

# **ATTACHMENT 5**

**MEETING NOTES – North Santa Monica Blue Ribbon Committee**

**Date:** November 7, 2013  
**Location:** City of Beverly Hills – Library Meeting Room - 444 North Rexford Drive, Beverly Hills, CA 90210  
**Subject:** Blue Ribbon Committee Meeting #1 - North Santa Monica Blvd Reconstruction  
**Project No:** 1BEV041000

**Attendees (Consultant Team):**

Sean Vargas, PSOMAS  
 Jeff Chess, PSOMAS

Michael Meyer, Iteris  
 Steve Smith, Gruen Associates

**1. THEMES EXPRESSED DURING SELF INTRODUCTION OF COMMITTEE MEMBERS**

- The goals for the project will be important and should be prioritized
- Bicycle safety concerns
- Mobility for all modes is important
- Important to protect the residential character of the areas north of the Boulevard

**ELECTIONS**

- **Barry Pressman – Chair**
- **Ed Brown – Vice Chair**

**2. PROJECT ISSUES**

**I. Project Team Introductions**

- **Sean Vargas** – Introduction / Project Goals
- **Michael Meyer** – Complete Streets Discussion

**II. Committee Member Comments/Questions**

- Railroad Right-of- way on South side is not owned by City.
- Medians must not have visibility issues.
- Concern that medians may cause traffic backup.
- Is removing greening allowed by Council? [Council is concerned about loss of green space, but wants consideration of complete streets in the committee’s evaluation]
- Request data regarding ped-auto accidents on cross streets at the DG path.
- Are there other alternatives that the Committee can consider or just those presented to the City Council? [yes if meet project goals]
- Interest in evaluating bicycle routes on Little Santa Monica Blvd or another street.
- Are sidewalks necessary along the north side to meet ADA requirements?
- The maintain vehicular flow goal should be expanded to include “so traffic will not seek alternate routes through neighborhoods to the north”
- The project should seek to improve (mitigate) existing traffic conditions, such as the turn issues at Beverly Blvd and should consider future traffic volumes.
- Will the grass in the park eventually have to be converted to low water usage vegetation?
  - Per Director of Community Services – no plan to convert grass
- Can we add landscaped medians to widen for bike lane?

- Yes, committee can consider.
- Request for history of West Hollywood improvements
- How wide is a Bike Path? [5 ft min; 6ft is better]
- Bikes and Parks go together.
- Will Committee address Traffic mitigation? [Council directed Traffic & Parking Commission (TPC) to address traffic mitigation; Committee members may provide input to TPC]

**III. Public Comments**

- Walking and bike riding should be encouraged on Little Santa Monica, not NSMB.
- NSMB is a through traffic route; Don't modify it and cause traffic to divert to residential streets.
- Not every street needs bicycle lanes.
- Construction impacts will be significant. Is this reconstruction project really needed?  
*[Note: Committee Chair suggested that the City needs to develop a statement as to the need for the reconstruction]*
- Bicyclists use both North and South Santa Monica Blvd, but it is dangerous on NSMB – drivers are aggressive.
- Are there plans for potential commercial developments on the private parcels along the south side of NSMB?
- If Level of Service analysis is presented, it should be for bicyclists and pedestrians as well as cars.
- Is there potential for reversible lanes?
- Opposition to a two-way bicycle/pedestrian pathway on the north side of the Boulevard.
- WH/BH – Have different character. Evaluate making South Santa Monica Blvd a walking path?
- Recognize traffic migration into residential. Bikeway from Burton continuation may work.
- Dreading this undertaking! Concerns of construction duration and project impacts. Need to upgrade infrastructure (paving, utilities, and drainage). Need to justify project.
- Maintain vehicle flow and improve other modes. Surface conditions need to be improved. Every road is available for bicycles. Evaluate connection to Burton Way.
- Bicycles in the corridor are commuters, feel very unsafe. Frequent biker feels unsafe, 5th option is bad, green space should be sacrificed to do this right.
- Green space is sacred. Bicycles are overrepresented here.

