



## CITY OF BEVERLY HILLS STAFF REPORT

**Meeting Date:** August 23, 2012

**To:** Honorable Mayor & City Council

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

**Subject:** REVIEW PROPOSED PILOT BICYCLE ROUTES –  
CONTINUED FROM JULY 3, 24 and August 7, 2012

**Attachments:**

1. Supplementary Correspondence
2. 1977 Bicycle Master Plan
3. Existing Infrastructure of Proposed Pilot Bicycle Routes
4. Public Notice Mailing Matrix
5. July 3, 2012 Study Session Staff Report

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### **INTRODUCTION**

The Beverly Hills City Council continued the review and discussion of the proposed Pilot Bicycle Route program from the July 3, 24 and August 7, 2012, City Council meetings due to time constraints.

### **DISCUSSION**

In response to inquiries made during the July 3<sup>rd</sup> meeting, additional information outlining street characteristics for the five proposed bikeways, public notice distributions, and a copy of the 1977 Bicycle Element included in the adopted 2010 General Plan are attached for City Council review.

### **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.

A handwritten signature in black ink, appearing to be "DG".

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David Gustavson  
Approved By

# **ATTACHMENT 1**



August 8, 2012

Mayor William W. Brien  
Vice Mayor John Mirisch  
Members of the City Council  
455 North Rexford Dr.  
Beverly Hills, CA 90210

Honorable Mayor Brien & Members of the City Council:

I always welcome the opportunity to address City Council and I look forward to revisiting the Bike Route Pilot program when it comes back to study session. I expect that this well-intentioned effort will benefit from the kind of in-depth - discussion we've seen about Roxbury Park and historic preservation. These are difficult problems with achievable outcomes. And we're all the richer for the detailed policy discussion that ensues.

As I mentioned in my last appearance in early July, the Pilot will benefit from reexamination because (as I've said) it falls short as a planning process. When presented to Council in early July, the recommendations didn't fully acknowledge that cycling is no longer about only sport & recreation but instead is an everyday travel choice made by people who would simply rather not drive. And given our congestion, that is to be encouraged.

But safety is a key consideration. Beverly Hills residents who express an inclination immediately admit that they're afraid to ride our streets. In July I mentioned that cyclists bear the risk but I misspoke when citing the number of cycling fatalities. For the record I'd like to provide Council with the most recent tally to date this year: 44 cyclists have died on Southern California roads with fatalities peaking to three per week this summer. As Council looks ahead to discussing the Pilot in an upcoming study session, I hope that safety is as paramount a concern for policymakers as it is for each cyclist.

In the Pilot process, however, safety was literally an afterthought. Bike-involved collisions were not discussed until the May 9<sup>th</sup> commission meeting and even focused on summary collision reports only from 2009 and 2010. Moreover, deliberation referenced only *a summary table* of those summary reports. At BetterBike.org I look more closely at the data provided to the commission and found that four of the 25 collisions in 2010 were hit-and-run. In that year, seven minors received injuries sufficient to require filing a collision report. Yet despite commissioners' concern for pedestrian injury, only one bike-involved collision injured a pedestrian.

We have available collision data through mid-2012, of course, but it wasn't provided or analyzed for the commission. We should look at it to validate a police representative's recent observation that bike-involved collisions are trending upward.

**Better Bike**

Mark Elliot, Organizer  
mark.elliott@betterbike.org

August 8, 2012  
City Council  
Re: Pilot program

### **Shortcomings: A Roadmap for a Better Process**

I urge City Council to proceed deliberately. The Pilot revealed opportunities where we can pay closer attention to process fundamentals. For example, basic planning inputs weren't included. At no time did our Transportation division staffers, consultant Fehr & Peers, or our commissioners reference the existing Bicycle Master Plan or the General Plan's circulation element. Of course we have no actual bicycle counts around which to plan.

Complete Streets, too, was nowhere addressed in discussion or documents provided to the commission. California policy guidance is explicit about making our streets universally accessible to pedestrians, cyclists and motorists, yet neither the feasibility study nor staff presentations touched on it. It must be an elemental part of any transportation planning process.

And most critically, the Pilot failed to meet a minimum standard for effective public participation. Going by the spirit of the Brown Act, for example, the Pilot meeting notices routinely posted at 5 pm the day before each meeting hardly reflects an accessible process. Meeting agendas were also much too cursory. Not least, our collective community-side contributions over many meetings were distilled to fewer than ten short bullet points when provided to the commission.

And if one measure of effective participation is attendance, the fact that it declined so precipitously indicates that we *must* do better. In the end, only a small handful of local advocates remained around the table. Representatives from cycling organizations had long since stopped coming.

### **Next Steps**

From here, we in the Beverly Hills bicycle community are looking ahead. I respectfully suggest that Council direct Transportation staff to reframe this process as a true transportation planning initiative. That would mean referencing our city plans and best practice studies; and it would mean tapping into the work of relevant commissions like Planning, Recreation & Parks, and Public Works. We want our bike-related infrastructure, initiatives, and programs to move ahead in sync, off course.

Let me suggest several steps that I believe will make for a better planning process:

- We should collect baseline bicycle travel data to assess how streets are used by cyclists today and from which we can anticipate tomorrow how to accommodate a growing number of cyclists;

### **Better Bike**

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August 8, 2012  
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- We could establish a city-citizen advisory body or City Council liaison committee to tap the knowledge of the cycling community just like West Hollywood did with their advisory Task Force; and most critically,
- We can begin to make improvements separate and apart from a broader bike planning process including bicycle racks and intersection improvements.

And with your patience let me expand on the last point. With Council support, the city *today* can begin to install standalone bicycle racks where we observe existing need. Staff prepared a PowerPoint presentation back in March but there is no further study needed. Let's just follow the examples of Los Angeles, Santa Monica, and West Hollywood. Each city has installed bicycle racks on an as-needed basis (and they've collectively installed thousands).

We can also install bicycle rack 'corrals.' These highly-visible six-to-eight bicycle rack arrays encourage trips by bike to local shopping districts. Our city's Small Business Task force identified the need for additional foot traffic yet recognized that *vehicular* traffic comes with local impacts. Just this week we heard the Southeast Task Force recommend bike accommodations to help attract patrons to local businesses. We agree.

For corrals the opportunity is clear: we have curb bulb-outs in the Triangle and along South Beverly that today are purposed for trash cans. Tomorrow they could be made available for bicycle parking. Again, little study is needed.

Where safety is concerned, we should and could improve problematic intersections. After reports came to me from cyclists concerning collisions at two intersections, I corresponded with Transportation staff and engineers about striping them for cyclist safety. Yet we passed up the opportunity when repaving South Beverly drive.

To facilitate safe cyclist transit through intersections, Caltrans and US DOT endorse the 'bicycle box.' This colored areas stretches across all car lanes to give cyclists a refuge at the head of the queue, from where they can proceed early across an intersection.

### **Let's Begin With Improvements that Matter**

I have saved the best for last. Let's focus on one key corridor and make it a demonstration project. Crescent Drive was considered for Pilot treatments but constraints imposed on the feasibility study precluded any real innovations there. (Instead something like a bike box was back-burnered for some indeterminate future time.) That is a shame: the garages on Crescent Drive introduce considerable ingress & egress traffic across the path of the cyclist to make it a high-conflict corridor.

Yet Crescent Drive is a great opportunity for a demonstration program. It connects our northern neighborhoods to the Southeast through the Civic Center and Triangle. This

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corridor is unique in that one side is entirely residential and the other relatively under-utilized retail (meaning fewer car trips). And it is sufficiently wide to accommodate buffered bike lanes if we reduce through traffic lanes. While reducing traffic lanes is always controversial, the buffered bicycle lane is the single most effective safety improvement that our city can make here for cyclists.

Low levels of traffic could trigger a traffic lane reduction. The corridor's average daily traffic (ADT) count is sufficiently low that it has not been measured (according to the data that I have) and evidently it accommodates much less vehicular traffic than does adjacent Canon Drive. There is no better place to try cyclist-friendly safety innovations.

The lesson I take from the Pilot process is that it was not well-regarded by many in the bicycle community because it simply didn't go far enough. Crescent offers an opportunity to stretch our imagination and employ good practices we see elsewhere. More broadly, the pilot presents an opportunity to rethink the bike planning process. In the meantime, let's identify and implement forward-looking improvements to make Beverly Hills safe for cyclists now.

I look forward to reintroducing some of the many of the good ideas that came from the community but were largely excised from the recommendations as we move forward.

Sincerely,



**Better Bike**

Mark Elliot, Organizer  
[mark.elliott@betterbike.org](mailto:mark.elliott@betterbike.org)

# **ATTACHMENT 2**

# APPENDIX A

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## BICYCLE MASTER PLAN

Adopted as part of the Open Space Element on February 1, 1977, by Resolution Number 77-R-5588; relocated to the General Plan Appendices as a free-standing Master Plan on January 12, 2010 by Resolution Number 10-R-12725.

The Bicycle Master Plan is scheduled to be updated as part of Implementation Program 3.7.

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### Overview.

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The Open Space Element identifies and inventories the existing open space and recreational facilities in Beverly Hills and uses the level of existing demand for these facilities as a basis for program priorities and recommendations for changes. It also is used to determine the long-range open space needs of the community. The Element considers a wide range of types of open space in Beverly Hills. These include the following:

- Active and passive recreation areas.
- Formal and informal areas.
- Private and public recreation facilities.
- Actual and perceived open space.

Based on apparent demand, the additional recreational facilities required to meet only the needs of Beverly Hills citizens include a bikeway system which is the focus of this Sub-Element. If fully implemented, this system would connect the major commercial, recreational, educational and employment facilities in the City by the shortest safest possible routes. (The issue of route safety is

relative, considering that a bikeway system would have to be superimposed on a fully developed City whose circulation routes were designed primarily for automobiles and pedestrian.) These bikeway facilities would serve the interests of both children and adults, so that the system could serve as alternative transportation to parks, schools, shopping areas, etc.

#### **Purposes of the Sub-Element**

This document is a Sub-Element of the Open Space Element, of the nine State-required elements to be included in the General Plans of all jurisdictions in California. The Sub-Element is intended to fulfill the requirements for funding pursuant to SB 821, which states that the jurisdiction will have an adopted bikeways plan.

#### **Objectives of the Sub-Element**

- To reevaluate and build upon the city's adopted or informal policies and goals associated with bikeways as identified in the 1973 Citizens Committee Report.
- To recommend a bikeway plan which is responsive to the long-range needs of the residents, employees, employees and shoppers of Beverly Hills and vicinity.
- To recommend programs for acquisition, development, and use of bikeways to meet the city's needs.

As a relatively compact Community with a broad range of community facilities and services in relatively close proximity to a large proportion of the residents, Beverly Hills offers a unique opportunity to develop a bikeway system which can serve both transportation and recreation needs, that is, a system that is both suitable for Sunday afternoon family bicycle riding, as well as one that connects residential areas with parks, schools, shops, or places of employment, thus providing an alternative means of transportation to the bus or private auto.

### **Inventory (Existing Facilities, Plans).**

#### **Existing Facilities**

Although many streets carry substantial bicycle traffic, there are now no formal public or private bikeways in Beverly Hills.

#### **Existing Plans**

The adopted 1965 General Plan proposed no bikeways. However, the 1973 adopted Citizens Committee Report, which is the basis for the revised General Plan, stated that bikeways should be developed for both transportation and recreational purposes. In 1974, an

Interim Open Space Element was adopted by the City which did not address the subject of bikeways.

## Standards.

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### Physical Specifications for Design

Standards for the physical design of the bicycle routes as described in the California Vehicle Code serve as a guide in the development of a system and as an indicator of the types of commitment the City may be required to make in order to develop a safe and effective long-range bikeways system.

There are several types of bicycle routes distinguished in the Code:

- Bike lanes or routes that contain a preferential lane for bicyclists, but which can be shared in part or traversed by autos, specifically those parking or entering or exiting from driveways.
- Bikepaths or exclusive pathways for bicyclists only.
- Shared routes, which are used by bicyclists and motorists but which are marked by signs.

(Section 6.4., below, describes which types of routes might be appropriate and possible within Beverly Hills.)

The Code suggests the following types of design features:

Routes should be composed of one-way couplets rather than two-directional, single pathways.

A route should be eight feet wide with a two percent cross slope within a 14-foot graded area. Five feet is the minimum width for a one-way couplet.

A five percent grade is the maximum recommended; one or two percent grades are optimal. A seven percent grade for a short distance may be tolerable.

In addition, although not stated in the Code, a route should have as few interruptions or stops as possible, since stop-and-go cycling is an inefficient use of the bicyclists' energy and tends to discourage use of a bikeway.

