

ATTACHMENT 9

SANTA MONICA BOULEVARD RECONSTRUCTION
PUBLIC COMMENT - CORRESPONDENCE
BLUE RIBBON COMMITTEE #4
January 21, 2014 - February 26, 2014



AS OF: 2/26/14 11:07 AM

DATE	NAME	ADDRESS	TYPE	BIKE LANE	LANDSCAPE MEDIAN	PEDESTRIAN/ SIDEWALKS
1/21/2014	Eric Bruins		EMAIL	X		
1/21/2014	Andrew Odom		WEB	X	X	
1/21/2014	Melissa Antol		EMAIL	X		
1/21/2014	Mark Mallare		EMAIL	X		
1/27/2014	Eric Weinstein		EMAIL			
2/9/2014	Brian Allman		EMAIL	X		

SANTA MONICA BOULEVARD RECONSTRUCTION
PUBLIC COMMENT - CORRESPONDENCE
BLUE RIBBON COMMITTEE #4
January 8, 2014 - January 21, 2014



AS OF: 2/26/14 11:08 AM

DATE	NAME	ADDRESS	TYPE	BIKE LANE	LANDSCAPE MEDIAN	PEDESTRIAN/ SIDEWALKS
1/8/2014	Carol Feucht	Visitor	WEB	Y	Y	
1/8/2014	Josh Paget	Visitor	WEB	Y	Y	
1/8/2014	K Fanslow	Visitor	WEB	Y	Y	
1/8/2014	Reg Willson	Visitor	WEB	Y	Y	
1/8/2014	Will Campbell	Visitor	WEB	Y	Y	
1/8/2014	Roy Demeter	Resident	WEB	Y		
1/8/2014	Christina Batteate, MPH	Visitor	WEB	Y	Y	
1/8/2014	Katherine Palmer	Visitor	Letter	Y		
1/9/2014	Robert Oneill	Resident	WEB	Y	Y	
1/9/2014	Gene Evans	Visitor	WEB	Y		
1/9/2014	Christine	Visitor	WEB	Y		
1/10/2014	Jeremy	Visitor	WEB	Y	Y	
1/10/2014	George Contreras	Visitor	Email	Y		
1/13/2014	Jesse Paster	Visitor	WEB	Y		
1/13/2014	Victoria Talbot	Work in BH	Email			
1/15/2014	Peter Willis	Visitor	WEB	Y		
1/16/2014	Alex Lamm	Visitor	WEB	Y		
1/16/2014	Alex de Cordoba	Work in BH	WEB	Y	Y	
1/16/2014	Ben Grangereau	Work in BH	WEB	Y	Y	
1/16/2014	Walt Farmer	Work in BH	Email	Y		
1/16/2014	Barbara Broide	Resident	WEB	Y		
1/16/2014	Mel Raab	Resident	WEB	Y		
1/17/2014	Bryan Matsumoto	Visitor	WEB	Y		
1/18/2014	Phil Brown	Resident	WEB			
1/18/2014	Cheryl Holland	Visitor	WEB	Y		
1/20/2014	Matthew Honigman	Resident	WEB	Y	Y	

SANTA MONICA BOULEVARD RECONSTRUCTION
 PUBLIC COMMENT - CORRESPONDENCE
 BLUE RIBBON COMMITTEE #4
 January 8, 2014 - January 21, 2014



AS OF: 2/26/14 11:09 AM

DATE	NAME	ADDRESS	TYPE	BIKE LANE	LANDSCAPE MEDIAN	PEDESTRIAN/ SIDEWALKS
1/8/2014	Carol Feucht	Visitor	WEB	Y	Y	
1/8/2014	Josh Paget	Visitor	WEB	Y	Y	
1/8/2014	K Fanslow	Visitor	WEB	Y	Y	
1/8/2014	Reg Willson	Visitor	WEB	Y	Y	
1/8/2014	Will Campbell	Visitor	WEB	Y	Y	
1/8/2014	Roy Demeter	Resident	WEB	Y		
1/8/2014	Christina Batteate, MPH	Visitor	WEB	Y	Y	
1/8/2014	Katherine Palmer	Visitor	Letter	Y		
1/9/2014	Robert Oneill	Resident	WEB	Y	Y	
1/9/2014	Gene Evans	Visitor	WEB	Y		
1/9/2014	Christine	Visitor	WEB	Y		
1/10/2014	Jeremy	Visitor	WEB	Y	Y	
1/10/2014	George Contreras	Visitor	Email	Y		
1/13/2014	Jesse Paster	Visitor	WEB	Y		
1/13/2014	Victoria Talbot	Work in BH	Email			
1/15/2014	Peter Willis	Visitor	WEB	Y		
1/16/2014	Alex Lamm	Visitor	WEB	Y		
1/16/2014	Alex de Cordoba	Work in BH	WEB	Y	Y	
1/16/2014	Ben Grangereau	Work in BH	WEB	Y	Y	
1/16/2014	Walt Farmer	Work in BH	Email	Y		
1/16/2014	Barbara Broide	Resident	WEB	Y		
1/16/2014	Mel Raab	Resident	WEB	Y		
1/17/2014	Bryan Matsumoto	Visitor	WEB	Y		
1/18/2014	Phil Brown	Resident	WEB			
1/18/2014	Cheryl Holland	Visitor	WEB	Y		
1/20/2014	Matthew Honigman	Resident	WEB	Y	Y	

SANTA MONICA BOULEVARD RECONSTRUCTION
PUBLIC COMMENT - CORRESPONDENCE
BLUE RIBBON COMMITTEE #3
December 10, 2013 - January 8, 2014



AS OF: 2/26/14 11:09 AM

DATE	NAME	ADDRESS	TYPE	BIKE LANE	LANDSCAPE MEDIAN	PEDESTRIAN/ SIDEWALKS
12/10/2013	Bob Young		WEB	Y	Y	
12/10/2013	Matt Sanderson	Beverly Hills Patch	Email	[Media]		
12/10/2013	Peter Safonov	Resident	WEB	Y		
12/10/2013	Steven Feig, MD		Email	Y		
12/11/2013	Daniel Fink	Resident	Email		N	
12/12/2013	Stephen Lang		WEB	Y		
12/12/2013	Mark Crosby	Resident	WEB	Y		
12/17/2013	David Holland		WEB	Y		
12/20/2013	Ellen Lutwak		Email			
12/25/2013	Barbara Linder		Email			
1/2/2014	Steve		Phone			
1/2/2014	Alex de Cordoba	Visitor	WEB	Y	Y	
1/2/2014	Patrick Pascual	Visitor	WEB	Y		
1/2/2014	Tanis Sugden	Visitor	WEB	Y		
1/2/2014	Jay Ross	Visitor	WEB	Y	Y	
1/2/2014	Matt Ruscinio	Visitor	WEB	Y	Y	
1/2/2014	Johnny Lam	Visitor	WEB	Y		
1/2/2014	Eric Bruins, LA County Bicycle Coalition		EMAIL	Y		
1/2/2014	Mahala Helfman	Resident	WEB	Y		
1/2/2014	Jossimar Fuentes	Visitor	WEB	Y		
1/2/2014	Caldecot Chubb	Visitor	WEB	Y		
1/2/2014	Greg Laemmle	Visitor	WEB	Y		
1/2/2014	Aislinn Glennon	Visitor	WEB	Y		
1/3/2014	Steve Messer	Visitor	WEB	Y		
1/3/2014	Dennis Orfirer	Visitor	WEB	Y		
1/3/2014	David Feuer	Visitor	WEB	Y		
1/3/2014	Laura	Visitor	WEB	Y		
1/3/2014	Kevin Hughes	Visitor	WEB	Y		
1/3/2014	Greg Heining	Visitor	WEB	Y		
1/3/2014	Brad Keistler	Visitor	WEB	Y		
1/3/2014	Clark Bernstein	Visitor	WEB	Y		
1/3/2014	Wesley High	Visitor	WEB	Y	Y	
1/3/2014	Jeff T	Visitor	WEB	Y	Y	
1/3/2014	Mathew fine	Resident	WEB	Y	Y	
1/3/2014	Scott Ellis	Visitor	WEB	Y		
1/3/2014	David McCracken	Visitor	WEB	Y		
1/4/2014	Steve Chang	Visitor	WEB	Y		
1/4/2014	Aaron Ratliff	Resident	WEB	Y	Y	
1/4/2014	Matt Liewer	Visitor	WEB	Y		
1/4/2014	Gino Gustilo	Work in BH	WEB	Y		
1/4/2014	Robert Neuber	Visitor	WEB	Y	Y	
1/4/2014	Molly Arevalo	Work in BH	WEB	Y		
1/5/2014	Jill Haynie	Visitor	WEB	Y		
1/5/2014	Adam Rakunas	Visitor	WEB	Y		
1/5/2014	Josephine Runneboom	Resident	WEB	Y		
1/5/2014		Resident	WEB		Y	
1/5/2014	Charles Mayer		Phone	Y		
1/6/2014	Joel Krajewski	Visitor	WEB	Y	Y	
1/6/2014	Parisa Mirzadehgan	Work in BH	WEB	Y		
1/6/2014	Jordan Evans	Visitor	WEB	Y		
1/6/2014	Laura Haymond	Work in BH	WEB	Y	Y	
1/6/2014	Sonny Alvarado	Visitor	WEB	Y		
1/6/2014	Rick Redick	Visitor	WEB	Y		
1/6/2014	Torsten Zorn	Visitor	WEB	Y		

SANTA MONICA BOULEVARD RECONSTRUCTION
 PUBLIC COMMENT - CORRESPONDENCE
 BLUE RIBBON COMMITTEE #3
 December 10, 2013 - January 8, 2014



AS OF: 2/26/14 11:09 AM

DATE	NAME	ADDRESS	TYPE	BIKE LANE	LANDSCAPE MEDIAN	PEDESTRIAN/ SIDEWALKS
1/6/2014	Daniel Kirchoff	Visitor	WEB	Y		
1/6/2014	Chris Stegall	Work in BH	WEB	Y	Y	
1/6/2014	David Bailey	Visitor	WEB	Y	Y	
1/6/2014	Margie H	Visitor	WEB	Y	Y	
1/6/2014	Michael Brodsky	Visitor	WEB	Y		
1/6/2014	James Pocrass	Visitor	WEB	Y		
1/6/2014	Mehmet Berker	Visitor	WEB	Y		
1/6/2014	Tai K	Resident	WEB	Y		
1/6/2014	Warren Bowman	Visitor	WEB	Y		
1/6/2014	Kari Cassellius	Resident	WEB	Y		
1/6/2014	Brian Derro	Visitor	WEB	Y	Y	
1/6/2014	Sirinya Tritipeskul Matute	Visitor	WEB	Y	Y	
1/6/2014	Rachel Wells	Visitor	WEB	Y		
1/6/2014	Tiffany	Resident	WEB	Y		
1/6/2014	Salah Hussein	Visitor	WEB	Y		
1/6/2014	Annelie Rugg	Visitor	WEB	Y		
1/6/2014	Daniel Curry	Work in BH	WEB	Y	Y	
1/6/2014	Susan Obryan	Resident	WEB	Y		
1/6/2014	Richard B.	Resident	WEB	Y	Y	
1/7/2014	Tim Wilcox	Visitor	WEB	Y		
1/7/2014	Joseph Verrone	Resident	WEB	Y		
1/7/2014	Christopher Lopez	Resident	WEB	Y		
1/7/2014	Noel Johnson	Visitor	WEB	Y		
1/7/2014	Calla Wiemer	Visitor	WEB	Y		
1/7/2014	Tony Quido	Visitor	WEB	Y		
1/7/2014	Kimberly Winick	Resident	WEB	Y	Y	
1/7/2014	Julianne Reeder	Resident	WEB	Y		
1/7/2014	Frank Desoto	Visitor	WEB	Y		
1/7/2014	Jan Ludwinski	Visitor	WEB	Y		
1/7/2014	Tim Barber	Business Owner	WEB	Y	Y	
1/7/2014	Virginia Zaunbrecher	Visitor	WEB	Y		
1/7/2014	Darren Conly	Visitor	WEB	Y		
1/7/2014	Edgar	Resident	WEB	Y		
1/7/2014	Zachary Rynew	Visitor	WEB	Y		
1/7/2014	Gilbert Gutierrez	Visitor	WEB	Y		
1/8/2014	Lindsey Horvath	Visitor	WEB	Y		
1/8/2014	Ellen Lutwak		Email			

**SANTA MONICA BOULEVARD RECONSTRUCTION
PUBLIC COMMENT - CORRESPONDENCE
BLUE RIBBON COMMITTEE #2
Tuesday, December 10, 2013**



AS OF: **12/10/13 5:38 PM**

DATE	NAME	ADDRESS	TYPE	BIKE LANE	LANDSCAPE MEDIAN	PEDESTRIAN/ SIDEWALKS
11/01/13	Julie Valentine, DDS	BH Business	Email	N	N	
11/01/13	Michael Price	Resident	Email	[Preserve water fountain, running path]		
11/02/13	Ellen Lutwak	Walk Beverly Hills	Email	Y		
11/04/13	Daniel Fink	Resident	Email	N	N	Y
11/05/13	Asal Yedidsion		Email	Y		
11/07/13	Barbara Linder		Email	Y	N	
11/08/13	Daniel Fink	Resident	Email	N	N	Y
11/09/13	Daniel Fink	Resident	Email	[Address to LA Councilmember Paul Koretz, Dist 5]		
11/14/13	Cotty Chubb		Email	Y		
11/14/13	Daniel Fink	Resident	Email	N	N	Y
11/15/13	Daniel Fink (3)	Resident	Email	N		
11/18/13	Daniel Fink	Resident	Email	N		
11/27/13	Patrick Micallef		Email	Y		
11/27/13	Kimberly Reiss	Beverly Hills Heritage	Email			
12/09/13	Brian Allman		Email	Y		
12/09/13	Mel Raab (3)	Resident				
12/09/13	Alex Hirsch		Email	Y		
12/10/13	Cynthia Rose	LA Bike Coalition, Local	Email	Y		
12/10/13	Alex Hirsch		WEB	Y		
12/10/13	Amar Natt		WEB	Y		
12/10/13	Zachary Rynew		WEB	Y		
12/10/13	Jennifer Klausner		WEB	Y		

SANTA MONICA BOULEVARD RECONSTRUCTION
PUBLIC COMMENT - CORRESPONDENCE
EXPORT FROM WEB FORM DATABASE
As of December 10, 2013



AS OF: 12/12/13 12:37PM

	NAME	ADDRESS	TYPE	BIKE LANE	LANDSCAPE MEDIAN	PEDESTRIAN/ SIDEWALKS
12/10/13	Eric Weinsten		WEB	Y		
12/10/13	Marc Caswell		WEB	Y		
12/10/13	Rich Alossi		WEB	Y		
12/10/13	Zachary Gaidzik		WEB	Y		
12/10/13	Otto Khera	Resident	WEB	Y		
12/09/13	Herbie Huff		WEB	Y		
12/09/13	Wes Reutimann		WEB	Y		
12/09/13	Niall Huffman		WEB	Y	Y	
12/09/13	Kevin Burton		WEB	Y		
12/09/13	Nona Varnado		WEB	Y		
12/09/13	David Murphy	Resident	WEB	Y		
12/09/13	Dylan Gasperik	Resident	WEB	Y		
12/09/13	Michael MacDonald		WEB	Y		
12/09/13	Michelle Weiner		WEB	Y		
12/09/13	Maria Sipin		WEB	Y	Y	
12/09/13	Matt		WEB	Y		
12/09/13	Richard Risemberg		WEB	Y	Y	
12/09/13	Steven Herbert		WEB	Y		
12/09/13	Jim Shanman		WEB	Y		
12/09/13	Kent Strumpell		WEB	Y	Y	
12/09/13	Nick Guggemos		WEB	Y		
12/09/13	Jonathan Weiss		WEB	Y		
12/09/13	Dylan Smith		WEB	Y	Y	
12/09/13	Mark Glassock		WEB	Y		
12/09/13	Ari Baquet	BH Business Owner	WEB	Y		
12/09/13	Rachel Stevenson		WEB	Y		
12/09/13	Noel O'Malley	BH Business Owner	WEB	Y		
	Rose Ann Flemming		WEB	Y	Y	
12/09/13	Carter Rubin		WEB	Y		
	Kyle Woodward		WEB	Y	Y	
	Anonymous		WEB	Y		
11/17/13	Nina Salomon	Resident	WEB	Y		
11/17/13	J. Salomon	Resident; Business Owner	WEB	Y		
11/17/13	Danielle Salomon	Resident	WEB	Y		
11/05/13	Tony Vittal	Resident	WEB	N	N	
11/05/13	Darren Conly		WEB	Y		
11/05/13	David Kalin	Resident	WEB		N	
11/05/13	Scott Epstein		WEB	Y		
11/05/13	Eric Weinsten		WEB	Y		
11/05/13	Harley Lond	Resident	WEB	Y	Y	[preserve parkway]
11/05/13	Marcy Kelly Brubaker	Resident	WEB		Y	
11/04/13	Christopher Brix	Resident	WEB	Y	N	

N. SANTA MONICA BLVD RECONSTRUCTION
 PUBLIC INPUT FORM EXPORTED FROM WEBSITE
 As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED DATE
1	Eric Weinstein	Work in Beverly Hills Visitor	Bike lanes	I need to ride into Beverly Hills frequently. Need to ride across LA on Santa Monica Blvd occasionally. Please make some bike lanes so I don't feel like my safety require a long diversion around Beverly Hills to get across town.	12/10/13 11:42 AM
2	Marc Caswell	Visitor	Bike lanes	Whenever I go shopping, dine, or visit friends by bike on the West Side, it is extremely scary when I bike through Beverly Hills. A bike lane would allow me to spend more money in the area and support local businesses – and allow me to be safer while getting around town.	12/10/13 9:44 AM
3	Rich Alossi	Work in Beverly Hills	Landscaped medians Bike lanes	Beverly Hills has long been a cut-through for drivers who want to move across Los Angeles. Bike lanes can help calm traffic and reduce cut-through drivers. I would love to see protected bike lanes along the former rail right of way to close the gap between Century City and West Hollywood bike lanes. Thank you for your work on this project!	12/10/13 9:00 AM
4	Zachary Galdzik	Visitor	Bike lanes	As one of the major arteries of the Los Angeles Area, please, please, please, include bike lanes in the plan for Santa Monica Boulevard. Give us all a safe bicycling route into your Great City.	12/10/13 9:00 AM
5	otto khera	Resident	Landscaped medians Bike lanes	This is needed to improve the low-income neighborhoods of BH.	12/10/13 7:31 AM
6	Herbie Huff	Visitor	Bike lanes		12/9/13 11:05 PM
7	Wes Reutimann	Visitor	Bike lanes		12/9/13 9:16 PM
8	Niall Huffman	Visitor	Landscaped medians Bike lanes	Bike lanes are key to regional connectivity with Los Angeles and West Hollywood. The current configuration of Santa Monica Boulevard needlessly creates danger and contributes to conflicts between bicycle and motor vehicle users. I would support a slight widening of the roadway to create beautifully landscaped, multimodal Santa Monica Boulevard that safely accommodates all types of vehicles.	12/9/13 9:14 PM

N. SANTA MONICA BLVD RECONSTRUCTION
 PUBLIC INPUT FORM EXPORTED FROM WEBSITE
 As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED DATE
9	Kevin Burton	Work in Beverly Hills	Bike lanes	My comments are intended to support "Alternative 3" - two bike lanes. Bike lanes benefit both bicyclists and motorists since they serve to separate bicycle and vehicle traffic, with the former set to increase significantly when the condition of the pavement is improved. It should be noted that bikeways are frequently included in "green" spaces as they do not support vehicle traffic, and bike lanes can now be painted green, which would nicely complement Beverly Gardens as well as making them more apparent to motorists. Using three feet of the currently unused grass verge on the north side of SMB to allow a westbound bike lane should not be viewed as "widening the street" since vehicular traffic is not allowed in the bike lanes. Furthermore, since the travel lane adjacent to the bike lane will be narrowed, vehicles will actually be farther away from the users of Beverly Gardens than is currently the case. The users of Beverly Gardens will also benefit from less bicycle traffic on the dirt paths since bicyclists will be more inclined to use the bike lanes. In summary, bicycle lanes will improve safety of bicyclists, better separate them from motor vehicles, and improve the environment of Beverly Gardens for its users.	12/9/13 7:58 PM
10	Nona Varnado	Visitor	Bike lanes	I do not own a car and frequently need to travel between Hollywood and Santa Monica. The area of Santa Monica BLVD in Beverly Hills is the most dangerous and stressful of the entire journey.	12/9/13 6:10 PM

N. SANTA MONICA BLVD RECONSTRUCTION
 PUBLIC INPUT FORM EXPORTED FROM WEBSITE
 As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED_DATE
11	David C Murphy	Resident	Bike lanes	<p>I writing in my personal capacity as a former resident of Beverly Hills and graduate of Team Beverly Hills, who used to live immediately adjacent to Santa Monica Blvd/Beverly Gardens.</p> <p>I am writing to you today to urge you in the absolute strongest possible terms to make bike lanes (bike safety in general) along Santa Monica Blvd corridor your #1 top priority as you consider alternatives.</p> <p>I hate to say it, but I think it has to be said: biking in Beverly Hills, particularly along this important corridor is exceptionally dangerous -- and extremely out of character for Beverly Hills as a generally nice place to live.</p> <p>This is not an abstract public policy issue for me.</p> <p>I personally have been hit while biking by cars TWICE in Beverly Hills. Both times, my bikes were completely "totaled" (ruined).</p> <p>(And a third time, broke my bike wheel while trying to make due with the extremely bike-unfriendly routing alternatives to Santa Monica Blvd.)</p> <p>Luckily I escaped death or an unhealable injury, but it traumatized me and opened my eyes to just how intensely important these bike issues are.</p> <p>I know you have many pressures from all sides, and there are surely plenty of naysayers. But as someone who used to live adjacent to Santa Monica Blvd in Beverly Hills, I hope you have the courage to realize that safety absolutely is paramount. I urge you to do what's best for residents' safety. Bike lanes and other bike safety improvements are absolutely critically.</p>	12/9/13 5:37 PM

N. SANTA MONICA BLVD RECONSTRUCTION
PUBLIC INPUT FORM EXPORTED FROM WEBSITE
As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED DATE
12	Dylan Gasperik	Resident	Bike lanes	I always see cyclists on Santa Monica and it seems dangerous. They should have their own space!	12/9/13 3:20 PM
13	Michael MacDonald	Work in Beverly Hills Visitor	Bike lanes	Bike lanes on Santa Monica Blvd. would provide for a safer roadway for all users: people riding bicycles, pedestrians, and people driving cars alike. Bike lanes in this area will help to connect to infrastructure in adjacent cities in order to create safe routes that will allow for their use, and help to reduce overall traffic congestion. It is important to me that bike lanes be ample in size - preferably 6' wide or more to ensure they are safe and comfortable within proximity to fast moving cars on Santa Monica Blvd.	12/9/13 2:03 PM
14	Michelle Weiner	Visitor	Bike lanes	Parts is Beverly Hills are neither pedestrian nor bike friendly, discouraging to visitors trying to avoid bringing increased car traffic to the area. Bike lanes on Santa Monica Blvd. would enhance visits, increase participation in business districts, lessen traffic jams, while increasing safety.	12/9/13 1:34 PM
15	Maria Sipin	Work in Beverly Hills Visitor	Landscaped medians Bike lanes		12/9/13 12:40 PM
16	Matt	Work in Beverly Hills	Bike lanes	I am both a motorist and cyclist that chooses to commute by bike several days each week. Please help to make my and thousands of others daily commute safer.	12/9/13 12:18 PM
17	Richard Risemberg	Visitor	Landscaped medians Bike lanes	<p>I have heard of public opposition to bike lanes and other "Complete Streets" type of infrastructure from Beverly Hills administrators.</p> <p>I'd like to say that it would be to the city's advantage to include these features, not just for the health and well-being of its residents, who, even if they didn't use them, would enjoy relief from the motor vehicle congestion caused when residents and visitors feel they have no choice but to drive.</p> <p>These features would make Beverly Hills more of a destination to users of Santa Monica Boulevard, people who presently see it as merely an obstruction in their commute. I should think that, given the complaints about insufficient business on SoBev, the city would prefer not to emphasize traffic throughput, but would choose instead to filter as much of that traffic into the stores and restaurant of both SoBev and the Golden Triangle. And by encouraging bicycle travel along Santa Monica, you could make the city attractive to long-distance bike commuters who have plenty of disposable cash and who won't clog your streets and money-losing parking structures.</p> <p>There are, after all, already bike lanes on Santa Monica through West Hollywood and from Century City to Sepulveda; the people pedaling along who currently rush through the unfriendly portion of Santa Monica through Beverly Hills as quickly as possible could certainly be enticed to stop to rest their legs, and open</p>	12/9/13 12:16 PM

N. SANTA MONICA BLVD RECONSTRUCTION
PUBLIC INPUT FORM EXPORTED FROM WEBSITE
As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED_DATE
18	Steven Herbert	Visitor	Bike lanes	I live on the westside and commute into and through Beverly Hills both by car and by bicycle. Bike lanes are sorely needed to make this journey safer.	12/9/13 10:41 AM

N. SANTA MONICA BLVD RECONSTRUCTION
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As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED DATE
19	Jim Shanman	Visitor	Bike lanes	I live in Culver City and bike throughout the Los Angeles area, including Beverly Hills. Cycling provides me freedom and exercise I cannot get in a car. By reducing pollution and helping to reduce traffic I also feel I am helping to improve the bigger picture. Bike lanes provide the necessary network that allow me to safely navigate a hectic city network. Plus, as a cyclist I often visit areas that are more bike-friendly, visit them more often and spend more money. Isn't that also good for the bigger picture? As a professional, I work with children to teach them safe practices as pedestrians and cyclists with the goal of walking and biking to school more. Bike lanes provide needed infrastructure to help these children navigate a busy city as they grow and hopefully pass on the habits to their children. This is what makes for sustainable, livable communities... the types we all want to live in. Isn't that also good for the bigger picture?	12/9/13 10:19 AM
20	Kent Strumpell	Visitor	Landscaped medians Bike lanes	Being able to access Beverly Hills safely on bike, avoiding the congestion on Santa Monica Blvd. will transform my experience of the city. Coming from the east or west, Santa Monica Blvd. is the keystone corridor for getting to the destinations I want to reach. In the great cities of the world, cycling plays an important role for helping tourists access key attractions and shopping. And of course, each person who chooses to ride a bicycle in Beverly hills means one less car on the road and less demand for parking. Adding bike lanes to Santa Monica Blvd., or perhaps even a bike path, is an investment that will pay off for generations.	12/9/13 10:17 AM
21	nick guggemos	Visitor	Bike lanes	Let's see some good bike lanes!	12/9/13 9:45 AM
22	Jonathan Weiss	Visitor	Bike lanes	I ride between my residence in Cheviot Hills to Hollywood. There are bike lanes up to Beverly Hills, where it becomes dangerous and scary. Please put in bike lanes.	12/9/13 9:14 AM
23	Dylan Smith	Visitor	Bike lanes	As a driver, bicyclist and pedestrian who lives near Beverly Hills, I would be much more likely to frequent businesses there if there were safe bike lanes. Landscaped medians would be nice as well, but only if they complement the added safety that bike lanes bring.	12/9/13 9:13 AM
24	Mark Glassock	Visitor	Bike lanes		12/9/13 8:53 AM
25	Ari Baquet	Resident Business Owner	Bike lanes		12/9/13 8:51 AM
26	Rachel Stevenson	Visitor	Bike lanes	I routinely cycle through Beverly Hills between my home in downtown and the westside. At the moment, I pass through as quickly as possible as BH is not a welcoming place to ride. If it were more bike friendly, I would visit more often to eat and shop.	12/9/13 7:59 AM