**IV. Goals Ranking**

- Have Blue Ribbon Committee Members Rank
- **What are the goals – Please Rank**
  - 1) **Maintain Vehicular Flow**
  - 2) **Rehabilitate Infrastructure – Prerequisite this is a statement**
  - 3) **Respect Character**
  - 4) **Maintain Access to Beverly Hills Business Triangle**
  - 5) **Complete Streets**
- Will write down priorities on index cards to vote

**V. Next Steps**

- Minutes shall be provided.
- Trolley Tour sign ups – 2 days available. Will start at N. Crescent (City Hall)
- Next Blue Ribbon Committee Meeting – December 10, 2013

**Notes Prepared: December 5, 2013**

**MEETING NOTES – North Santa Monica Blvd. Blue Ribbon Committee**

**Date:** December 10, 2013, 6:00PM  
**Location:** Beverly Hills City Hall - Municipal Gallery - 455 North Rexford Drive, Beverly Hills, CA 90210  
**Subject:** Blue Ribbon Committee Meeting #2 - North Santa Monica Blvd Reconstruction  
**Project No:** 1BEV041000

**Attendees (Consultant Team):**

Jeff Chess, PSOMAS  
 Michael Meyer, Iteris

Steve Smith, Gruen Associates

**1. PRESENTATION**

- Introduction by Dr. Pressman
- Consultant Team Power Point Presentation
  - Recap – BR meeting#1, Walking tour, Existing road conditions.
  - Potential Alternatives.
  - Request for direction.

**2. COMMITTEE/STAFF/CONSULTANT DISCUSSION**

- Budget for the project. \$16 Million is currently budgeted. Budget will be refined as alternatives are selected and design documents are prepared.
- Project will be paid for by local funding, Caltrans contributed \$4.3 million when the Right-of Way was relinquished to the City.
- Suggestion to study the project in sections (e.g. Doheny to Rexford).
- A concern of medians will be emergency vehicle access through North Santa Monica Blvd. The Police and Fire department will review and advise.
- Question if bike lanes must be included in project. The City Council expressed interest in evaluating bicycle lanes as part of the process but there are not requirements that bike lanes be included.
- Existing curb radii may be inadequate and affect traffic flow.
- A concern of safety was raised concerning narrowing the 14' parkway in front of the church as this will decrease the distance between the vehicles and the sidewalk/pedestrians.
- Safety should be key concern with Police included in the discussion.
  - Traffic will increase with adjacent jurisdiction developments.
  - Beverly Blvd/Santa Monica Blvd Intersection – review accidents and potential improvements.
- Review of potential for widening the road to the south was requested. This will be reviewed in the predesign study.
- Will the bus cut out be retained? Can it be used for tour buses? Issue will be addressed in future meetings.
- According to the Police Department statistics, cyclist make up 15% of injured in accidents. Though only 2% of trips, City Sustainability Plan encourages bikes and walking, City General Plan also addresses bicycling.

**3. STUDY DATA REQUESTED BY COMMITTEE**

- Lane width data

- Data for bicycle/auto accidents along Santa Monica Boulevard; any studies that show how bicycle lanes affected study.
- Requested existing study/data of speeds of in lanes next to bike lanes (driver behavior).
- Feasibility of using right-of-way on south of Boulevard.
- Review of bus cut-outs.

**4. PUBLIC COMMENTS**

- **(No card submitted)**
  - Cyclists are here to stay and Committee should address alternative forms of transport.
  - Pedestrians on sidewalks are protected by parkway. Bicyclists will use Santa Monica with or without bike lanes
- **Jerry Bobkin** - Bike path on Santa Monica Blvd is a bad idea. Repairs to pavement and drainage are needed.
- **Jim Pocrass** - Bike Accident attorney. Can provide help where needed.
  - Bike Lanes reduce accidents
  - Federal funding is available for bike lanes.
- **Albert Gangian** - Bike Organization Representative (16 people). Bike lane is a good idea. Will decrease accidents/deaths. He will use bike lanes.
- **Robert Tannenbaum** - Maintain park space - not in favor of bike lanes.
- **Camier Maboobi** - Safety is a very important topic. Is in favor of bike lanes.
- **Thomas White** - Looks like Grand Regional Plan being forced on City. Opposed to bicycle lanes.
- **Eric Weinstein** – Bike Instructor – Come up with something great, not just repaving.
- Netherlands did a study of bike safety including separate routes.
- **Fr. Tom Welberts** - Former Pastor of Good Shepard Church – Supports adding a bicycle lane which will add an extra buffer/additional space for emergency vehicle.
- **Dr. Woodrow Clark** – Favors bicycle path.
- **Phil Brown** – Install medians and add trees. Put bike lanes on Carmelita.
- **Cory Klum**- Beverly Hills is surrounded by high growth. Supports bicycle lane.
- **Josh Curpies** – Assembly Member Richard Bloom Representative
  - Nothing shown to incentivize public transit.
  - Bike Lanes are important. Continue Connectivity.
- **William Brenner** – Noted letter in BH Courier – Opposes Bike Lanes on Santa Monica Blvd.