### Demand

The demand for bikeways was discussed in the 1973 Citizens Committee Report, which proposed bikeways not only for recreational uses but as an alternative to the use of the private auto. An important segment of the demand was quantified by a recent Bicycle Usage Survey of students for school trips, conducted by the

City Department of Traffic & Parking (See Map 2.), which indicated that there were approximately 850 daily bike trips for this purpose.

A committee was established to determine route feasibility in Beverly Hills but to date formal recommendations have not been made. However, it has been informally suggested that Elevado Avenue, Beverly Gardens, and Gregory Way become bike paths. (Each of these routes has been recommended in this Sub-Element.)

### Recommendations: Development of a Bikeway System.

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A 22.0 mile bikeway system is proposed, as shown on Map 3. This route connects schools, parks and other public or semi-public facilities with residential neighborhoods. It also unites commercial areas and places of employment, including the Business Triangle.

If the City were in its infant stages, exclusive bike routes could be developed to the standards of the California Vehicle Code, and movement would be safe and expeditious. However, this system has to be developed within the constraints of a fully developed City which was planned for pedestrian and automotive travel, and made no provision for a third form of transportation whose requirements were different from the other two. Consequently, if the City is to have a comprehensive bikeways program, it will only be with certain compromises and trade-offs. Even in that form it will be a difficult program to implement.

The proposed system is designed to use the least hilly routes. In some cases, the slope approaches the five percent recommended in the Code. Obviously, it is impossible to develop a comprehensive system which does not, in part, exceed the recommended slope, given the hilly topography of Beverly Hills.

The 22.0 mile system is designed to use the safest routes possible and, wherever possible, uses streets which carry the fewest automobiles. Despite this, some portions of the route are along heavily travelled roadways. Given the location of key destinations within Beverly Hills, it is not possible to develop a system that does not, at least in part, utilize heavily travelled roadways. This will inevitably increase the hazards associated with a bikeway system.

Of the three types of bikeways identified in Section 3., above, the predominant type of system likely to be employed in Beverly Hills would be of the "bike lane" variety, or 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. Certain limited portions of the system may

be "bike paths" which are exclusive pathway only for bicyclists. The sections which could be so characterized include the following:

- Beverly Gardens (except for those blocks developed with churches, whereupon the route could continue along the grass parkway, and which could connect into the Santa Monica Boulevard routes proposed by the City and county of Los Angeles);

- Burton Way median strip (which would connect into the San Vicente/Burton Way route proposed by the city of Los Angeles; and

- Other relatively limited areas, sections through Roxbury, La Cienega and Coldwater Canyon Parks, and the City Hall grounds.

(If the Traffic Segregation Plan to reduce unnecessary through traffic were implemented, it would open additional opportunities to develop a bikeway system unimpeded by stop signs. Hence, bike traffic could flow efficiently and safely throughout the City, which would also increase the extent to which it would be used. Furthermore, implementation of a traffic segregation program may make it possible to close some of the cross-streets along Burton Way and Santa Monica Boulevard (Beverly Gardens), thus further extending the opportunities for unimpeded bicycle flow.)

South of Santa Monica Boulevard, most of the streets proposed for bikeways are narrower than the streets in the north (the average width is about 30 feet as opposed to 60 feet) and, therefore, on-street paths would necessitate removal of parking on both sides of the street. Parking is already a problem in many of these areas and removal of on-street parking may be an unacceptable trade-off. A compromise solution might be to develop two one-way couplets on adjacent parallel streets. In this way parking would be removed from one side of each of two street and therefore no one street would be severely impacted. For east-west routes south of Santa Monica Boulevard, removal of parking may be a more feasible solution as there is relatively little on-street parking now available.

North of Santa Monica Boulevard, most streets are 60 feet wide and, as has been done in many areas, bike paths could be developed immediately alongside vehicular parking lanes (between parked cars and moving lanes), without requiring the removal of curb parking. Two one-way bike lanes could, therefore, be developed, one on either side of the street. With the bikeways and curb parking, there would still be adequate space for moving vehicles because of the street widths. This type of bike path will probably improve safety and it will not lessen the number of travel lanes nor affect parking.

As the system traverses the Business Triangle, the alignment would be along one side of the mid-block alley and/or on the left hand side of the one-way streets. Parking and loading in the alleys is limited to one side, therefore facilitating the development of one two-way bikeway on one side of the alleyway. The alley is adequately wide to accommodate this, although the bikeway would have to be narrower than desirable.

This route alignment is a compromise. It is not attractive and it may be less safe. However, a bikeway on any north-south Triangle street would necessitate the removal of a parking or traffic-carrying lane or a portion of a sidewalk, and these are all unfeasible alternatives.

There is a study underway to remove parking from the left hand (driver's) side of one-way streets in the Business Triangle to facilitate the movement of traffic. If implemented, there would be adequate width to accommodate a one-way bikeway in the remaining space that would flow with vehicular traffic and not intrude upon the improved vehicular traffic lanes. Until such a proposal is implemented, it would not be appropriate to develop on east-west streets through the business Triangle as it would interfere with vehicular traffic. (Sidewalks are too congested to use safely.)

In addition, the Beverly Hills system as proposed would connect into the systems proposed by the adjoining jurisdictions of the city and County of Los Angeles. This would provide continuity to the recreational and transportation bicycle activities throughout the Central West Los Angeles area. The City of Los Angeles has proposed bike routes in the median strip of San Vicente Boulevard/Burton Way, east of Beverly Hills and in the median strip of Santa Monica Boulevard, west of the city; Los Angeles County has proposed a route in the median strip of Santa Monica Boulevard, east of Beverly Hills.

The Sub-Element suggests that the city of Los Angeles consider linking up their proposed San Vicente bikeway with the Charleville bikeway via Hayes and Foster Drives in the Carthay Circle District. This would benefit both jurisdictions by making connections which allow riders to move easily in and out of either city without using the very crowded Wilshire - San Vicente Boulevard intersection.

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Fig. BMP 1

# BIKEWAYS TYPE & DESIGN

DATE: September, 1976

Source: City of Beverly Hills Department of City Planning

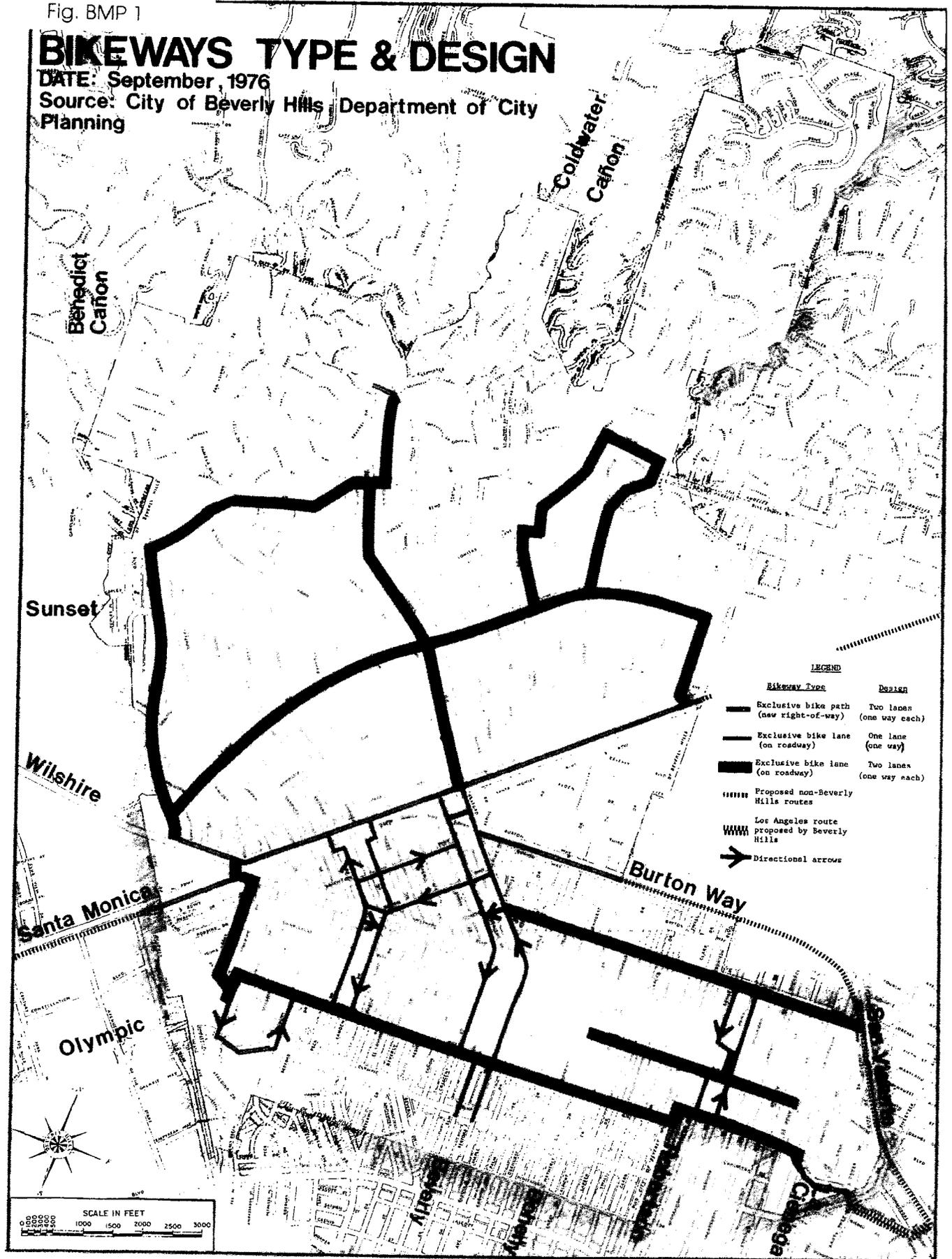
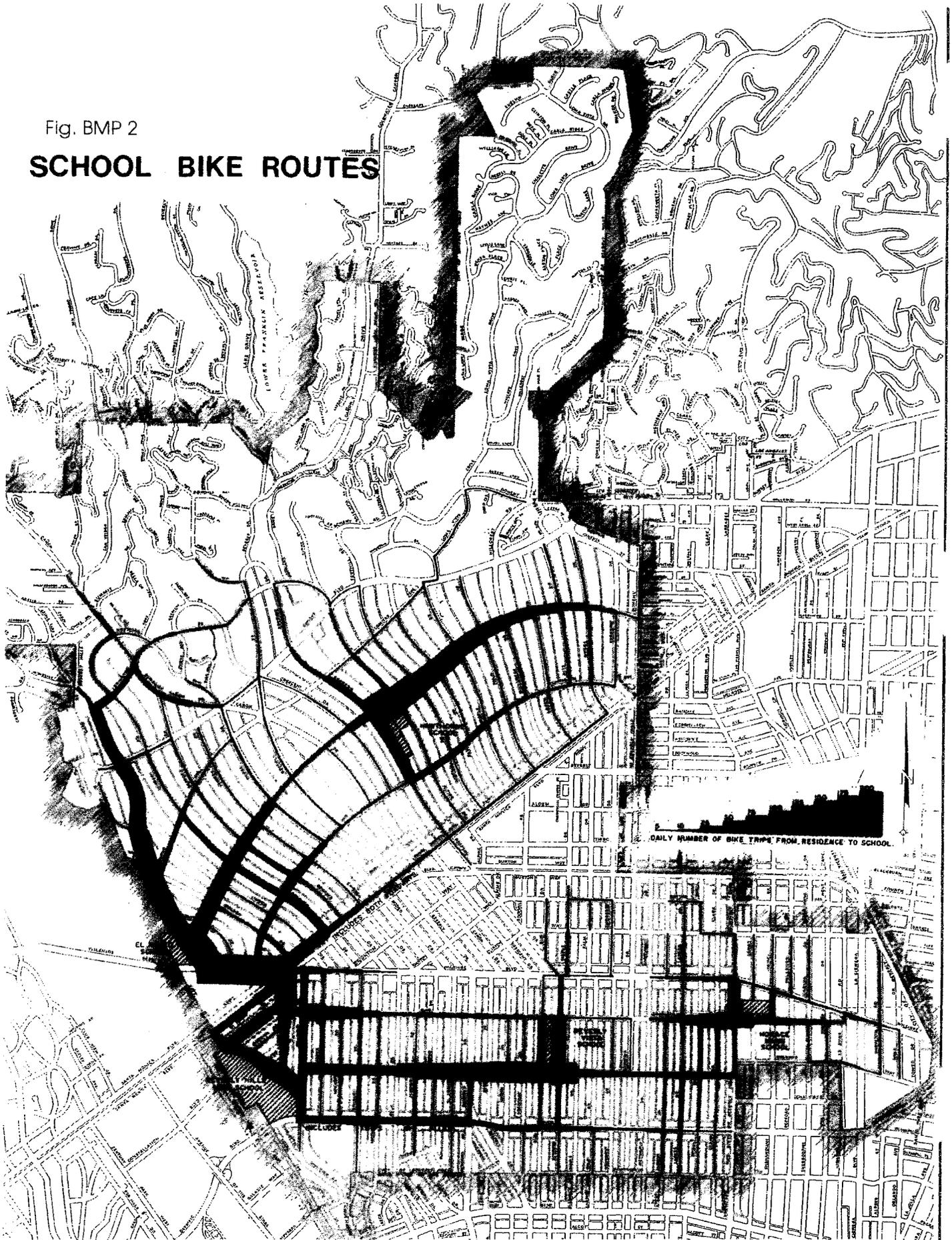