N. SANTA MONICA BLVD RECONSTRUCTION
PUBLIC INPUT FORM EXPORTED FROM WEBSITE
As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED DATE
27	Dt Noel O'Malley	Business Owner Work in Beverly Hills	Bike lanes		12/9/13 7:29 AM
28	RoseAnn Fleming	Work in Beverly Hills	Bike lanes	Landscaped medians are nice to look at; however, anything which makes the road safer for all users should be first priority.	12/9/13 7:22 AM
29	CARTER RUBIN	Visitor	Bike lanes	Bike lanes are an absolute must.	12/9/13 6:56 AM
30	Kyle Woodward	Visitor	Landscaped medians Bike lanes	<p>(I am not a BH resident, but I commute through BH daily)</p> <p>Bike lanes are essential on Santa Monica Boulevard, as it is one of the only methods of getting from West Hollywood to the Westside. At present, the lanes are too tight and the pavement is terrible, resulting in unfortunate run-ins between cyclists and vehicles (NB I have been hit three times on the stretch between Doheny and Wilshire). The grassy north side of the boulevard has ample room to sacrifice for a slightly wider right-of-way.</p> <p>Additionally, properly constructed medians could better control the flow of left-turn traffic, which often turns blindly into open creases in traffic, resulting in collisions with cyclists on the right-hand side of the road.</p> <p>The engineered treacherousness of this stretch of road is truly unconscionable, especially considering the fact that the surrounding communities indicate clearly (with separated bike lanes) that Santa Monica Boulevard is a bicycle thoroughfare.</p>	
31				Bike lanes are essential on Santa Monica	
32	Nina Salomon	Resident	Bike lanes	WE NEED MORE BIKE LANES!!!	11/17/13 1:29 PM
33	J. Salomon	Resident Business Owner Work in Beverly Hills	Bike lanes		11/17/13 1:27 PM
34	Danielle Salomon	Resident	Bike lanes	<p>Please add bike lanes! I work at UCLA and would like to ride my bike to work without having to stop at all the stop signs on Carmelita. My kids and I would like to ride our bikes safely to the business triangle.</p> <p>West Hollywood and Santa Monica have done a great job with bike lanes. Let's get Beverly Hills up to par with sustainable transportation.</p>	11/17/13 1:25 PM

N. SANTA MONICA BLVD RECONSTRUCTION
PUBLIC INPUT FORM EXPORTED FROM WEBSITE
As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED DATE
35	Tony Vittal	Resident		Putting landscaped medians and bike lanes in the North Santa Monica Blvd roadway [bottleneck] is ill-conceived. This is the primary vehicular artery between Century City, Westwood, & West LA and Hollywood. Anything that reduces the capacity of the roadway should be avoided like the plague, while amenities to improve capacity and vehicular flow should be emphasized.	11/5/13 2:32 PM
36	Darren Conly	Visitor	Bike lanes	As a cyclist who has regularly needed to travel to job centers in West Los Angeles entertainment in West Hollywood and Hollywood, and to access local businesses in Beverly Hills, I know this bike lane would be a boon to cycling not just in Beverly Hills, but the surrounding areas. With lanes already on Santa Monica in Los Angeles and West Hollywood, adding bike lanes on the Beverly Hills segment would complete a vital missing link in the growing Southern California bikeway network. This connection will encourage healthier modes of transportation, increase bicycle traffic to Beverly Hills businesses, and provide residents an alternative to sitting in congestion that notoriously clogs streets near Santa Monica Boulevard.	11/5/13 1:32 PM
37	David Kalin	Resident		How will the landscaped medians affect traffic flow? Traffic is already bad enough during peak hours, and a median might only make things worse (just look at SMB in West Hollywood...)	11/5/13 12:46 PM
38	Scott Epstein	Visitor	Bike lanes	I live in Mid City West and commute to UCLA. If there was a dedicated bike lane on Santa Monica, I would bike to work rather than drive, which would reduce congestion in Beverly Hills. The space for bike lanes exists, and it would be a <u>lost opportunity not to add them as part of this project.</u>	11/5/13 12:11 PM
39	Eric Weinstein	Work in Beverly Hills Visitor	Bike lanes	This project is a vital link in regional bicycle transportation. There has to be some way to get across Beverly Hill without risking life and limb in high speed traffic. Build bike lanes!	11/5/13 10:54 AM

N. SANTA MONICA BLVD RECONSTRUCTION
PUBLIC INPUT FORM EXPORTED FROM WEBSITE
As of December 10, 2013



	NAME	CITIZENTYPE	AMENITIES	COMMENTS	CREATED DATE
40	Harley Lond	Resident	Landscaped medians Bike lanes	<p>Please do not modify the beautiful park-like land above Santa Monica Blvd. Please do not tamper with success. I support landscaped medians and bike lanes ONLY if they do not detract from the current landscaping.</p> <p>In the 21st century, I'm all for change. But, sometimes NO CHANGE IS GOOD.</p>	11/5/13 10:13 AM
41	Marcy Kelly Brubaker	Resident	Landscaped medians	<p>I would like to participate in the process, and am willing to volunteer time if you are looking for residents' input beyond the meetings scheduled. I should be able to attend most of the events, but not the first one, Nov 7. Could I see the agenda so that I can send comments?</p>	11/5/13 9:25 AM
42	Christopher Brix	Resident	Bike lanes	<p>Santa Monica Blvd. is limited in the traffic it can handle, especially at the east end, by the width of the boulevard in West Hollywood. No more traffic lanes are required as there is no place for the traffic to go. The addition of a bicycle lane on the north side of the boulevard, perhaps separated from the traffic by a narrow landscaped divider, would add safety for riders but not impact too negatively on the park. How this would be handled at the western end, by the churches, I don't know.</p> <p>It would be most beneficial if the old railroad right-of-way could be incorporated into the plan as it could provide additional park space as well as a bicycle lane.</p> <p>One major concern about a center median would be the use of that lane almost hourly by fire and other emergency services.</p> <p>Please keep the residents informed of you prospective plans.</p>	11/4/13 4:07 PM

SMBLVD

From: Cynthia Rose <
nt: Sunday, February 09, 2014 9:02 PM
ro: SMLVD; ♦ Brian Allman
Subject: Re: Santa Monica Boulevard Reconstruction Project

Will you help and send a letter supporting Santa Monica and the regions first Neighborhood Greenway MANGo!!

easy template letters - or write you own. goes to council on THIS Tuesday!

<http://smspoke.org/2014/02/06/pledge-your-support-for-mango-today/>

On December 9, 2013 1:16:09 PM PST, ♦ Brian Allman wrote:

Beverly Hills City Council:

I urge the committee to make EVERY EFFORT POSSIBLE to include bicycle safety lanes, bike paths and anything else which will make the road both safer and more environmentally progressive for our community. Road cyclists deserve to be considered in every aspect of the design process and I hope you will keep the whole community's interest in mind when vetting and approving this project.

Brian Allman



"when things don't go right, turn left..."

SMBLVD

From: Eric Weinstein
Sent: Tuesday, January 21, 2014 4:44 PM
To: SMBLVD; Mark Elliot
Subject: Public comment re:Blue Ribbon Committee on SM Blvd in BH

Letter to the Blue Ribbon Committee on rebuilding Santa Monica Boulevard in Beverly Hills.

The major item I've heard at the third Blue Ribbon Committee meeting: using ground radar, the contractor Psomas has now found all kinds of underground stuff underneath the North side of Santa Monica Boulevard that will have to be dug up. That means that to repair the road they will have to dig up beyond the roadbed to a 66' ft total width. It is no surprise that the underlying pipes are in inoperable condition, nor that they were installed under what was the roadbed in the past.

Psomas estimates it will cost more to reduce the roadbed back to where it is now after this work than to leave it at 66 feet - a lot more, like 25% more. Clearly it is several million dollars less to leave the road wider if they dig it up. For example: if this project might cost 20 million dollars, then this is 5 million dollars. I urge everyone think about spending big chunks of money responsibly.

So the Psomas current recommendation is to make the road wider under the area they have to excavate - 3 ft into the 15 ft parkway currently covered by grass. Which leaves the roadbed easily wide enough to include bike lanes per many of their suggested alternatives. Sounds like a simple decision. Paint some commuter bike lanes on the roadbed, see how well they work. How will the new road include modes of transportation besides cars? It's pretty much legally required to include ADA access (sidewalks) and bicycle facilities (lanes.)

For my second point: I believe that this road has been poorly maintained by the state. It has deteriorated to the point where the whole thing has to be dug up and rebuilt. It will take quite a while to do this. Remember that an important part of any road is water handling. Lack of drainage, caused by poor maintenance, is what destroyed the road. Let's not allow this to happen again. In the past they simply drained the rainwater and piped it down to the ocean. Present day standards in the Los Angeles basin should be to filter rain into the aquifer and/or save that water and use it to water the park. Can this project reduce the water run-off? This project should be putting water into the aquifer, not flushing it out to sea. The Beverly Hills based Tree People are very apt at solutions for run-off. Seems like bioswales should be a part of this project.

Whole areas of this project seem to be under the radar in this process so far. We all agree that the project goal is to re-do the entire roadway. It will take a couple years to complete and then must function far into the future. It should be flexible enough to adapt to future uses. Some questions:

- Can this section of the road be made nicer? This is a gateway into Beverly Hills after all. Right now it feels like a very boring Kansas road, straight and empty. How about some trees, or median, or other dramatic features to spiff it up?
- Could there be a way to reduce the freeway noise effect? It's loud, especially in the park - maybe a hedge, berm or a low wall next to the road boundary?
- Can we build in a way to reduce smell and air pollution? Are there certain trees and other plants that absorb odors and improve air quality?
- Can this be made a more pleasant place to be stuck in traffic? Disneyland's lines are legendarily nicer than other queues. There will be years of construction with lines of cars. Can this be made to feel faster than it is, seem better, and be less boring?

In the end the committee doesn't have to decide anything here - you are charged with exploring the questions. This committee is an advisory body. If there's a lack of consensus on any part of the project, your report should just present the issues to City Council in a coherent manner showing each aspect. In any case they'll be the ones voting on this project.

Eric Weinstein

--
Eric Weinstein

SMBLVD

From: Melissa Antol
Sent: Tuesday, January 21, 2014 4:30 PM
To: SMBLVD
Subject: Weho Letter Supporting Bike Lanes
Attachments: WeHo-BH-LTR-1-21-14.pdf

Importance: High

Attached please find a copy of the letter from West Hollywood supporting bike lanes on SMB as part of the Beverly Hills Reconstruction of SMB. We will also mail a paper copy of this letter.

Melissa Antol
Long Range and Mobility Planning Manager
Community Development Department
City of West Hollywood





CITY OF WEST HOLLYWOOD

CITY HALL
SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6475
FAX: (323) 848-6575

TTY: For hearing impaired
(323) 848-6496

**COMMUNITY
DEVELOPMENT
DEPARTMENT**

January 21, 2014

Dr. Barry Pressman
Chair, Santa Monica Boulevard
Blue Ribbon Committee
City of Beverly Hills
446 North Rexford Drive
Beverly, Hills, CA 90210

Dear Dr. Pressman:

The City of West Hollywood wishes to voice its strong support for including bike lanes on Santa Monica Boulevard in Beverly Hills as part of the Santa Monica Boulevard Reconstruction Project.

West Hollywood supports safety improvements to transportation facilities that accommodate all roadway users which include vehicles, transit, pedestrians and bicyclists. Studies have shown bike lanes increase bicyclist visibility, bicycle usage and reduce accident rates by as much as 30%.

West Hollywood presently has bike lanes on most sections of Santa Monica Boulevard, and is evaluating options to provide a seamless connection as public right of way becomes available. The addition of bike lanes on Santa Monica Boulevard in Beverly Hills would provide an important east-west connection to bike lanes in West Hollywood.

West Hollywood recently adopted the "General Plan", the "West Hollywood Design District Streetscape Master Plan", and will consider adoption of the "Pedestrian and Bicycle Mobility Master Plan Update" in the next couple of months. All of these documents encourage complete streets and identify opportunities to improve mobility and safety in our own city limits, and to provide linkages with our neighbors in Beverly Hills and in Los Angeles.

West Hollywood, like Beverly Hills, is a corridor city that is part of a larger regional transportation network which means our transportation decisions seek to balance our local needs within a regional context for connectivity.

We have been great partners with Beverly Hills in supporting the subway extension, mobility studies, and other regional planning efforts as part of our participation in the Westside Cities Council of Governments (WSCCOG). In March of 2012, the WSCCOG unanimously voted to close bike gaps on five



priority corridors, among which was Santa Monica Boulevard; with the goal being to provide a continuous facility to Ocean Avenue.

West Hollywood is excited to have Beverly Hills consider the addition of a bike lane on Santa Monica Boulevard so that we can continue to build on this important east-west regional connection.

Thank you for your consideration.

Sincerely,



Stephanie DeWolfe
Community Development Director



Melissa Antol
Long Range and Mobility
Planning Manager

Cc: Mayor John A. Mirisch, Vice Mayor Lili Bosse, Councilmembers William Brien, Julian Gold, and Nancy Krasne

SMBLVD

From: webmaster@beverlyhills.org
Content: Tuesday, January 21, 2014 3:03 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Andrew Odom

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Work in Beverly Hills
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Landscaped medians
 Bike lanes

Please add any additional comments below:

I am a Masters in Urban Planning student at USC, currently live in West Hollywood, and commute through Beverly Hills via Santa Monica Blvd to my office in Westwood. Additionally I work often in the City of Beverly Hills in the entitlements and permitting field. I believe adding medians and bike lanes would do two things. First, it would create a much needed link between LA and West Hollywood, as both stretches of SMB have bike paths and landscaped medians. Second, density along all of Santa Monica Blvd is rising, and as the Los Angeles metro area becomes more of an urban area, congestion will rise, requiring cities to work together and encourage alternative modes of transportation. Adding separated Bicycle lanes will give commuters a safe alternative. I look forward to seeing the work of this body culminate into a beautiful road that will help Beverly Hills meet 21st Century needs.

SMBLVD

From: Eric Bruins <
Sent: Tuesday, January 21, 2014 12:33 PM
To: Aaron Kunz
Cc: Susan Healy Keene; SMBOLVD
Subject: Re: Santa Monica Boulevard Bike Lanes
Attachments: SMBOLvd Bike Lane Fact Sheet.pdf

Hi Aaron,

In response to some of the committee's questions regarding the safety and efficacy of a bike lane, LACBC has prepared the attached info sheet. I'd appreciate your sharing it with the committee in advance of tomorrow night's meeting.

Thank you,
-Eric

On Fri, Jan 3, 2014 at 9:30 AM, Aaron Kunz <akunz@beverlyhills.org> wrote:

Thank you Eric, we will send this to the Committee today.

From: Eric Bruins [mailto:
Sent: Thursday, January 02, 2014 8:22 PM
To: SMBOLVD
Cc: Aaron Kunz; Susan Healy Keene
Subject: Santa Monica Boulevard Bike Lanes

Please find attached a letter from LACBC regarding the reconstruction project. I appreciate your sharing it with committee members.

Thank you,

--

Eric Bruins

Planning & Policy Director
Los Angeles County Bicycle Coalition

www.la-bike.org

Help build a better, bike-able L.A. County:
Become an [LACBC member](#) today!

The City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

--
Eric Bruins
Planning & Policy Director
Los Angeles County Bicycle Coalition
310 400 0050

www.la-bike.org

Help build a better, bike-able L.A. County:
Become an [LACBC member](#) today!

Santa Monica Boulevard Bike Lane Fact Sheet

1. Adding a bike lane will improve traffic flow

AB 1371 requires drivers to give three feet to safely pass bicyclists traveling in the same direction. Without a bike lane, drivers will be required to change lanes to pass slower moving bicyclists, which increases friction. With a bike lane, bicyclists will have a separate space that will not interfere with the flow of traffic midblock.

2. Adding a bike lane will improve safety for people driving and biking

Studies show a safety benefit for people driving, biking and walking along streets with bike lanes. A 2012 study published in the American Journal of Public Health found that bike lanes along streets without parking are among the safest bicycle facilities commonly found in the United States.¹ Bike lanes on major streets without parking have similar injury rates to local residential streets and better injury rates than multiuse paths.

3. Adding a bike lane will improve comfort for people driving and biking

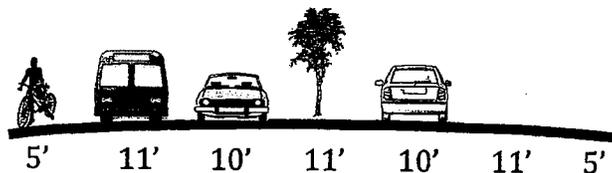
In its online reference guide to bicycle and pedestrian facilities, the Federal Highway Administration states that:

Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists than shared travel lanes. The presence of the bike lane stripe has also been shown from research to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior, and enhanced comfort levels for both motorists and bicyclists.²

Bike Lanes Align Closely with Project Objectives

Bike lanes will improve the safety and operational efficiency of the roadway, increase access to business and provide a “complete street” that serves the needs of all road users.

The committee may wish to explore alternatives that provide bike lanes without extensive incursion into the parkway. Using lane widths that are now standard in neighboring cities, all elements of the reconstruction project can fit within a consistent 63-foot cross section:



Prepared by the Los Angeles County Bicycle Coalition

¹ <http://ajph.aphapublications.org/doi/pdf/10.2105/AJPH.2012.300762>

² http://www.pedbikesafe.org/BIKESAFE/countermeasure.cfm?CM_NUM=11

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 20, 2014 6:38 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Matthew Honigman

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
1-3 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Bike lanes are a must. The bike lanes in West Hollywood are great but abruptly end in Beverly Hills, it would be great if they continued all the way through to the bike lanes that start again after Wilshire. This center has been an eye-sour for years, West Hollywood has done a wonderful job with their center median creating not only a lovely place to look but, an exhibition space for artists, we need to do something similar. This is the first thing and last thing you see when entering our town; it should reflect the wonderful town in which we live. Personally, I would think bike lanes and a water feature, something similar to Wright's fountains outside the Hollywood Bowl would be wonderful. Thank you for your time and getting this project started. - Matthew

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 18, 2014 10:54 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Cheryl holland

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

It is so important to add bike lanes to Santa Monica Blvd. Please, add the bike lanes. It will decrease traffic, improve the community, and save the planet. I bike to Beverly Hills at least two times a week, I am a mother of two, and I would like to be safer. Thank you

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 18, 2014 10:01 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Phil Brown

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.

Please add any additional comments below:

I have lived in Benedict Canyon for 20 years and I am very concerned that the transportation-commerce relationship can be down graded on Santa Monica Boulevard if physical and operational obstructions are made that reduce the utility of moving vehicles is allowed to take place as a part of the resurfacing project. Also the emergence vehicle use of the median in a time of emergency is convincing to the extent that it means landscaping additions should not be in the median but should be along the parkway adjacent to the road. Regarding the bike lane issue there is not enough room to add safe bike lanes and that bike lanes inject an operational complexity that makes unsafe conditions for both the vehicle driver and the bicycle rider. Specifically where there are turning movements by vehicles that what to turn and bicycle riders want to go straight. There would be many such unsafe movements and operational obstructions along the corridor if bike lanes are added especially if there were an increased numbers of riders; the more riders the more unsafe and the more obstruction. This means that other options to provide bike lanes through the City of Beverly Hills would be the right way to go to accommodate the demand for bike riders. This means the Blue Ribbon Panel should recommend a separate study to accommodate bike riders along with the necessary facts as to the real bike rider demand and the real options to choose from regarding ways to link up with bike lanes from adjacent cities and

to provide paths through the city of B.H. to the likely destinations beyond. And again I state, don't degrade the utility of Santa Monica Boulevard because it provides the most continuous route of any east-west corridor through the LA Basin on surface streets. The travel demand is clearly demonstrated and on the record. If capacity is reduced vehicles will be forced to move to side streets and make cut-through detours through residential communities which is not the intention of correct transportation planning. In addition this Boulevard should not be degraded in function nor should it be allowed to contribute to provide unsafe uses and conditions to the public in that corridor.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 17, 2014 4:37 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Bryan Matsumoto

If you would like to be contacted with information about this project, please provide your email address:

Email Address:
..

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:
See Long Beach for some nice new style bike lanes

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 16, 2014 5:32 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Mel Raab

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)

- Resident
- Business Owner
- Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.

Bike lanes

Please add any additional comments below:

Do I understand this correctly? You suggest widening Santa Monica Boulevard for the equivalent of a dedicated bicycle lane in each direction; but No, you will not actually paint the bicycle lanes in? Do you realize this is my life, my safety, and the life and safety of my son you are toying with? We bicycle on Santa Monica Boulevard and it is treacherous now. There won't be much improvement unless motorized vehicle drivers understand the extra space is for bicycle traffic. As a resident and business owner in the city, I request a complete enumeration of the thoughts and rationales that are being relied upon by the committee for acting in such a puzzling and callous manner. I understand there can be give-and-take in any community project but this committee seems to be motivated by whim and caprice, and without a lot of common sense. What are your pressures, what are the tradeoffs, why are you asking me to accept such a dangerous suggestion? What is the rational, well enunciated, technically sound and emotionally realistic opposition to anything other than a fully dedicated bicycle lane in each direction along Santa Monica Boulevard? What balanced compromise are you requesting of me as you gamble with my life?

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 16, 2014 5:25 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Barbara Broide

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

It is important that the bike lane in Los Angeles to the west be continued east through Beverly Hills if we are to encourage bike riding and are to offer a viable alternative to driving for some who wish to use a bicycle to commute to and from work. Having a dedicated bike lane provides a much safer riding alternative both for bicyclists and for drivers of vehicles. While landscaped medians are also a nice amenity, I would hate to see all the parkland adjacent to SM Blvd. eaten up by roadway improvements. For that reason, I would prefer to see the bike facilities provided over landscaped medians. I do not know how much land the medians would take up (in addition to what is needed for the bike lanes. In this situation, using the land for usable bike lanes over decorative medians seems like a far better use of limited space. Separating bikes as much as possible from vehicles is a goal worthy of pursuit. I am not aware of efforts to locate a bike route/lane on any other east-west streets in the area and do not know if there exists a viable alternative to the SM Blvd. route. While SM Blvd. seems to be the most direct route to connect the LA bike lane to something that might continue in West Hollywood, if there are other viable options under consideration, they should be given fair evaluation as an option. (Please note: I am a residential property owner and not a current BH resident. You don't have a choice for that option above!)

SMBLVD

From: Walt Farmer <wfarmer@smblvd.com>
Sent: Thursday, January 16, 2014 12:24 PM
To: Cynthia Rose; kb.wehobc@gmail.com; Mark Elliot; SMBLVD; Alek Bartrosouf LACBC Policy & Campaigns Manager
Cc: Alan Thompson
Subject: US Bike Route 66 Through Downtown and West LA
Attachments: AASHTO Bike Route Guidelines.docx; ACA_Route_Criteria.pdf; Approved Inter-LA Cities Corridors_031512.pdf; Dwntwn and West LA USBR 66 Project Summary.docx

Dear Los Angeles Area Community Advocates and Alan Thompson,

Attached is a more detailed summary of the US Bike Route 66 project that I promised you a week ago. I hope it will help you and your organizations to understand the project and to understand what I hope your role will be in working with your local cities to adopt this interstate recreational and touring bicycle route.

Note that in addition to the "Dwntwn and West LA USBR 66 Project Summary" I've also attached several other documents which are described in the Summary.

Walt Farmer
(909) 635-5889

ADVENTURE CYCLING ASSOCIATION'S ROUTE PHILOSOPHY:

Rural back roads are generally chosen over wider, more highly engineered roads which carry large amounts of traffic (even if the latter has wide shoulders). It is occasionally a somewhat arbitrary judgment call, for we do sometimes use highly engineered roads. In reality, however, rare is the occasion when we have to choose one type over the other; there are usually good reasons for having made the choice we did.

Using gravel/dirt/unpaved roads is avoided on our touring routes, unless there is no other option. It should be the minimum amount of unpaved road possible.

Where available, separated paths, such as rail-trail conversions and urban pedestrian/bicycle paths, are occasionally incorporated into our routes. But we rarely change the course of a route simply to take advantage of separated paths. They tend to be isolated and often times do not feed into other good cycling byways. Furthermore, we believe in advocating that bicyclists and motorists share the roads.

ROUTE SELECTION CRITERIA:

Not all of the following are always possible; in fact, some may seem contradictory. A route is chosen using the best combination of criteria possible. Again, this sometimes demands judgment calls by office or field personnel. (The reality is that, in a multi-hundred mile route, we end up using a little of almost every kind of road there is.)

- 1.) The new route should connect into the Adventure Cycling Route Network.
- 2.) The route should be designed to follow "corridors of attraction," i.e., scenery, cultural/historic points of interest, varieties of geography, terrain, and inhabitants.
- 3.) Our routes should try to retain a rural nature whenever possible. Where convenient, the route should pass near, but generally not through, large centers of population. There are exceptions to this, of course, when major population centers offer various historic and/or cultural opportunities that might enrich the cycling experience. Spurs from the main route into cities can give the cyclist a choice if they want to partake of a city's services.
- 4.) Where convenient, routes can incorporate existing paved rail-trails and urban pedestrian/bike paths.
- 5.) Services should be available at least every 40 to 60 miles, or an average day's ride apart. In certain less-populated areas, this criterion cannot be met, but in such cases the route should be chosen with the least amount of distance between services as possible.

6.) The route should be as direct as possible, after fulfilling points one through five above.

Objective criteria are listed below, but are generally considered secondary in importance to the above points.

1.) The selected roads should carry fewer than 1,000 vehicles per 24 hours.

2.) Smooth paved roads and shoulders with good bituminous surface are preferred.

3.) The optimal road width is 24' wide (two 12'-wide lanes), with 2' to 4' of paved shoulders on each side. In reality, however, the sort of rural roads we seek out are rarely of this high standard. If they were, they'd probably carry too much traffic for our liking.

