEINBERG

ABSENT:

ABSTAIN:

MOTION PASSED

Motion by LEVINE, seconded by GRUSHCOW

2/3 Recommend the proposed Beverly Drive Pilot Bicycle Route

AYES: LEVINE, GRUSHCOW

NOES: L. J. FRIEDMAN, LICHT, STEINBERG

ABSENT:

ABSTAIN:

MOTION DID NOT PASS

Motion by FRIEDMAN, seconded by LICHT

6/0 Recommend the proposed Burton Way Pilot Bicycle Route

AYES: L.J. FRIEDMAN, LICHT, LEVINE, GRUSHCOW, STEINBERG

NOES:

ABSENT:

ABSTAIN:

MOTION PASSED

Motion by GRUSHCOW, seconded by LEVINE

3/2 Recommend the proposed Carmelita Avenue Pilot Bicycle Route

AYES: LEVINE, GRUSHCOW, STEINBERG
NOES: L.J. FRIEDMAN,
ABSENT:
ABSTAIN: LICHT
MOTION PASSED

Motion by GRUSHCOW, seconded by LEVINE

2/3 Recommend the proposed Charleville Boulevard Pilot Bicycle Route

AYES: LEVINE, GRUSHCOW
NOES: L.J. FRIEDMAN, LICHT, STEINBERG
ABSENT:
ABSTAIN:
MOTION DID NOT PASS

ADJOURNMENT – 9:36 p.m.

Approved and adopted
this 9th day of May 2012


X
Julie Steinberg
Chair

ATTACHMENT 4

PROPOSED PILOT BICYCLE ROUTE PROJECT
Public Comment: April 11, April 25, May 9, 2012
Written Correspondence

PUBLIC COMMENT

		Residency	Support	Oppose	Comment
05/09/12	EICHMAN, D.	WH	X		Supports all routes; WH Transportation Commissioner.
05/09/12	LANTZ, A.	LA	X		Los Angeles Bicycle Coalition
05/09/12	BURTON, K.	WH	XX		Supports Burton Way; regional connectivity/network w. WH/LA.
05/09/12	ELLIOT, M.	BH	XXX		Correspondence; complete streets, road diets.
05/09/12	EISENBERG, S.	BH	X		Supports all routes.
05/09/12	Z., AMANDA	BH	X		Supports Crescent Drive.
05/09/12	LIBOW, M.	BH		X	Hazards, safety; enhanced police enforcement.
05/09/12	GOTTFRIED, M.	BH		X	Oppose Carmelita Ave.
05/09/12	REIS, L.	BH		XX	Additional traffic on Crescent Dr.
05/09/12	HAKIMI, M.	BH		X	Correspondence; unsafe, threat to privacy and property value.
05/09/12	BRENNER, W.	BH		X	Correspondence.
05/09/12	COHEN, F.	BH	X		Supports all routes.
05/09/12	CHANDLER, R.	BH			Connect Santa Monica Blvd to West Hollywood bike lanes.
05/09/12	WEINGLASS, S.	BH	X		Supports Burton Way.
05/09/12	REDD, M.	BH		X	Opposes all bikeways.
05/09/12	DORIAN, O.	BH	X		Routes protect cyclists.
05/09/12	MOCK, J.	BH	X		Supports Crescent; striping may prevent illegal passing.
04/25/12	RIES, J.	BH		X	Oppose Crescent Dr.; heavy traffic.
04/25/12	THOMPSON, A.	PAS	X		Regional connectivity.
04/25/12	KARLIN, L.	BH		X	Opposes Beverly and Charleville; more research on Burton.
04/25/12	BERGSTEIN, S.	LA	X		Bike lanes on Santa Monica Blvd., n/s Doheny, add bike racks.
04/11/12	JOHNSON, R.	LA	X		Suggests Sunset Blvd.
04/11/12	HIGH, W.	LA	X		Bike lanes on Santa Monica Blvd.
04/11/12	SUPNIK, D.	BH		X	Oppose Beverly Dr.; dangerous.
04/11/12	ABRAMS, J.	BH		X	Oppose Crescent Dr; heavy traffic, dangerous.
04/11/12	RUDER, J.	BH		X	Gregory Way instead of Charleville; insurance/liability.
04/11/12	O'NEIL, R.	BH		X	Oppose Carmelita Ave.

PROPOSED PILOT BICYCLE ROUTE PROJECT
Public Comment: April 11, April 25, May 9, 2012
Written Correspondence

WRITTEN CORRESPONDENCE

		Resident	Support	Oppose	Comment
04/06/12	D. MORTON	BH	X		Supports Charlevilles; opposes Carmelita, Beverly Dr., Crescent.
04/25/12	A. MERUELO	LA	X		Santa Monica Blvd bike lanes.
05/06/12	K. BURTON	WH	X		Public comment; supports all routes.
05/09/12	R. PINSKY	BH		X	Opposes Charleville; challenges at route entrances for each.
05/09/12	R. SLAYTON	BH		X	Cyclists do not obey traffic laws; potential parking impacts.
05/09/12	D. SALOMON	BH	X		Supports all routes.
05/09/12	L. RAFFEL	BH		X	Public comment; opposes Carmelita Ave.
05/09/12	M. ELLIOT	BH	X		Public comment; supports all routes.
05/09/12	M. HAKIMI	BH		X	Letter signed by 24 BH households.
05/10/12	E. LANDSBAUM	BH		X	Opposes Carmelita Ave; move to Santa Monica Blvd.
05/15/12	W. BRENNER	BH		X	Safety concerns; low volume of cyclists; police enforcement.