**I. Questions put to vote Committee Chair. What project elements do you support? (by committee members show of hands)**

|                                 | <b>Yes votes</b> | <b>No votes</b> |
|---------------------------------|------------------|-----------------|
| Medians                         | 13               | 0               |
| Widening with Bike Lanes        | 5                | 9               |
| Recreational Bike Paths in Park | 0                | 13              |

- Issues related to busses will be taken up at a later date.

**Notes Prepared: December 13, 2013**

**MEETING NOTES – North Santa Monica Blvd. Blue Ribbon Committee**

**Date:** January 8, 2014  
**Location:** Beverly Hills City Hall – Municipal Gallery  
**Subject:** Santa Monica Boulevard Reconstruction Project Blue Ribbon Committee #3  
**Project No:** 1BEV041000

|   |   |
|---|---|
| <p><b>Attendees (Consultant Team):</b><br/>                 Sean Vargas, PSOMAS<br/>                 Jeff Chess, PSOMAS<br/>                 Michael Meyer, Iteris<br/>                 Dean Howell, Gruen Associates</p> | <p><b>Attendees (City of Beverly Hills):</b><br/>                 Susan Healy Keene, City of Beverly Hills<br/>                 Aaron Kunz, City of Beverly Hills<br/>                 Martha Eros, City of Beverly Hills</p> |
|---|---|

**I. Presentation– Sean Vargas**

- Blue Ribbon Committee #2 Recap
- Project Element Criteria Evaluation
- Alternative Discussion
- Recommendations- Shared Roadway (no bikeway designation 66’ Curb to Curb width, vegetated median, street trees)
  - Widen photo showing the church steps - Requested
  - Blue Ribbon Committee Member Robert Anderson – Requested clarification regarding California Vehicle Code 3’ Rule for bicyclists.

**II. Dr. Pressman asked for discussion from Public Safety**

- Deputy Fire Marshall Chris Heyer, Beverly Hills Fire Department
- Sergeant Gregg Mader, Beverly Hills Police Department
- Vice Chair Ed Brown, Santa Monica Blvd Blue Ribbon Committee
  - Vice Chair Ed Brown – Asked safety personnel if median can be put in.
  - Deputy Fire Marshall Chris Heyer’s response – Have to go opposite of traffic
  - Emergency vehicles use center lane medians all the time; and run reverse flow; sometimes use Carmelita Avenue. Police and Fire staff need to see the actual design plans to give an opinion on the advisability of medians.
  - Would there be safety issue if there were a bike lane? (Question from Audience)
  - Sergeant Gregg Mader – Driver’s responsibility to be aware of other vehicle and bicycle traffic.

**III. Committee Questions and Comments**

- Questions regarding curb radii and traffic – Sean Vargas informed that curb radii is a detail design issue.
- Questions regarding traffic and buses – Michael Meyer
  - Traffic count reveal a flat volume throughout the day.
  - Bus Turnouts
    - Michael Meyer – Confirmed with Metro that bus turnouts are not preferred, drivers may or may not use, and turnouts cause accidents.
    - Described Dimensions/area required to accommodate a turnout.
    - No available area on south side of Santa Monica Blvd, one turnout removed.

- Bus Shelters
  - Can include in final design.
  - Will provide all infrastructure needed to install shelters, benches, and amenities.
  