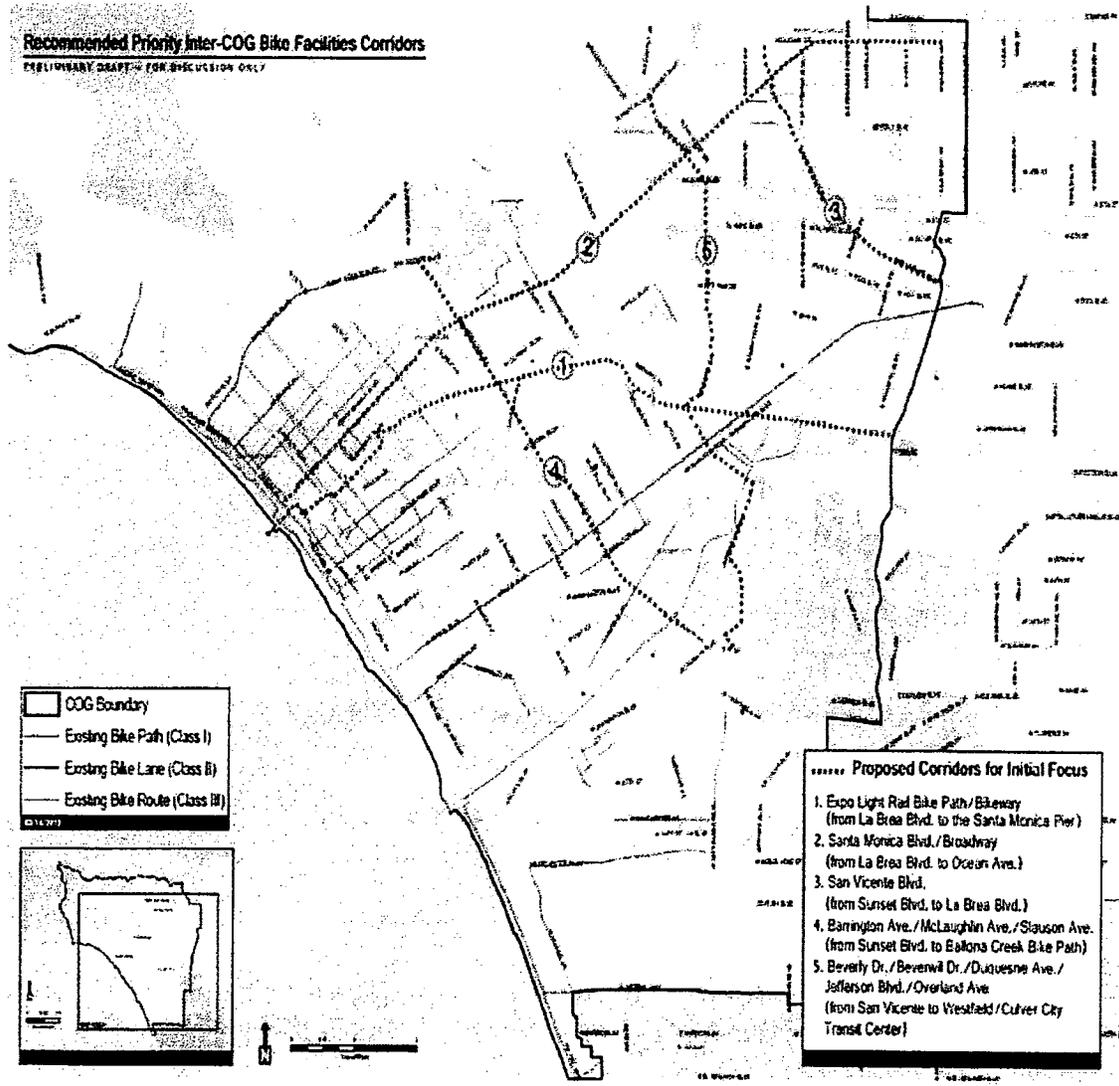
4.) Roads with 2"+ drops between the traffic lane and shoulder should be avoided.

5.) Visibility is important - we try to avoid extremely hilly and winding roads which have higher traffic counts.

6.) Length and percentages of grades on hills are secondary factors.

7.) Whenever possible, we try to avoid roads which carry a high number of trucks and commercial traffic. Again, in certain areas, the road we choose might be the only paved road available, so we have to use it.

PRIORITY INTER-COG BIKE FACILITIES CORRIDORS
CORRIDORS FOR INITIAL FOCUS- Approved March 15, 2012



SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 16, 2014 10:12 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Ben Grangereau

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Santa Monica Blvd. is a deathtrap for bicyclists. Transforming it from up pseudo freeway to a bicycle friendly street would be good for residents, people passing through, all while lowering pollution and noise.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 16, 2014 10:06 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Alex de Cordoba

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)

Work in Beverly Hills

Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Landscaped medians

Bike lanes

Please add any additional comments below:

It appears the commission and consulting firm assigned to this project are not actively embracing the concept of complete streets for this project. Linking bike lanes from West Hollywood thru Beverly Hills and into Los Angeles is a no brainer. It is beyond comprehension that this isn't settled and agreed to by all parties. Bike lanes will greatly improve public safety, calm traffic, improve the park space, be more welcoming for pedestrians and reduce congestion by encouraging cycling. Let's do this! :)

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 16, 2014 9:32 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Alex Lamm

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

Hello. I am writing about the proposed bike lanes on Santa Monica Blvd. I grew up in Beverly Hills and still have strong ties to the city, as well as being a bike commuter. Going down Santa Monica Blvd is mostly a breeze from West Hollywood to the beach, until you reach bottleneck Beverly Hills. The streets may be slightly narrow, but there's no safety zone for people on bikes. Your other option is to get over to the semi-less scary Burton Way, but that's ridiculous. I think that these lanes would look lovely in Beverly Hills and promote, at the very least, more commuting and less driving. All this means to less traffic and headaches. I think this is an excellent idea. Anyone who rides regularly to or through Beverly Hills will agree. xo

SMBLVD

From: webmaster@beverlyhills.org
ant: Wednesday, January 15, 2014 6:49 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Peter Willis

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I think this would be a tremendous improvement not only to Beverly Hills but would have an important effect upon the culture of all of southern California in general.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 13, 2014 11:57 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
jesse paster

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

For the safety of me and my family, please make cycling safe in Beverly Hills. For recreation, commuting, the environment and efficiency in beating traffic cycling should be safe on nearly all our city streets.

SMBLVD

From: KING OF BURBANK <
ent: Friday, January 10, 2014 9:26 AM
To: SMBLVD
Subject: Santa Monica Bl. Bike Lanes

Hello, I Support the addition of a Bike Lane and the Widening of Santa Monica Bl. The house I grew up in till I was Eight was at Fairfax and Santa Monica. Almost every Weekend we would go to Santa Monica Pier or Beach, Always using Santa Monica. When we Moved to Burbank, I Continued to use Santa Monica Bl. This time Riding my Bicycle to Santa Monica Bl. I ride at least 10 times a year for the Last 30+ years. Always taking the risk of getting a ticket by Riding thru Beverly Park. The Roadway is too narrow for Bicycles and Cars. I consider myself a Outlaw Bicycle Advocate. I say ride a Bicycle like a Bicycle! If a Bicyclist insists on Demanding their right given them by The DMV, All that will happen is more Bicyclist's will be Hurt. Do the Safest Thing ,Accomdate Them. I Will Be 55 in March. Thank You, George Contreras

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 10, 2014 8:33 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jeremy

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

j _____

Please indicate whether you are a resident, business owner, etc. (required)

Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Landscaped medians

Bike lanes

Please add any additional comments below:

Safe bike lanes please!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 09, 2014 7:14 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Christine

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 09, 2014 6:38 PM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Gene Evans

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I find it very difficult if not impossible to bicycle on Santa Monica Blvd, and the law states that the roads are supposed to be shared. Please be compliant with the law and add the safety measures that are needed to protect vulnerable cyclists.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 09, 2014 10:29 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Robert O'Neill

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
Within one block

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

To Whom it May Concern, I attended the 1/8/2014 meeting regarding the Santa Monica Reconstruction, and I want to stress the importance of having two Class II bike lanes on Santa Monica Blvd to connect the bike lanes in West Hollywood and Los Angeles through our city. It is of the utmost importance to make Santa Monica not only bike friendly, but also pedestrian friendly. The concept proposed last night by your consultant that did not include proper bike lanes is a huge step backwards for the development of the city. I sincerely hope that this proposal does not make it into the final plans. Please feel free to contact me for any comments or questions.
Robert O'Neill 507 N Rodeo Drive 310-871-5179

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 8:54 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Christina Batteate, MPH

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Dear Commission and Staff, I work in Westwood, and normally bike or bus to my destinations after work (numerous studies have shown that bicyclists/pedestrians patronize local business more frequently and spend more than car-drivers -- See: Weisbrod, G. 1984 and Clifton, K.J. 2012, for instance). Because of the absolute un-bikeability of this stretch of Santa Monica, I am forced to bus (my lesser option) or drive/taxi (my least preferred option) to attend events in Beverly Hills or beyond. Please utilize this opportunity for redesign to make Santa Monica Blvd, a corridor I pass every day to a corridor I will take every day. This stretch of Santa Monica Blvd is a region-wide connector, and should reflect its role as such by reflecting its multi-modal surroundings. I strongly support an infrastructure (like an improved Santa Monica with bicycle lanes and landscaped walkway and median) that affords urban dwellers opportunities for physical activity; increases safety through a median and eyes on the street; and increases city revenue through local business patronage. Respectfully, Christina M. Batteate, MPH, MA (BSCR- City & Regional Planning)

TO: Beverly Hills Commission for
Santa Monica Reconstruction Project

Jan. 8, 2014

I'm a tutor, and every week I ride my tricycle to students' homes in Beverly Hills. In general, riding in Beverly Hills is fraught with danger, hostility, and aggression. I see more cyclists in Beverly Hills these days, so bike lanes are even more of a priority now. I know this meeting is about the proposed bike lane on Santa Monica, but I need to tell you something first.

I wish this story weren't so indicative of the issues between motorists and cyclists - but I'm afraid it is. True, it's at the extreme end of behavior, but shows how some average Beverly Hills' residents think. This is what happened: I was riding my tricycle east on Whitworth, toward Swall, where my student lives. I had an encounter with a resident who drove dangerously close to me so she could pass and turn left at Swall - half a block earlier! I saw her pull into her driveway, so I rode up and politely told her about the 3 ft. law. I told her I wouldn't report what she did to the police, but that next time, she should allow 3 ft between her car and a cycle. Her response was to become inappropriately and extremely belligerent! In the most cliché and egregiously entitled fashion, she demanded to know if I were a resident of Beverly Hills. When I answered no, but that I work in the city, she REMINDED me she WAS a RESIDENT and I WASN'T! I countered that being a resident of Beverly Hills was irrelevant, both morally and legally. I tried to educate her that the governor had just made a statewide 3 ft law, but she just kept harping on the fact that she was a Beverly Hills resident - like that gave her the right to break the law and/or run me down. I asked if she thought her status as a Beverly Hills resident somehow protected her from prosecution if she hit and killed me?

You can't make up this stuff. She said, "No, I wouldn't be prosecuted for killing you!" (Subtext: because I'm a resident of Beverly Hills...and you're not...which makes you a nobody and worthless.) As you can imagine, this shocked and amazed me! She then accused me of harassing her and called the police (perhaps she wastes the police's time on a regular basis). She nearly kills me with her minivan, but I'm "harassing" her for trying to prevent her from killing me or someone else in the future? Really?? I would've loved to have hung around until the police arrived - but I had a tutoring session for which this unpleasantness had already made me late.

I tell you this story to highlight why Beverly Hills needs more bike lanes. This woman reflects why some drivers can be so hostile and menacing, especially if they've swallowed the same entitling kool-aid she drank! With people holding this sort of view, it's only a matter of time before a cyclist pays the ultimate price! In reality, drivers are much happier with the sort of delineation a bike lane provides. Cyclists are minimally safer in them, but they're better than nothing. (I can only dream of a dedicated bikeway!)

This issue holds true all around the city. I ride on Santa Monica Blvd quite frequently, and know a bike lane through the Beverly Hill corridor would be immensely helpful. Not only would it make it a bit safer for cyclists and ease some of the tension between us and motorists, it would also connect the bike lanes on this street, making a throughway for cyclists.

I have to tutor at 6pm tonight, so I hope I get to the meeting before it's over. Please vote to put bike lanes on Santa Monica Blvd. Thank you.

Kathryn Palmer

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 5:32 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Roy Demeter

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

Hello, I grew up and currently reside in Beverly Hills, and am now an avid supporter of bettering transportation within the clogged confines of LA County. I highly highly urge the council to approve bike lanes for Santa Monica Blvd. This is a chance for a fresh slate for a major roadway that runs all throughout the LA Basin. Beverly Hills has the extremely rare opportunity to revolutionize this heavily traveled corridor by making it bike friendly. Outsiders often perceive Beverly Hills as insensitive to the transportation needs of the greater LA area. Let's prove them wrong by building a fantastic roadway with a fantastic bike way attached. Our city image will be improved, tourism will increase, and our lungs will thank us when we start to see cleaner air. Thank you

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 5:22 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Will Campbell

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:
By including bike lanes in the redesign of Santa Monica Boulevard, the City of Beverly Hills has an opportunity to make Santa Monica Boulevard safer and more accessible for all modes of transport. Please add bike lanes to the upcoming reconstruction project. Thank you.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 2:55 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Reg Willson

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)

Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Landscaped medians

Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 2:34 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
KFanslow

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Please SUPPORT striping actual bike lanes & the median in the Santa Monica Blvd Reconstruction Project. Don't just widen the street & neglect to put in bike lanes. You know non-bike lane striped streets just aggravate drivers when they're "stuck" behind cyclists. I patronize a few businesses in Beverly Hills -- and would spend way more money there, if I didn't always feel like I was taking my life in my hands by having to walk places. These days I actively look to spend my money outside Beverly Hills' borders because the city has shown time and again that it values peoples safety so little. Bike lanes make it safer for all users. Just widening the street & not striping bike lanes just encourages more drivers to speed -- & I would certainly avoid spending money in Beverly Hills at all if the city were to compromise public safety in this way.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 1:42 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Josh Paget

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)

Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Landscaped medians

Bike lanes

Please add any additional comments below:

I bike and /or drive to Beverly Hills three times a week to attend classes, church, and to volunteer. And of course during those visits have dinner, coffee, shop, relax in the garden park. It is probably the "LA neighborhood" I visit the most.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 1:03 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Carol Feucht

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I bike, walk, drive, and take the bus along this stretch of Santa Monica Blvd., and it feels like a highway with speeding cars zooming through it (when there isn't tons of traffic). I would love to travel along a safer, slower, and more people-friendly Santa Monica Blvd.

SMBLVD

From: Ellen Lutwak
Sent: Wednesday, January 08, 2014 10:29 AM
To: enotice; SMBLVD
Subject: Santa Monica

I drive. I walk. I ride a bike. I've been hit by a car while biking as has my son who hit by a car (going down and out an alley the wrong way off Charleville. Admittedly, he was on the sidewalk to avoid the traffic, but still, and the police officer had nothing but scorn for him. The City of Beverly Hills needs to help make this happen and not remain in a bubble. It's a civic embarrassment. There should be enough smart people to figure it out. Lanes create a false sense of safety - as do crosswalks. Protected lanes would be the best. Everyone has to be extra aware. Some riders give others a bad name for riding through stop signs, but the majority do not.

Awareness. Share the road. Educate the drivers as well. If NYC can do this....

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, January 08, 2014 7:24 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Lindsey Horvath

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I Chair the Transportation Commission in the City of West Hollywood, and we are currently working on our Bicycle & Pedestrian Plan for our City. As your neighbor, West Hollywood understands the importance of working together on regional transit issues - alternative transportation modes being one of many. Without a connection of the bicycle lanes on Santa Monica Blvd. through your City, many would-be riders feel more at risk and discouraged from riding, causing them to resort to car-based travel & adding to the congestion on SMB. The best-laid plans will come from collaboration for the collective benefit of all cities involved and those who come to visit us. I understand that adding bicycle lanes to SMB is a challenge, and have reason to trust you will find it is one well worth the effort. Years ago, West Hollywood undertook a capital improvement of SMB to create bike lanes among many other enhancements. We fielded the concerns of residents and businesses who would be impacted, and it would be dishonest to say it was easy. However, since the completion of the project, we have found that the benefits have been numerous - more than we predicted - and that businesses who weathered the storm with us have reaped the benefits. West Hollywood has been recognized as a top-level pedestrian-friendly City, in large part due to these improvements. I believe the same can be said for the downtown of Beverly Hills, which will be better patronized when it is more accessible. To add to our part in

this effort, West Hollywood is looking at the intersection of SMB & Doheny and how we can make that a better experience for all. I would be interested in working together on ways we can be better partners in all transit efforts - from the subway to bike lanes and more - as your City plays a critical role in the functionality of regional efforts. Please recommend the addition of bicycle lanes along Santa Monica Blvd.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 11:46 PM
To: SMBOLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Gilbert Gutierrez

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I live in Koreatown and would like to see continuity of bike infrastructure ie a cohesive bicycling network in that area and a continuation of the bikes lanes along SM Blvd. Preferably, the bike lanes would be cycletracks (or parking protected)... but I can all but guarantee nobody in BH with any pull even knows what those are. Oh well. Any little bit helps. While BH has historically been anti bike--it is regarded by many cyclists (read: potential future business patrons/taxpayers), myself included, as some place to avoid--it is not too late to turn the corner! Cyclists are normal everyday people that would like to enjoy your city also--but why would we want to come to a city that does not put down even the most basic of transportation infra to suit our needs? Sorry, but we'll go to Santa Monica, WeHo, or stay in LA. Don't be a black hole for cyclists!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 10:27 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Zachary Rynew

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

As much as Beverly Hills has shopping opportunities that fit my need, I avoid the area entirely because it is the most wrought area of Los Angeles with traffic. Normally, I try to circumvent it by using my bike, but the city doesn't provide any safe options. Until this issue is addressed, I'll go "out of my way" to spend my money elsewhere.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 10:16 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Edgar

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
1-3 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 10:12 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Darren Conly

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

Please add bike lanes to Santa Monica Boulevard. Doing so will benefit all people who work, live, visit, and own businesses in Beverly Hills. First, bicycling is at certain times of the day the fastest mode by which to travel through Beverly Hills, with riders able to bypass cars stopped in the notorious peak-hour traffic congestion. However, only a few brave riders are comfortable riding on streets without bike lanes. Providing bike lanes on Santa Monica Boulevard will allow a greater portion of people in Beverly Hills and neighboring communities to reap the benefits of bicycling by providing a safer and more comfortable riding environment. In addition to going a long way toward helping residents and visitors escape the chronic congestion on Beverly Hills streets, bike lanes hold much potential to help local businesses. Bike lanes on Santa Monica Boulevard will increase the number of people visiting Beverly Hills, but without any increase in negative side effects such as more congestion or straining on parking supplies. Finally, bike lanes on Santa Monica Boulevard will be particularly beneficial because it will connect to existing bike lanes in Century City and West Hollywood. This connectivity will further increase the benefits these bike lanes can bring because they will not only increase peoples' ability to travel by bike within Beverly Hills, but also to job and entertainment opportunities in such destinations as Century City and West Hollywood. In short, please install bike lanes on Santa Monica

Boulevard. They will bring more visitors to Beverly Hills businesses and provide residents and visitors with a safe, practical, economical, and healthy alternative to sitting in congested buses or private autos. Thank you for your time, Darren Conly Masters of Urban and Regional Planning UCLA Class of 2012

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 8:58 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Virginia Zaunbrecher

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I commute through Beverly Hills every weekday. I can either drive my car, further congesting the area and exacerbating poor local air quality with additional emissions. Or I can ride my bike. Cycling is healthier for me, and for Beverly Hills, but is extremely difficult because of the abysmal lack of cycle infrastructure in Beverly Hills. Please add bike lanes (preferably protected ones) to the Santa Monica Blvd corridor to make cycling a viable and safe commute option for myself and others like me. By giving the thousands of us who use Beverly Hills roads everyday dedicated bike lanes, you'll improve the air quality and livability of your city.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 8:06 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Tim Barber

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Business Owner

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I have lived within a few blocks of Santa Monica Boulevard for most of my adult life (1986 to present). Also, I bike frequently (work, friends, hardware store, restaurants, industry events, gym, grocery, sightseeing, etc. I also walk... freaky, huh?) Please make Santa Monica Boulevard friendly to bikers and pedestrians.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 4:51 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jan Ludwinski

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I believe that many more people would bike if they felt safe doing so. By adding bike lanes, many car/bike conflicts would be eliminated, providing a significant feeling of safety

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 2:48 PM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Frank Desoto

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 1:37 PM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Julianne Reeder

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)

- Resident
- Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
Within one block

Please check the amenities you would like to see on Santa Monica Boulevard.

Bike lanes

Please add any additional comments below:

My greatest wishes for improvements along North Santa Monica Blvd are related to pedestrian SAFETY and accessibility. Improved crosswalks, pavement/pathways & lighting (especially east of Canon Dr.) are a must. Public transportation facilities (benches, lighting, info.) is needed, too. I'm in favor of all things that make it attractive, safe and easy for people to stay out of their personal vehicles. How about a light-rail? How about: pedestrian bridges, more drinking fountains, drought tolerant landscaping, and an attractive "gateway" to B.H. at Doheny?

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 1:29 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Kimberly Winick

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I actually live on Huntly Drive in West Hollywood, just south of Melrose and west of La Cienega. I run and ride in and through Beverly Hills at least 4x/week. The area is not rider friendly -- Santa Monica Blvd. is impossibly damaged and hazardous. Civic Center offers an alternative route for only a portion of the trip. It is hard to access at Doheny, and then has a hard stop westbound at Beverly. There is nothing west of City Hall that runs east west safely. The Carmenita option is not very good, as it is necessary to stop at the stop sign at the end of each block, and then to either get back on to Sta M. Blvd at or before Wilshire. A bike lane is needed to run through Beverly Hills and to connect to the bike lane that starts at Century Park East/ Avenue of the Stars.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 12:39 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Tony Guido

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 12:30 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Calla Wiemer

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

Santa Monica Blvd through Beverly Hills is a key missing link in the bike lane network taking shape in LA County. I live in Westwood and would happily patronize Beverly Hills businesses if I could get there safely on a bike.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 11:53 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Joel Johnson

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I commute by bicycle 60 miles/week, and ride recreationally another 100-200 miles/week. The routes my friends and I take are hugely determined by safety factors such as bike lanes. Making Santa Monica Blvd useable by bike would open up access to many attractions.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 10:31 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Christopher Lopez

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

If this stretch of road had safe bike lanes it would seriously help. As a cyclist I ask that you highly coincided putting them in. We don't have many options to get across town safely.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 8:59 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Joseph Verrone

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, January 07, 2014 4:53 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Tim Wilcox

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)

Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Bike lanes

Please add any additional comments below:

Hello, I am a long time resident of Los Angeles, and have lived and worked in many communities around Beverly Hills. I frequently travel through, visit and do business inside Beverly Hills. I fully support any bike infrastructure efforts. Bicycles are an important and growing portion of travel, and should be taken seriously. As it stands today, Beverly Hills is a veritable black hole in the county when it comes to bike lanes. Please build bike lanes on Santa Monica Boulevard.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 10:51 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
RICHARD B.

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:
For the health of the planet and those who ride on it, please make the street more bicycle-friendly.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 6:17 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Susan OBryan

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 5:42 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Daniel Curry

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Currently drive to work in Beverly hills. Would like to be able to bike. Bike lanes and traffic calming devices on santa monica blvd would make this much more feasible

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 5:24 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Annelie Rugg

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:
Help Beverly Hills to become bike friendly, green and sustainable - you won't regret it!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 4:35 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Salah Hussein

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Bike lanes

Please add any additional comments below:

I ride my bike from Silver Lake to the ocean along Santa Monica. The stretch in Beverly Hills is the most dangerous part of the ride due to the lack of bike lanes, shoulder, and speeding drivers. Please add bike lanes to make this stretch safer for bike commuters.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 4:30 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Tiffany

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
1-3 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:
BIKE LANES!!!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 4:26 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Rachel wells

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:
Beverly Hills is badly in need of bike lanes, especially along Santa Monica Blvd.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 3:14 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Sirinya Tritipeskul Matute

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Santa Monica Boulevard through Beverly Hills is a critical link in our regional network. It is also the street that is between your residential neighborhood and your most important asset -- your Rodeo Drive retail district. Right now, walking along SaMo Blvd is unpleasant. The unpaved sidewalk along the north side of the street is nice to walk on recreationally, but hazardous if you're just trying to walk to the bus stop PLUS I can't even tell if it is ADA compliant for wheelchair users. (Wheelchairs, I tell you, were not designed to go off-roading.) It seems that you've designated Santa Monica Boulevard to be a recreational street. Sidewalks that allow people to get to places, bike lanes that would allow people to traverse your city (in a way that doesn't alienate motorists), and a landscaped median (to fulfill a goal of fitness) could be wonderful. I'd like to see Beverly Hills create the expectation amongst its constituents that making streets friendlier for pedestrians and cyclists is reasonable. There are other corridors and intersections that BH needs to address after this project is done (such as that crazy three-way intersection that links you up to Coldwater and Benedict Canyon), but this is an important project to demonstrate the critical need to improve other parts of your city. *Speaking as a transportation planner, an occasional visitor (I would go more often if I didn't always feel so disrespected as a pedestrian--BH is the mid-

point for after-work get-togethers!)

C

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SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 2:13 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Brian Derro

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

This would be an essential cycling connection, which would help reduce car traffic congestion in the long run. Also, these changes would make the street more comfortable for pedestrians as well, which could also result in less car traffic congestion.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 2:04 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Kari cassellius

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

By encouraging people to bike by putting in bike lanes you help the environment, ease congestion, save on building parking and foster a feeling of community connection. Biking is also really great exercise.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 1:08 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Warren Bowman

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 1:02 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Tai K

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
1-3 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 12:52 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Mehmet Berker

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I bike on Santa Monica Boulevard through Beverly Hills to transit between Westwood and Hollywood, and I always have to prepare myself for that segment of the journey. The upgrades to the condition of the road will be great, but without some sort of protection, it'll still be a really frightening bike ride--one that I would definitely not do with my family. A bike lane would help with connectivity between the bike lane in West Hollywood and in West LA, which would be great because Santa Monica is really one of the best connections between Beverly Hills, West LA, and the rest of the LA Basin to the east. Thanks.