Fig. BMP 2

# SCHOOL BIKE ROUTES



# **ATTACHMENT 3**

**PROPOSED PILOT BICYCLE ROUTE  
EXISTING INFRASTRUCTURE**

PROPOSED	SEGMENT	TYPE	STREET LENGTH		STREET WIDTH	INTER-SECTIONS	STOP CONTROLLED	SIGNALS
			MILES	FEET				
BURTON WAY	Rexford-Doheny	Lane	0.54	2,861.80	35.5'	7	4	3
	Doheny-Robertson (eastbound)	Lane	0.34	1,812.04	34.5'	6	4	2
	Median	n/a	0.86	4,564.24	58'-75' (a)	7	2	5
CRESCENT/REEVES	Sunset-N.SMB	Lane	0.86	4,517.44	50'	5	4	1
	N.SMB-Wilshire	Route	0.53	2,775.98	56'	5	1	4
	Wilshire-Charleville	Route	0.15	784.98	30'	2	1	1
	Charleville-Reeves	Route	0.12	647.12	35'	2	2	0
	Reeves-Olympic	Route	0.37	1,938.67	30'	3	3	0
CARMELITA	Wilshire-Doheny	Route	1.71	9,029.58	42'	21	21	0
CHARLEVILLE	S.SMB-Le Doux Road	Route	2.00	10,584.26	35'	34	30	4
BEVERLY DRIVE	Sunset-SMB	Lane	0.85	4,476.78	60'	6	4	2
	SMB-Wilshire	Route	0.41	2,172.67	60'	6 (b)	0	6
	Wilshire-Olympic (c)	Route	0.51	2,668.03	60'	5	0	5

- (a) Median width variance includes left-turn lane/pocket
- (b) Midblock crosswalk signalized.
- (c) Street width increases to 70' where diagonal parking is provided.

# **ATTACHMENT 4**

**2012 PILOT BICYCLE  
PUBLIC NOTICE MAILING LIST**

STREET	No. MAILED	No. RETURNED	
BEVERLY DRIVE - SOUTH	118	46	39%
BEVERLY DRIVE - NORTH	177	32 (a)	18%
BURTON WAY	238	20	8%
CARMELITA AVENUE	173	5	3%
CRESCENT DRIVE - SOUTH	229	12	5%
CRESCENT DRIVE - NORTH	661	48 (b)	7%
REEVES DRIVE	625	23	4%
CHARLEVILLE BOULEVARD	627	51	8%
GREGORY WAY	237	7	3%
	<b>3,085</b>	<b>244</b>	<b>8%</b>

(a) Five (5) returned notices from 500-800 residential blocks.

(b) Four (4) returned notices from 500-800 residential blocks.

# **ATTACHMENT 5**



## 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

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### **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 follows<sup>1</sup>:

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 through 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> <sup>2</sup> 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

<sup>1</sup> 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>

<sup>2</sup> *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 9<sup>th</sup> 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 9<sup>th</sup> 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



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City of Beverly Hills  
455 N. Rexford Dr.  
Beverly Hills, CA 90210-4817  
[www.beverlyhills.org](http://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.

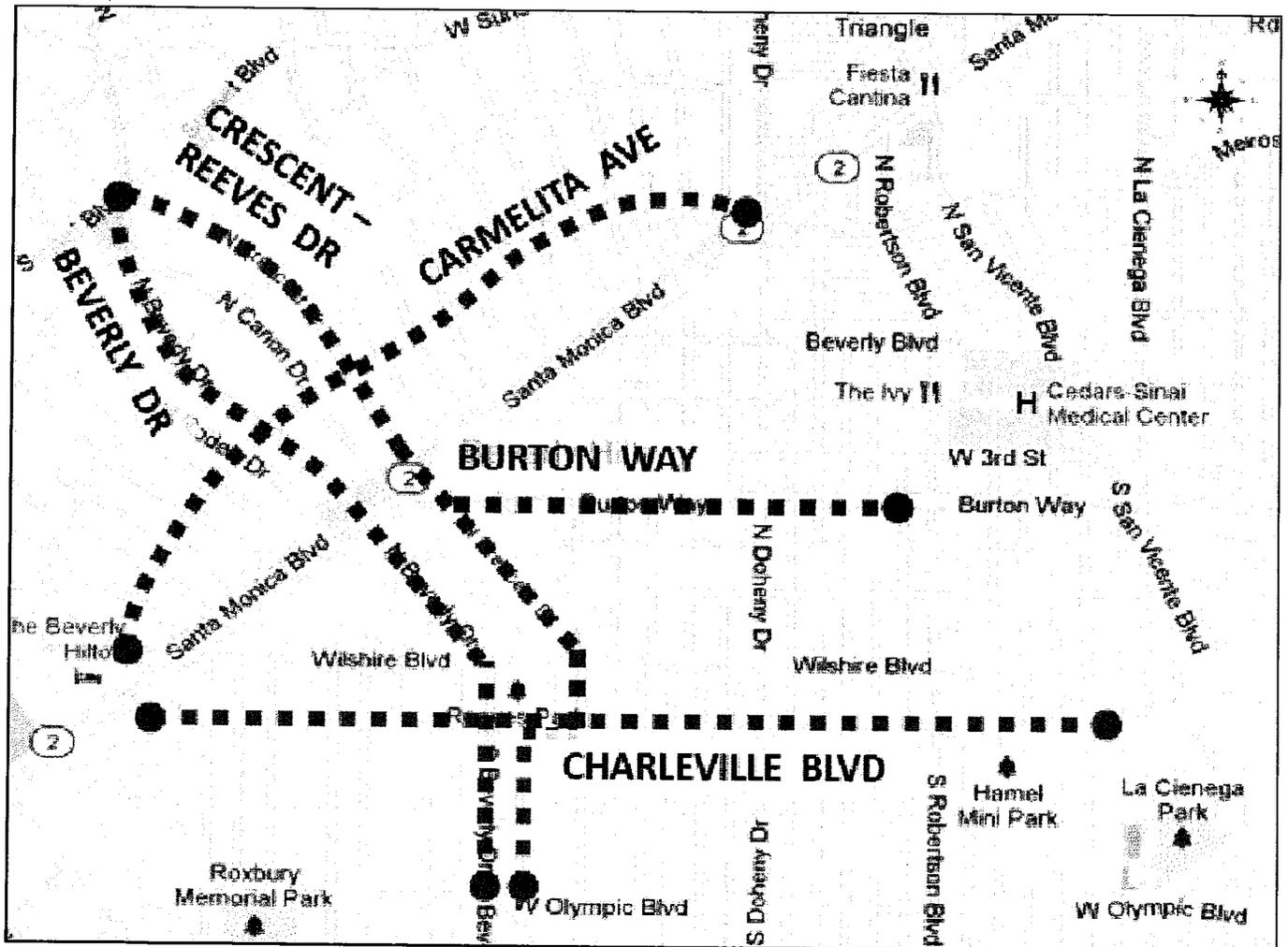


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Additional information may be accessed on the City's bicycle webpage at <http://www.beverlyhills.org/bicycles>, or by calling (310) 285-2467.

###

### 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.

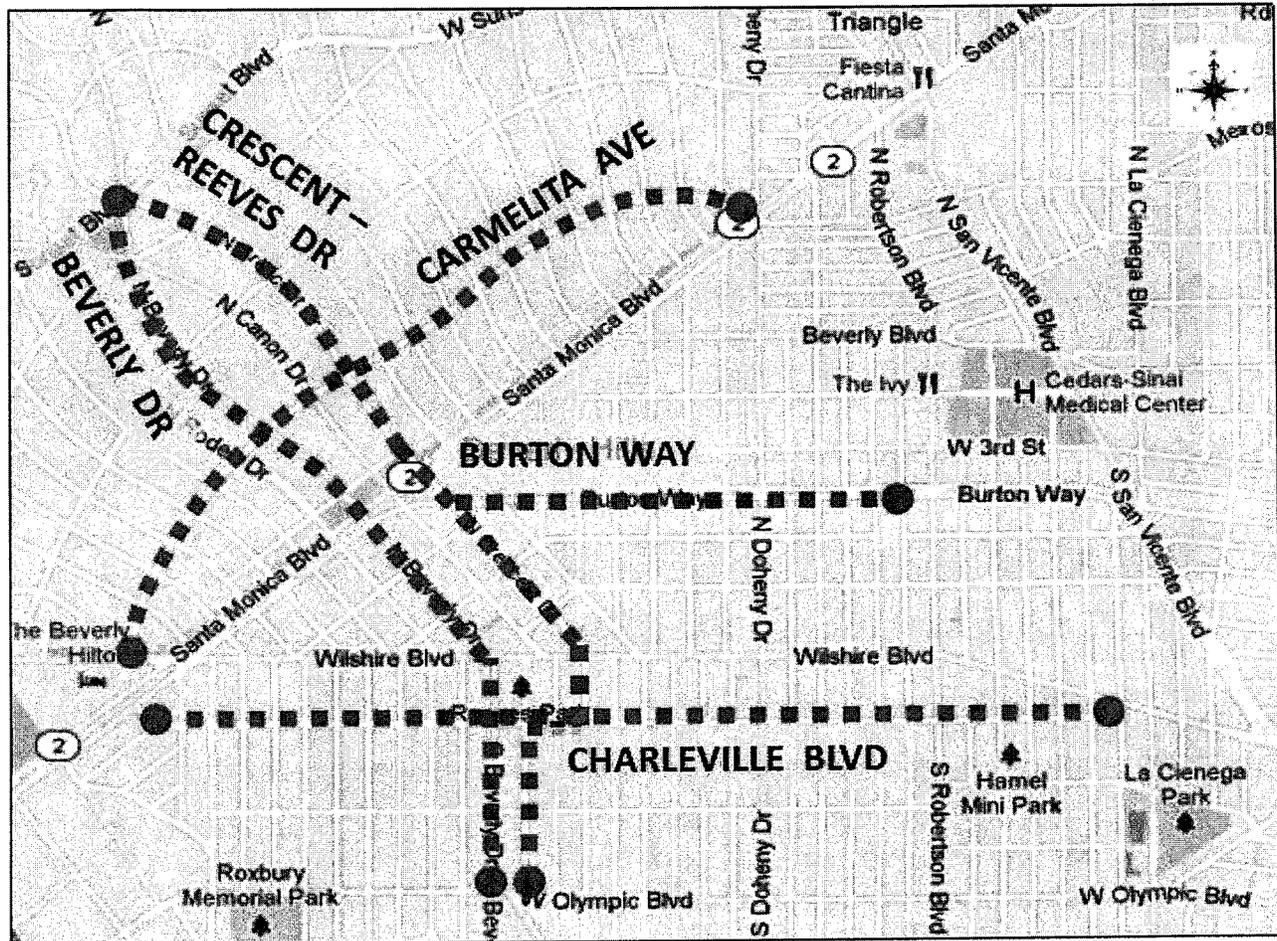
The Traffic & Parking Commission Bicycle Ad-Hoc Bicycle Committee reviewed five potential pilot bicycle routes at publicly noticed meetings in April 2012. The Traffic & Parking Commission may develop recommendations for a Pilot Bicycle Route program at the May 9, 2012 meeting or at a subsequent meeting.

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](http://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.

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.

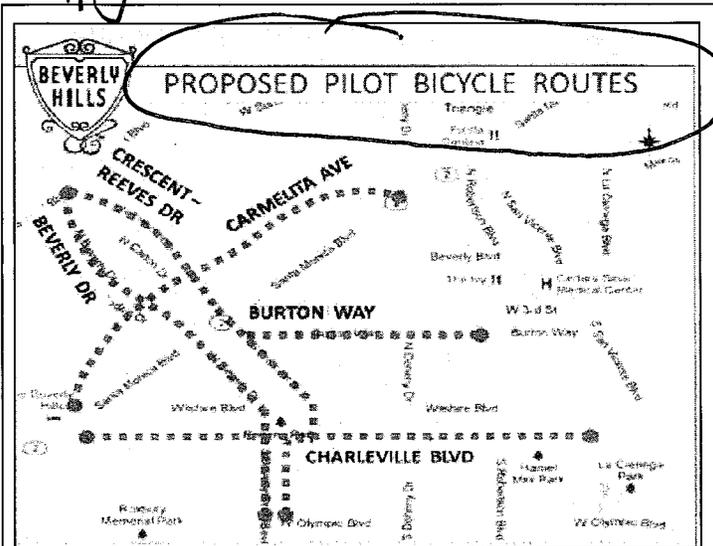
"This [service provides] a third-party, objective analysis on the characteristics candidates possess that lead to demonstrated success," Woods said.