- **Committee Member Andy Licht - Why 66' curb to curb?**
  - Sean Vargas described dimensions – consistent with California Vehicle Code Section 21760.
- **Committee Member Robert Anderson**
  - Bikes have rights; bike traffic would be there whether striped or not.
  - Sean Vargas; recommend as professionals to widen.
- **Committee Chair Pressman**
  - Are there plans to continue bike lanes?
    - Michael Meyer – West Hollywood/Los Angeles can connect if there was something to connect to.
    - West Hollywood is trying to attract bicycle activity to Melrose Blvd.
- **Committee Member Mark Elliot**
  - East end is wider already
    - Santa Monica Blvd is great for a bike lane, why not stripe?
    - Trying to understand accident data
      - Sean Vargas said Santa Monica Blvd joins (Los Angeles, West Hollywood) Perform physical improvements and do not stripe lanes.
      - Michael Meyers clarified cited data and noted that Santa Monica Blvd in Beverly Hills does not have on street parking.

**III. Community/Public Comments**

- **Barbara Linder** – Supports bike lanes – Biking is important and current conditions on Santa Monica Blvd unsafe now. Need to reduce CO<sub>2</sub> footprint; surrounding communities are waiting for Beverly Hills to act. Urge Committee to support bike lane.
- **Kimberly Reiss** – Beverly Hills Heritage – Route 66. Would like historical element included.
- **Ben Nero** – Need striped bike lane.
- **David Eichman** – West Hollywood Transportation commuter urges bike lanes on NSMB.
- **Eric Weinstein** – Supports bike lanes.
- **Danielle Salomon** – Beverly Hills homeowner, supports bike lanes, UCLA (her employer) provides incentives to bike. Beverly Hills needs to encourage bicycling.
- **Nina Salomon** – Supports bike lanes for safety.
- **Bennett Ross** – Whittier Drive resident – short sighted not to include bike lanes; congestion will remain.
- **Victor Bardack** – Vice President, Beverly Hills North Home Owners Association; traffic diverts off NSMB to Carmelita; drivers don't respect joggers, walkers, bikes; put bike lanes on Carmelita.
- **Taylor Nichols** – Don't take away space from Park. Add bike lane as park amenity. Improves the park by attracting people to it.
- **Jim Pocrass** – Bike attorney – 30% reduction in serious accident if bike lanes are included.
- **Calla Wiemer** – Westwood resident – hard to patronize BH business due to lack of bike lanes.
- **Victor Omelczenko** – West Hollywood resident need regional connectivity and bike lanes.
- **William Brenner** – Beverly Hills doesn't have to do what others want. Consider concrete instead of Asphalt.
- **Kory Klem** – Beverly Hills Resident – data provided shows that bike lanes improve safety. Parked cars big danger.
- **Eric Bruins** – LA County Bike Coalition – Beverly Hills should include bike lane and promote biking.
- **Grace Krakover** – Beverly Hills resident, former TPC and Planning Commission – NSMB is major traffic street; opposed to bike lanes, what is city's liability? Will number of bus stops be reduced?
- **Joshua Paget** – supports striped bike lanes; multimodal has positive effects.
- **Scott Epstein** – Should accommodate all users.
- **David Fener** – Cycle track would be family friendly; supports bike lanes; bike options removes auto trips.
- **Melissa Antol** – City of West Hollywood; more balance transportation; 30 year project needs to accommodate all modes.

- **Jennifer Hughes** – Live/work in Beverly Hills for 13 years, recreational biker feels safer with bike lanes.
- **Kathryn Palmer** – letter submitted to committee.
- **Phil Brown** – Complete Streets should be neighborhood scale; use Carmelita Ave as an alternate for bike lanes.
- **Joe Safier** – Beverly Hills resident, arterials are for traffic flow, don't stripe lanes on NSMB. Separate or put on Carmelita.
- **Robert Tanenbaum** (North Beverly Hills HOA) – Does not support bike lanes. The widening has been opposed in the past. No intrusion on Beverly Garden Park.