SMBLVD

From: James Pocrass
Sent: Monday, January 06, 2014 11:13 AM
To: SMBLVD
Cc: Eric Bruins; Geri Wilson (Yahoo)
Subject: Bike Lanes on Santa Monica
Attachments: Cycling Economies.pdf; Highway Patrol statistics.pdf; Major Study on the role of Bike Paths and lanes.pdf; Bike lanes improve safety.pdf; What are Shared Lane Markings.pdf; illustrative Bike box and green lane markings.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Bike Lane information :

Beverly Hills Blue Ribbon Committee on the Santa Monica Blvd. Reconstruction :

But the best Argument for Bike lanes is a **COMMON SENSE ARGUMENT --**

- **Providing space for bicyclist to ride on the roadway would lessens the chances of conflicts and crashes when compared to insufficient shared roadway space and no bike lanes .**
- **Bike lanes provide more room for bicyclist to be overtaken safely by faster – moving motor vehicles**
- **Alert road users—motorist - where bicyclist ride.**
- **Motorists are less likely to encroach on the adjacent lane when they are passing a bicyclist on facilities with pave shoulders or bicycle lanes**
- **Motorists have less variation in their lane placement when they are passing a bicyclist on a paved shoulder or bicycle lane facility**
- **Bicyclists are more likely to ride further from the edge of the roadway in a bicycle lane or on a paved shoulder than they do in a wide curb**

lane (providing a greater margin of safety to avoid obstacles and making them more visible)

- **Both bicyclists AND motorists are more comfortable and confident on roads with striped bike lanes.**

Please direct this E-mail and attachments to the person who called me regarding the studies relating to Bike Lanes.

I would like this information to be disseminated to the Committee before the upcoming hearing on the 8th of January, 2014.

I am attaching the Studies and Articles I have found on Bike Lanes

The Bike Lane statistics are not as clear as I would like because -- the data base and variables are very difficult to STATISTICALLY quantify relating to safety vs. Other conclusions. I have attached the articles and Studies I have found .

There are safety studies that directly contradict their recommendation. Here is federal guidance recommending against lanes wider than 15': <http://www.bicyclinginfo.org/engineering/facilities-widelanes.cfm>

FHWA specifically advises: "Continuous stretches of lane wider than 15 feet may encourage the undesirable operation of two motor vehicles trying to squeeze into one lane. Where this much width is available, consideration should be given to striping bike lanes or shoulders."

Is a wide outside lane safer/better than striping a bicycle lane?

The simple answer is that there have been too few studies to answer this question definitively, but the studies that have been done suggest that while there may be no

direct affect on safety, both bicyclists AND motorists are more comfortable and confident on roads with striped bike lanes.

In *An Evaluation of Shared-use Facilities for Bicycles and Motor Vehicles*, by David Harkey and Richard Stewart, the authors updated studies from the 1970s investigating the interaction of motorists and bicyclists in different roadway conditions and came to the following conclusions:

Two studies of "levels of service" for bicyclists also provide useful insight into answering this question.

In *Real Time Human Perceptions: Towards a Bicycle Level of Service*, by Landis, Vattikuti, and Brannick, the authors have developed a level of service model for bicyclists that incorporates cyclists' perceptions and feelings of comfort and safety. In studying the impact of striping a bike lane or a paved shoulder the authors found that increasing the width of a travel lane to 16 feet increased the level of service to the bicyclist by 13 percent. **By striping a four foot bike lane on the same roadway, the level of service increased by 31 percent.**

Development of the Bicycle Compatibility Index: A Level of Service Concept, Final Report, by Harkey, Reinfurt, Knuiman, Stewart, and Sorton. The Bicycle Compatibility Index incorporates the geometric and operational variables considered by adult bicyclists to be important in terms of their comfort level when riding on the streets with motor vehicles. The authors note that the variable with the largest effect on the index is the presence or absence of a bicycle lane or paved shoulder that is at least 0.9m wide. **Striping a bike lane reduced bicyclist stress levels by almost one unit on a five unit scale.**

Additionally, marking a bike lane helps give motorists the signal that bicyclists are legitimate users of the roadway, and can help preserve a space for bicyclists on the road. One it is marked, it is harder to 'steal' that space from bicyclists for other uses. Of course, if a bike lane is marked, there is also more of a legal obligation for the agency to maintain the markings and surface condition at an acceptable level for bicycle riding.

James L. Pocrass

Pocrass & De Los Reyes LLP
1875 Century Park East Suite 1750
Los Angeles, California 90067

- Fax
- Cell

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**THINK
& DO TANK**

Cycling Economies

Economic Impacts of Bike Lanes

Daniel Arancibia

Introduction



Research is showing that cyclists are good customers, that their numbers and economic impact increase with bike lanes, and that merchants overestimate the share of drivers who currently shop at their business.

Share of drivers: Overestimated



Vancouver retail in Hornby and Dunsmuir streets (Stantec, 2011):

- Merchants overestimated share of drivers by 100% (E: 40% A: 20%)
- Underestimated share of cyclists by 50% (E: 4% A: 8%)

Toronto retail in The Annex (TCAT, 2009):

- 41% of retail owners perceived drivers made 11%-25% of shoppers. A: 10%
- 70% overestimated car mode share.
- In 2009, 12% of surveyed customers were cyclists.

Toronto retail in Bloor West Village (TCAT, 2010):

- 44% of merchants perceived drivers made 21%-50% of shoppers. A: 21%
- 26% estimated the number of drivers to be 50%+

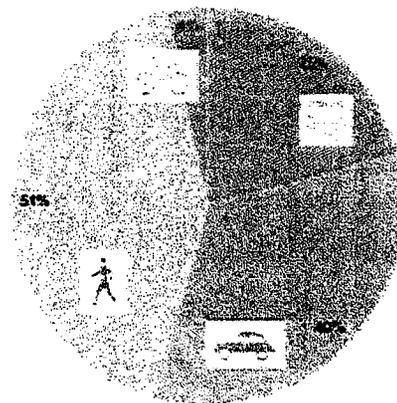
E= estimated; A = actual

The Vancouver Case

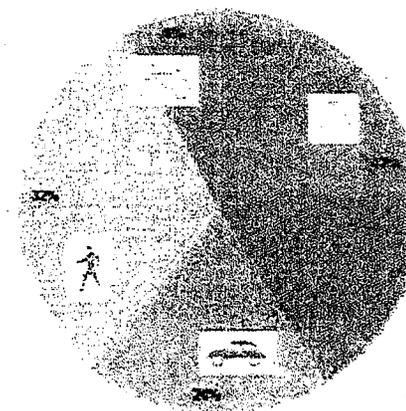


Surveyed retail owners greatly overestimated the number of drivers, and underestimated cyclists by half:

Usual mode of customer transportation to business, as perceived and reported by Hornby and Dunsmuir Streets grade-level businesses (average % of customer base)



Usual mode of transportation to downtown, as reported by interview respondents



Cyclists: Great customers



Cyclists in North American cities often spend more money per capita than drivers and transit users:

In Toronto and Portland, after pedestrians, cyclists are responsible for the largest monthly per capita spending within a particular area.

-OTREC, 2012; TCAT, 2009; 2010

In New York's East Village – where bike lanes are in place – cyclists top all groups, including pedestrians, in monthly per capita spending.

-Transportation Alternatives, 2012



Bike lanes: Good business



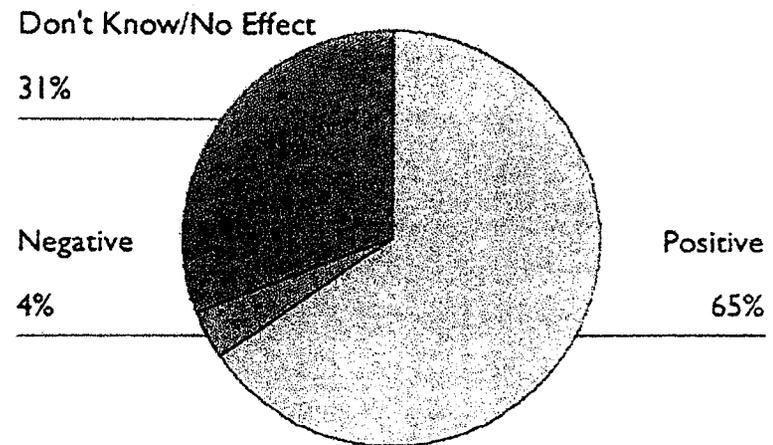
Scientific studies show that installing bike lanes and related bicycling infrastructure leads to an increase in cycling. This is good for business.

Even controlling for all other factors, the number of cyclists in a geographical area is expected to increase when facilities are added.

-Buehler et al., 2012

In San Francisco, 4 years after bike lanes were added to Valencia St., 65% of business owners said these had a positive impact on business:

-Department of Public Administration, San Francisco State University, 2003



Bike lanes: Good business



In New York, some benefits of bike lane implementation include:

“Up to 177% increase in bicycle volumes” on First and Second Avenues (buffered bike lanes were incorporated to both). Accompanied by **“47% fewer commercial vacancies”** compared to 2% more borough wide.

“49% fewer commercial vacancies” at Union Square (included widened sidewalks and a protected bike lane), compared to a 5% increase borough wide.

“Up to 49% increase in retail sales” in businesses located at 9th Ave. (where buffered bike lanes were added) compared to a 3% increase borough wide.

- New York City Department of Transportation, 2012

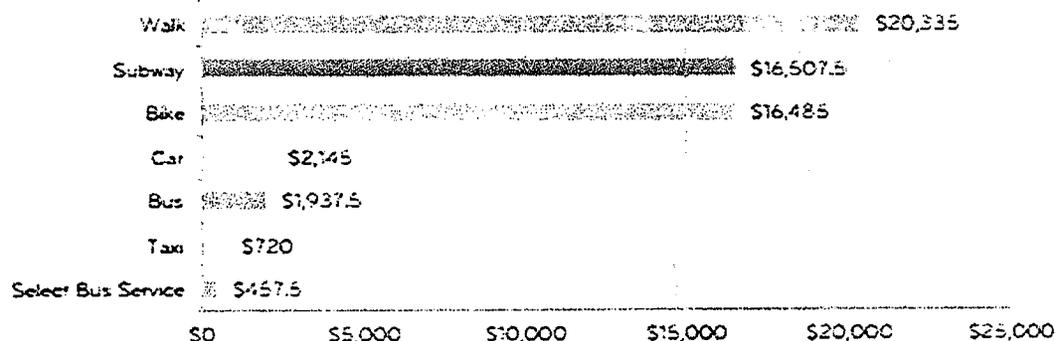
Bike lanes: Good business



In New York, some benefits of bike lane implementation include:

In the East Village: 61% of people say they are more likely to ride to the neighbourhood, and 73% feel that bike lanes have had a positive effect on the neighbourhood. -*Transportation Alternatives, 2012*

Total Aggregate Spending by Transportation Mode



Bike lanes: Good business



Some Toronto merchants have learned that cycling is good for business:

In the Annex, 30% of retailers believe that replacing on-street parking with bike lanes would lead to more customers.

74% would perceive the trade-off either positive or neutral

-TCAT, 2009



Picture: *Lloyd Alter/CC BY 2.0*

Employers and Entrepreneurs



Trend in share of workers commuting by Bicycle in North American Cities:

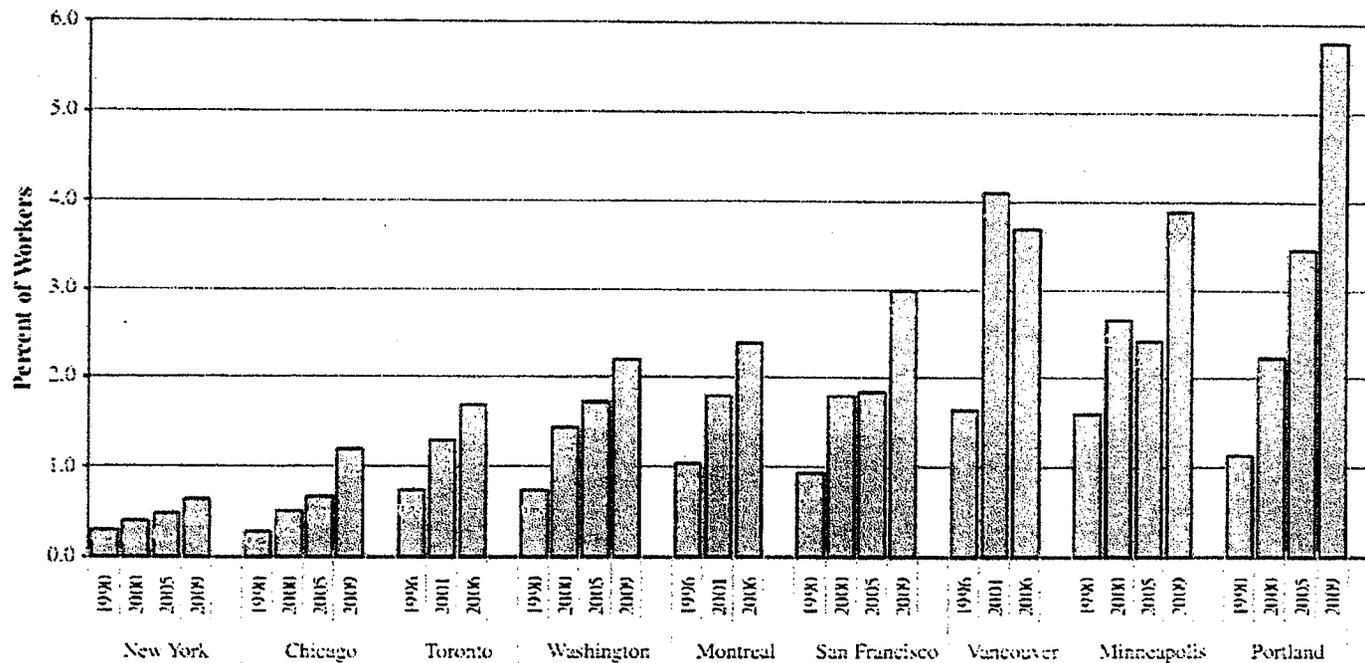
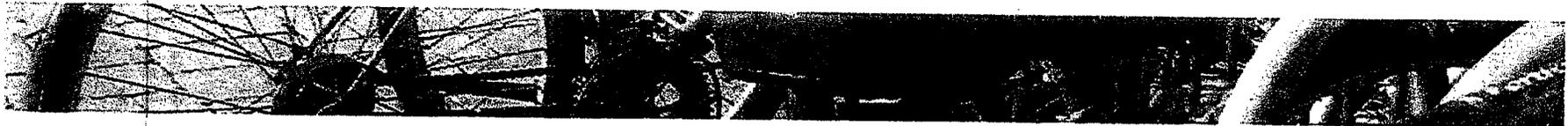


Fig. 4. Trend in share of workers commuting by bicycle in large North American Cities, 1990–2009. Sources: USDOC (1980–2000, 2010a); Statistics Canada (1996–2010).

Conclusion



Evidence suggests bike lanes are beneficial to urban businesses and communities.

Cyclists tend to be more reliable customers than drivers, spend larger amounts of money per capita per month, and are easily attracted with appropriate infrastructure.

As a larger share of trips in North American cities are made by bicycle, businesses should seize the opportunity and support investment in cycling infrastructure to increase competitiveness.

Thank you
www.torontocycling.org





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Cycling to work in 90 large American cities: new evidence on the role of bike paths and lanes

Ralph Buehler · John Pucher

Published online: 6 July 2011
© Springer Science+Business Media, LLC. 2011

Abstract This article analyzes the variation in bike commuting in large American cities, with a focus on assessing the influence of bike paths and lanes, which have been the main approach to increasing cycling in the USA. To examine the role of cycling facilities, we used a newly assembled dataset on the length of bike lanes and paths in 2008 collected directly from 90 of the 100 largest U.S. cities. Pearson's correlation, bivariate quartile analysis, and two different types of regressions were used to measure the relationship between cycling levels and bikeways, as well as other explanatory and control variables. Ordinary Least Squares and Binary Logit Proportions regressions confirm that cities with a greater supply of bike paths and lanes have significantly higher bike commute rates—even when controlling for land use, climate, socioeconomic factors, gasoline prices, public transport supply, and cycling safety. Standard tests indicate that the models are a good fit, with R^2 ranging between 0.60 and 0.65. Computed coefficients have the expected signs for all variables in the various regression models, but not all are statistically significant. Estimated elasticities indicate that both off-street paths and on-street lanes have a similar positive association with bike commute rates in U.S. cities. Our results are consistent with previous research on the importance of separate cycling facilities and provide additional information about the potentially different role of paths vs. lanes. Our analysis also revealed that cities with safer cycling, lower auto ownership, more students, less sprawl, and higher gasoline prices had more cycling to work. By comparison, annual precipitation, the number of cold and hot days, and public transport supply were not statistically significant predictors of bike commuting in large cities.

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Keywords Bicycling · Urban transport · Infrastructure · Bike lanes · Bike paths · Sustainability

Introduction

The mounting body of evidence on the health benefits of cycling has led government agencies, public health organizations, and medical journals to advocate more cycling as a way to improve individual health as well as reduce air pollution, carbon emissions, noise, traffic dangers, and other harmful impacts of car use (British Medical Association 1992; Cavill et al. 2006; CEMT 2004; Dora and Phillips 2000; IOTF 2010; NACTO 2010; USDHHS 1996, 2008; USDOT 1994, 2004, 2010d). Cities around the world have been implementing a wide range of infrastructure, programs, and policies to encourage more cycling (Fietsberaad 2010; Heinen et al. 2010; Krizek et al. 2009; Pucher et al. 2010). Most American cities have focused on providing separate bicycling facilities such as off-street bike paths and on-street bike lanes (Alliance for Biking and Walking 2010; NACTO 2010; Pucher et al. 1999; USDOT 2010d). Past research suggests that separate cycling facilities are associated with higher cycling levels. There is contradictory evidence, however, on the impacts of different kinds of facilities. Some studies find that bike paths are associated with higher cycling levels, but that lanes are not. Other studies find that lanes are related to more cycling, but paths are not. Most prior research that distinguishes between paths and lanes focuses on only one city per study. Most comparative analysis of different cities is hampered by small sample size—usually fewer than 45 cities.

This article examines the link between cycling facilities and cycling levels by analyzing new data on bike lanes and paths in 90 of the 100 largest U.S. cities. The League of American Bicyclists and the Alliance for Biking and Walking collected the data for the authors directly from planners, transportation experts, and government officials in each city for the year 2008. The only comparable measure of bike lane supply available for all 90 cities was ‘centerline miles’ of roads with bike lanes. Data collected for bike paths combined off-road facilities exclusively for cycling as well as multi-use paths shared by cyclists, pedestrians, joggers, in-line skaters, and other non-motorized users. Our multiple regression analysis focuses on measuring the relationship of bike paths and lanes to cycling levels while controlling for cycling safety, socioeconomic factors, land-use, gasoline price, public transport supply, and climate.

Determinants of cycling: the role of off-street paths and on-street lanes

Several studies have estimated the relationship of bike paths and lanes to cycling levels. Results from aggregate cross-sectional studies indicate that there is a positive correlation between cycling levels and the supply of bike paths and lanes (Dill and Carr 2003; LeClerc 2002; Nelson and Allen 1997; Parkin et al. 2008). Based on a sample of 18 small and large U.S. cities, Nelson and Allen (1997) find that one additional mile of combined bike paths and lanes per 100,000 residents is associated with a 0.069% increase in commuters cycling to work. Based on a sample of 42 large U.S. cities, Dill and Carr (2003) find that each additional linear mile of bike lanes per square mile of city area is associated with an increase of roughly one percentage point in the share of bike commuters, even after controlling for days of rain, automobile ownership, and state spending on walking and cycling.

Analyzing data from the 1990 and 2000 U.S. Census, Barnes et al. (2006) find that increases in bike commute levels in Minneapolis and St. Paul were concentrated around newly constructed bike paths and lanes. Cleaveland and Douma (2009) apply the same methods in their case study analysis of six cities and report that the relationship of bike facilities and cycling levels is mediated by local circumstances, such as network connectivity, bike promotion programs, and location of bike facilities along commuting routes leading to downtown.

Disaggregate, individual-level studies report a preference for separate paths and lanes over cycling in traffic (Abraham et al. 2002; Akar and Clifton 2009; Broach et al. 2011; Dill 2009; Dill and Gliebe 2008; Howard and Burns 2001; Hunt and Abraham 2007; Krizek et al. 2007; Lusk et al. 2011; Menghini et al. 2010; Shafizadeh and Niemeier 1997). In a study of Calgary, Canada, Abraham et al. (2002) find that cycling along roads is perceived to be two to four times as onerous as cycling on a bike path in a park. Dill and Gliebe (2008) report that women and inexperienced cyclists in Portland, OR prefer riding on bicycle paths, lanes, and low traffic volume roads over cycling on busy streets.

Findings on the relative importance of paths compared to lanes are contradictory. Vernez-Moudon et al. (2005) report that household proximity to bike paths in Seattle, WA increases the likelihood to cycle by 20%, but they find no effect for bike lanes. Using a wide range of datasets and methods, Cervero et al. (2009), de Geus et al. (2008), and Dill and Voros (2007) report no positive correlation between bike lanes and cycling levels. By comparison, a Minneapolis, MN study by Krizek and Johnson (2006) finds an increased likelihood of cycling for individuals living within 400 m of a bike lane, but no significant impact of bike paths.

Controlling for other determinants of cycling, before-and-after studies show increased levels of cycling after the installation of bike lanes, but report mixed results for bike paths (City of Toronto 2001; City of Vancouver 1999; Cohen et al. 2008; Evenson et al. 2005). A revealed preference survey by Dill (2009) finds that cyclists in Portland are willing to increase trip distance and travel time to ride on bike paths compared to shorter, more direct routes that require cycling on roads with motor vehicle traffic. Furthermore, a revealed preference study by Aultman-Hall et al. (1998) finds that bike paths in Guelph, Ontario are more likely to be used by recreational cyclists than by commuters.

In short, many studies conclude that there is a significant relationship between cycling facilities and cycling levels, but the analyses cannot determine the direction of causation. Moreover, regression analysis of cycling levels is almost always cross-sectional, thus limiting inferences about changes over time. Measurements of cycling volumes before and after the installation of specific facilities provide the simplest kind of time-series evidence, but they almost never control for the range of other factors affecting cycling levels. Most individual-level studies focus on one or a few cities. Such disaggregate, individual level studies can help mitigate some of the problems of aggregate data analysis, but transferring the results to other cities may be difficult because of policy, land use, and cultural differences between cities. Moreover, single-city studies cannot control for the influence of factors such as climate and gasoline price, which do not vary much within any particular city. Aggregate studies usually have a much larger geographic range than disaggregate studies, but they rely on few observations, such as Nelson and Allen (1997) and Dill and Carr (2003), with samples of 18 and 42 cities, respectively. Thus, all studies of the impacts of cycling facilities have their limitations. Our own study is no exception, but it enables analysis of an extensive new dataset of 90 U.S. cities that permits differentiation between bike paths and bike lanes while controlling for a range of other variables.

Data sources and variables

Our regression analysis investigates the relationship between bike lanes and paths and cycling levels in 90 of the 100 largest U.S. cities as determined by population estimates of the 2008 American Community Survey (ACS) (USDOC 2009a). The ACS reports city data following jurisdictional and governmental boundaries (USDOC 2010). City governments provided information on the supply of bike paths and lanes within their official city boundaries. Unless indicated otherwise, data for the variables used in our analysis pertain to the area within the city government jurisdiction. Data for some variables, such as public transport service supply, are only available for the metropolitan statistical area (MSA), including the principal city, suburban areas, and smaller secondary cities. We explicitly indicate in our analysis when we used regional instead of local data. The dependent variable—cycling level—is measured at the city level in two different ways: (1) percentage of commuters by bicycle—bike mode share—which controls for the number of workers in each city; and (2) the number of bike commuters per 10,000 population, which controls for population size.

Data on cycling levels and bikeway facilities

Data on the share of workers regularly commuting by bicycle were derived from the American Community Survey (ACS) 2006–2008 three-year average sample. The specific question posed to survey respondents was: “How did you usually get to work last week?” Respondents were asked to indicate only the main mode if they used more than one. Pooling data from the ACS surveys for 2006, 2007, and 2008 increases sample size and improves the reliability of estimates. Ideally, we would have measured cycling rates for all trip purposes, but the ACS data only report information on commuting to work, and the ACS is the only source of comparable travel data for all cities. The 2001 and 2009 National Household Travel Surveys (NHTS) provide data for all trip purposes, but their sample sizes are less than 3% as large as the ACS surveys and do not permit statistically reliable estimates for individual cities.

Table 1 displays the top ten of the 90 cities in our sample based on three measures of bike commute levels. Large cities dominate the list of total bike commuters (last column), while cities in the Midwest, West, and Southwest have the highest share of bike commuters on a per capita basis (first two columns).

The League of American Bicyclists and the Alliance for Biking and Walking collected data for the authors on the supply of bike lanes and paths by directly contacting bike planners, transportation officials, and bicycling experts in the 100 largest cities. Data for 10 of the 100 cities were not available even after multiple attempts to obtain the information. In spite of the missing cities, the resulting database for 90 cities is the most current and extensive source of information on the extent of bikeway networks in large U.S. cities.

Cities use different methods for recording the extent of their facilities. To correct for that inconsistency and to ensure the comparability of data among cities, the League of American Bicyclists and the Alliance for Biking and Walking used a uniform definition of bike lanes: centerline miles of roads with bike lanes. In order to be included, bike lanes had to be clearly designated with pavement markings and signage. They exclude shared bus and bike lanes as well as ‘sharrows’ lanes intended for joint use by motor vehicles and bicycles. Calculating centerline miles of bike lanes requires adding the length of all stretches of roadway with a bicycle lane. Centerline miles do not distinguish between streets with bike lanes on only one side, in only one direction, and streets with bike lanes

Table 1 Top ten of 90 of the 100 largest U.S. cities by daily bike commuting levels, 2006–2008

Rank	% of commuters by bike		Bike commuters per 10,000 population		Bike commuters in 1,000	
1	Portland, OR	4.7	Portland, OR	24.0	New York City, NY	24.0
2	Madison, WI	3.9	Madison, WI	22.2	Portland, OR	13.2
3	Minneapolis, MN	3.5	Minneapolis, MN	18.9	Chicago, IL	12.8
4	Boise, ID	3.4	Boise, ID	17.8	Los Angeles, CA	12.6
5	Seattle, WA	2.5	Seattle, WA	14.2	San Francisco, CA	10.7
6	San Francisco, CA	2.5	San Francisco, CA	13.5	Seattle, WA	8.1
7	Sacramento, CA	2.0	Washington, DC	9.9	Philadelphia, PA	7.5
8	Washington, DC	2.0	Sacramento, CA	8.9	Minneapolis, MN	6.8
9	Oakland, CA	1.9	Oakland, CA	8.8	Washington, DC	5.8
10	Tucson, AZ	1.8	Denver, CO	8.4	San Diego, CA	5.3

Source USDOC (2009a)

on both sides, serving both directions of travel. Thus, the centerline measure understates bicycle facility supply on roads with bike lanes in both directions relative to roads with bike lanes in only one direction. We had to accept that limitation of the centerline measure, since it is the only comparable statistic all 90 cities could compute.