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



**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. at 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](http://www.change.org/petitions/no-subway-under-beverly-hills-high-school).

briefs cont. on page 7

## Beverly Hills Philanthropist Joseph Sinay Dead At 91

Beverly Hills philanthropist Joseph Sinay died Monday at age 91.

The native Chicagoan and his younger brother, Sam, founded RB Furniture on Western Avenue in 1950. This evolved into a nationwide chain of stores which eventually went public and traded on the New York Stock Exchange.

Besides his furniture business, he developed and sold motels and other properties.

Sinay served as L.A. chair of United Jewish Welfare Fund, pres-

ident of the the local chapter of Variety Club International, West Region president of American Friends of Hebrew University, and on the boards of Tel Aviv University and Cedars-Sinai.

In addition to his brother Sam (Charlotte), he is survived by daughter Elise Sinay Spilker (William Sater); granddaughters Audrey Spilker Hagar (Eldad) and Joanna Spilker; Nancy Sunkin (Howard) and their daughters Erica and Emma.



Joseph Sinay

## Charity Events Set To Increase For 2012

By Laura Coleman

Further evidence of the recovering economy can be seen in an increase in the number of applications for charity events in the City, according to Lillian

Raffel, chairwoman for the Charitable Solicitations Commission.

"The trend has been going up," she said. "That's a good thing."

In the first quarter of this year, the commission fielded 60 applications, a number that if sustained would make a

(see 'CHARITY EVENTS,' page 17)



**OPENING NIGHT**—Pictured from left are Brian Rosenstein, Diane Rosenstein, Hon. Vicki Reynolds, Luke Gray and Dr. Murray Pepper at the grand opening of the Diane Rosenstein Fine Art Gallery. The gallery is currently displaying works by Cleve Gray. For more information on the gallery, call 322-397-922 or visit [www.dianerosestein.com](http://www.dianerosestein.com).



**SALLY AND BENNY**—Former Architectural Commissioner Sally Sherman saw a photo of Benny a few weeks ago in *The Courier*. She contacted Kira Lorsch to arrange a meeting and connected with him at a local adoption event put on by Bark Avenue Foundation. All the dogs featured in *The Courier* have been adopted, for more animals in need of happy homes visit [www.FurbabyRescue.org](http://www.FurbabyRescue.org).

Photo by William Kidston

## Transmission LA Opens At MOCA

By Laura Coleman

The Geffen Contemporary at MOCA kicked off its 17-day festival "Transmission LA: AV Club" curated by Michael Dia-

mond (best known as "Mike D" of Beastie Boys fame) last night with a musical set by Santigold. The avant-garde

(see 'MOCA,' page 17)

Volume 48, #16, pg. 5



**BIKE ROUTES**—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.

## City Discusses Proposed Bike Routes At Public Meetings

By Marla Schevker

The City of Beverly Hills presented proposed bike routes at a public meeting last week and will hold two more for in-

(see 'BIKES,' page 17)

## Eddie Dalton Dies

Eddie Dalton, 68, died April 6 in the Salt Lake City Veteran's Hospital after an 11-month battle with lung cancer.

(see 'EDDIE DALTON,' page 17)

## Chamber Hires New Director

Andy Sywak joined the Beverly Hills Chamber of Commerce as the Director of Economic Development and Government Affairs this week.

Sywak comes from a community journalism and state government background.

**NOTICE OF COMMISSION VACANCY**

**DESIGN REVIEW COMMISSION – deadline to apply June 8, 2012**

The Beverly Hills City Council is seeking qualified residents to fill one vacancy on the Design Review Commission.

For more information on this Commission position, please visit the City's website at [www.beverlyhills.org](http://www.beverlyhills.org) or call the City Clerk's Office at (310) 285-2400

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**EDDIE DALTON**

(Continued from page 5)



He operated Eddie Dalton Hair Design on Bedford 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)

terested 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.

**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](http://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)

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Thousand Oaks (805) 496-9301

**BELMONT Village SENIOR LIVING**

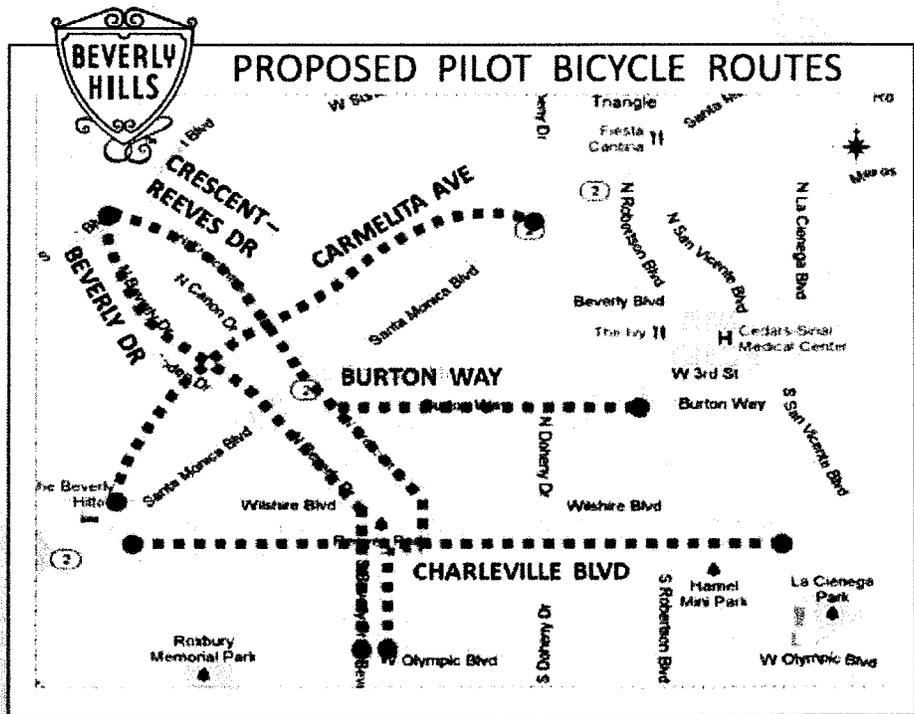
**THE WAGNER**

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# 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

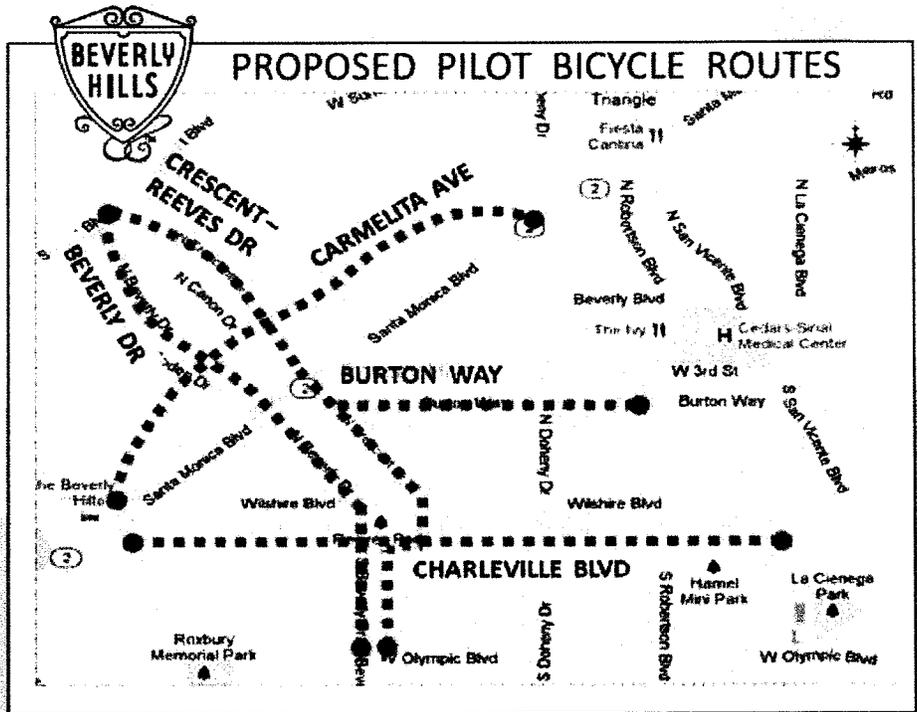
.....  
**TIME:**

7:00pm - 9:00pm

.....  
**FOR FURTHER INFORMATION:**

[www.beverlyhills.org/bicycles](http://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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**April 11, April 25**  
at Public Works Bldg,  
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**TIME:**

7:00pm - 9:00pm

**FOR FURTHER INFORMATION:**

[www.beverlyhills.org/bicycles](http://www.beverlyhills.org/bicycles) or 310.285.2467

Parking available at 9333 W. Third Street parking garage.

**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 GRUSHCOW, 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

**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**

		<b>Resident</b>	<b>Support</b>	<b>Oppose</b>	<b>Comment</b>
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.

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## Martha Eros

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**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 Cienega 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

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**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

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

Web:

## Martha Eros

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**From:** Kevin Burton [mailto:kburton@photonanosc.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, Photonanoscopia, Inc., Robertson Blvd., Beverly Hills  
Member, West Hollywood Bicycle Coalition  
City of West Hollywood Bicycle Task Force

## Martha Eros

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**From:** [redacted] - [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 a 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

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**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

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**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

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**From:** ebCBH 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?

LillianRaffel <

Bicycle Routes - comments for meeting on May 9, 2012

May 9, 2012 5:11 PM

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please find below comments regarding bicycle routes

Lillian Raffel

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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.

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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?

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

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**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](http://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](http://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.'

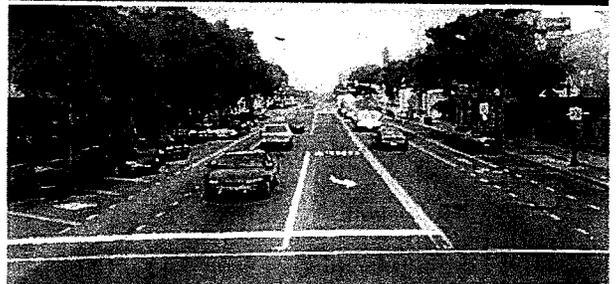
Here's what Pottstown, PA did to their main commercial street (and it looks a lot like South Beverly). They eliminated a travel lane, provided bike lanes, and reversed the angle of parking – something that cyclists have suggested to Transportation officials here for the past year.

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](http://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.

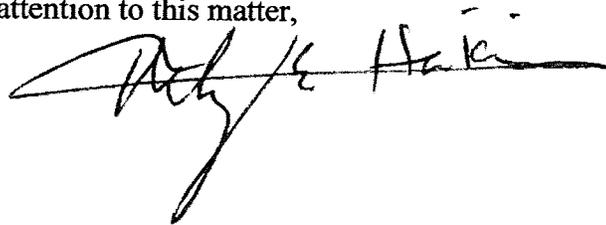
Adding a bike lane to Carmelita, will create confusion at stop signs, since most drivers do not know whether they should treat bikers as pedestrians or as drivers. Furthermore, the bike routes will be in front of our drive ways and create an unforeseen danger when pulling out of the driveway since bikes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



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>Bitay/Behnam Shassoungi</u>	<u>N. Oakhurst Dr,</u> <u>Beverly Hills, CA 90210</u>
<u>Erleen Scott</u>	<u>Carmelita Ave</u> <u>Beverly Hills, CA 90210</u>
<u>Merit Masjedi</u>	<u>Carmelita Ave 90210</u> <u>BH, CA</u>
<u>Kathy Solejoni</u>	<u>S. Wetherly Dr.</u> <u>BH - (A90211)</u>
<u>Shirin Mehrian</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 Mahgefeh</u>	<u>S Maple Dr. #4 90212</u>
<u>Doneta Azarian</u>	<u>N. Palm Drive #302</u> <u>90210</u>
<u>Betty Youabian</u>	<u>martin lane BH 90210</u>
<u>Haleh Kharu</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 Etchen

①

N RODEO DR 90210

[Signature]

"

Margaret Etchen

N. Canon Dr. B.H. CA 9  
902

Gentry Sarsaunian

N. Elm Dr B.H. Cal

[Signature]

CARMELITA AVE #101 B.H. 90.