**IV. Blue Ribbon Committee**

**Chair Pressman – Asked if Committee want to vote/speak/finish this evening: Committee chose to give each member 3 minutes to discuss their concerns.**

- **Robert Anderson**
  - NSMB is high speed major road, not good for bikes, need striped center lane, and no raised median for emergency response vehicles.
  - Doesn't want to lose park space
  - Bikes belong on Elevado or Carmelita.
- **Andy Light**
  - New alternative for widening only provides flexibility.
  - Are there plans to continue bike lanes?
  - Committee may feel now is not the right time for bike lanes.
- **Jeff Wolfe**
  - It's not all about bike lanes; Want to discuss other issues.
- **Lillian Raffel**
  - New proposal allows flexibility and is compelling, bikers will always be on NSMB.
  - Carmelita is not a real alternative.
  - In the past there was opposition to have 6 lane roadway.
  - Would like to have information regarding concrete opposed to asphalt.
  - Parkway trees are safety barrier.
- **Russ Levi**
  - If bus turnouts won't be used, don't put them in.
  - Consider median and trees on Doheny to Rexford. Medians without trees in business triangle area.
- **Howard Fisher**
  - Garden Nature of City is important.
  - Where will room for bike lanes come from? Doesn't support bike lanes.
  - Auto capacity is key.
  - Likes greening of medians if acceptable to public safety.
  - Traffic was not discussed
- **Craig Corman**
  - Bus turnouts don't make sense
  - Likes landscaped medians – concern from PD/Fire point of view.
  - Bike lanes? What are lane widths? Effect of California Vehicle Code for 3' requirement.
  - Green Space = Park, need to preserve parks.
  - Beverly Gardens Park is historic.
- **Mark Elliot**
  - Think about future trends.
  - Why widen and not stripe the bike lanes?
- **Mark Saleh**
  - Landscaping and median issues for PD/Fire are important.

- **Kathy Reims**
  - Budget
    - Cost differentiation between concrete + asphalt.
    - Don't want to slow traffic down.
    - Emergency response times.
    - Drop bus turnouts.
    - Bike lanes slow traffic (in our report).
    - Beverly Hills is different from Century City and West Hollywood.
      - Park Space complicates issue
- **Dr. Charles Aronberg**
  - Concrete vs. Asphalt.
  - No medians if harms response time.
  - Widening will bring traffic closer to residents; opposes.
  - Likes trees.
- **Vice Chair Ed Brown**
  - Agrees with Howard Fisher and Kathy Reims.
  - Improve SM/Beverly Blvd intersection.
- **Chair Barry Pressman**
  - Beautification is desirable.
  - Hopes medians can be designed to satisfy PD/Fire.
  - Likes Trees.
  - Wants nice bus shelters (no ads).
  - Why wouldn't we put in bike lanes if it is widened.
  - How will Beverly Hills connect to both LA and West Hollywood.
  - How to do it and maintain vehicular flow.
  - Similar Roadway?

VI. **Continue Meeting to January 22, 2014 at 6PM.**

VII. **Next Steps**

- **Need information Regarding:**
  - **Do Bike Lanes Improve or Impede Traffic?**
  - **Recommended Bicycle Accommodation configuration (if widening is elected)**
  - **Potential Median Cross Section Geometry/Width**
  - **West Hollywood/Los Angeles Bike Lane Connectivity Coordination**
  - **Bus Stops and Shelters**
  - **Pavement Materials (Asphalt vs Concrete)**
  - **Beverly Blvd/North Santa Monica Boulevard Intersection (approach to improve conditions)**
- **Discuss and Decide:**
  - **Maintain Existing Curb to Curb**
  - **Widen Roadway to Current Standards**
  - **Bicycle Lanes (if widening is elected)**
  - **Vegetated Medians**
  - **Parkway-Street Trees**
  - **Bus Turnouts**
  - **Bus Shelters**

**Staff to provide information beforehand.**

**Notes Prepared: January 9, 2014**

**MEETING NOTES – North Santa Monica Blvd. Blue Ribbon Committee**

**Date:** January 22, 2014  
**Location:** Beverly Hills City Hall – Municipal Gallery  
**Subject:** Santa Monica Boulevard Reconstruction Project Blue Ribbon Committee #3  
**- Continued**  
**Project No:** 1BEV041000