Bike paths comprised both exclusive off-road facilities for cycling as well as multi-use paths intended for joint use by cyclists, pedestrians, joggers, in-line skaters, and other non-motorized users. In fact, most bike paths in American cities are such multi-use paths, while in Europe, they are often exclusively for cyclists, probably due to the much higher cycling volumes needed to justify completely separate paths only for cyclists (Alliance for Biking and Walking 2010; Fietsberaad 2010; USDOT 2010d).

Figure 1 plots the supply of bike paths per 100,000 population against bike lanes per 100,000 population for the 90 cities in our sample. Both variables were normalized by a natural logarithm transformation. There is only a weak bi-variate correlation (Pearson's $r = 0.2$) between bike path and lane supply; and it is not statistically significant at $P < 0.05$. Thus, it is not necessarily the case that cities with many bike paths have many bike lanes as well, nor that cities with few bike paths also have few bike lanes. The graphical analysis suggests that cities in the western United States have a larger supply of bike paths per capita than in other regions. That is confirmed by results of an Analysis of Variance (ANOVA) which indicate that cities in the West Census Region¹ have a larger supply of bike lanes than cities in the Midwest, South, or Northeast ($P < 0.05$). However, there was no statistically significant difference in the supply of bike paths across U.S. Census regions ($P < 0.05$). Bivariate correlations were either weak or not statistically significant ($P < 0.05$) between our main explanatory variables and the control variables we later introduce into our models. The Pearson correlation coefficients were statistically significant but weak between bike path and lane supply (combined) and cycling safety (-0.33), share of households without a car (-0.24), retail price of gasoline ($+0.29$), and annual precipitation (-0.37). Bivariate correlations were both weak and not statistically significant for the relationships between bike path and lane supply (combined) and share of

¹ The western Census region includes Alaska, Arizona, California, Colorado, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington, and Wyoming.

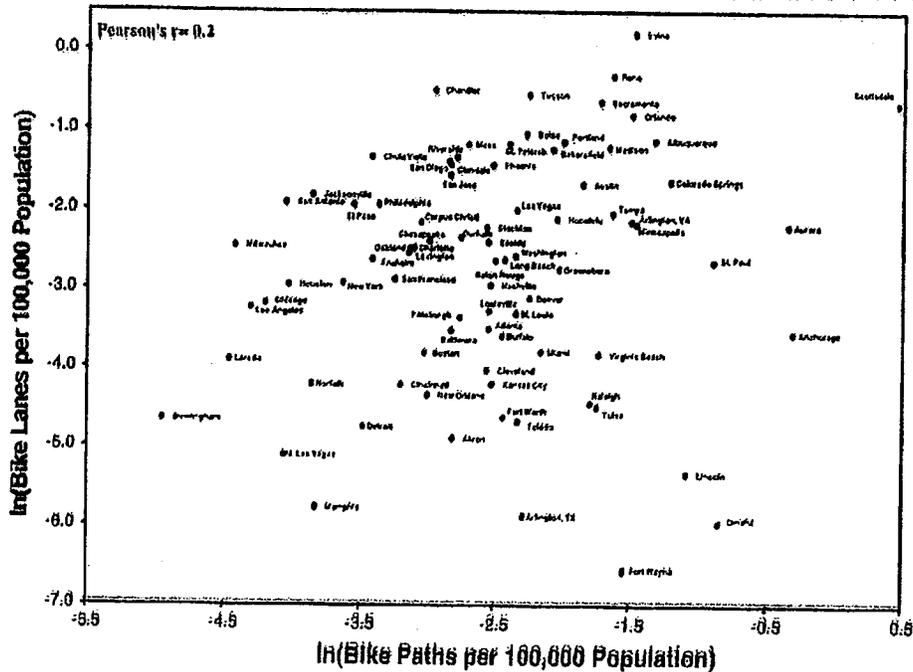


Fig. 1 Supply of bike paths and lanes in 90 of the 100 largest U.S. cities, 2008 (natural log. scale). *Source:* Data collected for the authors from each city by the League of American Bicyclists and the Alliance for Biking and Walking. *Notes:* Seven cities reported 0 miles of either bike lanes or paths. The natural logarithm of 0 is not defined. Thus, data for these cities are not displayed in Fig. 1. Please see footnote 3 for the treatment of those cities in the analysis. This graph was created with an Excel tool provided online by Wagner A. Kamakura

students in the population (+0.11), compact land use² (+0.06), public transport supply (+0.03), and annual number of hot (+0.02) and cold days (−0.07).

Control variables

In estimating the relationship between bikeways and bike commuting, our multiple regression analysis controls for other determinants of cycling commonly cited in the literature. We describe these variables and their measurement in detail below. Summary statistics of our main explanatory and control variables are presented in Table 2.

Cycling safety is an important determinant of cycling levels. The causation probably goes in both directions. Several studies confirm that increased cycling safety encourages more people to cycle (Alliance for Biking and Walking 2010; Fietsberaad 2006, 2010; Jacobsen et al. 2009a; Pucher and Buehler 2008; USDOT 2010d). Conversely, the concept of ‘safety in numbers’ proposes that, as more people cycle, it becomes safer because more cyclists are more visible to motorists, and an increasing percentage of motorists are also cyclists, which probably makes them more considerate of cyclists when driving. As cycling grows, it is increasingly viewed as normal, gains legitimacy as a means of travel, and

² Compact land use is measured by a composite ‘sprawl index’ with lower values for sprawled development and higher values for compact development as explained in detail later in the text.

Table 2 Descriptive statistics for variables in the analysis

Variable	Mean	Median	SD	Cases	Description & measurement	Source
Bike share of commuters	0.8	0.6	0.9	90	Percent of workers regularly commuting by bike	American Community Survey 2006–2008 averages (USDOC 2009a)
Bike commuters per capita	4.1	2.7	4.6	90	Daily total number of workers regularly commuting by bike per 10,000 population	
Bike lane supply	13.5	7.1	19.3	90	Miles of bike lanes in city per 100,000 population	Data collected from each city individually; Population data are ACS 2006–2008 averages (USDOC 2009a)
Bike path supply	12.9	7.9	20.0	90	Miles of bike and shared-use paths in city per 100,000 population	
Cycling safety	6.7	5.8	4.2	90	State level data: three year average of bicyclist fatality rate per 10,000 bike commuters	NHTSA 2006–2008, averages (USDOT 2010a) ACS 2006–2008 averages (USDOC 2009a)
College students	8.4	7.8	2.9	90	Percent of total population enrolled in college or university	ACS 2006–2008 averages (USDOC 2009a)
Car access	13.4	9.9	9.7	90	Percent of households without a motorized vehicle	ACS 2006–2008 averages (USDOC 2009a)
Sprawl index	101.3	101.8	23.2	90	Regional index combining 22 variables measuring residential density, mix of land uses, strength of downtowns, and connectivity of street network. (Note: higher scores = less sprawl)	Ewing et al. (2002)
Public transport supply	18,915	16,831	10,564	90	Regional annual vehicle miles of public transport supply per 1,000 inhabitants	National Transit Database (USDOT 2008)
Gasoline price	263.5	262.1	8.7	90	Average state retail price of gasoline (in cents) (2006–2008)	U.S. Department of Energy (2010a, b)
Hot weather	52.5	34.5	46.0	90	30 year average of annual number of days above 90°F	National Climatic Data Center (NCDC) (2010)
Cold weather	61.9	51.5	54.7	90	30 year average of annual number of days below 32°F	National Climatic Data Center (NCDC) (2010)
Annual precipitation	31.9	34.7	15.6	90	30 year average of annual inches of precipitation	National Climatic Data Center (NCDC) (2010)

Sources Alliance for Biking and Walking (2010), Ewing et al. (2002), National Climatic Data Center (2010), USDOC (2009a, b), USDOE (2010a), USDOT (2008, 2010a)

generates more public and political support for more and better cycling facilities. Regardless of which explanation is correct, several studies find significant time-series as well as cross-sectional evidence of 'safety in numbers' (Elvik 2009; Jacobsen 2003; Robinson 2005).

In our analysis, we measured safety as cyclist fatalities per 10,000 bike commuters at the state level. The National Highway Safety Administration (NHTSA) reports annual fatalities for states but not for cities. Reliable cyclist fatality data are not available at the city level. Cyclist fatalities are rare events, so cities with little cycling have few fatalities and do not collect such data systematically. Thus, the fatality rates used in our analysis refer to cycling safety in the overall state and not the city itself. In addition to that geographic discrepancy, the fatality rate is only a rough approximation of actual cycling safety. Cyclist fatalities result from all trip purposes and not just the trip to work, but the measure of exposure in the denominator of the fatality rate includes only bike commuters. As mentioned earlier, the only nationally comparable source of travel data for all trip purposes is the NHTS. Because the NHTS sample size is less than 3% as large as the ACS sample, it cannot be disaggregated to the state or city level with statistical reliability to calculate total bike trips for all trip purposes. Thus, the fatality rate we calculated is only a very rough approximation, but it helps capture the sharp differences in cycling safety across states: ranging from less than 2 fatalities per 10,000 bike commuters in Alaska, Colorado, Minnesota, and Oregon to over 20 in Alabama (Alliance for Biking and Walking 2010).

Two socioeconomic variables we included were share of students in the population and percent of households without a car. Previous studies find that individuals in households with more cars are less likely to ride a bicycle, while students are more likely to cycle (Dill and Carr 2003; Heinen et al. 2010; Pucher and Buehler 2006). We did not include per-capita income because of its high correlation with car ownership (Pearson's $r = 0.6$). The most important impact of income on cycling levels is via car ownership (Dill and Voros 2007; Heinen et al. 2010; Stinson and Bhat 2003). Moreover, the two most recent national travel surveys for the United States, the 2001 and 2009 NHTS, reveal no statistically significant difference in cycling levels among income groups, but a large and statistically significant difference by car ownership levels (Buehler et al. 2011; Pucher et al. 2011a; USDOT 2010b, c).

Previous studies have shown that cycling levels are higher in dense, mixed-use developments with short trip distances and proximity of households to destinations such as offices, stores, and restaurants (Baltes 1997; Ewing and Cervero 2001, 2010; Guo et al. 2007; Handy 1996; Litman 2007a; Moudon et al. 2005; Parkin et al. 2008; Pucher and Buehler 2006; Zahran et al. 2008). Moreover, studies find that a grid-pattern road network increases levels of cycling because short blocks and frequent intersections provide easier bike access and more flexible bicycle route choice to most destinations (Ewing and Cervero 2010).

In our study, we approximate the influence of the built environment by using the composite sprawl index that was developed by Ewing et al. (2002). The sprawl index combines 22 different variables measuring various aspects of urban form, mix of land uses, density, and street network connectivity. Of the cities included in our study, the metropolitan areas with the worst sprawl ratings (lowest numerical values) were Riverside-San Bernardino, CA (14.2), Greensboro, NC (46.8), Raleigh, NC (54.2), and Atlanta, GA (57.7). The metropolitan areas with the best sprawl ratings (highest numerical values) were: New York City, NY (177.8), San Francisco, CA (146.8), and Honolulu, HI (140.2). Although the sprawl index refers to the metropolitan area as a whole, it is also useful for comparing land-use characteristics of the central cities included in our study. For example,

the index specifically considers several measures of downtown strength and overall compactness of the urban area. There is no comprehensive land-use index that provides comparable information for central cities only. Thus, we had to assume that the relative differences in land use among metropolitan areas as a whole reflect the relative differences among their central cities.

Public transport may also influence cycling levels. Some studies show that coordinating cycling with public transport can encourage more cycling as well as more public transport use (Brons et al. 2009; Givoni and Rietveld 2007; Hegger 2007; Martens 2004, 2007; TRB 2005; USDOT 1998). Other studies, mainly from Europe, suggest that public transport may compete with bicycling for short trip distances in cities with good public transport supply (Fietsberaad 2010; Heinen et al. 2010; Pucher and Buehler 2007; Schwanen 2002). Our study includes a variable measuring public transport vehicle miles per capita from the National Transit Database (NTD) for the year 2008 (USDOT 2008). Data were only available at the metropolitan level, since service areas of public transport agencies almost always extend beyond central city boundaries into the suburbs (USDOT 2008).

Few studies specifically examine the impact of gasoline prices and taxes on cycling levels (Pucher and Buehler 2006; Rashad 2009). However, many studies find that higher gasoline prices lead to less driving (Buehler 2010; DeJong and Gunn 2001; Epsley 1998; Hanly et al. 2002; Litman 2007b). In our study we use average gasoline prices by state for the years 2006–2008, as reported by the Energy Information Administration (EIA) (USDOE 2010a). Comparable data on gasoline prices in each of the 90 cities in our study were not available for the years 2006–2008. The state data are only proxies for the unavailable city data, but at least they capture major differences in state gasoline tax rates, fuel distribution costs, and state standards for fuel composition, all of which help determine the final retail price of gasoline (USDOE 2010a, b). The state rates do not, however, reflect variation within states in gasoline taxes and prices.

Previous research shows that climate and topography can affect cycling levels. Several studies find that cycling is deterred by rain as well as by very cold or hot weather (Baltes 1997; Bergström and Magnusson 2003; Dill and Carr 2003; Gatersleben and Appleton 2007; Heinen et al. 2010; Nankervis 1999; Stinson and Bhat 2003; Winters et al. 2007). Our analysis includes three variables measuring weather and climate: (1) average annual number of days that reach temperatures of over 90°F; (2) average number of days below 32°F; and (3) annual precipitation levels. We used 30 year average data for each city provided by the National Climatic Data Center (2010).

Almost all studies find that flat topography facilitates cycling, and that cyclists choose routes that avoid steep gradients (Hunt and Abraham 2007; Menghini et al. 2010; Rietveld and Daniel 2004; Timperio et al. 2006; Vandenbulcke et al. 2011). Topography uninterrupted by harbors, bays, and rivers also favors cycling by enabling more direct routes (Pucher et al. 2011c). However, standardized indices of topography do not yet exist for the cities in our sample. Thus, we were not able to control for the influence of topography on cycling levels.

Similarly, it was not possible to include variables measuring the extent and quality of the many other policies and programs that might potentially affect cycling levels (Heinen et al. 2010; Krizek et al. 2009; Pucher et al. 2010). These measures include, for example, bike parking, bike racks on buses, bike sharing programs, cycling training courses, media campaigns, and educational events (APBP 2002; Brons et al. 2009; Fietsberaad 2010; Givoni and Rietveld 2007; Hegger 2007; Hunt and Abraham 2007; Martens 2007; Netherlands Ministry of Transport 2009; Noland and Kunreuther 1995; Taylor and Mahmassani 1996; TRB 2005; Wardman et al. 2007). Comparable data for these programs are not available for most of the 90 cities.

Table 3 Bike commute levels by quartile of independent variables and bivariate Pearson's correlations for the 90 largest U.S. cities

	Share of bike commuters by quartile of independent variable				Difference fourth minus first quartile	Bivariate correlation with share of bike commuters
	First quartile	Second quartile	Third quartile	Fourth quartile		
Bike lanes per 100,000 pop.	0.4	0.7	0.9	1.3	+0.9**	0.5**
Bike paths per 100,000 pop.	0.5	0.8	0.8	1.2	+0.7**	0.3**
Bike paths and lanes per 100,000 pop.	0.5	0.6	0.7	1.5	+1.0**	0.5**
Cyclist fatality rate	1.5	0.6	0.6	0.4	-1.1**	-0.5**
% College students	0.4	0.6	1.1	1.3	+0.8**	0.5**
% Households without car	0.8	0.5	1.1	1.0	+0.2*	0.1
Sprawl index	0.5	0.8	0.9	1.1	+0.6**	0.2*
Transit revenue miles per capita	0.6	0.6	1.0	1.1	+0.5*	0.1
Gas price	0.4	0.7	0.8	1.5	+1.1**	0.5**
Days above 90°F	1.4	0.6	0.8	0.6	-0.8**	-0.3**
Days below 32°F	0.9	0.8	0.5	1.1	+0.2	0.1
Annual inches of precipitation	0.8	1.1	0.7	0.5	-0.5**	-0.2**

	Bike commuters per 10,000 population by quartile of independent variable				Difference fourth minus first quartile	Correlation with bike commuters per 10,000 population
	First quartile	Second quartile	Third quartile	Fourth quartile		
Bike lanes per 100,000 pop.	1.7	3.3	4.7	6.6	+4.8**	0.5**
Bike paths per 100,000 pop.	2.4	3.7	3.9	6.2	+4.0**	0.3**
Bike paths and lanes per 100,000 pop.	2.5	2.7	3.5	7.8	+5.3**	0.5**
Cyclist fatality rate	7.6	2.7	3.0	1.9	-4.2**	-0.5**
% College students	2.0	2.7	5.3	6.4	+4.4**	0.5**
% Households without car	3.9	2.2	5.6	4.8	+0.9*	0.1
Sprawl index	2.4	4.1	4.3	5.4	+3.0**	0.2*
Transit revenue miles per capita	3.0	2.7	5.2	5.7	+2.7**	0.1
Gas price	1.8	3.6	4.0	7.4	+5.6**	0.5**
Days above 90°F	7.1	3.0	3.9	2.7	-3.7**	-0.3**
Days below 32°F	4.5	4.0	2.4	5.5	+1.0	0.1
Annual inches of precipitation	4.0	5.7	3.6	2.1	-1.9**	-0.2**

** Significant at the 95% level

* Significant at the 90% level

Bivariate relationships

Bicycling to work is positively correlated with both bike paths and bike lanes (see Table 3, last column). Estimates of the correlation coefficients between bike commuting and bike lanes are slightly larger than for bike paths, but the magnitude of the coefficients is not significantly different at $P < 0.05$. Our grouping of cities into quartiles of bike path and lane

supply shows that bike commuting in cities with the most bike lanes per 100,000 population (4th quartile) are three to four times higher than in cities with the fewest bike lanes (1st quartile). The difference between quartiles is less pronounced for bike paths—with slightly more than twice as much bike commuting in the 4th compared to the 1st quartile. The table also displays the combined relationship of bicycle paths and lanes on bike commuting. There is three to four times as much bike commuting in cities with the most paths and lanes (4th quartile) as in cities with the least bike path and lane supply (1st quartile).

The correlation coefficients for the control variables suggest the same directions of relationships as previous studies we reviewed, but not all coefficients are statistically significant. City cycling levels and state bike fatality rates have a statistically significant negative correlation. The actual relationship might be stronger, but the state data are obviously an imperfect proxy for city cycling safety. Cities with a higher percentage of students have higher levels of bike commuting. A higher share of households without a car is associated with more bike commuting, but the bivariate correlation is not statistically significant. Bicycle commuting levels are higher in central cities of more compact metropolitan areas. Cities with more public transport supply per capita have higher cycling levels, but the correlation coefficient is not statistically significant. State gasoline retail prices and city cycling levels have a statistically significant positive correlation—consistent with the theory that higher costs of driving encourage cycling. As found by earlier studies, extreme weather conditions deter cycling. Our dataset shows that cycling levels are lower in cities with more days per year with temperatures of 90°F or higher and more annual precipitation. We found no statistically significant relationship between the number of cold days per year and bike commuting.

Multiple regression analysis

The quartile and correlation analysis presented above investigate the relationship between bike commuting and each independent variable, one at a time. The multiple regressions presented below examine the relationship of cycling levels and bike paths and lanes while controlling for safety, socioeconomics, land use, public transport supply, gasoline price, and climate.

We estimated two sets of models. The first model is a log–log Ordinary Least Square (OLS) regression with the natural log of bike commuters per 10,000 population as dependent variable. The second model is a Binary Logit Proportions Model with the share of bike commuters in each city as dependent variable. In both types of models the independent variables are expressed as natural log to assure a more normal distribution of otherwise skewed explanatory variables.

The log–log specification for the first set of models has two advantages. First, it normalizes the skewed independent and dependent variables, thus helping to meet assumptions of the OLS regression. Second, it allows interpreting the regression coefficients directly as elasticities or percentage changes in bike commuting, which makes the results more intuitive and easier to understand.³

³ Seven cities reported 0 miles of bike lanes or bike paths. These cities would have been lost in our models, because the natural logarithm of 0 is not defined. Thus, we followed the common procedure of transforming the bike lane and path per 100,000 population variable by adding 1, which yields a log value of 0 for the 7 cities. We also estimated the models without this transformation, with only 83 cities. Significance, sign, and magnitude of coefficients and goodness of fit were very similar to the results of the models presented in this paper.

Table 4 Multiple regression analysis of bike commuters per 10,000 population and bike commute share (continues on next page)

	OLS regression of ln(bike commuters per 10,000 population)						Binary logit proportions model for share of bike commuters ^a	
	Model 1	Model 2	Model 3	Model 4	Model 5	Model 6	Model 7	Elasticity at mean
ln (bike lanes per 100,000 population)	0.361 (5.85)**	0.310 (3.78)**	0.305 (3.76)**	0.299 (3.69)**	0.314 (3.78)**	0.311 (5.14)**	0.404 (5.65)**	0.250 (6.19)**
ln (bike paths per 100,000 population)	0.267 (2.75)**	0.245 (2.88)**	0.302 (3.55)**	0.181 (2.26)**	0.251 (2.98)**	0.230 (2.90)**	0.147 (2.09)**	0.091 (2.08)**
ln (fatality rate per 10,000 bike commuters)		-0.366 (2.30)**		-0.397 (2.45)*	-0.412 (2.51)**	-0.277 (1.97)*	-0.514 (4.35)**	-0.320 (4.35)**
ln (percent of students in population)		0.859 (3.70)**	0.904 (3.74)**	0.863 (3.49)**	0.808 (3.53)**	0.879 (4.39)**	0.544 (2.52)**	0.340 (2.50)**
ln (percent of households without car)		0.339 (2.55)**	0.370 (2.77)**		0.378 (2.80)**	0.300 (2.72)**	0.499 (3.57)**	0.310 (3.52)**
ln (sprawl index)		0.362 (2.29)**	0.436 (2.55)*	0.426 (2.84)**		0.353 (2.13)**	0.340 (2.46)**	0.210 (2.33)**
ln (transit revenue miles of service per capita)		-0.106 (0.58)	-0.064 (0.33)	0.028 (0.17)	-0.070 (0.37)		-0.266 (1.63)	-0.140 (1.39)
ln (state gas retail price)		5.161 (1.76)*	6.655 (2.17)**	5.752 (1.92)*	4.544 (1.65)*	5.166 (2.14)**	4.905 (2.18)**	3.000 (2.19)**
ln (annual number of days above 90°F)		0.025 (0.28)	-0.049 (0.59)	0.005 (0.05)	0.022 (0.25)		0.01 (0.14)	-0.010 (0.14)
ln (annual number of days below 32°F)		-0.048 (1.60)	-0.025 (0.77)	-0.029 (1.00)	-0.048 (1.55)		-0.026 (0.93)	-0.020 (0.09)
ln (annual inches of precipitation)		0.105 (0.58)	-0.032 (0.19)	0.212 (1.20)	0.106 (0.57)		0.233 (1.50)	0.140 (1.52)

Table 4 continued

	OLS regression of ln(bike commuters per 10,000 population)						Binary logit proportions model for share of bike commuters ^a	
	Model 1	Model 2	Model 3	Model 4	Model 5	Model 6	Model 7	Elasticity at mean
Constant	-0.265 (1.24)	-31.843 (1.94)*	-41.186 (2.40)**	-36.061 (2.16)**	-27.026 (1.69)*	-32.639 (2.39)**	-34.669 (2.74)**	
Observations	90	90	90	90	90	90	90	
Adjusted R ²	0.33	0.65	0.62	0.63	0.63	0.64		Pseudo LL (Intercept): -9.048
F-statistic	27.44	18.14	16.31	17.00	18.37	26.00		Pseudo LL(Full): -3.399
	0.000**	0.000**	0.000**	0.000**	0.000**	0.000**		Pseudo R ² (McFadden): 0.62

Note coefficients of statistically significant variables shown in bold print

Absolute value of robust *t/z* statistics in parentheses

^a Logistic regression estimated via STATA GLM (generalized linear models) with logit link function, binomial distribution, and robust standard errors

* Significant at 10%

** Significant at 5%

Models 1 through 6 in Table 4 present the results of the OLS regression with the natural log of bike commuters per 10,000 population as dependent variable. Model 1 only includes bike path and lane supply as explanatory variables without controlling for other factors. Results confirm the positive correlation between cycling levels and bike path and lane supply from the bivariate analysis. Path and lane supply alone account for 33% of the variability in bike commuting ($\text{Adj. } R^2 = 0.33$). However, this model is underspecified and likely suffers from omitted variables bias, since theoretically relevant control variables are missing. Model 2 includes control variables for cycling safety, socioeconomic, land use, public transport supply, gasoline prices, and climate. The independent variables of Model 2 have joint significance at the 99% level ($F = 18.1$) and account for 65% of the variability in bike commuters per capita ($\text{Adj. } R^2 = 0.65$).

Coefficients are consistent with relationships reported in most other studies, but not all estimators are statistically significant. Both bike lanes and bike paths per 100,000 population are significant predictors for bike commuting. A 10% greater supply of bike lanes is associated with a 3.1% greater number of bike commuters per 10,000 population. Similarly, a 10% greater supply of bike paths is associated with a 2.5% higher level of bike commuting. As in our previous correlation analysis, a *t*-test comparison shows that the coefficients for bike lanes and paths are not significantly different from each other at the 95% confidence level.

Cycling safety is statistically significant as well. A 10% higher cyclist fatality rate per 10,000 commuter cyclists is associated with 3.7% fewer bike commuters per 10,000 population. A 10% higher share of students in the population is associated with 8.6% more bike commuting. A 1% increase in the retail price of gasoline is associated with a 5.2% increase in cycling levels. The cross-price elasticity of bike commuting with respect to gasoline price may seem high, but it is in line with other models estimating the relationship between gasoline prices and cycling levels (Pucher and Buehler 2006; Rashad 2009). The coefficients for public transport supply and the climate variables—number of days per year with temperatures of 90°F or higher, 32°F or lower, and precipitation—are not statistically significant.

Models 3 through 6 present regression results for reduced models, excluding explanatory variables to control for potential multicollinearity and endogeneity. For example, prior research suggests that bike paths and lanes contribute to lower cycling fatality rates (CEMT 2004; Fietsberaad 2010; Lusk et al. 2011; Pucher and Buehler 2008; Reynolds et al. 2009). Possible multicollinearity due to the inclusion of both cyclist fatality rate and bikeway supply variables in our model may siphon off strength from the bike path and lane coefficients. In our dataset of 90 cities, bivariate Pearson's correlations between the fatality rate and the supply of bike paths and lanes are below 0.3, and tests for multicollinearity do not indicate any serious problem.^{4,5} Endogeneity is a second potential problem arising from the inclusion of the cyclist fatality rate variable, since 'safety in numbers' suggests that cycling safety increases with higher cycling levels (Jacobsen 2003; Jacobsen et al. 2009b). Model 3 excludes the cyclist fatality rate variable in order to test for the possible distorting influence of any multicollinearity and endogeneity problems caused by its inclusion in the model. The Model 3 estimate of the coefficient for bike path supply is only slightly larger (+0.05) than in Model 2—possibly related to greater safety of off-street

⁴ Variance Inflation Factor (VIF) yields scores for individual variables below 2.7 and a score of 1.9 for the overall equation. Tolerance values are all above 0.4.