5

6

11

Martha Eros

From: derek morton]
Sent: Friday, April 06, 2012 10:30 PM
To: WebCBH TRANSPORTATION
Subject: bicycle ad-hoc committee ?

Please would you send the following to Traffic & Parking Commission Bicycle Ad-Hoc Committee, Commissioners Ira Friedman, Alan Grushcow and Jeff Levine:

Beverly Hills is not an island, so if you spend significant money, then integrate BH and LA bicycle plans.

I don't own a car. I bike (electric) and occasionally use public transit for long distances. I park my bike in Beverly-Canon parking garage, but there is no bike rack to lock the bike, or electric outlet to recharge the battery.

I agree with Charleville Blvd because its west-end integrates with Santa Monica Blvd which I regularly use, W. to Sepulveda, then I use Ohio (I use the on- & off-ramps on SM blvd because I feel safer). Also, Charleville gets more traffic than Gregory Way because of Wilshire, so cyclists would benefit if drivers were more aware of them.

The east end of Charleville is inconvenient. I live on Reeves Dr (S. of Charleville), so if I'm going east, then I use Clifton Way. It is easy to cross San Vicente.

I disagree with Carmelita Ave which has little traffic, so no need to spend money on it. West-end of Carmelita is problematic, especially coming E. on SM Blvd. East-end of Carmelita connects to SM blvd or Melrose. I use Melrose to Huntley because less traffic, but diagonal parked cars are a risk, then I go N. and E. to Willoughby which is good E.-W. route. (Bicycle lane on SM blvd starts one block east of Doheny, but I'm not comfortable on it because of traffic and parked cars)

I disagree with Beverly Dr. which is too busy, commercial and parked cars (N. of Olympic).

Crescent Dr. is primarily residential street, not busy, so why spend money on it. Reeves is useless because it ends at Olympic. N.-S. travel is not a big deal. If I go south, I use Beverly Dr, S. of Olympic, and connect to Castle Heights Ave. (La Cienaga station on Expo line will open imminently, and Culver City station at Robertson and Venice blvd will open next year)

Let's be honest, cyclists don't stop at "all way" STOP signs, which is one of the benefits of using a bike for transportation.

derek morton
beverly hills. CA
tel: 310
email:

Martha Eros

From: Alejandro Meruelo
Sent: Wednesday, April 25, 2012 5:30 PM
To: WebCBH TRANSPORTATION
Subject: Bike route pilot program

Hello,

I would like to submit a comment on the bike route pilot program since I cannot attend the associated meetings. I am a medical student that will be working at Cedars-Sinai hospital. I would like to bicycle there, but I will most likely drive. I have bicycled there before and have found it to take less time than driving. However, the existing infrastructure is extremely poor. The Santa Monica Blvd bike lane that I enter Beverly Hills by ends before connecting to Charleville Blvd.

The pilot program is a terrific step forward, but more is needed (i.e., a network of roads). I will not be biking in Beverly Hills until I feel safe with the design of bike infrastructure in Beverly Hills. I hope to see further improvements in the future.

Best wishes,
Alejandro

--

Alejandro D. Meruelo
David Geffen School of Medicine at UCLA
Medical Scientist Training Program, Y7

Web:

Martha Eros

From: Kevin Burton [mailto:kburton@cityofbh.com]
Sent: Sunday, May 06, 2012 9:27 PM
To: Aaron Kunz
Cc: WebCBH TRANSPORTATION
Subject: Comments - Bike Route Pilot Program

Re: Beverly Hills Bike Route Pilot Program

Hello Aaron,

Please direct the following to the Traffic & Parking Commission's Bicycle Ad Hoc Committee to consider as part of the public comment on the "Bike Route Pilot Program".

- 1) Given the inevitable increase in numbers of cyclists coming into and through Beverly Hills, partly as a result of efforts in neighboring cities to provide them with needed facilities, I strongly recommend the City of Beverly Hills to pursue bike routes, lanes, signage, racks, and other facilities.
- 2) The final public hearing on May 9th should be announced in the City's calendar and notices of public meetings. I believe doing so would be consistent with the Brown Act.
- 3) Since there is no traffic signal at the western terminus of Carmelita Avenue where it intersects Wilshire Blvd., many bicyclists will consider it unsafe for left turns onto Wilshire to access Santa Monica Blvd. for west-bound journeys via the bicycle lanes in Century City. Mitigation might be provided by signage directing Santa Monica Blvd.-bound bicycle traffic to turn left (south) from Carmelita before terminating at Wilshire. This could be onto Walden Drive (one block east of Wilshire) or Bedford Dr., both of which would allow for an easy right turn onto Santa Monica Boulevard. Bedford Dr. has additional advantages of being accessible from Park Way and providing for left turns onto Santa Monica Blvd. or continuing south into the Golden Triangle. In the long run a bicyclist-activated signal at Carmelita and Wilshire would be appropriate.
- 4) Burton Way is an ideal candidate for bicycle lanes (Class II) given its width and the likelihood that the City of Los Angeles will install such lanes in its jurisdiction on that street.
- 5) The press announcement of the Bike Route Pilot Program states that "the bike routes would be in place for approximately 12 months, during which time the City would evaluate the impact on residents and businesses". It doesn't seem appropriate to prejudge the pilot program by implying that the default outcome is for the routes to be removed after one year. Furthermore, the impact on *cyclists* should also be assessed. Before going to Council, this statement should be replaced by "**the City will evaluate the impact of the routes on cyclists, residents and businesses for a period of 12 months, after which their status will be reviewed by the City Council**".