**Attendees (Consultant Team):**

Sean Vargas, PSOMAS  
 Jeff Chess, PSOMAS  
 Michael Meyer, Iteris

**Attendees (City Staff):**

Susan Healy Keene, City of Beverly Hills  
 Martha Eros, City of Beverly Hills  
 Aaron Kunz, City of Beverly Hills

**I. Barry Pressman, MD – Chair, Santa Monica Blvd Blue Ribbon Committee**

- Introductory comments
- Outlined the review and voting process for the proposed enhancement elements
- Thanked the Committee members for their participation
- Welcomed Fire Chief Ralph Mundell and Police Chief David Snowden

**II. Susan Healy Keene – Community Development Director**

- Thanked the Blue Ribbon Committee and the Public for participating in the preliminary conceptual design process
- A major reconstruction for street improvements occurs once every 30-40 years
- North Santa Monica Boulevard pavement quality and drainage system has deteriorated to the point where a complete reconstruction of the road is needed
- Public Comment is welcome and will be accepted throughout the Design and Construction periods
- Since the January 8, 2014 meeting, staff met with Public Safety personnel and Church representatives from All Saints Episcopal, Church of the Good Shepherd, Beverly Hills Presbyterian).
- The project is in preliminary design, thus the costs have not yet been determined.
- **Committee Member Robert Anderson** asked about the cost of concrete versus asphalt pavement.
- **Vice Chair Ed Brown** inquired about the current budget
  - Ms. Healy Keene stated the current CIP budget is \$17.2 million.
- Goal tonight is to vote on each enhancement element outlined in the Voting Matrix:
  - Widening the existing curb-to-curb width.
  - If widened, striping the pavement for Bicycle Lanes.
  - Addition of Vegetated Medians.
  - Addition of Trees on the north side of the street along Beverly Gardens Park.
  - Addition of Bus Turnouts.
  - Addition of Bus Shelters.

**III. Fire Chief and Police Chief Discussion on Medians.**

- **Ralph Mundell – Fire Chief of Beverly Hills Fire Department**
  - **David Snowden – Police Chief of Beverly Hills Police Department**
- I. Police and Fire staff reviewed the preliminary design plans and stated no hazard if the road is widened.
- Medians create breaks in traffic.
  - Current conditions already create obstacles, thus Fire and PD units will find alternate routes.

- Medians don't inhibit traffic on Burton Way, Wilshire Blvd, and other streets.
- Street widening is better for emergency response.
- Comparison to existing conditions on Wilshire Blvd and it is fine.
- East and West routes are Olympic Blvd, Wilshire Blvd, and Santa Monica Blvd. Can use alternative routes when required.

**Questions regarding Medians for Public Safety**

- **Committee Member Robert Anderson** asked if trees are okay.
  - 13.6' clearance height is required.
- **Committee Member Craig Corman** inquired about size and type of trees
  - Chief Snowden stated trees near intersections would inhibit visibility; line of sight

**IV. Maintain Existing Street Width**

- **Committee Member Question** – Why would non-widening cost more?
  - Sean Vargas explained that temporary paving and traditional traffic control will increase costs
- **Committee Member Question** – Can you save money with just 2 lanes open?
  - Intuitively yes, but the recommendation is to maintain 4 lanes of traffic open during construction.
- **Committee Member Question** – If park had sidewalk would recommendation change for widening?
  - No
- **Committee Member Question** – Would 63' curb-to-curb be better in terms of construction cost?
  - Cost the same as to 60' curb cost
- **Committee Member Question** – Explain the improvements to riding and Wilshire Blvd conditions.
  - Sean Vargas clarified – new pavement will not have cracks, potholes, etc.
- **Committee Member Question** – What are the existing widths?
  - The boulevard width varies between 60' on the west end and 63' on the east end.
- **Committee Member Question** – Can you present to Park and Recreation Commission?
  - Yes; presentations to most City Commission are within the project scope.