⁵ A possible reason for this low correlation may be that state cyclist fatality rates are imperfect proxies for city fatality rates.

facilities (Lusk et al. 2011). *F*-tests show that the estimated coefficients for bike lanes, bike paths, and all other variables in Model 3 are not statistically different from Model 2.

Including car access and the sprawl index as explanatory variables may also introduce bias into Model 2. Some studies suggest that individuals who cycle more are less likely to own an automobile (Dill and Voros 2007; Parkin et al. 2008; Stinson and Bhat 2003). Similarly, studies show that individuals who prefer to cycle more may choose to live in more compact communities (Heinen et al. 2010; Krizek et al. 2009). Inclusion of these two variables might cause simultaneous equations bias, since cycling levels may also affect the choice to own a car or to live in a compact community. Moreover, car access and sprawl may themselves be negatively correlated with each other, since studies show that individuals living in compact urban areas own fewer cars (Cervero 2003; Ewing et al. 2002, 2008). To test for the possible distorting effects caused by potential simultaneous equations bias and multicollinearity, Models 4 and 5 omit the car access and the sprawl index variables. Similar to our findings in the reduced Model 3, *t*-test comparisons show that the magnitude and significance of coefficients of the remaining variables in Models 4 and 5 do not change significantly from those estimated in Model 2, where all the variables were entered into the equation.

Finally, Model 6 presents results of a reduced model including only statistically significant variables. This model confirms results from Models 2 through 5, but probably suffers from omitted variables bias. In summary, goodness of fit measures and the direction, magnitude, and significance of the model, coefficients are very similar for Models 2 through 6. In all models, the coefficients for the key explanatory variables of interest—bike paths and bike lanes—remain significant, positive, and are not statistically different from each other at the 95% confidence level. Model 2 seems preferable, because it includes all theoretically relevant variables available for this study, and is thus less prone to omitted variable bias.

We also tested the robustness of our results by re-estimating Model 2 excluding cities with extreme values for the explanatory variables. Such outliers, for example, included cities with the most or least bikeway supply, the most extreme climates, highest and lowest car ownership levels, highest and lowest student share, highest and lowest gasoline prices, and most and least public transport supply. The coefficients estimated for Model 2 without the outliers were similar to our original estimates for the entire sample of 90 cities presented in Table 4.

To test further the robustness of our results, we estimated an additional equation, presented as Model 7 in Table 4, using the share of bike commuters in each city as the dependent variable. For this dependent variable, an OLS regression might estimate values beyond the range of actual possible values of the bike share of commuters (0–1.0). To address this issue, we followed Xing et al. (2010) by estimating a non-linear Binary Logit Proportions Model for bicycle mode share.⁶ This estimation technique transforms the dependent variable into the 'log of odds' of the bike share of commuters and approximates a nonlinear Maximum Likelihood estimation (Xing et al. 2010). Transformation of the dependent variable and nonlinear estimation of the model assure that predicted mode shares lie between 0 and 1.0.

Model 7 displays the results of the Binary Logit Proportions regression. Standard test statistics suggest the model is a good fit. For example, McFadden's Pseudo R^2 is 0.62. All variable coefficients are consistent with the direction of relationships reported by most other studies. Similar to Models 1 through 6, the coefficients for bike paths and lanes are significant and positive, even after using this very different, non-linear estimation technique.

⁶ For an alternative approach to estimating fractional response variables using a so-called 'quasi-likelihood estimation method,' see Papke and Wooldridge (1996).

The coefficient estimate for lanes is larger than for paths in Model 7, but as in Models 1 through 6, the two coefficients are not significantly different from each other at the 95% confidence level.

The last column of Table 4 presents elasticities for the Binary Logit Proportions Model, setting all other variables at their means. Estimated elasticities from the linear OLS log–log regression model and elasticities (at the mean) from the non-linear Binary Logit Proportions model are not comparable because of differences in functional form, estimation technique, and dependent variables. The significance, direction, and magnitude of coefficients from Models 1 through 7 are similar. In particular, both estimation techniques yield statistically significant positive coefficients for the two main variables of interest: bike paths and bike lanes.

Limitations of the analysis

The cross-sectional analysis in our study aims at explaining differences in cycling rates among cities but cannot be used to predict changes over time. Moreover, as in any cross-sectional regression analysis, none of our models can prove causality, although the significant associations we measured are consistent with the hypothesis that bike paths and lanes encourage more cycling. Our analysis is also limited by its reliance on aggregate, city-level data, which mask variations within cities, among neighborhoods, and individuals. The results suggest a statistically significant relationship between bike paths and lanes and cycling at the city level, but results do not permit conclusions about individual travel behavior.

In addition to the inherent limitations of cross-sectional regression analysis and aggregate data, there is a problem of endogeneity among some of the variables in our models. Cycling levels and the extent of the bikeway network almost certainly affect each other, so that causation is probably in both directions. In this paper, we have focused on the role of bike paths and lanes in explaining variation among cities in cycling levels. Conversely, however, high cycling levels might help explain the provision of a large supply of bike paths and lanes. Endogeneity and simultaneous equations bias are potentially serious problems in our regression analysis because the key explanatory variables—bike paths and bike lanes—are also a function of cycling levels, the dependent variable.

Three of the control variables may cause additional endogeneity problems. For example, cycling safety and car ownership may be influenced by cycling levels, just as cycling levels may be influenced by these two control variables. Land use might also be a function of cycling rates, but only in the long run, if cyclists move to compact, mixed-use neighborhoods. To explore the potential bias introduced by such endogeneity, Models 3, 4, and 5 in Table 4 remove cycling fatality rate, car ownership, and land use from the model—one at a time. Coefficients for the other variables and goodness of fit measures do not change significantly, suggesting that inclusion of the control variables does not cause serious endogeneity problems in the models. At any rate, exclusion of the variables would be theoretically incorrect and would cause underspecification bias.⁷

⁷ In an attempt to model the simultaneous dependencies among the variables, we experimented with several alternative instrumental variables to estimate a simultaneous equation system using two-stage regressions. Unfortunately, none of the available variables in the dataset were sufficiently exogenous or strong enough to serve as instrumental variables. They failed on one or more criteria required for statistically robust and valid instrumental variables: (1) underidentification (Anderson LM statistic), (2) weak identification (Cragg–Donald Wald F statistic), (3) overidentification (Sargan statistic), (4) or robust instrument inference

Aside from methodological limitations, there are problems with the available data on bike paths and lanes. As noted earlier, the centerline measure of bike lanes does not distinguish between streets with bike lanes on only one side, in only one direction, and streets with bike lanes on both sides, serving both directions of travel. Clearly, bike lanes on both sides of a street provide more supply than a bike lane on only one side of the street. In addition, the data do not distinguish between the specific nature and quality of different types of lanes. For example, bike lanes have varying widths, markings, signage, coloring, and intersection treatments. They can be on the right or left side of the street, or even between traffic lanes. Some bike lanes have buffers or barriers of various sorts to separate them from motor vehicle traffic. Moreover, cities have different policies about maintaining bike lanes and keeping them clear of snow, debris, and motor vehicles.

Similar to bike lanes, bike paths vary in their width, pavement, design, and especially in the extent to which they are shared with other users such as pedestrians. Indeed the term 'bike path' is a bit of a misnomer in the USA. Most bike paths included in U.S. statistics are simply multi-use paths shared with pedestrians (Alliance for Biking and Walking 2010; Pucher et al. 1999). In contrast, bike paths in most northern European cities are completely separate facilities for the exclusive use of cyclists (Pietsberaad 2006, 2010; Pucher and Buehler 2008; Pucher et al. 2010). Thus, bike paths in the USA might have less impact on cycling levels than the higher-quality, fully separate bike paths in the Netherlands, Germany, and Denmark. Some mixed-use paths in the USA provide suggestive markings to help separate cyclists from pedestrians, but most do not. Some bike paths require cyclists to dismount when crossing a road, while others stop motor vehicles at crossings and give cyclists the right of way. None of the 90 cities in our dataset provided detailed information on those sorts of variations in the types of bike paths, although these differences may be important for cyclists.

Another limitation of our analysis is that the measure of cycling levels used as the dependent variable only includes daily bike commuters and thus excludes bike trips for all other trip purposes. According to the 2009 NHTS, the journey to work only accounts for 12% of all bike trips (Pucher et al. 2011a; USDOT 2010b). The lack of city-level data on cycling for all trip purposes restricts the inferences that can be drawn from our analysis. It seems likely that regular bike commuters have different characteristics and preferences than recreational cyclists. Thus, the coefficients estimated in our models for the various

Footnote 7 continued

(Anderson–Rubin Wald test). The best instrumental variable in the dataset was city land area—since area is fully exogenous and correlated with the total number of bike commuters and the extent of bike paths and lanes. The technical estimation procedure of two-stage least squares (2SLS) required combining the length of bike paths and lanes into one variable, because there was only one instrumental variable available. Moreover, the model was re-specified with the log of total number of bike commuters as dependent variable and the log of total length of bike paths and lanes as regressor. This model satisfied most of the statistical tests for appropriateness of the instrument, but failed to reject the null hypothesis of the Sargan test for overidentification—which casts some doubt on the validity of the instrument.

Estimating a 2SLS equation with this imperfect instrumental variable yields results for the bikeway variable that are similar to those for an OLS regression. In the 2SLS model, bike paths and lanes are statistically significant predictors of cycling levels—even after accounting for endogeneity bias. Another instrumental variable we examined—measuring city population per bicycling advocacy group member—yielded similar results: statistical tests point to weak instrumentation, but bike paths and lanes retain their significant and positive coefficient.

explanatory variables might differ if the dependent variable had included bike trips for all purposes.

Finally, the analysis was hampered by the unavailability or poor quality of data for control variables. For example, we had to use a very rough proxy for cycling fatality rates based on the available state data, and we could only measure exposure in terms of bike commuting levels. Perhaps the most important control variable we could not include was topography, since all studies show that it influences cycling levels. The model is under-specified in this respect.

Many limitations of our study could be overcome with more and better data, which would also facilitate more advanced modeling techniques and better measurement of control variables. A crucial first step is a larger dataset reporting on cycling for all trip purposes that could be disaggregated to the city level. However, that would require a large new national survey or a vast increase in the sample size of the NHTS, currently the only national travel survey in the USA reporting on travel for all trip purposes. Both of those options seem unrealistic, however, given the difficulty in funding the latest 2009 NHTS (AASHTO 2007). In addition, questions on the proximity to bike paths and lanes might be added to future NHTS surveys, since the 2001 and 2009 NHTS surveys already included questions about car ownership and access to public transport. More detailed information about city-level supply of cycling facilities might be collected by a separate survey, similar to the National Transit Database, which would provide an inventory of bike paths, lanes, and parking. Better statistics on cycling facilities would enable more precision in the analysis of their relationship to cycling levels. Moreover, better local data on cyclist fatality rates in cities and a comparable GIS-based measure of urban topography would also enhance the accuracy of the analysis of cycling levels.

Collecting comparable time-series data on cycling levels as well as bike path and lane supply would facilitate pooled cross-section and time-series regression analysis, which would permit stronger inferences from the models than in our cross-section analysis for only one year. Larger sample size and time series data could also help mitigate some of the endogeneity problems discussed above. For example, more advanced statistical techniques, such as Structural Equation Modeling (SEM), can help control for the simultaneous influence of independent and dependent variables, as well as for correlation among independent variables.

Discussion and conclusion

Over the past two decades, many American cities have focused on building bike paths and lanes to increase cycling (Alliance for Biking and Walking 2010; League of American Bicyclists 2010; Pucher and Buehler 2011; Pucher et al. 2011b; USDOT 2010d). Our analysis of newly collected data on cycling facilities in 90 large U.S. cities shows that cities with a greater supply of bike paths and lanes have higher bike commute levels—even after controlling for other factors that may affect cycling levels. That result is consistent with other studies that confirm the important role of separate facilities (Dill and Gliebe 2008; Dill and Voros 2007; Krizek et al. 2007; Moudon et al. 2005; Nelson and Allen 1997). Most disaggregate, individual-level studies of the relationship between bikeway supply and cycling levels focus on only one city or a few cities. Our study is most similar to two earlier studies, which also used aggregate, city-level data to explore the relationship of bikeways and cycling commute levels (Dill and Carr 2003; Nelson and Allen 1997). We expand on those two studies in several ways.

Our sample of 90 U.S. cities was much larger: more than four times as many cities as Nelson and Allen (18 cities) and more than twice as many cities as Dill and Carr (42 cities). Moreover, our regressions distinguish between paths and lanes, while the multiple regressions in the other two studies either combined the two types of facility (Nelson and Allen) or only included bike lanes (Dill and Carr). Similar to these two previous city-level studies, we find that the supply of bikeways per capita is a statistically significant predictor of bike commuting. By including separate variables for paths and lanes, however, our analysis is able to examine each type of facility separately and finds that they do not have significantly different associations with levels of bike commuting among cities.

Although the main focus of our study was on bike paths and lanes, the models yielded new results about the influence of the control variables on cycling levels. The much larger sample size and data availability for more variables allowed us to include nine control variables in the regression equations, compared to five for Dill and Carr (2003) and four for Nelson and Allen (1997). Our control variables include some of those suggested by Nelson and Allen (1997), such as gasoline price and public transport supply. Similar to the other two city-level studies, our results show that the percentage of college students in the city population is a significant predictor of bike commuting. In contrast to these earlier studies, however, we did not find a significant relationship between bike commuting and precipitation. Although the precipitation variable was estimated to be statistically significant in the regression analysis of Dill and Carr (2003), the authors themselves doubted the actual importance of precipitation as a predictor of cycling, since three of the top ten cycling cities in their sample had very high levels of precipitation. In our own analysis of climate, we included two additional climate control variables—the number of extremely hot and cold days per year—but their estimated coefficients were not statistically significant, either. Thus, none of our three measures of climate were strong predictors of bike commuting.

Similar to Dill and Carr (2003), our study shows that cities with higher car ownership have lower cycling levels. Inclusion of additional control variables in our study revealed that cities with safer cycling, less sprawl, and higher gasoline prices have more cycling. Regional public transport supply per capita was not a statistically significant predictor of bike commuting. Thus, we cannot confirm the speculations by Nelson and Allen (1997) and Schwanen (2002) that public transport supply affects levels of bike commuting.

Most American cities build both bike lanes and bike paths with the expectation that offering both kinds of facilities provides cyclists with more route options and choice of facility type. Prior research finds that some cyclists prefer bike lanes, while others favor bike paths. Some studies find that commuters prefer on-street bike lanes over paths because lanes follow the road network and provide more direct routes (Aultman-Hall et al. 1998). The multiple regression coefficients in our models, however, do not suggest a statistically significant difference between paths and lanes in their relationship to bike commuting. Furthermore, our coefficient estimates for paths and lanes suggest inelastic cycling demand with respect to the supply of cycling facilities. A one percent difference between cities in the supply of bike paths and lanes is associated with less than a one percent difference in cycling levels.

Similar to all previous studies, our estimates of the role of bike paths and lanes do not control for the many other differences among cities in their approaches to encourage cycling. For example, most cities offer suggested bike routes on streets without any separate facilities and consider them an integral part of their overall cycling network. But cities vary greatly in the quality of such routes and do not report statistics consistently, so we did not include bike routes on roads without any dedicated space for cyclists. Similarly, many other infrastructure measures and programs could not be integrated into the model.

Intersection improvements and priority traffic signals for cyclists, bike parking, coordination with public transport, traffic education and training, and bike promotion and public awareness campaigns all influence cycling levels to some extent, and should be controlled for in models examining the determinants of cycling. The lack of reliable, comparable data for these other measures prevents their inclusion in the regression models, which are thus inevitably underspecified to some unknown extent. We share this drawback with all other studies.

Whatever the shortcomings of our data and regression models, our estimated equations are consistent with the hypothesis that bike lanes and paths encourage cycling. They reveal a positive relationship even when controlling for a range of other factors expected to affect cycling levels. Although not always statistically significant, the coefficients of explanatory variables in our equations suggest a direction of influence similar to that found in most other studies.

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LADOT Bike Blog

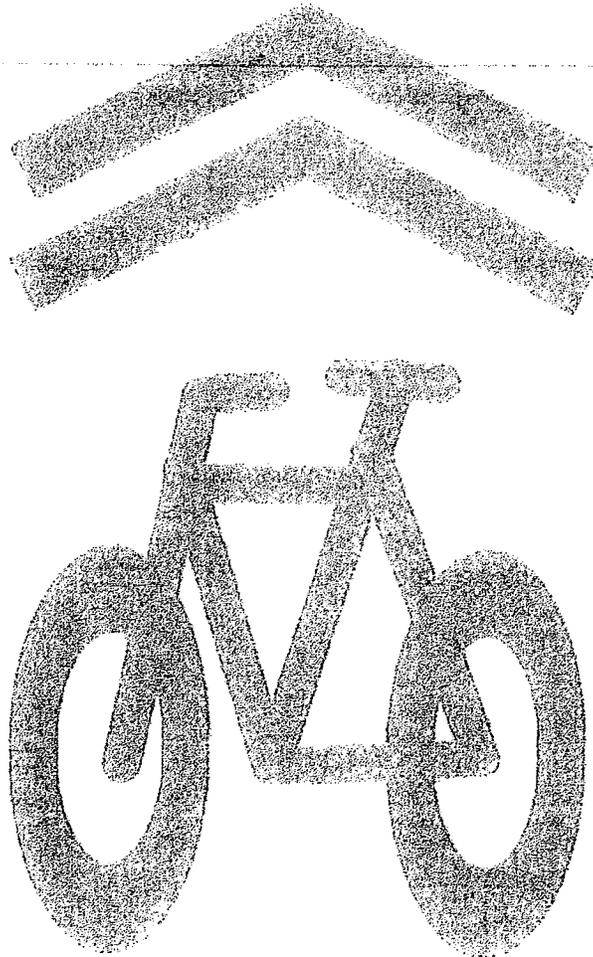
LADOT – Have fun while traveling, ride a bike!

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Sharrows

What are “Sharrows”?

“Sharrows” are a shorthand term for “Shared Lane Marking”. Shared Lane Markings are also referred to be the acronym “SLM”. *Update: LADOT has submitted the results of their year-long Sharrows study to SCAG and the Mayor’s Office. [Read it here.](#)*



This is a Sharrow

Sharrows were added to the California Manual on Uniform Traffic Control Devices (CA MUTCD) in 2005 after a successful pilot project conducted in the City of San Francisco in 2004. Sharrows were also successfully added to the Federal Highway Administration Manual on Uniform Traffic Control Devices (FHWA MUTCD) in 2009.

According the CA MUTCD, SLM are meant to:

- 1. Reduce the chance of bicyclists impacting open doors of parked vehicles on a shared roadway with on-street parallel parking.
- 2. Alert road users within a narrow traveled way of the lateral location where bicyclists ride.
- 3. Encourage safe passing of bicyclists by motorists
- 4. Reduce the incidence of wrong-way bicycling

The guidelines for placement in California are:

- 1) Sharrows shall not be used on shoulders or in designated bicycle lanes.
- 2) Sharrows must be placed at least 11 feet (3.3 meters) from the curb. This is only a minimum, and Sharrows may be placed farther out into the street
- 3) Sharrows may only be placed on a street with a speed limit of 35 mph or less. (The exception being, where there is bicycle travel and there is no marked bicycle lane or shared-use path and the right-hand traffic lane is too narrow to allow automobiles to safely pass bicyclists).
- 4) Sharrows must be placed immediately after an intersection.
- 5) Sharrows may be placed at intervals of, at most, 250 feet.
- 6) Sharrows installed on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, must place the center of the Sharrow 4 feet from the face of the curb or from the edge of the pavement where there is no curb.

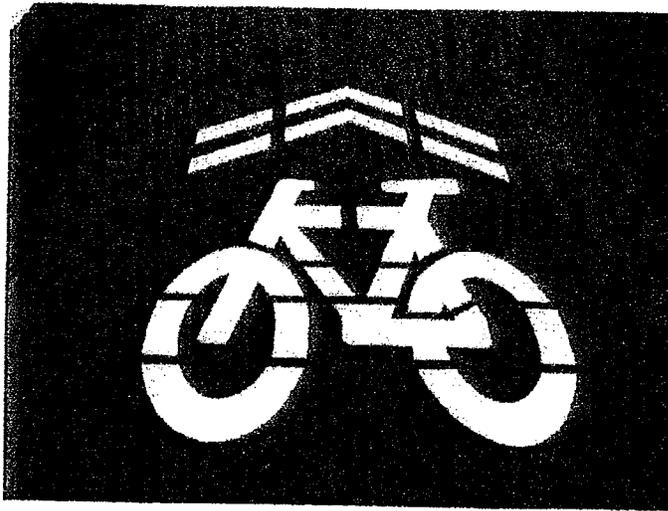
LA's Test Sharrows



The LADOT Bike Program Test Sharrows study is researching how drivers respond to bicyclists traveling outside of the doorzone with and without Sharrows. 6 pilot sites were chosen due to their unique street configurations.

The results are in, and Sharrows are good. Sharrows are recommended for two-lane streets with low posted speed limits all over LA. This, and many other recommendations, are contained within the report. This report is also the most in-depth study of the effect of Sharrows in the nation. Read it for yourself.

Not all Sharrows are Created Equal



Some Sharrows are different than others. The Sharrows in Long Beach, for instance, are centered in the traffic lane and have a painted green travel lane which surrounds the Sharrow. These Sharrows are being tested outside of the the guidelines established by the CA MUTCD and are not standard in California. In order to install them, Long Beach first gained approval for a Federal Highway Administration Pilot Project through the National Committee for Uniform Traffic Control Devices (NCUTCD). Under the pilot project, the federal government assumes some legal liability for the Sharrows, freeing the city to test beyond the guidelines of the CA MUTCD.

Sharrows in draft 2010 LA Bike Plan

The type of pilot projects that brought green lane Sharrows to Long Beach are part of the expanded toolbox given to LADOT Bikeways in City Planning's draft of the 2010 LA Bike Plan. In addition to the standard Sharrows that are already approved in the CA MUTCD, the Bike Plan also calls for pilot projects that are first approved through the NCUTCD and the California Traffic Control Devices Committee (CTCDC).

James Pocrass

From: Geri Wilson [gerij9@yahoo.com]
Sent: Friday, October 11, 2013 2:00 PM
To: James Pocrass

Increase in Bicycle Accidents in Orange County Wednesday, June 12, 2013 There's hardly been a worse time to bicycle in Orange County. This year alone, according to California Highway Patrol data, bicycle accidents have increased by about 40% in Orange County. That isn't the only statistic that concerns California bicycle accident lawyers. In Los Angeles County, the number of accidents involving bicycles has increased by a staggering 90% since 2002. In Orange County in 2011, there were approximately 1,400 bicycle accident-related injuries.

According to VoiceofOC.org, some of the highest at-risk bicycle accident magnets are Main Street in Santa Ana, and downtown Anaheim. In many of these neighborhoods, bicycle accident victims happen to be Latino immigrants, whose deaths very rarely make the headlines. These bicycle accidents are never reported in the media. According to statistics, many bicycle accident fatalities recently have involved young Latinos.

Bicycling has taken off in the Latin American community in Southern California, with this segment of the population accounting for some of the highest increases in bicyclists across California. Many undocumented immigrants, who lose their licenses at drunk driving checkpoints, are bicycling to work, and school. That means more numbers of bicyclists competing for space on roads that are simply not designed for bicyclists. There are signs that the situation could soon change.

The Orange County Transportation Authority recently approved approximately 9 million dollars in grants for bicycle infrastructure projects. Hopefully, the money will be used to develop and improve the inadequate current bicycle infrastructure in Southern California, including the construction of more bicycle lanes. OC law enforcement also needs to be more active about educating motorists about bicyclist rights, and increasing safe biking practices among bicycle commuters.

geri wilson
the jonathan group
- marketing for business -
626.487.2235

Connect with me on LinkedIn:
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Home > About Us > Contact Us > Do bicycle lanes improve safety for bicyclists?

Do bicycle lanes improve safety for bicyclists?

The overall safety of on-street bicycle lanes is a highly debated topic. Those in favor of bike lanes argue that they improve safety because they encourage cyclists to ride in the correct direction, signal to motorists that cyclists have a right to the road, and remind motorists to look for cyclists when turning. However, others argue that bike lanes create a false sense of security for cyclists and that drivers easily overlook bike lanes.

While there are data for perceived safety, and surrogate (behavioral) measures — such as bicyclist direction of riding, sidewalk riding, and distance between passing motorists and bicyclists — that suggest improved safety, we don't have actual measures of safety effects via crash outcomes, and even the surrogate measures are not conclusive. Measuring impacts on bicyclist safety is a difficult undertaking as bicycle crashes with motor vehicles are relatively infrequent occurrences. In addition, exposure data, or data about the amount of bicycling and under what conditions, is sparse. Even less is known about many bicyclists crashing due to bicycle-only falls, crashes with fixed objects, pedestrians, or other bicyclists — data that, as far as we are aware, are not presently being captured in most localities. Certainly, providing space for bicyclists to ride on the roadway would seem to lessen the chances of conflicts and crashes with pedestrians and objects, and possibly the types of collisions involving motor vehicles overtaking bicyclists, especially compared with insufficient shared roadway space or no bicycle facility.

Image: Carl Sundstrom

There is also no study that shows any evidence that striping bike lanes on busy roads encourages children to ride and get hit on roads that are too dangerous for them. Parents still have to teach their kids where and when they should ride; safe routes to school should still be provided. The AASHTO Guide for the Development of Bicycle Facilities clearly says that one type of facility is not going to suit all riders all of the time.

Most critics note that bike lane safety depends heavily on drivers being attentive to the cyclists. Drivers parking in spaces adjacent to bike lanes need to check for cyclists when pulling into the space, opening

their doors, or pulling out into traffic. A common and often severe car-bike collision is the "right hook," in which a driver turns right across a bike lane, without first looking to see if that lane is occupied. In these crashes, cyclists have very little time to react and may end up underneath the vehicle. Hazards such as these require that cyclists riding in bike lanes be attentive and anticipate drivers' actions as much as possible.

The safety of bike lanes also depends on their design.

Transportation engineers are vigilant to ensure that bicycle lanes conform to ITE and AASHTO standards. Some cities are applying a new design concept, the sharrow, where inadequate space exists for bike lanes. Other agencies have used more innovative techniques to enhance bike lane markings, such as using blue or green paint to continue a bike lane through an intersection. One study in St. Petersburg, Florida, found that a combination of green paint and signing resulted in increased motorist yielding to bicyclists.