[Signature]

CARMILETA #202 B.H. CA

## Martha Eros

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**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 bicycle/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]

PLEASE NOTIFY THE SENDER IMMEDIATELY IF YOU DO NOT RECEIVE ALL THE PAGES.

THIS MESSAGE IS INTENDED FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED, AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF THE READER OF THE MESSAGE IS NOT THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION, OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY TELEPHONE 310-271-4857 AND RETURN THE ORIGINAL TO US AT THE ABOVE ADDRESS VIA THE U.S. POSTAL SERVICE.

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 2 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-



## **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.

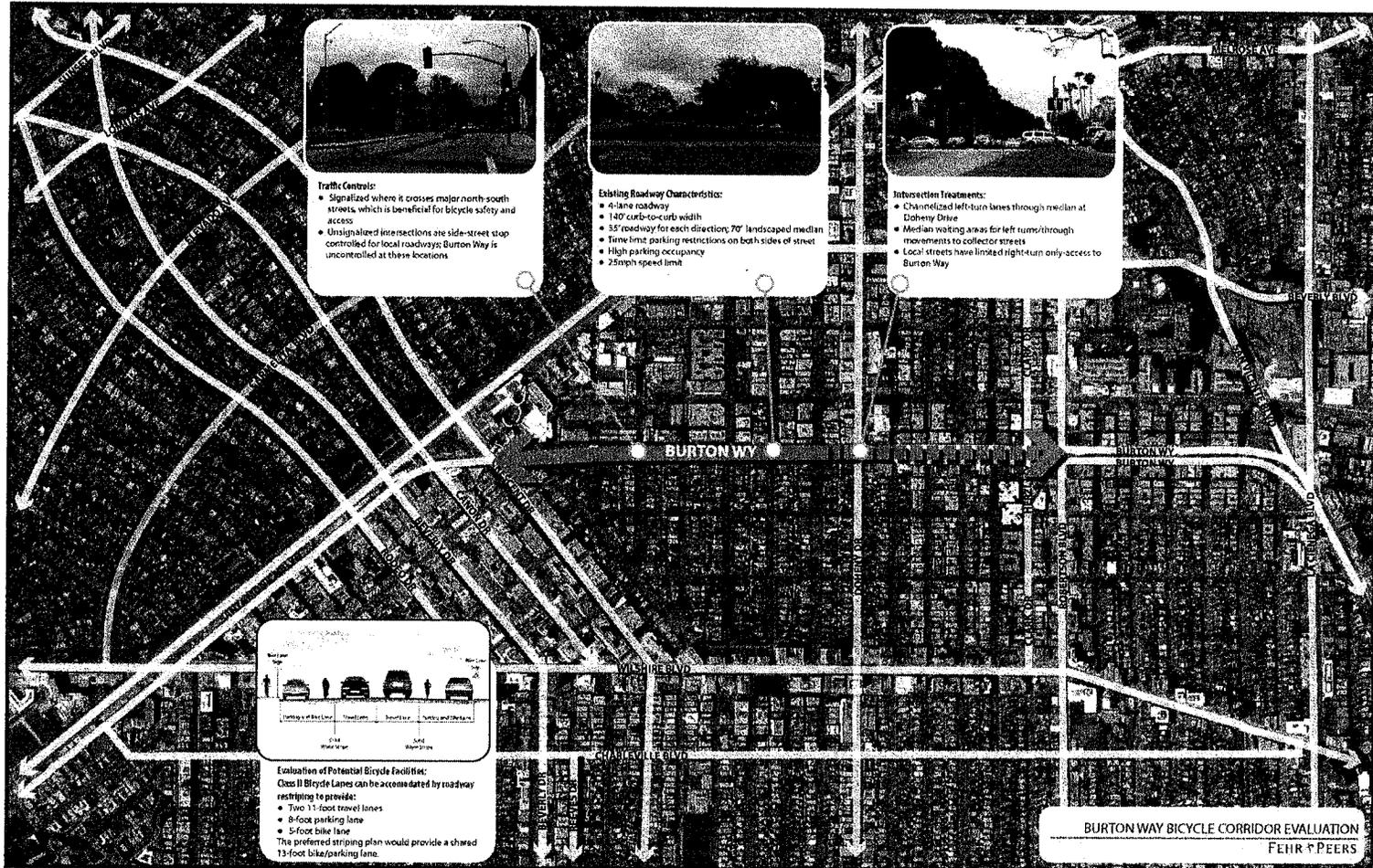


## Recommended Corridors

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 north 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