• **Committee Discussion and Voting**

- **Committee Member Craig Corman**
  - Widening requires encroaching onto a historical resource; not a desired idea
  - Not in favor of widening into park.
  - Does not like having bikes on Santa Monica Blvd because of safety issues.
  - Suggests JPA with Los Angeles and West Hollywood to acquire parcels 12 and 13 on the south side of the street for widening;
  - Use South Santa Monica Blvd and Carmelita Ave as bicycle alternative.
- **Committee Member Andy Licht**
  - Not in favor of widening, even if it's more costly.
- **Committee Member Barry Bernstein**
  - In favor of widening, bike will be on street regardless; need to make bicycling safer.
- **Committee Member Robert Anderson**
  - Concurs with Committee Member Corman on land take. Opposes the widening.
  - Committee Chair Anderson changed his vote in favor of widening following the group's feedback.
- **Vice Chair Ed Brown**
  - Suggests widening for safety reasons; interested in keeping traffic moving.
  - Little Santa Monica Blvd is too narrow for vehicle and bicycle traffic.

- **Chair Barry Pressman**
  - Supports widening and can easily afford a few feet from park; will gain some green from medians.
  - Construction will be easier and shorter.
  - Historic opportunity to improve the entire road instead of only getting new asphalt and good drainage.
- **Committee Member Dr. Charles Aronberg**
  - Against widening, this will create a health issue for residents north of the boulevard; cars, smog, noise closer to homes.
  - Opposes taking of green space.
- **Committee Member Mark Elliot**
  - Bicyclists already ride on SMB, and bike travel will increase regardless; provide cyclists with adequate space.
  - People ride their bikes a lot and don't want to block traffic. Consultants recommend widening.
  - There has been overwhelming Public Comment supporting bike travel/lanes.
  - Local media/papers have not editorialized against widening.
  - Supports widening.
- **Committee Member Lillian Raffel**
  - Agrees with Chair Barry Pressman that vegetated medians will compensate for removing a few feet of park space, and is worth the effort.
  - Bikes currently impede traffic.
- **Committee Member Kathy Reims**
  - All amenities/enhancements can be done within the 60' street width.
  - Concerned that the widening may be manipulated resulting in loss of park space beyond 3' or 6'.
  - Feels that the park land is not valued as it should be.

- **Vote - Do you support widening the existing curb-to-curb width?**
- **Results - YES – 7 NO – 4**

**V. Striped Bike Lanes.**

- **Topic – If widened, do you support striping the pavement for bicycle lanes?**
- **Committee Chair Barry Pressman**
  - Support delaying until West Hollywood, Los Angeles and Beverly Hills has a comprehensive bicycle network plan.
  - Beverly Hills residents will oppose bike lanes.
- **Committee Member Mark Elliot**
  - Supports striping.
- **Committee Member Craig Corman**
  - The people who showed up to support bikes lanes were not Beverly Hills residents.

- **Vote Results - YES – 9 NO – 1**

**VI. Addition of Vegetated Medians.**

- **Topic – Do you support the addition of Vegetated Medians?**
- **Committee Member Jeff Wolfe**
  - Extent of support includes caveat that staff work very closely with public safety.
- **Vice Chair Ed Brown**
  - Are there maintenance issues?

- Susan Healy Keene – costs and traffic impact but is reasonable.
- Design must consider type of vegetation, draught tolerant, and other factors.

- **Vote Results - YES – 11 NO – 0**

**VII. Addition of Trees in Parkway**

- **Topic – Do you support the addition of trees on the north side along Beverly Gardens Park?**
- **Committee Member Robert Anderson**
  - Does not want trees; must be taken to Park and Recreation commission.
- **Committee Member Mark Elliot**
  - Doesn't support.
- **Committee Member Craig Corman**
  - Changes look of park; doesn't support.

- **Vote Results – NO RECOMMENDATION – Take Issue to Park and Recreations Commission**

**VIII. Addition of Bus Turnouts.**

- **Topic – Do you support addition of bus turnout?**
- **Vote Results – YES – 0 NO – 11**

**VIII. Addition of Bus Shelters.**

- **Topic – Do you support the addition of Bus Shelters?**
  - **Committee Member Craig Corman**
    - Magnet for Graffiti.
  - **Committee Member Robert Anderson**
    - Would distract from the beauty of the park.
  - **Committee Member Lillian Raffel**
    - Attract homeless people.
  - **Committee Member Jeff Wolfe**
    - How many bus stops are currently on North SMB?
      - 9 current bus stops.
- **Vote Results – YES – 5 NO – 5**

Notes Prepared: January 30, 2014