Image: Laura Sandt

Providing space through bike lanes, wide outside lanes, or paved shoulders allows room for bicyclists to be overtaken safely by faster-moving motor vehicles. Obtaining sufficient before and after data, as well as data from comparison sites, to measure the safety impacts of bicycle lanes will require a huge effort and resources that, thus far, have not been available.

Image: Dan Burden

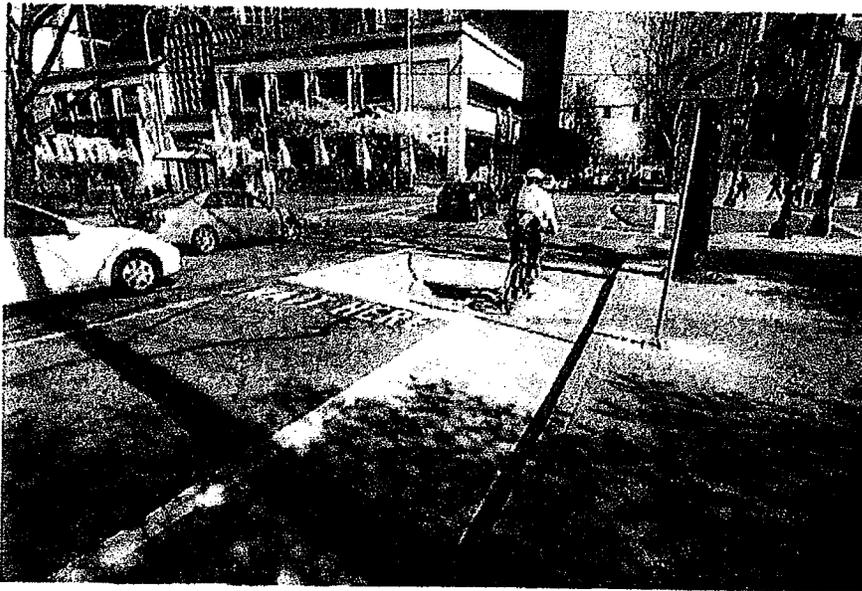
More Information:

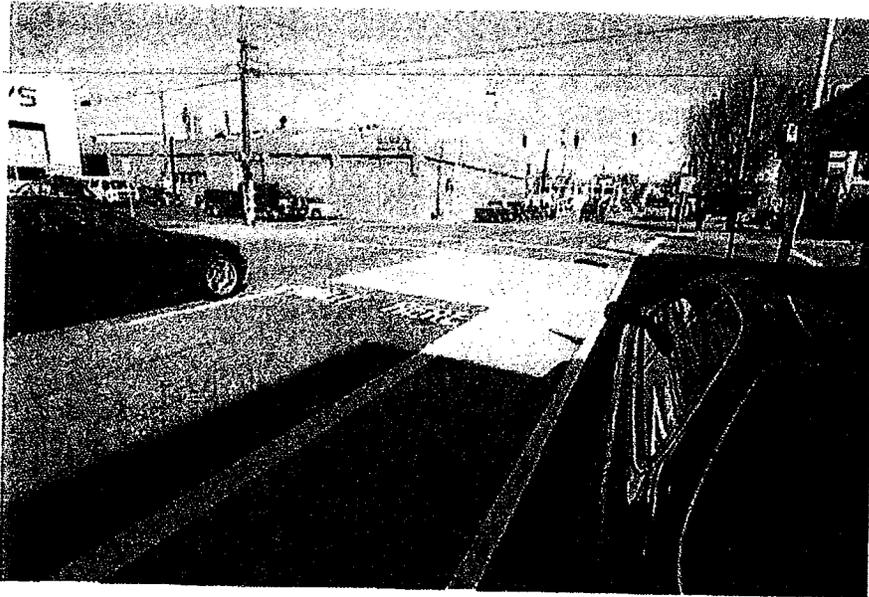
- **Bicycle Lanes Versus Wide Curb Lanes: Operational and Safety Findings and Countermeasure Recommendations:**
http://drusilla.hsrrc.unc.edu/cms/downloads/BikeLanesVSWideCurbs_Recommendations.pdf
- **BIKESAFE Case Study #8: Bike Lane Safety Evaluation:**
http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=201
- **Evaluation of Shared-Use Facilities for Bicycles and Motor Vehicles:**
http://drusilla.hsrrc.unc.edu/cms/downloads/Eval_SharedUse_Bike_and_Vehicles1996.pdf
- **Bicycle Lanes (PBIC):** <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm>
- **An Examination of Bicycle Counts and Speeds Associated with the Installation of Bike Lanes in St. Petersburg, Florida:** <http://www.bicyclinginfo.org/library/details.cfm?id=4502>

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the Pedestrian and Bicycle Information Center within the University of North Carolina Highway Safety Research Center. Please read our [Usage Guidelines](#).









SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 12:29 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Michael Brodsky

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

The more bike lanes there are then then more often I will ride and spend money in Beverly Hills. Plus it helps reduce traffic and parking problems! What a great bonus!!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 11:44 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Margie H

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Landscaped medians

Bike lanes

Please add any additional comments below:

Protected bike lanes are the most effective way to protect bicyclists and are most easily added to streets alongside routine road repairs. Sharrows are ineffective and do not adequately protect bicyclists from traffic or help make them visible to motorists.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 11:22 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
David Bailey

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:
Thank you!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 11:07 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Chris Stegall

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

- Landscaped medians
- Bike lanes

Please add any additional comments below:

As a daily bike commuter, I try to do my part to not add to the traffic on Santa Monica, but there are days that it's so scary I have to take my car and that means more traffic for everyone. If we got bike lanes in there, more folks could bike and that means less cars, less traffic, and more people spending locally as opposed to driving away to go to the shops with easier parking, etc... Thanks for your time!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 10:16 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Daniel Kirchoff

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 9:58 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Torsten Zorn

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 9:30 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Rick Redick

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 9:24 AM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Sonny Alvarado

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

Bike lanes with street reflectors or bike lanes with some lights along the lane so cars and cyclist can see each other for safety.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 9:13 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Laura Haymond

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
1-3 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I feel bike lanes would really help in the easing of traffic along Santa Monica Blvd and improve safety for bicyclists and drivers. Thank you for your time.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 8:22 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jordan Evans

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 8:15 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
parisa mirzadehgan

If you would like to be contacted with information about this project, please provide your email address:

Email Address:
-

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Monday, January 06, 2014 6:27 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Joel Krajewski

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Landscaped medians
 Bike lanes

Please add any additional comments below:

I live in West Hollywood and have business at UCLA twice a month. I bike between the two on Santa Monica Blvd. occasionally, but parts of the ride are simply dangerous. Bike lanes would motivate me to always bike the route, which in turn would reduce car traffic on the street

SMBLVD

From: Daniel Fink <...>
Sent: Monday, January 06, 2014 5:23 AM
To: SMBLVD
Subject: please send me the handout for Wednesday's meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Blue Ribbon Committee:

I will be unable to attend the public meeting on Wednesday.

Please send me by email attachment in Word or PowerPoint format or by U.S. mail the handout for the meeting.

Thank you in advance.

Sincerely,

Daniel Fink
607 Walden Drive
Beverly Hills CA 90210

SMBLVD

From: webmaster@beverlyhills.org
Sent: Sunday, January 05, 2014 3:38 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
do not take lane of for bike on Lankershim

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
 Landscaped medians

Please add any additional comments below:
WE do not need bike lanes what we need are more cars lanes.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Sunday, January 05, 2014 3:30 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Josephine Runneboom

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Sunday, January 05, 2014 3:17 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Adam Rakunas

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Sunday, January 05, 2014 8:09 AM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jill Haynie

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I live on the westside and would like a safer and more direct way to travel by bicycle into Beverly Hills and West Hollywood. An eastward continuation/connection of the bike lanes on Santa Monica Blvd that currently end in Century City area would be highly desirable.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 04, 2014 10:11 PM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Molly Arevalo

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Bike lanes

Please add any additional comments below:

As someone who holds weekly workshops in Beverly Hills, and uses my bike for transportation, I would like to see bike lanes on Santa Monica Boulevard. Encouraging bicycle use by making it safer to ride makes sense for better health, stronger communities, and public safety. Thank you, Molly Arevalo

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 04, 2014 9:38 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Robert Neuber

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I have driven and rode my bike on Santa Monica in Beverley Hills. I would appreciate your consideration of both medians and bike lanes.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 04, 2014 7:15 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
gino gustilo

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Bike lanes

Please add any additional comments below:
give a cyclist a free space to ude in the blvd and adjacent street

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 04, 2014 6:54 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Matt Liewer

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 04, 2014 12:52 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Aaron Ratliff

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
1-3 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I'm completely for these necessary improvements! There is clearly enough room for bike lanes on SMH with a few minor areas where the curb would need to be pushed back. Also, landscaped medians would brighten the area with green space and make a busy commuting corridor much more aesthetically pleasing and safer. If anything, we need to have SMB resurfaced/filled in, and bike lanes clearly marked. It's a great start to bringing BH and LA into the sustainable future!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Saturday, January 04, 2014 11:31 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Steve Chang

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

We have just recently relocated from NYC to Santa Monica. As you may or may not know, many bike lanes have been added in Manhattan and Brooklyn, not without a little controversy (from a vocal minority). The bike lanes have brought in a lot of business to the areas that have them, improved quality of life, and made things generally safer. While I do not live in Beverly Hills itself, I work at UCLA in Westwood and live in Santa Monica. I commute both by bicycle and car, depending on my schedule (about 50/50 split). As a driver, I find that dedicated bike lanes make it easier for me to be aware of cyclists, if the police make sure that cars are not in the bike lanes. As a cyclist, it is certainly safer. A win-win as far as I am concerned.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 8:45 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
David McCracken

If you would like to be contacted with information about this project, please provide your email address:

Email Address:
...

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I recently visited LA and rented bikes in W Hollywood to bike to the beach in Santa Monica. In Beverly Hills, I biked on Carmelita due to the lack of bike lanes on Santa Monica. That worked out great, but I would have been happy to bike on Santa Monica Blvd with bike lanes and if you would like bikes to take that path, it is your choice.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 8:32 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Scott Ellis

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 5:34 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
matthew fine

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians

Please add any additional comments below:
please do not remove any Land scape for bike lanes they all ready have bike lanes plus there is too much traffic.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 5:26 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jeff T.

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:
Please be forward-thinking enough to include bike lanes! Many local cyclists will thank you.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 10:53 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
clark bernstein

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

The addition of bike lanes would enhance the the area. There are already lanes in West Hollywood and in century city along Santa Monica Blvd. By not having lanes you are forcing bike traffic to mingle in close quarters with autos. The bikes are coming through regardless, it would be nice to have some consideration.
Thanks, Clark Bernstein

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 4:30 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Wesley High

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I travel through Beverly Hills via Santa Monica Blvd by bicycle almost daily. The bicycle lanes are very important feature to add to this stretch of SMB. Right now the stretch of SMB through Beverly Hills is the worst section of my 15mile commute. Every cyclist I encounter feels the same way about it. There is so much unused space along this route, that it could easily add a bike lane in each direction.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 10:22 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Brad Keistler

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Landscaped medians

Bike lanes

Please add any additional comments below:

Too dangerous to ride bikes on your section of the Boulevard even though I do it once in awhile and I'm 70 years old!

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 9:57 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Greg Heining

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 9:47 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Kevin Hughes

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 9:34 AM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Laura

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 2:06 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
david feuer

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I think this is a great idea, I wholeheartedly support it! Santa Monica Blvd is a great location for a separated bike lane, I believe they are called cycle tracks. A separated bike lane would provide two highly desirable characteristics... safety and convenience for both motorists and cyclists. I think an ideal placement for separated bike lane is the abandoned railway route, I know there is now an obstacle or two along the route but it still remains mostly clear and with some creative thinking they can be overcome.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 1:41 AM
To: SMBOLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Dennis Orfirer

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I have biked this portion of Santa Monica Boulevard on many occasions, and have found it difficult both because of close proximity to motor vehicles in certain spots and the poor condition of the roadway, especially westbound. Bike lanes would be a great addition.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Friday, January 03, 2014 12:04 AM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Steve Messer

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I often commute by bike between West Los Angeles and downtown. The existence of bike lanes in West Hollywood and the West Los Angeles sections of Santa Monica are interrupted by the lack of bicycle facilities through Beverly Hills. Adding bike lanes through this section would make it a much easier decision whether to drive or ride a bicycle through Beverly Hills. A parallel multi-purpose bike and pedestrian path along the north side of Santa Monica would be a great enhancement to the City.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 11:18 PM
To: SMLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Aislinn Glennon

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

As a regular commuter to the Beverly Hills area, I find it very dangerous to ride a bike next to speeding cars. Coming from the bike lane in WeHo, cyclists use Carmelita Ave and Little Santa Monica Blvd as alternate routes. I know many commuters would benefit from a protected bike lane on one of these streets as a safer, cleaner, and more community-oriented alternative to driving.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 10:01 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Greg Laemmle

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)

Business Owner
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
4-10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

parking is an issue for businesses outside of the Triangle. My business is not on Santa Monica Boulevard, but making it safer to bike on Santa Monica will still encourage other means of transit so that it is safer and easier for people who cycle to patronize businesses in Beverly Hills.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 9:44 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Caldecot Chubb

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

It can be challenging, often dangerous, to ride my bicycle into or through Beverly Hills and yet I do so at least twice a week for meetings. Please tie Beverly Hills into the larger network of safe bicycle lanes that exist to your east and west.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 9:31 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jossimar Fuentes

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I used to commute from Hoyllwood to Santa Monica on a bicycle. After leaving West Hollywood and entering BH it becomes extremely irritating to have to ride alongside traffic or take a road north that runs parallel to Santa Monica, it is not safe, and also changes the community dynamic and feel of BH.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 8:24 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Mahala Helfman

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
More than 10 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

This would divert recreational & commuting cyclists from residential streets north of Santa Monica Boulevard on weekends and during rush hours as well as encourage patronage/access to local eateries/stores by recreational riders and local families, allowing connection to Crescent & Burton way bike lanes.

SMBLVD

From: Eric Bruins <eric@...>
Sent: Thursday, January 02, 2014 8:22 PM
To: SMBLVD
Cc: Aaron Kunz; Susan Healy Keene
Subject: Santa Monica Boulevard Bike Lanes
Attachments: LACBC SMB BH.pdf

Please find attached a letter from LACBC regarding the reconstruction project. I appreciate your sharing it with committee members.

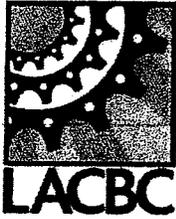
Thank you,

--

Eric Bruins
Planning & Policy Director
Los Angeles County Bicycle Coalition

www.la-bike.org

Help build a better, bike-able L.A. County:
Become an [LACBC member](#) today!



Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

January 2, 2014

Dr. Barry Pressman, Chair
Santa Monica Boulevard Blue Ribbon Committee
c/o City of Beverly Hills, Transportation Planning
455 North Rexford Drive
Beverly Hills, California 90210

via electronic mail: SMBLVD@beverlyhills.org

Inclusion of Bike Lanes in Santa Monica Boulevard Reconstruction

Dear Dr. Pressman and Committee Members:

The Los Angeles County Bicycle Coalition (LACBC) is the region's principal nonprofit advocacy organization working to make communities throughout Los Angeles County healthy, safe and fun places to ride a bike. LACBC has worked with cities all over the county to advise on a combination of engineering, education, enforcement and encouragement strategies, including a presentation to city leaders, staff and the public in Beverly Hills on October 3rd, 2012. LACBC is also working closely with the Westside Cities Council of Governments to develop a regional bikeshare system and implement the WSCCOG's proposed Priority Bicycle Facilities Corridors.¹ Santa Monica Boulevard is one of five high priority corridors identified by WSCCOG to create a regional bike network on the Westside. Santa Monica Boulevard is also the alignment for U.S. Bicycle Route 66, a project of the U.S. Department of Transportation and Adventure Cycling Association, coordinated locally by the Southern California Association of Governments.² West Hollywood, Los Angeles and Santa Monica have all invested in bike lanes along the Santa Monica Boulevard corridor, leaving the longest gap through Beverly Hills. The Santa Monica Boulevard Reconstruction Project will close this gap, if bike lanes are included.

Demand for Bike Lanes is Increasing Nationally and Locally

Cities across the United States are working to meet growing demand for safe bicycle facilities as more people take to bicycling for trips to work, school and around town. Nationally, bicycle commuting is up 47% over the past decade. However, in communities that invested in bicycling and were recognized as Bicycle Friendly Communities³, bicycle commuting increased by 80% over the same time. In most of these communities, bike lanes were a primary strategy for encouraging bicycling.

¹ http://www.westsidocities.org/COGnews/ApprovedCorridors_031512.pdf

² <http://adventurecycling.org/routes-and-maps/us-bicycle-route-system/>

³ <http://www.bikeleague.org/bfa>



National data reflects broad trends, but local data tells an even more compelling story. LACBC conducts biannual counts of bicyclists and pedestrians in the City of Los Angeles. In 2011 and 2013, LACBC included count locations on Santa Monica Boulevard in Beverly Hills. In just two years, the number of bicyclists counted on Santa Monica Boulevard increased 47%.⁴ The vast majority of this increase occurred during the afternoon peak period (4:00 PM to 6:00 PM) when the boulevard is most congested with automobile traffic. Bike lanes will provide an additional lane to accommodate this increase in bicycle volume while reducing friction for motor vehicles by reducing the need to change lanes to pass safely, helping traffic flow as smoothly as possible.

Bike Lanes Improve Safety for All Travelers

Bike lanes have significant benefits for everyone who travels along a street.⁵ Bike lanes:

- Provide clear and predictable paths of travel for all road users;
- Reduce conflicts between drivers and bicyclists traveling at different speeds;⁶
- Allow right-turning vehicles to pull out of the flow of traffic while slowing down to turn;
- Provide space for emergency vehicles to maneuver around stopped traffic;
- Increase the buffer between moving traffic and pedestrians or transit users on the side of the road; and
- Reduce both the frequency and severity of collisions for all travelers.

The benefits of bike lanes are so overwhelming that they are among the most cost-effective safety countermeasures endorsed by the Federal Highway Administration. On arterials with 30 to 40 mile-per-hour traffic, a 5-foot bike lane minimum is recommended, or 6-foot if there is on-street parking. Enhancements such as buffered or colored bike lanes are becoming commonplace in cities looking to further increase comfort and safety for bicyclists and drivers.

In Los Angeles County, 47% of all trips are less than three miles—a distance easily walked or biked if people felt safe and comfortable.⁷ Trips that length are no faster to drive than bike in urban areas. Yet bicyclists are overrepresented in traffic fatalities because most streets continue to lack safe accommodations. While 1.4% of trips in Los Angeles County are taken by bicycle, 4.2% of traffic fatalities are people riding.⁸ In regions with more advanced bicycle infrastructure, collision rates are much lower, such as in Portland, which just celebrated another year with zero bicyclist fatalities, despite the highest bicycle mode share for a major U.S. city.⁹

Bike lanes are also associated with higher rates of compliance with traffic laws. Bicyclists are expected to ride in the same direction of traffic and follow all the rules of the road applicable to drivers.¹⁰ However, in the absence of safe and comfortable bike infrastructure, bicyclists will often

⁴ <http://bikecounts.luskin.ucla.edu/>

⁵ http://www.bicyclinginfo.org/bikesafe/countermeasure.cfm?CM_NUM=11

⁶ <http://www.utexas.edu/news/2006/09/18/engineering/>

⁷ http://saferoutescallifornia.org/2012/09/24/19percent_lac/

⁸ 2010 Statewide Integrated Traffic Reporting System

⁹ <http://bikeportland.org/2013/12/31/the-4-biggest-portland-bike-stories-nobody-wrote-in-2013>

¹⁰ <http://la-bike.org/resources/california-bicycle-laws>



Page 3 of 4

bend or break those rules in order to feel safer, even if behaviors like riding against traffic and riding on sidewalks are actually more dangerous. Compounding this problem, in the absence of bike infrastructure, many motorists do not know the laws that bicyclists are expected to follow and will harass or intimidate bicyclists for riding safely and legally in the right lane. These conflicts are significantly reduced when bicyclists and drivers are each provided clear instruction on how to interact safely and courteously. Bike lanes reinforce these safe behaviors by indicating where bicyclists and drivers are each expected to be. Bike lanes are a proven strategy to promote bicycling and improve safety for everyone.

Bike Lanes Boost Communities' Health and Local Economy

Not only do bike lanes increase safety and comfort, they have also been shown to increase local retail sales and improve rates of physical activity. On San Francisco's Valencia Street, 65% of merchants reported that bike lanes had a positive impact on their business more than four years after their installation.¹¹ A study of Bloor Street in Toronto showed that bicyclists spend more per month than those arriving by car.¹² In the former case, bike lanes were installed at the expense of a car lane ("road diet") while in the latter case, bike lanes would be installed by removing half of the on-street parking in a commercial district. Similar results have been found in cities ranging from Portland to New York City to Memphis to Long Beach here in Los Angeles County. On Santa Monica Boulevard, there is no such tradeoff: bike lanes can be installed without inconveniencing other travelers, allowing Beverly Hills to accrue all the benefits without the costs normally associated with these projects.

LACBC urges the City of Beverly Hills to take advantage of this once-in-a-lifetime opportunity to rebuild its section of Santa Monica Boulevard to safely accommodate all who travel on it. The reconstruction project will allow the City to build a beautiful, complete street that is a pleasure to drive, bike or walk along—a boulevard that future generations will be proud of. All signs point to the future growth of bicycling for transportation, for fun, for health, for the environment and any number of reasons. We hope that Beverly Hills will embrace the future with this signature project.

Thank you for your consideration of these comments. We are happy to provide additional consultation to your committee or city staff. I can be reached at (213) 629-2142 or eric@la-bike.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Bruins", written over a horizontal line.

Eric Bruins
Planning and Policy Director

¹¹ http://www.bikewalk.org/2004conference/sessions/28_Business_calm/TrafficCalming_summary.pdf

¹² <http://www.cleanairpartnership.org/pdf/bike-lanes-parking.pdf>



cc: The Honorable Henry Waxman, 33rd Congressional District
The Honorable Richard Bloom, 50th Assembly District
The Honorable Ted Lieu, 28th Senate District

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 8:01 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Johnny Lam

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:
I constantly bike from West Hollywood to Century City and this part of the ride is always the most unsafe.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 7:29 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Matt Ruscigno

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Beverly Hills is the most dangerous place to bike in all of the Los Angeles area. I dread passing through your city. It's 2014, looking forward to you catching up. :) Thanks. Matt

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 7:16 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jay Ross

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Bike lanes are great. Cars go fast on Santa Monica, and the roadway is thin, and I constantly feel like cars are too close, ready to run me over. Please add bike lanes. West Hollywood and L.A. have them.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 6:42 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Tanis Sugden

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
 Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
 Bike lanes

Please add any additional comments below:

I ride my bike several times each week and on getting to Beverly Hills, the road conditions and traffic make it extremely unsafe. It is necessary to make some way to travel through Beverly Hills along Santa Monica boulevard without risk of being thrown into the path of an vehicle. I specifically avoid shopping in Beverly Hills because Santa Monica Blvd is a misery to ride or drive.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 6:11 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
patrick pascal

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, January 02, 2014 6:05 PM
To: SMLVD
Subject: Public Input

Follow Up Flag: Follow up
Flag Status: Flagged

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Alex de Cordoba

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

I frequently commute by bicycle to Beverly Hills on Santa Monica Blvd. I would be more likely to commute on a bike if the city provided bike lanes to connect West Hollywood and Los Angeles existing bike infrastructure on Santa Monica Blvd.

SMBLVD

From: Barbara Linder < . >
Sent: ~~Wednesday, December 25, 2013 7:36 PM~~
To: SMBLVD
Subject: re meeting minutes

My reaction after reading these meeting minutes is tremendous discouragement. I am so glad I was not on hand to be disparaged as a lifelong B.H. resident and cyclist. Barbara Linder

To my comment yesterday I would like to add: when I was a child (long before I was allowed to ride my bike in the street) my mother would tell me that she often saw Fred Astaire and Doris Day riding their bikes through B.H. They would often stop at Newberry's to have a cup of coffee (my mom had coffee there many mornings for 30 or so years). I have of course often felt saddened by the fate of our city over the last 40 years, but to read the vituperative, ignorant opinions of the "blue ribbon" committees put in charge of the future of B.H. has really caused me to lose hope. I am so sorry. Barb Linder

SMBLVD

From: Ellen Lutwak <
Sent: Friday, December 20, 2013 2:26 PM
To: SMBLVD
Subject: More mobile tours?

Hello,

I missed the ones in November. Any more planned?

Thanks!

Ellen Lutwak
(310) 489-8380

Teresa Revis

From: Martha Eros
Sent: Friday, December 20, 2013 2:49 PM
To: Teresa Revis
Cc: Aaron Kunz
Subject: RE: SMB Hotline Message

12/20/2013; 2:40PM
Priscilla Yablon
North Oakhurst Drive

Supports reconstruction of SMB and using the south side of SMB between Doheny and Civic Center/Rexford (Parcels 12 and 13) for road improvements. Remove shrubbery; area is blighted and an eyesore for the residents south of the boulevard. I informed her that the properties are privately owned and previous attempts to purchase a portion of the land was unsuccessful.

MARTHA EROS
TRANSPORTATION
310.285.2542

From: Teresa Revis
Sent: Friday, December 20, 2013 8:18 AM
To: Martha Eros
Subject: SMB Hotline Message

Date	Time	Caller	Message	Phone
12/18/13	9:53 AM	Priscilla	Please call Priscilla re: a question about the reconstruction project.	

Teresa Revis
Community Development Department
City of Beverly Hills
Direct: 310.285.1124

SMBLVD

From: webmaster@beverlyhills.org
Sent: Sunday, December 15, 2013 4:04 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
David Holland

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, December 12, 2013 4:22 PM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Mark Cosby

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
1-3 blocks

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

Traffic has gotten so so dreadful in Los Angeles and especially on Santa Monica Blvd. The population will only continue to grow. We MUST provide infrastructure for alternative forms of transportation for this city to become more livable. We are embarrassingly behind so other parts of the country in this regard. I know that not everyone can commute by bicycle, but making cycling safer you will lure more people to this form of transportation and make the city more livable for everyone. Given the current traffic situation, every measure that would equate to less automobiles on the road would be a step in the right direction.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Thursday, December 12, 2013 9:49 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Stephen Lang

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I cycle along Santa Monica Blvd from W Hollywood through the City to Santa Monica 3-4 times a week. Cycling from Doheny Dr to Wilshire Blvd along SM Blvd in the mornings can be a nightmare. Twice I have forced off the road and crashed into the sidewalk, being driven off the road by vehicles deciding to make a sudden right turn near Elm, Foothill and Alpine while traveling west. Once I was severely injured with a fractured arm and facial cuts and a damaged carbon fiber bike. Santa Monica Blvd should be for the use of all vehicles, including cyclists. I want to know that I can cycle in Beverly Hills along SM Blvd and ride through it alive. I am sure that City studies have shown that hundreds of cyclists use SM Blvd in both East and West routes throughout the work week and weekends. I cannot understand why the curb of the roadway is in such a terrible state in need of repair in both East and West Directions. Once again, buses have gouged out valleys in the roadway and pot holes mark the road with broken pavement everywhere. Most bicycles do not have suspension systems and therefore traveling over these terrible roads is so dangerous, bouncing around increasing the possibility of falling, even more so when cars and buses rush pass you with inches. I know that I take my life in my hands every time while cycling along SM Blvd. I shouldn't have to do that for myself or my

family. I implore the City Council to consider widening SM Blvd, resurfacing the whole length of the road through the City and to make clear, safe Class, 1, 2 or 3 divided, separated bikes lanes in both directions, East and West bound away from traffic for a safe and enjoyable ride to transverse the City. I really don't want to end up being another dead cycling statistic before you decide to do the right thing. Thank you for your consideration.