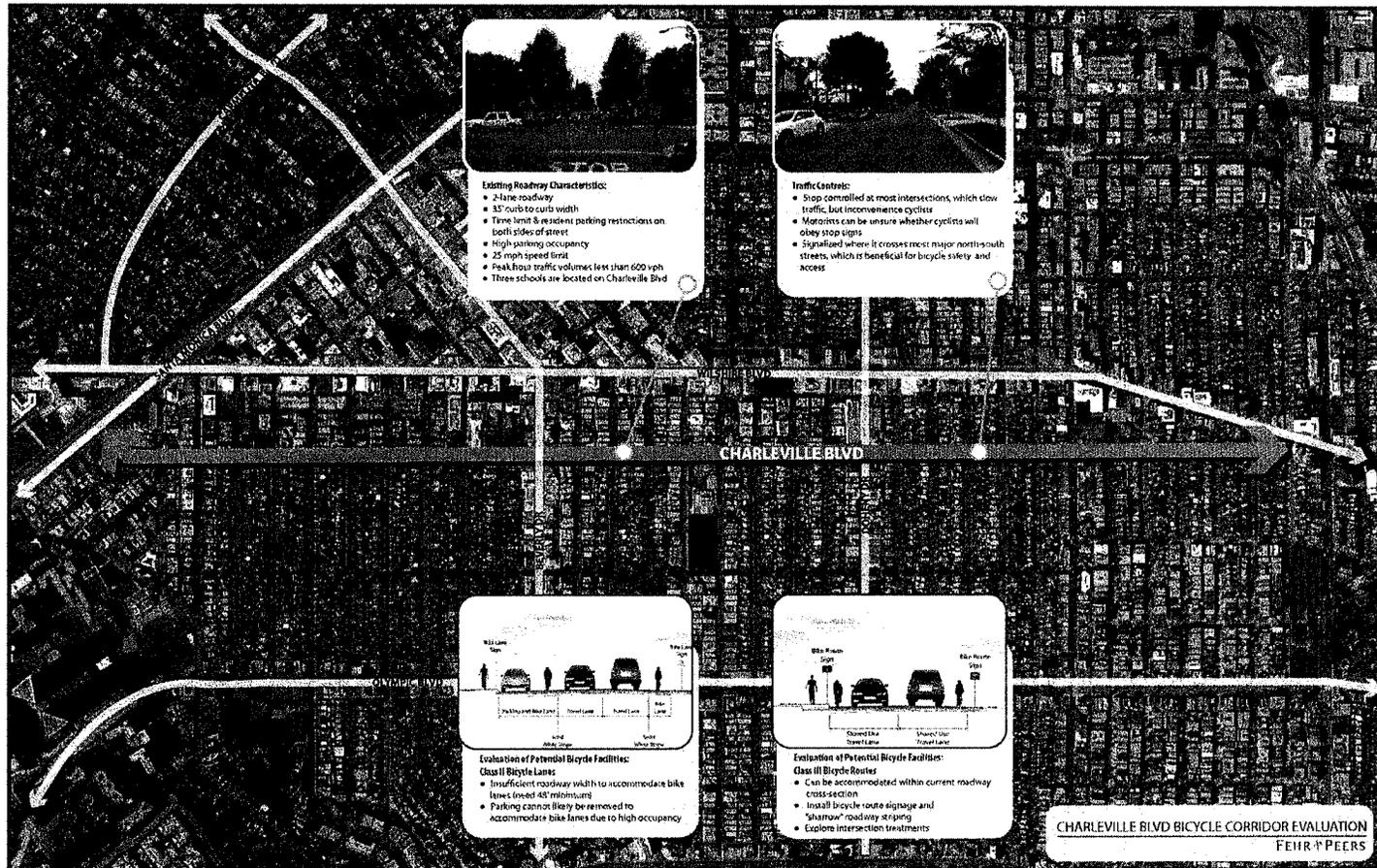
### *Class II Bicycle Lanes*

- 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

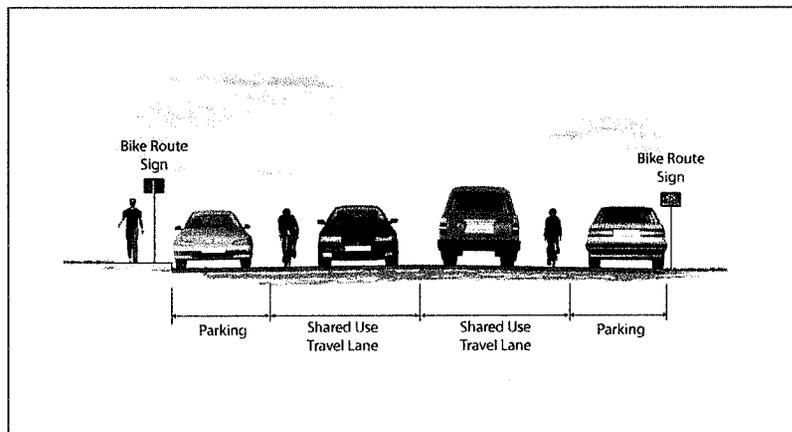




# Charleville Blvd Bicycle Facilities

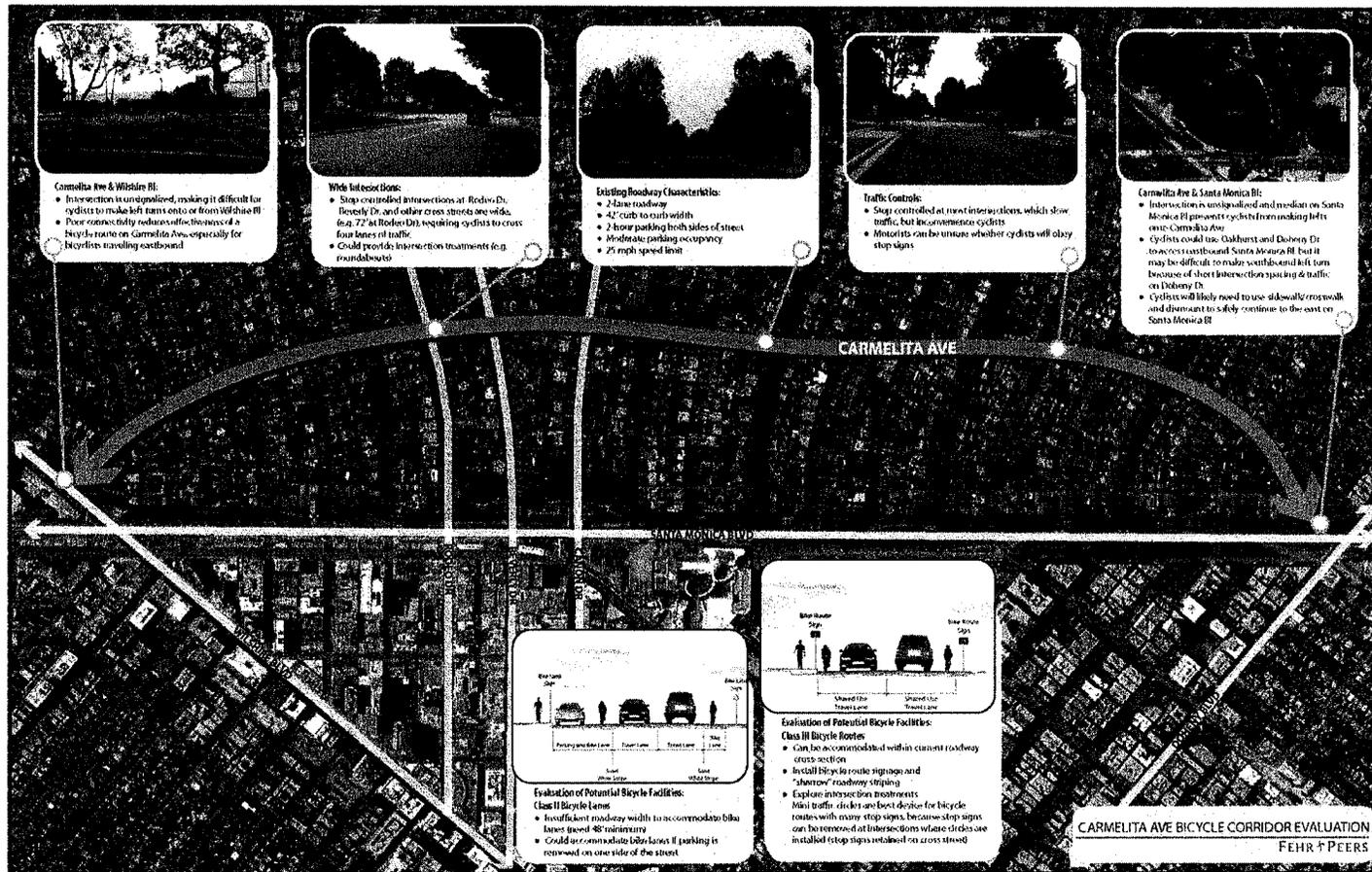
## *Class III Bicycle Routes*

- Install bicycle route signage and “sharrow” roadway striping





# Study Corridor: Carmelita Avenue

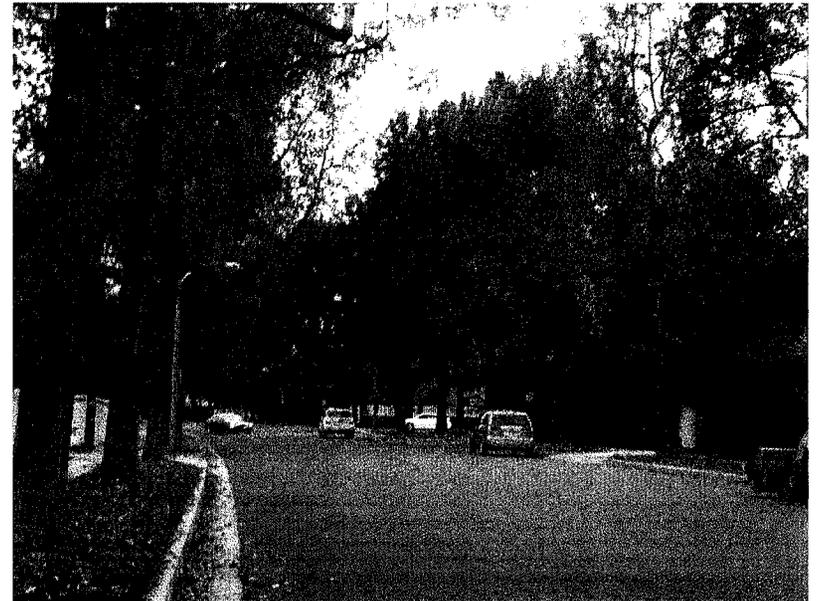


CARMELITAVE BICYCLE CORRIDOR EVALUATION  
FEHR PEERS



## Study Corridor: Carmelita Avenue

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

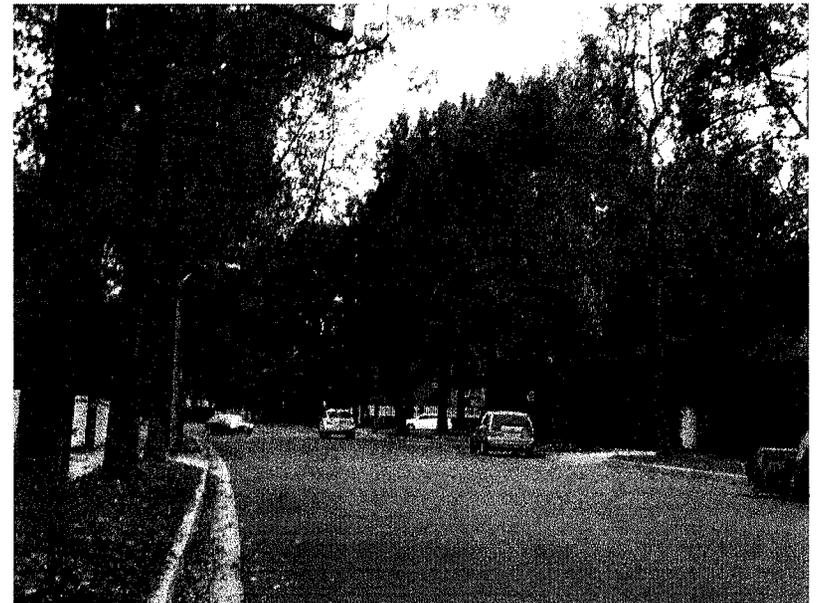
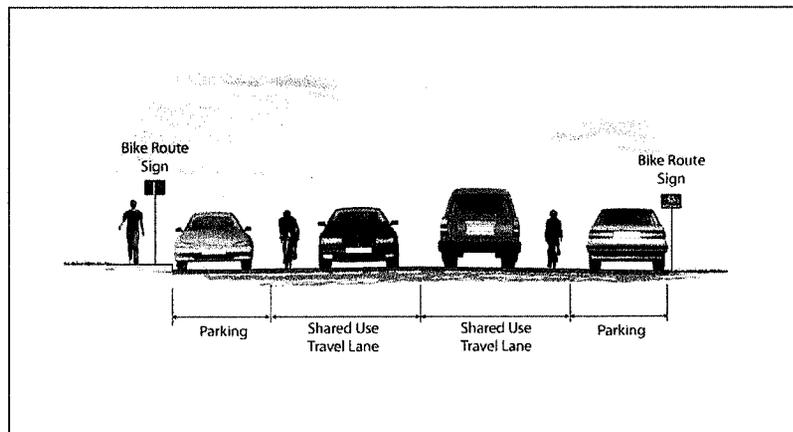




# Carmelita Avenue Bicycle Facilities

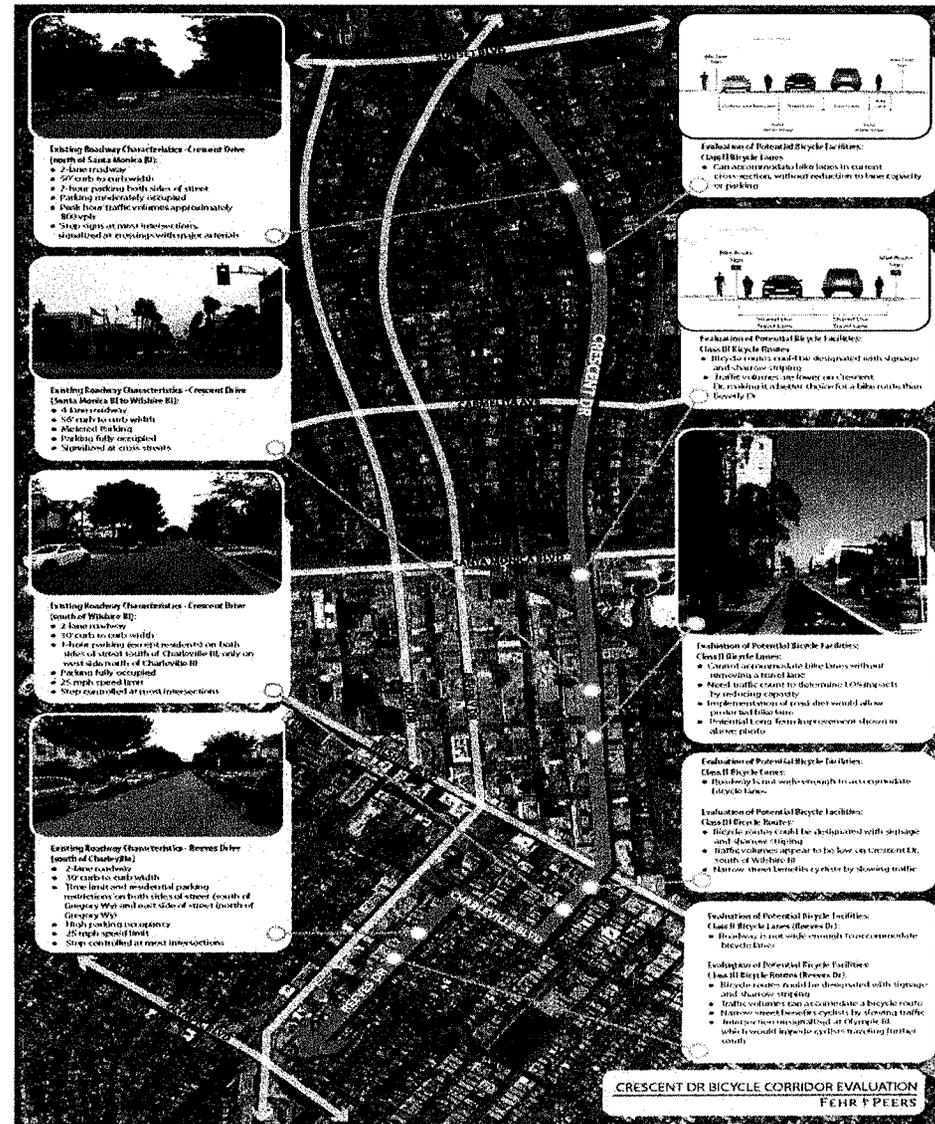
## *Class III Bicycle Routes*

- Install bicycle route signage and “sharrow” roadway striping





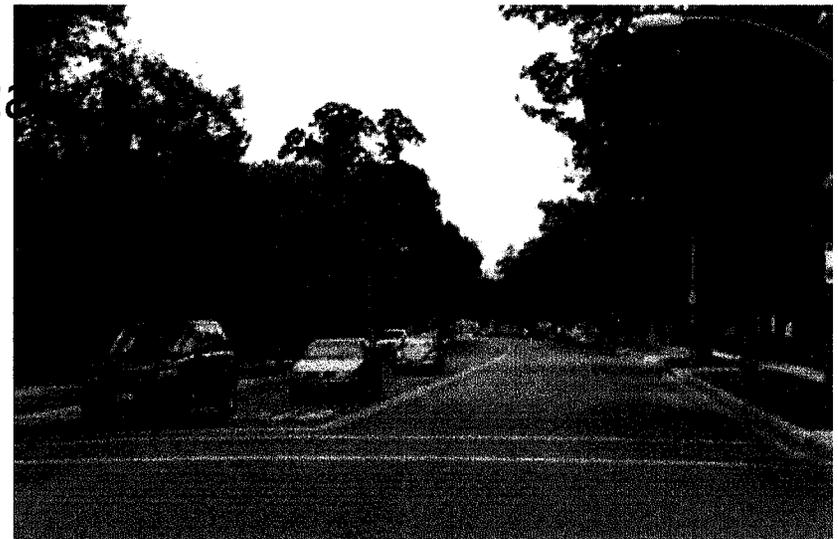
# Study Corridor: Crescent Drive & Reeves Drive





## 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*



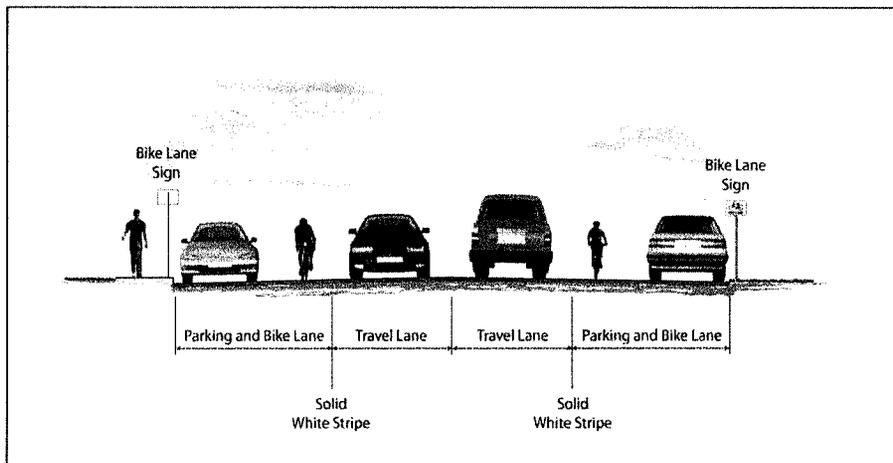


# Crescent Drive Bicycle Facilities

(north of Santa Monica Blvd)

## *Class II Bicycle Lanes*

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



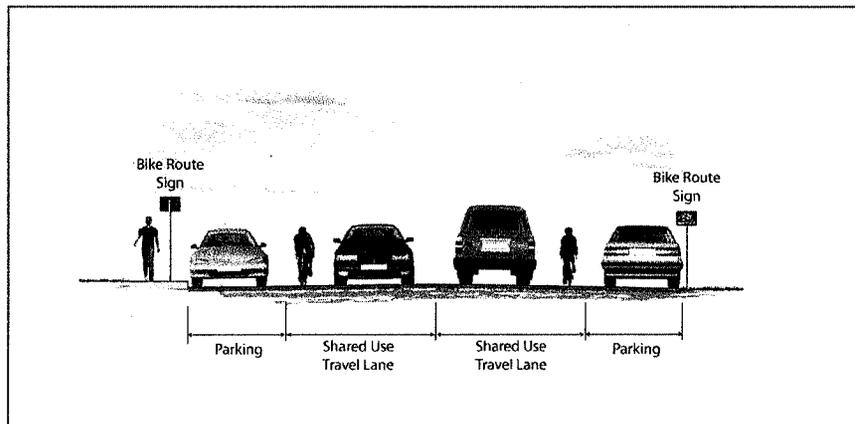


# Crescent Drive Bicycle Facilities

(Santa Monica Blvd to Charleville Blvd)