Thank you for your consideration and efforts to accommodate this segment of the road-using public.

Best regards,

Kevin Burton

VP, Photonanoscopy, Inc., Robertson Blvd., Beverly Hills
Member, West Hollywood Bicycle Coalition
City of West Hollywood Bicycle Task Force

Martha Eros

From: [redacted] of WebCBH TRANSPORTATION
Sent: Friday, May 11, 2012 8:03 AM
To: Martha Eros; David Greene; Aaron Kunz
Subject: FW: Comments for May 9, 2012 meeting—Charleville Blvd Proposed Bike Route

From: Ron Pinsky [redacted]
Sent: Wednesday, May 09, 2012 1:00 AM
To: WebCBH TRANSPORTATION
Subject: Comments for May 9, 2012 meeting—Charleville Blvd Proposed Bike Route

I would like to be sure that the Commission is aware of the difficult situation present at the eastern endpoint of the proposed Charleville route. I would also like to make a suggestion regarding a possible modification to increase the safety of the route.

Problem: Over the past couple years there has been an extreme increase in the level of traffic and congestion occurring on Charleville between LeDoux and Stanley. This has been due to the addition of the Cedars Sinai Hospital LeDoux annex as well as an apparent increase in other adjacent Wilshire-LeDoux medical offices.

On Charleville there are busses, large vans, and taxis (stopped in the red curb zone or double parked) transferring patients from Cedars Sinai as well as from other medical facilities. It is also not uncommon to also see large delivery trucks (Fed Ex, UPS, oxygen supply, etc) making deliveries to the medical facilities.

Not all patients arrive by bus, van or taxi. As a result street parking is generally at 100% capacity. Patients circle the LeDoux and Stanley blocks in hopes of eventually finding a parking spot.

While I am very supportive of bike paths and dedicated well designed bike lanes, I question the safety of sharrows in congested areas such as this.

Suggestion: While Charleville is overall a logical east-west route, it would be preferable to divert bicycle traffic south at Carson or Willaman, thereby avoiding Cedar-Sinai and other medical office traffic and parking congestion. It would also be logical to then guide riders via Gregory to La Cienega Park as the eastern end of the route.

Ron Pinsky

Martha Eros

From: WebCBH TRANSPORTATION
Sent: Friday, May 11, 2012 8:03 AM
To: Martha Eros; David Greene; Aaron Kunz
Subject: FW: re May 9th meeting - comments

From: Robert Slayton [<mailto:rs@sccmfinancial.com>]
Sent: Wednesday, May 09, 2012 1:29 PM
To: WebCBH TRANSPORTATION
Subject: re May 9th meeting - comments

Here are my comments in lieu of my attendance at tonite's meeting:

All cyclists do NOT stop at 4-way stop signs. Will this hazard be enforced?

Will the 2 hr. parking remain? What conflict is there between parking and bicycle lane?

Will cyclists come south on Beverly Drive and turn west on Carmelita?? With or without a legal stop??

Thank you.

Robert Slayton
601 N. Beverly Drive
BH

Martha Eros

From: WebCBH TRANSPORTATION
Sent: Friday, May 11, 2012 8:03 AM
To: Martha Eros; David Greene; Aaron Kunz
Subject: FW: comments on Bike Route Pilot Program

From: Salomon, Danielle [<mailto:>]
Sent: Wednesday, May 09, 2012 4:54 PM
To: WebCBH TRANSPORTATION
Subject: comments on Bike Route Pilot Program

Dear Ms. Eros,

I am writing to express my support of the Bike Route Pilot Program, and my desire to see more efforts by the City of Beverly Hills to improve the biking conditions in the city.

I am a resident of Beverly Hills who bike commutes every day from my house (607 N. Oakhurst Drive) to my workplace, UCLA. Although I love my bike commute, it is not an easy one. Instead of traveling along Santa Monica Blvd., which I feel would be tremendously unsafe, I take Elevado Ave. to Whittier, then bike on the sidewalk along Wilshire Blvd, crossing back to the north at Westholme, which I then take to campus. Getting across Beverly Hills is challenging when the only option to avoid a major thoroughfare is to ride on residential streets that have a stop sign on every block. Although I stop and wait my turn, I come close to being hit by cars on a regular basis. The city desperately needs some kind of bike infrastructure to protect the safety of bikers and support others who would like to make more trips by bike.

I applaud you for taking a step in the right direction. I hope that someday soon I will feel comfortable biking with my children to the stores and restaurants that are so close to us, but that we drive to because I will not risk riding a bike on the commercial streets south of Santa Monica Blvd.

I talk to people every day who ask about my bike commuting and wish they could do the same. There are too many people, particularly women, who do not feel safe riding on our city's roads. The City of Beverly Hills has the opportunity to be a great biking city for families and commuters because of its small size and amazing attractions and events. I strongly support the implementation of the Bike Route Pilot Program and I hope it is the first step to more widespread improvements.