## *Class III Bicycle Route*

- Bicycle routes designated with signage and "sharrow" striping



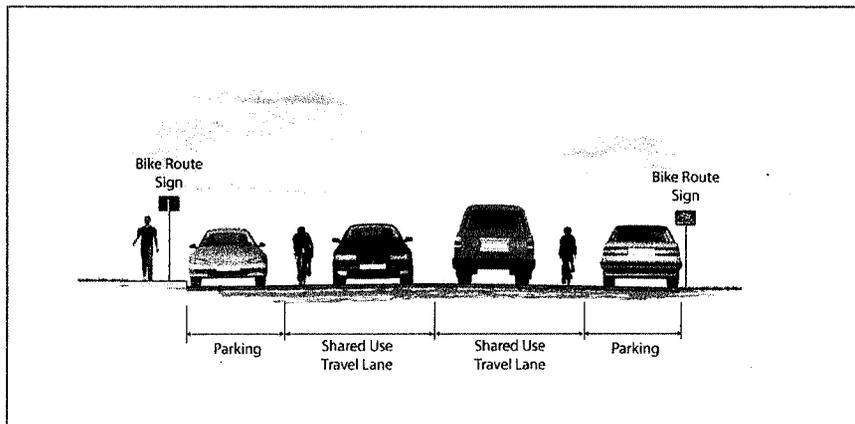


# Reeves Drive Bicycle Facilities

(Charleville Blvd to Olympic Blvd)

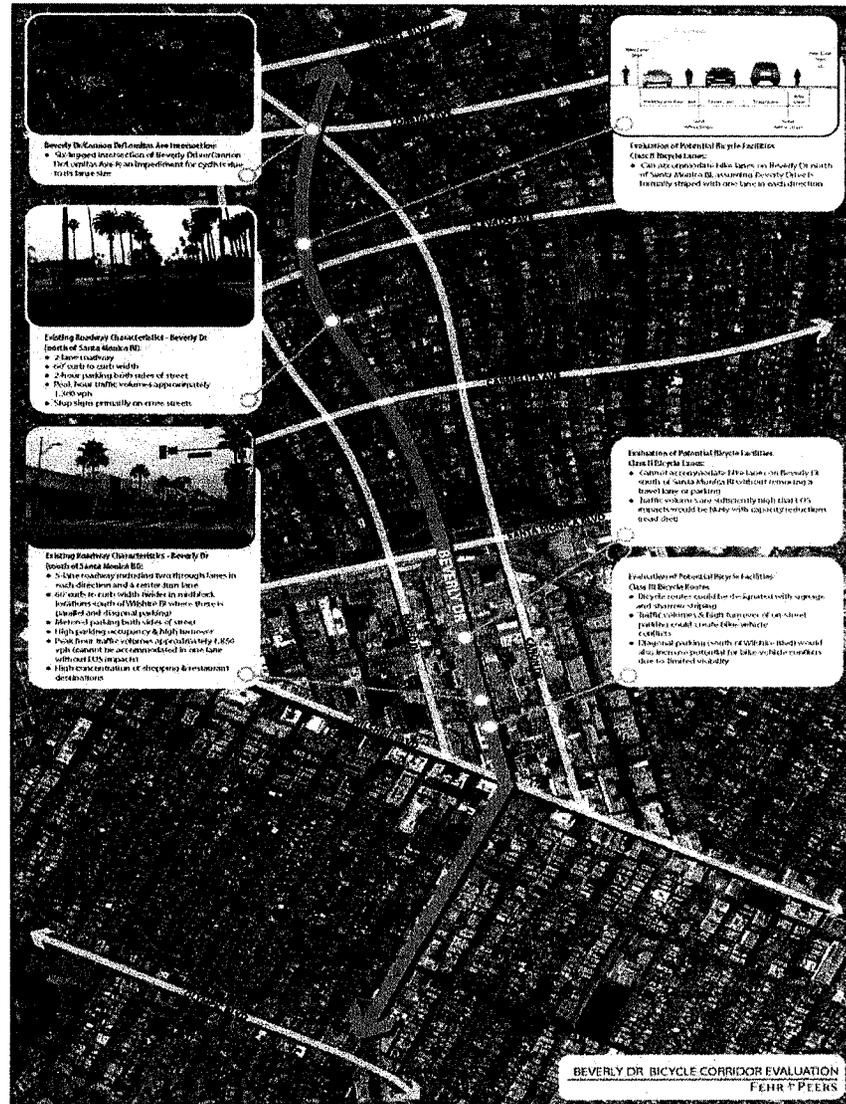
*Class III Bicycle Route*

- 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*



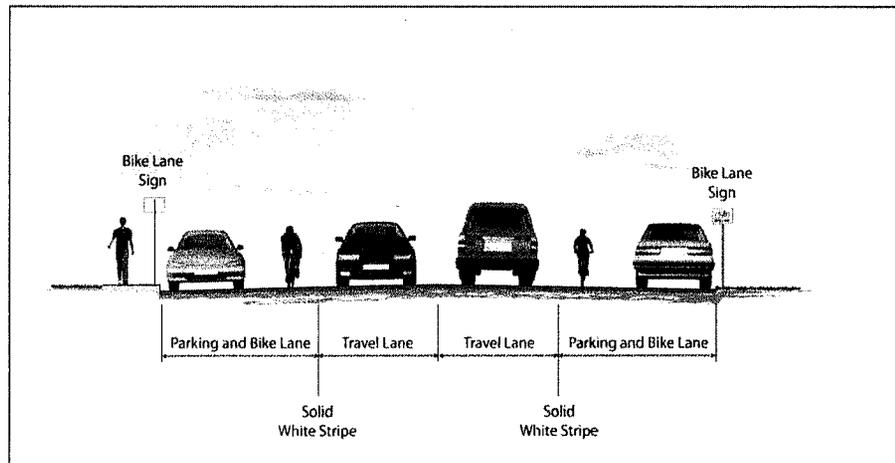


# Beverly Drive Bicycle Facilities

(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



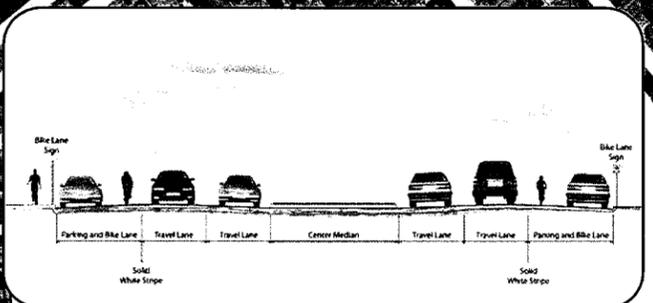
**Existing Roadway Characteristics:**

- 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



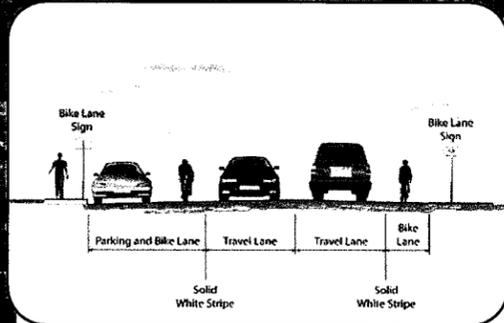
**Existing Roadway Characteristics - Crescent Drive (south of Wilshire Bl):**

- 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)**

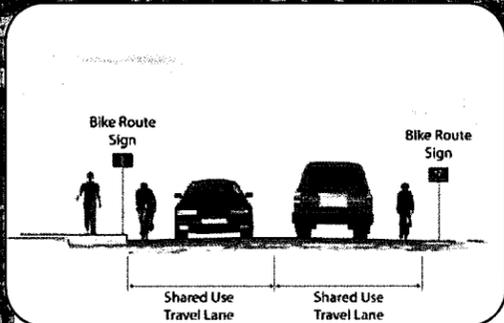
- 2-lane roadway
- 30' curb to curb width
- Time limit and residential parking restrictions on both sides of street (south of Gregory Wy) and east side of street (north of Gregory Wy)
- High parking occupancy
- 25 mph speed limit
- Stop controlled at most intersections



**Evaluation of Potential Bicycle Facilities:**

**Class II Bicycle Lanes**

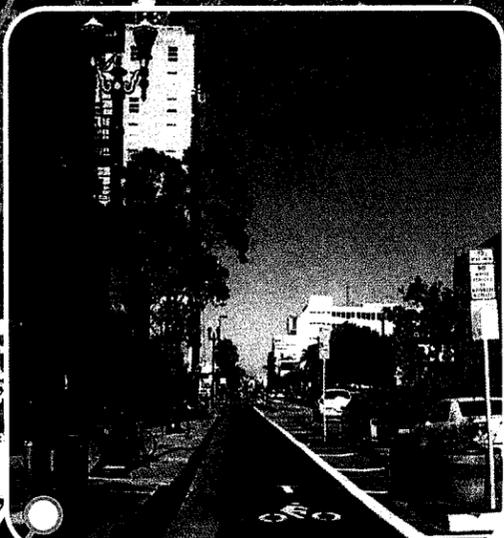
- Can accommodate bike lanes in current cross-section, without reduction to lane capacity or parking



**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



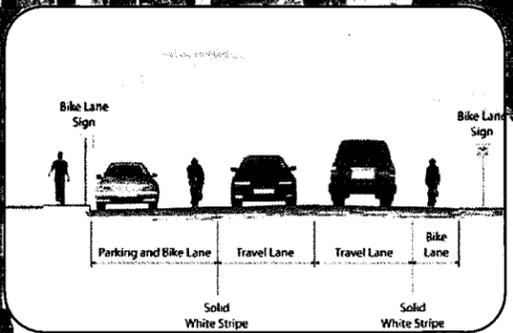
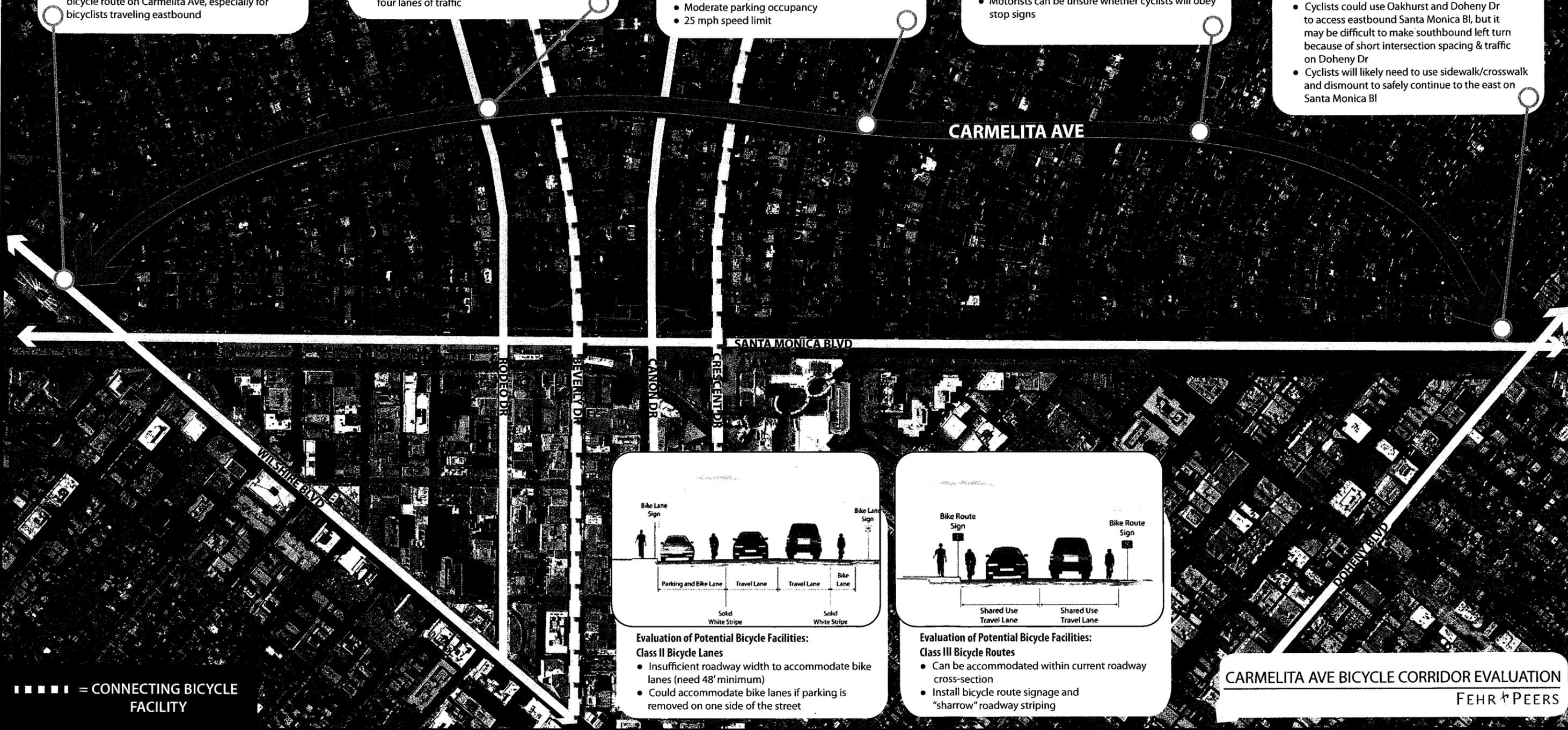
**Traffic Controls:**

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



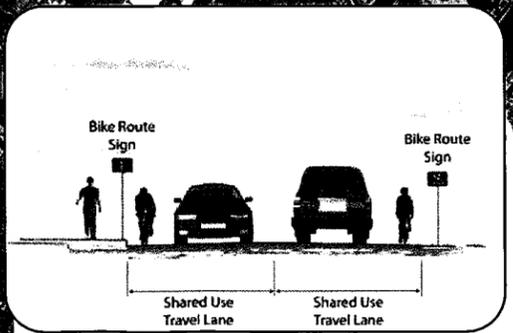
**Carmelita Ave & Santa Monica Bl:**

- 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**

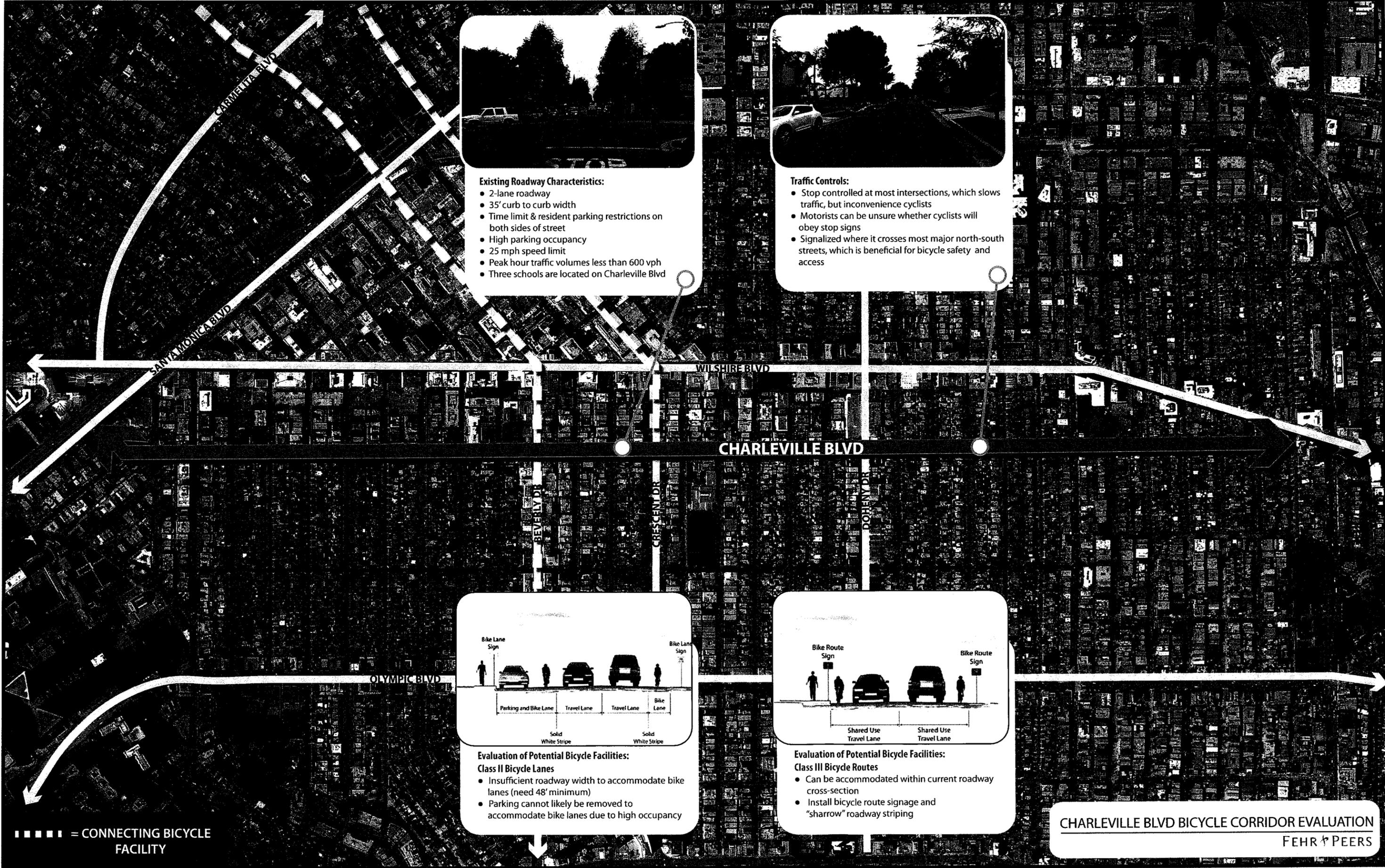
- Insufficient roadway width to accommodate bike lanes (need 48' minimum)
- Could accommodate bike lanes if parking is removed on one side of the street



**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

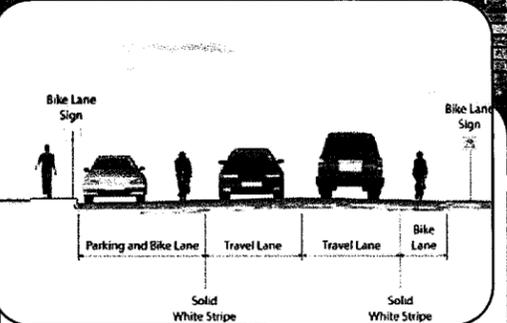
■■■■■ = CONNECTING BICYCLE FACILITY



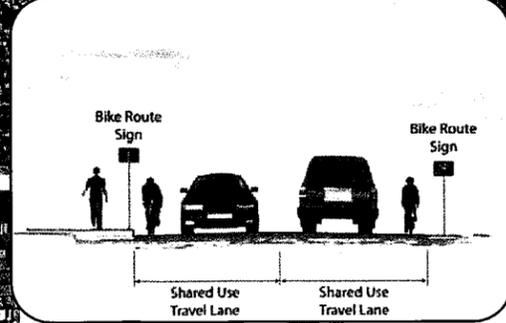
- Existing Roadway Characteristics:**
- 2-lane roadway
  - 35' curb to curb width
  - Time limit & resident parking restrictions on both sides of street
  - High parking occupancy
  - 25 mph speed limit
  - Peak hour traffic volumes less than 600 vph
  - Three schools are located on Charleville Blvd



- 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

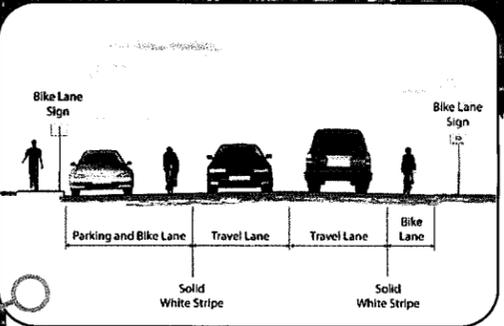
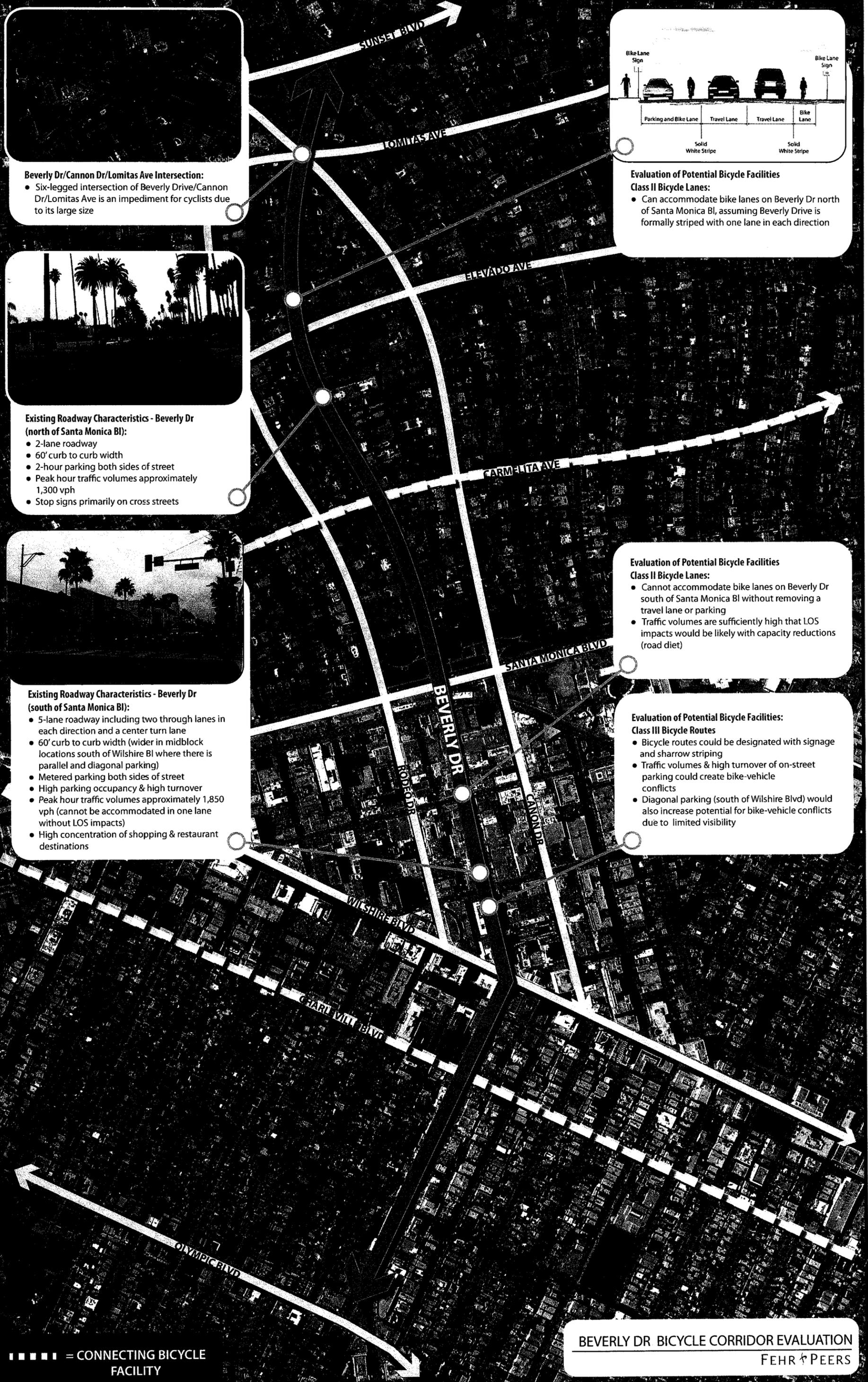


- Evaluation of Potential Bicycle Facilities:**  
**Class II Bicycle Lanes**
- Insufficient roadway width to accommodate bike lanes (need 48' minimum)
  - Parking cannot likely be removed to accommodate bike lanes due to high occupancy



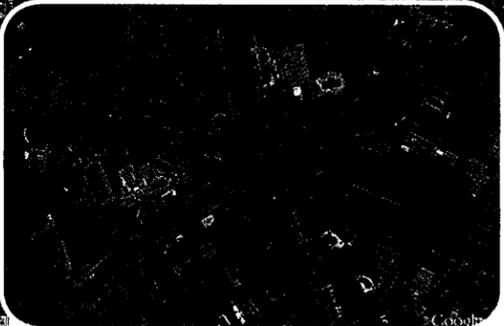
- Evaluation of Potential Bicycle Facilities:**  
**Class III Bicycle Routes**
- Can be accommodated within current roadway cross-section
  - Install bicycle route signage and "sharrow" roadway striping

■■■■■ = CONNECTING BICYCLE FACILITY



**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



**Beverly Dr/Cannon Dr/Lomas Ave Intersection:**

- Six-legged intersection of Beverly Drive/Cannon Dr/Lomas 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:**

- 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