Sincerely,

Danielle Salomon
6 N. Oakhurst Drive
Beverly Hills, CA 90210

Danielle Salomon
Teaching and Learning Services Librarian
UCLA College Library
220 Powell Library Building
Box 951450
Los Angeles, CA 90095-1450
phone 310

Martha Eros

From: WebCBH TRANSPORTATION
Sent: Friday, May 11, 2012 8:03 AM
To: Martha Eros; David Greene; Aaron Kunz
Subject: FW: Bicycle Routes - comments for meeting on May 9, 2012

From: LillianRaffel [mailto:lillian.rosen@webcbh.com]
Sent: Wednesday, May 09, 2012 5:11 PM
To: WebCBH TRANSPORTATION
Cc: Gottfried MaryLynn & Howard
Subject: Bicycle Routes - comments for meeting on May 9, 2012

please find below comments regarding bicycle routes

Lillian Raffel

Regarding Proposed Pilot Bicycle Routes

I am unable to attend the Traffic and Parking Commission Special Meeting tonight, May 9, 2012, and ask that this letter be presented to the Commission.

I respectfully request that no decision or recommendation be made tonight in favor of the bicycle routes as there has NOT been enough public notification made to people who reside in the effected areas. The first and only notification regarding the proposed bicycle routes and public meeting I received was on Monday, May 7th. I understand that there were other meetings but I nor any of my neighbors, except one, received any notification for these meetings. It is obvious that the notification process was flawed, unlike the notification process regarding the traffic diversion along Sunset, which was excellent. A decision tonight without adequate notification to those impacted by the proposed route and their having no opportunity to give input is inherently unfair.

That said:

There are many questions and concerns that I have regarding the proposed bicycle route. I will only address my concern for Carmelita because I am most familiar with that proposed route. I live on the corner of Roxbury and Carmelita.

I have briefly reviewed the feasibility study by Fehr and Peers that was on the web site. They refer to Class II and Class III bike routes without explanation. I believe they should be defined for the general public. Several points in the study are cause for concern. There is a recommendation of the possible use of traffic circles or roundabouts at Carmelita and Beverly and Rodeo (page 11). Didn't the city try these before and the residents hate them?

The photograph of Carmelita (page 9) really does not reflect daily vehicle parking and traffic patterns on most of the street, particularly from Wilshire to Rexford. Contrary to the characterization depicted in the study, the car traffic on Carmelita is frequently quite heavy. Also, many people park along Carmelita. The results are there is a lot of vehicles coming and going. It is frequently frustrating getting out of my alley (where my garage is located) or driveway because of a steady stream of traffic along with parked cars blocking visibility of on-coming traffic. As a side note, the situation had become so bad that I requested and received red curb markings so vehicles would park back a bit as to increase visibility of on-coming traffic.

What will happen if there is an increase in bicycle traffic? Will people have added frustration upon leaving driveways and alleys?

Other questions:

There large number of bicyclist of the weekend who ride along Santa Monica Blvd. Will they be diverted or encourage to ride on Carmelita?

The route along Carmelita travels along the houses' side yards vs going along the front of peoples' houses. Many bedrooms face that way as well as peoples' back yards. The bike riders create a lot of noise (by having loud "conversations" as they ride). Will this be mitigated somehow?

What about the trash, especially the water bottles, that will inevitably tossed on the street, will it be picked up daily or will this be the job of the residences?

Do people really know what the "sharrow" means? Will tourists driving down our streets understand them?

What are bikers going to do when they get to Wilshire or Santa Monica using the Carmelita route? This does not seem well thought out.

Do we really need a bike route, especially through a residential area?

Lillian Raffel <

Bicycle Routes - comments for meeting on May 9, 2012

May 9, 2012 5:11 PM

please find below comments regarding bicycle routes

Lillian Raffel

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Do we really need a bike route, especially through a residential area?

How safe are these routes? What is the input from the Police Dept. and Fire Dept.?

What is the impact on the quality of life of who would have to deal with the bicycle routes?

Lillian Raffel

Martha Eros

From: Mark Elliot
Sent: Wednesday, May 09, 2012 6:33 PM
To: Martha Eros
Cc: WebCBH TRANSPORTATION
Subject: Correspondence for Traffic & Parking meeting tonight
Attachments: Elliot re Pilot 2012-5-9.pdf

Hello Martha and Karen,

Please find my communication to the Commission attached.

Thanks,

Mark Elliot
Better Bike Beverly Hills campaign organizer <http://betterbike.org> Follow @BetterBike



May 9, 2012

Ms. Julie Steinberg, Chair
Members of the Traffic & Parking Commission
455 North Rexford Dr.
Beverly Hills, CA 90210

Dear Chair Steinberg and Traffic & Parking Commissioners:

Thank you for the opportunity to provide the Commission with input about the Bike Route Pilot from my perspective as a Beverly Hills cyclist and organizer of Better Bike. Since the ad-hoc Bike Plan Update Committee was formed two years ago, we in the bicycling community have held high expectations. Today we are discouraged by the little progress made towards *our* goal of safer streets. No bike facilities or street signs make riding safer, for example; road defects and safety-compromised intersections that are reported to Transportation go unaddressed.

Why has this process been such a disappointment? One problem is the process itself. What are the Pilot's objectives? We've never known. Road safety is cited by cyclists in meetings with the ad-hoc committee as a goal, yet it appears nowhere in commission or committee materials as an explicit statement of purpose. We have found no clear statement of objectives for this process at all. Moreover, safety data are never referenced, so we simply don't know how many injuries or deaths occur in Beverly Hills. We need that data to help this commission make an informed recommendation to City Council. And we need it to provide a benchmark for evaluation of Pilot improvements tomorrow.

More troubling is outreach to date. It is standard operating procedure for cities and planners. But here too the Pilot has been a disappointment. Facile, even cynical, gestures toward public engagement by the department have tarnished the process. That concern was reawakened when Transportation had not even posted an agenda online for today's special Commission meeting. The cyclist or resident interested to attend until yesterday morning could find no announcement on a city website (not even the Bike Plan Update Committee's own documents webpage). Even today the Pilot document webpage is a jumble of old and new documents with no narrative to explain it. Communications is Planning 101.

But this is no aberration; tardy posting is consistent with the department's approach in earlier meetings, which were routinely noticed in the afternoon (as late as 5 pm) the day before a meeting. And Transportation is routinely stingy with documents that would inform the public. Transportation has provided only one set of notes (meeting #1 in July) and therein the documentation of public comment is not substantial.

None of it suggests department-side interest. And participants understand the city's lack of commitment. Participation has waned across the meetings and few bothered to show up at this April's meetings too.

Better Bike

Mark Elliot, Organizer

betterbike.org

From a substantive perspective, the Pilot process also falls short. The giveaway is the feasibility study itself. When the ad-hoc committee and Transportation officials imposed a criterion stating “No change to parking or traffic patterns,” that unreasonably limited the scope and forced Fehr & Peers (which has experience with bike planning) to propose only half-measures. They don’t get us even halfway to safer streets. Yet that criterion was presented in November to stakeholders as a *fait accompli*.

As a result, Class II bike lanes were largely sidestepped in this feasibility study: of 80 route segments along the four original routes (Carmelita, Charleville, Beverly Drive and Crescent Drive), only 10 are identified as suitable for dedicated bike lanes. Cyclists identify separate modes of travel as the single most effective measure to improve safety. The California Highway Design manual agrees:

But a more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting parking on given streets in order to delineate bike lanes.

According to the manual, bike lanes “promote an orderly flow of traffic,” which is most critical on congested routes like Beverly and Charleville. For seven out of eight segments, however, the only option on offer is painted shared-road markings (sharrows). Innovations like ‘road diets,’ traffic circles, and ‘bike boxes’ are entirely off the table.

*** Recommendations ***

If our objective is to “enhance motorist and bicyclist safety and mobility” (per the state’s road design manual) we ought to consider how we can minimize mixing cyclists unsafely with motorists. I recommend the following routes with some changes.

1) Charleville is a relatively narrow, high traffic corridor proximate to three schools and commercial districts at the Western Gateway, South Beverly, Doheney, and Robertson. That makes it perfect for achieving the goals set out in federal and state policies: encouraging the use of bicycles for local trips. And we also want more students to bike to school too (today is National Bike to Work Day).

If we want to encourage cycling, on Charleville we’re ahead of the game already: this corridor is already a very popular informal bike route. But a barrier to greater use of Charleville is the prevalence of stops signs: 30 across 33 route segments. That makes for slow-going for cyclists. This was noted in our consultant’s study and consistently identified by cyclists as an impediment. (Transportation cyclists often take Wilshire.) Sooner rather than later we should investigate alternate means of controlling these intersections to improve traffic flow and reducing conflict.

Class II on-street bike lanes are the best measure to reduce road hazards and conflict on this corridor (not to mention the danger of abruptly-opened parked-car doors). I suggest

Better Bike

Mark Elliot, Organizer

betterbike.org

that the Commission revisit the feasibility study constraint in order to liberate the south side of parking from Charleville to allow for dual bike lanes. That's the side generally farther away from commercial uses with ample capacity during business hours in the 200 block south of Charleville. On my block I live with spillover parking from South Beverly every day. Other streets would be less-burdened.

Moreover, if we reference our Bicycle Master Plan it calls for a system predominantly comprised by bike lanes -- "the route type that contains a preferential lane for bicyclists but which can be shared in part of traversed by vehicles, especially those parking or entering and exiting from driveways." I agree.

2) Carmelita is a relatively wide, low-flow corridor with under-used curbside parking. That suggests it as suitable for a Class II bike route (i.e., sharrows) according to the study. But the limitations identified in the study also make it less optimal. For one thing, Carmelita is close to the Santa Monica corridor; if the main corridor has dual on-street bike lanes, having replicated that facility with a less-convenient detour north on Carmelita will attract few cyclists. Second, Carmelita comprises 21 route segments with 20 stop signs. Transportation cyclists won't take it. And last, Carmelita's west-end connectivity is sub-optimal (per the study) because where it meets with Wilshire is an problematic intersection. (Wilshire itself is no better.)

Elevado is the better choice because it connects with Santa Monica Boulevard (west of the Wilshire intersection) more safely, through the Hilton property. To the east it better serves the Sunset Plaza area of Los Angeles (via Doheney) which makes it convenient for cyclists from the northeast. And from a network perspective, Elevado splits the difference (and distance) between Sunset and Santa Monica to make it an essential route in the Bicycle Master Plan's citywide 22-mile bike route network.

3) Crescent Drive is an excellent choice overall because it passes by Civic Center. It also introduces cycling to the eastern edge of the business triangle, which could use commercial revitalization of the kind that cycling traffic has brought elsewhere. South of Wilshire, Crescent passes near to Beverly Vista School - an essential node for home-to-school connectivity.

As noted in the feasibility study, traffic volumes are higher on the middle 'triangle' segment where cyclists share the road uneasily with drivers. At conflict points like Whole Foods and the city garages, conflict can turn to confrontation. There a conspicuous, brightly-colored bike lane would separate the modes and make a statement to motorists to expect to see cyclists. Sharrows (as proposed) will not have that effect. This commission should revisit this Crescent segment to recommend bike lanes.

The other problem is that the route identified turns off Crescent west on Charleville to turn right on Reeves. This not only misses an opportunity to reach Beverly Vista and areas to the south, but it takes cyclists down Reeves (very lightly traveled by cyclists today). That deposits cyclists at a very problematic intersection (at Olympic) which impedes

Better Bike

Mark Elliot, Organizer

› betterbike.org

southbound and westbound travel. Moreover, the 300 block of Reeves is difficult today for 2-way vehicular traffic and very troublesome for cyclists. (The study says the conditions 'calm' traffic. Slow, yes; calm, no – at least in my experience living on the street.)

Rexford is the better alignment for a N/S route where it meets Charleville. On Rexford it would cross Olympic at a stoplight. And for much of the 200/300 blocks of Rexford, parking is allowed only on one side, making introduction of a bike lane (even a narrow one with a Caltrans waiver) more practical.

This route is already well-traveled today. In contrast, few cyclists will take Reeves if they are heading south or southeast. Consider that City of Los Angeles will be introducing improvements to South Robertson to the southeast, and Culver City will open its Expo stop at Venice & Robertson soon. It makes sense to use Rexford to begin to service our southeast BH area. For that matter, South Beverly is an important route for regional connectivity (as highlighted in Westside Cities Council of Governments bike stakeholder meetings last Fall).

4) Beverly Drive is the most challenging of these identified Pilot routes but also offers the greatest gains. The northern precincts pose few problems for cyclists so let's set that aside for now. Today the problem is south of Santa Monica Boulevard (including the problematic intersection at South Santa Monica Blvd.). Indeed these business triangle segments are difficult to navigate for an experienced cyclist. Four travel lanes, well-used curbside parking, and impatient drivers together compromise safety. The traffic signals seem only to increase driver impatience. While sharrows would be a reminder to motorists to share the lane, the overall gain can't be known until and unless we make it a test case, beginning with accurate bike counts and safety data to establish the benchmark. (That's not on the table now.)

The focus here needs to be placed on South Beverly Drive. Today most cyclists including students, delivery people, and even DOT patrols take to the sidewalk; that is against the law and is also dangerous. Yet we don't generally see many cyclists in the street because of the hazards there posed by 4-lane traffic, pull-in parking, and conflict around the city garage entrance (with another garage coming one day).

Safety is key, as is connectivity, so we must rethink how we organize the traffic on these three Beverly Drive segments. It must not only be safe to ride, but welcoming to cyclists too. A potential increase in local commerce here is the lure. The city recently conducted a small business task force exercise and found that we need to increase foot traffic but we cannot afford to increase vehicular traffic. That suggests an appeal to cyclists. Yet the feasibility study precluded any substantial change to this corridor to make it safer or more welcoming.

5) Burton Way is not addressed here because it's not been evaluated in the feasibility study.

May 9, 2012
Members of the Traffic & Parking Commission

Our best chance to put cyclists safely within reach of some of the city's most oft-frequented destinations is overlooked by the feasibility study criterion, 'No change to traffic patterns or parking.'

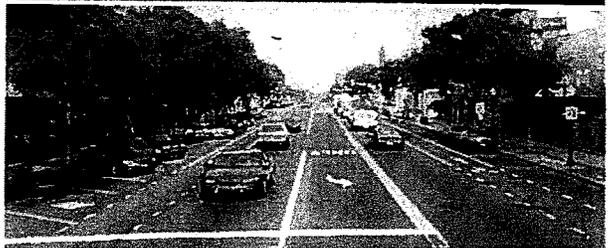
Here's what Pottstown, PA did to their main commercial street (and it looks a lot like South Beverly). They eliminated a travel lane, provided bike lanes, and reversed the angle of parking – something that cyclists have suggested to Transportation officials here for the past year.

With the recent repaving of South Beverly we missed that opportunity. Yet every day a dozen bikes are locked to meters at any time....and that's despite our best efforts to discourage cyclists! If we instead encouraged cycling by providing conspicuous on-street improvements and bike racks like Pottsville did, we could begin to realize higher revenues and property values just like other cities have.



Road Diet — Before

Pottstown, PA



Road Diet — After

Pottstown, PA

Consider the advice of our own 2009 Sustainable City plan. It told residents to “shop locally, walk and ride a bicycle whenever possible, and organize errands to avoid multiple trips.” Good advice. The plan then recommends that the city “reduce traffic-related emissions through investments in the City and the implementation of land-use and other strategies that reduce vehicular use and encourage the use of alternate transportation modes.” I agree there too.

I urge the Commission to take another look at the opportunity that South Beverly presents, and then to move beyond the constraints imposed on the feasibility study. We need to implement measures that will get Beverly Hills moving on two wheels, not only four.

At the top I highlighted aspects of the process that appears designed to achieve too little. Just above I suggest that our feasibility study criterion constrained our ability to think big enough. Before your commission forwards a recommendation to City Council, let's revisit our preconceptions so that we can create a real bike system like that first envisioned in our 1977-era Bicycle Master plan.

Sincerely,

Better Bike
Mark Elliot, Organizer
betterbike.org

Mehrnaz & Abraham Hakimi
5 N. Oakhurst Drive
Beverly Hills, CA 90210
310

May 9, 2012

Dear committee members,

I am here on my behalf, and on behalf of every other Beverly Hills homeowner I have contacted in the past few days to urge you to stop the proposed development of bike routes on our residential surface streets. The proposed bike routes are unnecessary, unsafe, and a threat to our privacy and property values.

Currently, there are no restrictions to biking on Carmelita Avenue. Bikers prefer not to ride there most likely because of the frequent stop signs, alleys, and driveways along the way. Those who do, typically have no worries, since there is usually light and slow traffic.

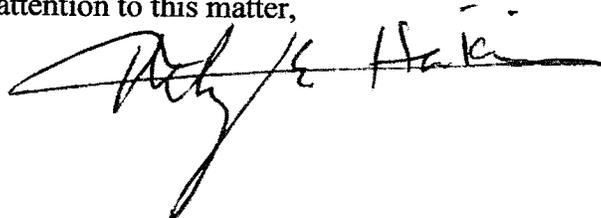
Adding a bike lane to Carmelita, will create confusion at stop signs, since most drivers do not know whether they should treat bikers as pedestrians or as drivers. Furthermore, the bike routes will be in front of our drive ways and create an unforeseen danger when pulling out of the driveway since bikes are faster than pedestrians.

Also, our streets are not wide enough to accommodate street parking as well as bike routes. Proposed bike lanes in our residential areas will invite more outside traffic from non-residents and give permission to outsiders to treat our residential streets and set backs as public recreation areas. It is also likely that such an effort will direct not only bicycles but also cars from Santa Monica Blvd. into Carmelita and other surface streets.

During the short time I have had to research this subject, I have found that bike routes in residential area are rare if not non-existent. There is typically no need for them because of the slow flow of traffic, interference with parking, and crossing driveways (bicyclists are typically safer riding in the middle of the travel lanes).

Attached, you will find signatures and addresses of just a few of the homeowners opposed to these bike routes, since I have been made aware of this project a few days ago.

Thank you for your attention to this matter,

A handwritten signature in black ink, appearing to read 'Mehrnaz Hakimi', written over a horizontal line.

Mehrnaz Hakimi

May 8, 2012

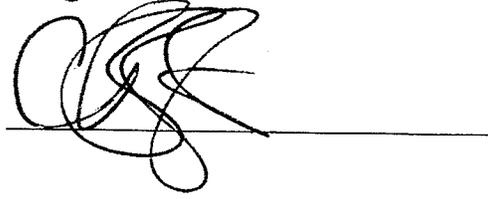
To whom it may concern;

Undersigned are residents of Beverly Hills, would like to urge the city of Beverly Hills to reject the plan to add bike lane in the residential streets of Beverly Hills.




① N. OAKHURST DR.

N. Oakhurst Drive, BH, CA 90210



S. MAPLE DR 90212

Raheloh Ayetthchi

N. Wetherly DR
B. H CA 90211

Jamara Mahajan

N. Wetherly DR B. H C. A 902

BERNIE Germezi

① N. Wetherly DR. BH 90211

J. G...

Manu chehr Levian

① N. Walden Dr

Roya Levian

N. Walden Dr

Frough Hakimisoo

caamela
AV 90219 CA

Undersigned are residents of Beverly Hills, would like to urge the city of Beverly Hills to reject the plan to add bike lane in the residential streets of Beverly Hills.

<u>Bitar Behram Ghasssemi</u>	<u>N. Oakhurst Dr,</u> <u>Beverly Hills, CA 90210</u>
<u>Erlean Scott</u>	<u>Carmelita Ave</u> <u>Beverly Hills, CA 90212</u>
<u>Merit Masjedi</u>	<u>Carmelita Ave 90210</u> <u>BH, CA</u>
<u>Kathy Soleymani</u>	<u>S. Wetherly Dr.</u> <u>BH (90211)</u>
<u>Shirin Mehran</u>	<u>Clinton Pl BH,</u> <u>CA, 90210</u>
<u>Shanaz Farahi</u>	<u>N. Clark Dr.</u>
<u>Hendi Hanna</u>	<u>N. Palm Dr #302</u>
<u>Azita Mahgeehi</u>	<u>S. Maple Dr. #4 90212</u>
<u>Doneta Azarian</u>	<u>N. Palm Dr #302</u> <u>90210</u>
<u>Betty Jonabian</u>	<u>o martin lane B.H. 90210</u>
<u>Haleh Kham</u>	<u>Loma Vista Dr</u> <u>BH CA 90210</u>

Undersigned are residents of Beverly Hills, would like to urge the city of Beverly Hills to reject the plan to add bike lane in the residential streets of Beverly Hills.

[Signature]

S. SANTA MONICA #200
90212

Flora Etebar

N RODEO DR 90210

[Signature]

"

Margaret Etebar

N. Canon Dr. B.H. CA 90210

Gerty Sarsamian

N. Elm Dr B.H. CA

[Signature]

CARMILETA AVE #101 B.H. 90210

[Signature]

CARMILETA #202 B.H. CA

Martha Eros

From: ebCBH TRANSPORTATION
Sent: Friday, May 11, 2012 8:04 AM
To: Martha Eros; David Greene; Aaron Kunz
Subject: FW: Bicycle routes

From: Ellis Landsbaum [<mailto:>]
Sent: Thursday, May 10, 2012 2:02 PM
To: WebCBH TRANSPORTATION
Subject: Bicycle routes

Why do we need bicycle routes? I have lived in BH for 40 years and can't remember there ever being a bicyce/car accident. You are not helping bicycleists if you force them to use Carmalita. They now have to stop at every cross street because of the stop signs. On St. Monica they only stop for red lights.

WILLIAM I. BRENNER, M.D.
5... NORTH REXFORD DRIVE
BEVERLY HILLS, CALIFORNIA 90210
TELEPHONE #:
FAX #:



EXTERNAL FAX TRANSMITTAL FORM

MARTHA EROS COMMISSION
TO: TRAFFIC + PARKING DATE: 5/15/12
FAX
ADDRESS: 310-278-1838

TOTAL NUMBER OF PAGES SENT, INCLUDING COVER PAGE 3

DOCUMENT(S) INCLUDED: COMMENTS @
5/9/12 HEARING
[Signature]

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THANK YOU.

From: bill brenner

To: m.eros <m.eros@beverlyhills.org>; l.bosse <l.bosse@beverlyhills.org>

Subject: Bicycle routes

Date: Mon, May 14, 2012 3:53 pm

I gave oral testimony at the May 9, 2012 hearing of the Traffic and Parking Commission held at City Hall. Here is a summary of the main points that I made as well as some thoughts and suggestions:

Input from the Beverly Hills Police department is essential before any decision is made re adding painted bike lanes to the proposed routes.

My guess is that over 95% of homeowners and taxpayers would be opposed to adding such bike lanes.

Although many residents of Beverly Hills may own bicycles very few are regular users, ie for commuting to work or school. Most use them on the weekends when traffic on the residential streets is much lighter, and bike lanes would be a waste of money.

I believe the pressure on the Commission to approve bike routes is coming from a handful of enthusiasts and bicycle advocacy groups. Beverly Hills is mostly residential, and residents host the Art Fair and similar events several times a year. Bike routes would invite people to drive to Beverly Hills with their bikes, park on our residential streets to use the routes. There would be negligible commerce or revenue generated to the city to justify the added congestion engendered by the bike routes. Others have mentioned a criminal safety issue. We live in Beverly Hills because the residential areas are LOW density.

The commuters should have routes considered only on streets that have no street parking such as Santa Monica Boulevard. This would have minimal environmental impact on residential areas and would provide the East West route continuity between West Hollywood and Santa Monica.

A commitment from the Police Department to enforce state bike laws should be an absolute requirement before any routes are approved. This would include ticketing for violations and possible confiscation of bikes for repeat offenders. In my observation of biker behavior in the 36 years I have resided in Beverly Hills and in the approximate 10 years that I have serve as block captain on 500 North Rexford Drive, I have frequently seen bicyclists fail to stop at traffic intersections with Stop signs, as they want to sustain the momentum and not have to start from a full stop. Many exceed the 25 mph speed limit clearly marked for traffic on residential streets. At night, many bikes have no lights and are very difficult to see.

Unlike motor vehicles, bicycles are small and hard to see. I personally have had my driver door mirror knocked off by a bicyclist speeding in the bike lane in West Hollywood on Santa Monica Boulevard outside the Citibank Branch. Many door-opening accidents into bicyclists occur and bike rider fatalities due to interface with traffic are well documented. I have seen bicyclists talking on hand held cell phones while riding. Very

few adult bicyclists wear helmets.

Frankly, my opinion, from a strictly safety standpoint is, that if someone wants to ride a bike in an urban area during the work week they should go to a park or velodrome where automobiles are not a danger.

North Beverly Drive is a 4 traffic lane street North of Santa Monica Boulevard during the rush hour, not the 2 lane street depicted by Sarah, the traffic consultant at the hearing. Carmelita Avenue is used as a time-saving alternate route to Santa Monica Boulevard during rush hour and, as a result Carmelita avenue is heavily congested .

The streets around 600 Rexford Drive and the Hawthorne school and Carmelita Avenue are doubly congested since the school drop-off traffic is added to the traffic of the morning commuters using Carmelita Avenue as an alternative to Santa Monica boulevard to go East or West. . Adding bike lanes and the increased bicycle traffic they would attract would make an already dangerous Carmelita Avenue that much more dangerous. Elevado should be considered for any bike route.

Finally, just because the Commission has held 7 meetings and spent time discussing this issue does not mean that approval has to be the outcome. I believe that marked bike routes in residential neighborhoods would be rejected if put to a vote on the ballot. As I mentioned, only a very tiny minority is agitating for approval and many residents would be adversely affected should bike routes be approved. Safety would deteriorate and we had better be sure that the BHPD will seriously accept the additional burden enforcing bike safety laws before passing any such projects, something, that obviously has not been done as amply demonstrated by the response of the staff to one commissioner's query.



William Brenner MD,5. North Rexford Drive 310-