Stephen Lang

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, December 11, 2013 11:04 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Peter Safonov

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Resident

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:
As a longtime Beverly Hills resident and cyclist, I've always been somewhat embarrassed by the lack of bike infrastructure in my city. A couple of bike lanes have appeared in recent years, but Santa Monica Blvd has always been a gaping hole, with beautiful bike lanes at both ends in West Hollywood and Century City, but nothing but cracked and gutter-ridden shoulder in Beverly Hills. Including full bike lanes on Santa Monica Blvd will show that we are no longer trapped in the transportation dark ages in our city.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Wednesday, December 11, 2013 10:39 AM
To: SMBLVD
Subject: Public Input

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Teresa2

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Work in Beverly Hills

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard
Within one block

Please check the amenities you would like to see on Santa Monica Boulevard.
Landscaped medians
Bike lanes

Please add any additional comments below:

Land-use and Transportation 1. Encourage the use of green building practices, environmentally sensitive building products and renewable energy sources. Yes* 2. Encourage new infrastructure and development that reduces automobile dependence and facilitates walking, bicycling and the use of existing and planned public transit. Yes - bicycle routes and racks 3. Adopt General Plan goals and policies that mandate, where possible, and otherwise encourage the development of projects that contribute to the City's sustainability goals. Yes 4. Incorporate requirements and practices into the Municipal Code, including the Zoning Code, that address aspects of sustainability such as the recapture of water, recharge of groundwater, siting of buildings, and the use of architectural features to reduce overall energy use and or production of alternative energy among other options. Partial 5. Encourage the adaptive reuse of buildings through various means, such as historic preservation, to conserve their "embodied energy." Yes, Annenberg 6. Encourage development projects that incorporate project design features that facilitate low-impact transportation such as secure bicycle storage, showers, and preferred parking for low-emitting vehicles. Partial 7. Apply advanced technology systems and management strategies to improve the operational efficiency of transportation systems and the movement of

people, goods and services. Yes - signal synchronization system, CCTV 8. Implement street improvements that relieve pressure on congested roadways and intersections, while also increasing and improving pedestrian oriented street amenities. 9. Encourage large employers, including the City, to develop commute trip reduction plans that help employees who commute alone to consider alternate transportation modes including carpooling, public transportation, and bicycling or walking to work and for work-related trips. 10. Work with the Metropolitan Transportation Agency (MTA) and other regional transit authorities to continue to create a multi-modal transportation system that minimizes pollution and reduces motor vehicle congestion while ensuring access and mobility for all. 11. Continue to support extension of the subway line down Wilshire Blvd. 12. Develop a Safe Routes to School program that promotes walking and bicycling to schools. 13. Design and maintain all open space to meet sustainability goals. 14. Acquire new parks and open space lands when and where feasible. 15. Continue to incorporate sustainability principles into the Parks Plan, including irrigation efficiency, native and other drought-tolerant plant selection, shade trees, and storm water treatment and retention. 16. Develop and maintain an open space system that is equitably distributed throughout the community, is diverse in uses and passive and active recreational opportunities, and includes natural function/wildlife habitat.

SMBLVD

From: Daniel Fink -
Sent: Wednesday, December 11, 2013 6:49 AM
To: SMBLVD
Subject: comments on December 10 presentation

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Blue Ribbon Committee:

Unfortunately I had to leave early before the public comment period.

Here are some comments on the December 10 presentation and meeting:

1. Finally we have a cost estimate for the whole project, but as discussed, each component must have a cost estimate. How much for one median, for example? How much to plant (and maintain!) a street tree?
2. It was mentioned that the project could be considered in two sections, but I think there are really three sections of North Santa Monica Blvd (NSMB) in Beverly Hills: from Doheny to Crescent, where there are no streets to the south except for Palm cutting through; Crescent to Wilshire, where there are streets to north and south and considerations for the business triangle; and Wilshire to Moreno, where (at least at the moment) there are the Hilton Hotel and the proposed condo project but nothing on the south side of the street. Design and traffic considerations may also be different in these three sections.
3. If the City is concerned about business in the triangle, it should take out the bollards which are used to obstruct Crescent Drive. Doesn't the City care about the businesses on Crescent Drive which suffered so grievously while the Annenberg Center and the parking garage were being built? Or is the City only concerned about the fancy stores on Rodeo Drive and Beverly Drive?
4. It still isn't clear if and when and how bicycle lanes or paths will connect with bicycle lanes in Los Angeles and West Hollywood. Detailed plans for these connections, as well as communications with appropriate individuals and/or agencies in these adjoining cities, should be presented to the public if bicycle lanes are to be built. Building bicycle lanes to nowhere as has been done on Burton Way, for example, does not make any sense. (I want to be very clear: I am not opposed to bicycle lanes. I am in favor of bicycle lanes, in Beverly Hills and other cities, as a network to allow people to ride bicycles instead of driving cars. But a piecemeal effort by each city, rather than a coordinated and linked network of bicycle lanes and paths, is a waste of time and effort and does not help solve regional transportation issues. One of the attendees suggested contacting the Dutch Consulate in San Francisco and asking them to send someone to speak about the Dutch approach to bicycle lanes.)
5. As previously stated, there must be bicycle parking in parking garages, office buildings, schools, and elsewhere if bicycles are to be used. I found bicycle racks in only one City parking structure. I have learned that the City has purchased bicycle racks for other parking structures but for inexplicable reasons has not made this easy installation.
6. If the street level is too high because the street was paved too high, why was this done? Who was supervising the paving project? Do we have any assurances that the repaving will be any better?
7. Why hasn't Psomas contacted at a minimum the Beverly Hills Police Department and Fire Department re: the impact of proposed medians on emergency vehicle travel on Santa Monica Blvd. Both agencies are located on Rexford Drive

just south of NSMB which is a major east-west access route to other parts of the City. When traffic is gridlocked, as it often is during much of the day, the police and fire vehicles use the median to pass stopped lanes of traffic.

There do not appear to be any bus turnouts in the proposed design that was hung on the north wall of the Gallery. Bus turnouts reduce traffic delays. Eliminating bus turnouts will reduce traffic flow, which was the number one priority of the Committee. Bus turnouts should be added where feasible.

9. The proposed bicycle lane or path (again, on the proposed design hung on the wall) seemed just to stop at Wilshire Blvd. An appropriate design solution must be found for the bicycle lane crossing Wilshire Blvd. and continuing west to Moreno Drive or bicycle riders will not fully use the bicycle lanes, and there may be safety hazards for riders.

10. Of course, all new construction of paths, bus stops, etc. must meet Americans with Disabilities and California design and accessibility requirements.

11. A "Complete Streets" approach to NSMB is misguided. NSMB is not a "walking street". A path in Beverly Gardens Park, as part of that park, may make sense. South Santa Monica Blvd. may be appropriate for a "Complete Streets" approach; NSMB is not.

12. What do the City leaders restoring Beverly Gardens Park think of these proposals? Have they been contacted? Can the leadership of that committee or group be invited to the next public meeting to discuss that group's concerns? If they have not been contacted, why not?

13. Has someone from the City spoken with leadership of the churches about the impact of any proposed design changes on these long-standing City institutions and obtained their input into the plans for NSMB adjacent to the churches? Should representatives of the churches be invited to the next public meeting?

14. In terms of traffic flow, it is imperative that traffic flow be measured "before and after" so that if any proposed changes implemented decrease traffic flow, these can be removed to restore traffic flow.

15. In terms of traffic flow, the renderings presented would appear to show that medians will restrict and slow traffic. Medians should not be installed.

Daniel Fink
Walden Drive
Beverly Hills CA 90210

SMBLVD

From: Pedsdoc2 <.....>
Sent: Tuesday, December 10, 2013 9:50 PM
To: SMBLVD
Subject: bike lanes

Follow Up Flag: Follow up
Flag Status: Flagged

The addition of bike lanes on the Santa Monica Blvd project would not only increase the safety of the bike riders but also motorists as there would be more separation. Also, by encouraging bikes more motorists will leave their car for this alternative mode of transportation.

Steven Feig MD

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, December 10, 2013 8:56 PM
To: SMBLVD
Subject: Public Input

Follow Up Flag: Follow up
Flag Status: Flagged

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Bob Young

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.

Landscaped medians

Bike lanes

Please add any additional comments below:

It is time to be able to cycle through BH safely. It is a beautiful area that would be a shame to continue the city street as freeway theme of the current design.

SMBLVD

From: Peter Safonov <
Sent: Tuesday, December 10, 2013 8:11 PM
To: SMBOLVD
Subject: Santa Monica Blvd Reconstruction Project

Follow Up Flag: Follow up
Flag Status: Flagged

As a longtime Beverly Hills resident and cyclist, I've always been somewhat embarrassed by the lack of bike infrastructure in my city. A couple of bike lanes have appeared in recent years, but Santa Monica Blvd has always been a gaping hole, with beautiful bike lanes at both ends in West Hollywood and Century City, but nothing but cracked and gutter-ridden shoulder in Beverly Hills. Including full bike lanes on Santa Monica Blvd will show that we are no longer trapped in the transportation dark ages in our city.

I submitted this same comment through the Public Input Form, but was directed to a blank page instead of a confirmation page. If that was received properly please disregard this duplicate. Thanks!

Peter Safonov

SMBLVD

From: Matthew Sanderson <msand@patch.com>
Sent: Tuesday, December 10, 2013 6:43 PM
To: SMBLVD
Subject: Greetings from Patch - tonight's meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hi there,

I want to try and stop by tonight for the SM Blvd Reconstruction Project meeting but work is piling up for me. I'd really like to talk to the key person(s) involved for a story. Hope to be in touch.

Matt
310-363-1686

--

Matt Sanderson
Editor, Beverly Hills Patch and Studio City Patch
310-363-1686

beverlyhills.patch.com

studiocity.patch.com

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SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, December 10, 2013 4:52 PM
To: SMBLVD
Subject: Public Input

Follow Up Flag: Follow up
Flag Status: Flagged

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Jennifer Klausner

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

Be a part of the regional connectivity that every other westside city is trying to create. Bike Lanes on SM Blvd are much needed and long overdue. They will give so many people a realistic new choice in getting to their destinations, and we need more and better choices!

SMBLVD

From: [redacted] on behalf of Cynthia Rose <C...>
Sent: Tuesday, December 10, 2013 3:54 PM
To: SMBLVD
Subject: Santa Monica Blvd Reconstruction Project , Blue Ribbon Committee

Follow Up Flag: Follow up
Flag Status: Flagged

Santa Monica Boulevard is the shortest distance for cyclist but one of the busiest crosstown streets on the Westside. As you know 50,000 average vehicles per day with service by 4 Metro lines crowd this Boulevard. Additionally Santa Monica Blvd is a critical segment of the regional bicycle 'backbone' network and **consistently** identified as a primary connector to or through Beverly Hills to the cities of Santa Monica, West Hollywood, Los Angeles and beyond. Currently Beverly Hills is referred to as the BLACK HOLE for cyclists. There are many of the fearless warriors on bikes literally take their life in their hands that use this segment on their commutes. We congratulate you for the first steps recently taken to improve the safety on your city streets with bicycle lanes on North Crescent and Burton Way. MANY MANY more could or would ride with inclusive TO BIKE engineering and planning. This forward thinking would ultimately help to reduce car traffic congestion and associated parking challenges making Beverly Hills a destination for people on bikes instead of just a place to "get through with you life".

Today's Santa Monica Boulevard in Beverly Hills is engineered for motor vehicles and in complete disrepair making it even more dangerous for those on bicycles. Our successful Santa Monica Bike Center often rents bikes to tourist that have destinations that include Beverly Hills. These conditions are a recipe for a tragedy.

You have an opportunity to change this and add infrastructure for bikes that would benefit ALL ROAD USERS. Any improvements must include bikes lanes to prioritize and accommodate this healthy more sustainable transportation mode and help us prioritize the health, safety and equity for all road users. I encourage you to please lead the way to this solution with your recommendation for bike facilities on Santa Monica Blvd.

Thank you
Cynthia Rose

Director
Santa Monica Spoke
Local Chapter Los Angeles County Bicycle Coalition
SMSpoke.org

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, December 10, 2013 3:49 PM
To: SMBLVD
Subject: Public Input

Follow Up Flag: Follow up
Flag Status: Flagged

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Zachary Rynew

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I like to eat and shop in Beverly Hills because of the variety of offerings, but am most often discouraged because the traffic and availability of parking makes it too much of a hassle. Cycling I have found has provided to be a great time saving alternative, but I cannot think of a region in Los Angeles I feel more unsafe riding (or finding bike parking) than in Beverly Hills. There is limited space for bicycles and the road conditions are substandard. Quality bike lanes is a resource that businesses should welcome.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, December 10, 2013 3:43 PM
To: SMLVD
Subject: Public Input

Follow Up Flag: Follow up
Flag Status: Flagged

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Amar Natt

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

I commute by bike from West LA to Downtown and would love to be able to use Santa Monica Blvd--at the moment the narrowness, high speed, disrepair, and lack of a bike lane make it far too nerve-wracking to consider. Similarly, when meeting clients in Beverly Hills, I'd love to be able to use SM Blvd as it's usually the most direct route.

SMBLVD

From: webmaster@beverlyhills.org
Sent: Tuesday, December 10, 2013 2:40 PM
To: SMBLVD
Subject: Public Input

Follow Up Flag: Follow up
Flag Status: Flagged

The City of Beverly Hills will break ground on the Santa Monica Boulevard Reconstruction Project in the spring of 2015. The project will involve repaving the road, upgrading the century-old drainage system and other much-needed street improvements along the entire stretch of North Santa Monica Boulevard within Beverly Hills.

The Beverly Hills City Council will consider adding bicycle lanes and landscaped medians to the road in addition to the core reconstruction project. Please use the form below to give us your feedback on these possible amenities:

Name:
Alex Hirsch

If you would like to be contacted with information about this project, please provide your email address:

Email Address:

Please indicate whether you are a resident, business owner, etc. (required)
Visitor

If you are a resident or business owner, please indicate your proximity to Santa Monica Boulevard

Please check the amenities you would like to see on Santa Monica Boulevard.
Bike lanes

Please add any additional comments below:

The stretch of Santa Monica through Beverly Hills is both the most convenient and direct east-west route to many destinations and also extremely unsafe for bicyclists. The road is broken and potholed and traffic moves far too fast. The street needs bike lanes *at least* three feet wide, *not including the concrete gutters,* in both directions (the gutters are not safe to ride in because they are uneven, collect road debris, and are out of drivers' main field of vision). Increasing bike traffic on this route would decrease congestion, increase business for the shops on Santa Monica and South Santa Monica, and generally improve the roadway for all users.

SMBLVD

From: Alex
Sent: Monday, December 09, 2013 10:39 PM
To: SMLVD
Subject: Santa Monica Boulevard Reconstruction Project

To whom it may concern,

Santa Monica Boulevard is one of the busiest crosstown streets on the West Side, averaging 50,000 vehicles per day with service by four Metro lines. It is also a critical segment of the regional 'backbone' bicycle network consistently identified as a primary connector to or through Beverly Hills to the cities of Santa Monica, West Hollywood, Los Angeles and beyond. Many of the fearless warriors on bikes literally take their life in their hands to use this segment on their commutes as it is the shortest and most direct route to so many destinations. Many more people on bikes could or would have access to this route if it were more inclusive for bikes in its engineering and planning. More people on bikes would ultimately help to reduce car traffic congestion and associated parking challenges, benefiting everyone. Today's Santa Monica Boulevard in Beverly Hills is engineered for motor vehicles and in complete disrepair, making it even more dangerous for people on bicycles. Even if three to five feet of grass would need to be removed to put in bike lanes in both directions, the resulting increase in safety, as well as the influx of business to the South Santa Monica shopping district from increased bike traffic would be more than worth it. Please consider adding bicycle lanes that are **at least three feet wide, not including the concrete gutter, in both directions.** Thank you.

Best,
Alex Hirsch

From: Mel Raab |
Sent: Monday, December 09, 2013 5:58 PM
To: SMLVD
Subject: Santa Monica Boulevard and bicycles
Attachments: Santa Monica Boulevard and bicycles.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

See attached PDF. You may reach me in reply here or by phone at

Mel Raab

December 9, 2013

Comments on Santa Monica Boulevard and Bicycle Traffic¹

Q: Is riding a bicycle along Santa Monica Boulevard for purpose of transportation or recreation?

A: What do you call it when a Maserati or Ferrari crawls along Santa Monica Boulevard, stuck going no faster than 3 MPH? Would you call this transportation or a bit of showing off and recreation?

Riding a bicycle along a road gets someone from here to there for whatever purpose. Most now would not attempt Santa Monica Boulevard within city limits except for **transportation purposes**.

Q: What happens to Santa Monica Boulevard if bicyclists are not provided with dedicated lanes?

A: Bicyclists will have no choice but to take **the right-most automobile lanes**. These lanes **will slow down**.

Bicycles are part of traffic and they cannot legally be excluded. After paving, more bicycle traffic will come. By freshly paving Santa Monica Boulevard you are inviting bicyclists to pedal on it. They will come from within the city. They will be fed by existing bicycle lanes on Santa Monica Boulevard in West Hollywood and Century City. If dedicated bicycle lanes are not set up on Santa Monica Boulevard, the right-most automobile lanes in each direction will go at bicycle speeds because that's where bicyclists will end up. **How many additional automobile lanes will you provide to make**

¹ These comments are provided by Mel Raab, a multi-decade city resident and owner of a business in the city who also works in Beverly Hills. I am typically about four blocks away from Santa Monica Boulevard. I use my automobile, public transportation and my bicycle for transportation. Santa Monica Boulevard is part of many of my routes. I've highlighted portions of these comments for a quicker read, though you are encouraged to read this all.

up for the sluggishness of right-most automobile lanes? It doesn't have to be this way. By establishing dedicated bicycle lanes on Santa Monica Boulevard you will **separate the automobile traffic from bicycle traffic in each direction so automobile and bicycle traffic can flow without interference**, each at its own pace.

Q: Why is Santa Monica Boulevard a magnet for bicyclists?

A: Bicyclists naturally tend toward routes taken alongside old railbeds. **Changes in elevation are mild** where trains and streetcars used to run. Rails were also laid so **routes are direct and efficient between areas of interest**. Santa Monica Boulevard used to have active freight train and streetcar railbeds. If you've lived in Beverly Hills long enough you remember the freight trains that would come through, and you may remember the red car that traveled from Downtown LA to Canon Drive at Santa Monica Boulevard. I pedal along Santa Monica Boulevard and am concerned for my safety primarily when on the portion that goes through Beverly Hills. Even so, the characteristics of the route are so strong that I keep using it. With fresh paving, many more will bicycle along Santa Monica Boulevard, too. Santa Monica Boulevard is a natural magnet for bicyclists. You'll be making it more attractive.

Q: Why would Beverly Hills bicyclists want to be on Santa Monica Boulevard?

A: Santa Monica Boulevard can take resident bicyclists from most of the area **schools to the library**, and most of the residents to the **Civic Center / Annenberg / Farmers' Market / Affaire In The Gardens**. Santa Monica Boulevard also acts as a **bicycle travel corridor to West Hollywood and Century City**, and beyond.

December 9, 2013

Comments on Increasing the Capacity of Santa Monica Boulevard¹

Q: Can Santa Monica Boulevard be made to handle additional traffic without adding more automobile lanes?

A: Reversible traffic lanes may increase Santa Monica Boulevard's capacity to move traffic. If traffic along Santa Monica Boulevard is directional and tied to time of day, why not more **efficiently use the street** for automobiles **by implementing a lane that can change direction, giving capacity where it is needed** when it is needed.

Q: Won't a reversible lane require a lot of signage and signaling?

A: It may, so turn signage and signaling into public artworks. People travel from all over the world to see the changing of the guard at Buckingham Palace; they eagerly wait to see Disney's "Small World" building come alive on the hour. **Make the lane reversal something unique to Beverly Hills.** Attract admiration from onlookers who then visit commercial areas. **What's uglier in our city than jammed traffic clogging Santa Monica Boulevard,** the wasted fuel consumption and associated odors, and the motoring refugees who gun their way through adjacent residential areas? A clogged Santa Monica Boulevard prevents visitors from visiting to spend in our city.

¹ These comments are provided by Mel Raab, a multi-decade city resident and owner of a business in the city who also works in Beverly Hills. I am typically about four blocks away from Santa Monica Boulevard. I've highlighted portions of these comments for a quicker read, though you are encouraged to read this all.

Q: Who will pay for public artwork and its maintenance?

A: My guess is **the various major brands that set up businesses in Beverly Hills** would vie to underwrite such artwork, especially if the artwork can be linked to acknowledgments and perhaps to the physical locations of these businesses within the city. Subject matter could also be chosen to benefit the public and the underwriting companies. The opportunity to fund public traffic-related artwork could be for a limited period allowing for a refresh of what is on display and an opportunity for more and different underwriters to participate.

Q: Are there any other advantages to flexible traffic lanes?

A: Redirection of traffic during emergencies and special events. Think of when the Annenberg will dump traffic onto Santa Monica Boulevard at the end of a show, or the effects on traffic of the Affaire In The Gardens and the marathon.

December 9, 2013

Comments on Increasing City Parking Capacity and Santa Monica Boulevard¹

Q: Santa Monica Boulevard is going to be trenched during repairs. What more can be done underground to enhance the city?

A: Place underground parking under Santa Monica Boulevard. Santa Monica Boulevard can be turned into a massive underground parking structure. Many visitors need short-term and multi-hour parking. Many workers need all-day parking. Why not provide subterranean parking under Santa Monica Boulevard to increase the city's parking capacity? Santa Monica Boulevard is already scheduled to be torn up. Digging will go deep. Utilities will be replaced. This is a once-in-a-lifetime opportunity to make use of a space that will otherwise be inaccessible, that can be used to the city's benefit without creating an eyesore. The city will also gain the flexibility to eliminate the parking structures adjacent to Santa Monica Boulevard should it want to as it renews itself over the coming decades. When more people stop in Beverly Hills, the city has more commerce.

¹ These comments are provided by Mel Raab, a multi-decade city resident and owner of a business in the city who also works in Beverly Hills. I am typically about four blocks away from Santa Monica Boulevard. I've highlighted portions of these comments for a quicker read, though you are encouraged to read this all.

December 9, 2013

Comments on Doheny Drive and Santa Monica Boulevard¹

Q: What can be done with the island of land at Doheny Drive and Santa Monica Boulevard? What can be done with the eucalyptus-shaded former railbed to the south of Santa Monica Boulevard?

A: Lease desired portions of these properties for an extended period and incorporate the selected land into the redesign of Santa Monica Boulevard. If the city cannot come to a lease agreement with the owners of desired parcels, the city should separate itself from use of these parcels. Thought should be given to whether the approved redesign of Santa Monica Boulevard will limit the development potential of these properties. If so, this becomes a concern of the current owners. They may want to be made aware of possible future restrictions on their properties before the city loses interest in their use. Yes, I watch too many old movies, but who's to say a writer of a plot twist like this wasn't a former resident of the city?

¹ These comments are provided by Mel Raab, a multi-decade city resident and owner of a business in the city who also works in Beverly Hills. I am typically about four blocks away from Santa Monica Boulevard. I've highlighted portions of these comments for a quicker read, though you are encouraged to read this all.

December 9, 2013

Comments on Very High Speed Internet and Santa Monica Boulevard¹

Q: How can Santa Monica Boulevard keep Beverly Hills relevant now and assure its relevance in the future?

A: Place a very high speed fiber Internet backbone under Santa Monica Boulevard.

Beverly Hills has no city-controlled high speed Internet for residential and business use. **Beverly Hills is at risk of becoming irrelevant in the Information Age.** I am not aware that the city has the infrastructure to provide very high speed Internet to its residents and businesses.

The City of Santa Monica has for 10 years been laying very high speed fiber under major streets. The City of Santa Monica has transformed itself into "Silicon Beach," a magnet for residents and businesses. Meanwhile, Beverly Hills has transformed itself into ... ? Just about every residence and every business in Beverly Hills can benefit from cost-effective high speed Internet. Cities across the country have realized the likes of AT&T and Time Warner do not have a city's interests at heart. They are taking matters into their own hands. Beverly Hills should take matters in its own hands, too. City-owned very high speed internet is a profit center. It makes the city more relevant and more desirable to residents and to businesses.

Santa Monica Boulevard is not only about automobile traffic: it is about Internet traffic, too.

¹ These comments are provided by Mel Raab, a multi-decade city resident and owner of a business in the city who also works in Beverly Hills. I am typically about four blocks away from Santa Monica Boulevard. I've highlighted portions of these comments for a quicker read, though you are encouraged to read this all.

The cost to include an Internet handling backbone under Santa Monica Boulevard is considered minor, almost dismissible, relative to the overall cost of the project.

I can provide additional information on city-run internet services at your request. Such information is also readily available elsewhere.

SMBLVD

From: ❖ Brian Allman
Sent: Monday, December 09, 2013 1:16 PM
To: SMBLVD
Subject: Santa Monica Boulevard Reconstruction Project

Beverly Hills City Council:

I urge the committee to make EVERY EFFORT POSSIBLE to include bicycle safety lanes, bike paths and anything else which will make the road both safer and more environmentally progressive for our community. Road cyclists deserve to be considered in every aspect of the design process and I hope you will keep the whole community's interest in mind when vetting and approving this project.

Brian Allman

"when things don't go right, turn left..."

SMBLVD

From: Kimberly Reiss
Sent: Wednesday, November 27, 2013 9:01 PM
To: SMBLVD
Subject: Submitted Historic Route 66 Proposal
Attachments: Route 66 Proposal.rtf

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

I have submitted the attached proposal to Mayor Mirisch, Lili Bosse and Ed Brown and per Mr. Brown's direction I am requesting this proposal be emailed to the rest of the Santa Monica Reconstruction Project Blue Ribbon Committee Members for perusal prior to the next scheduled meeting on December 10th.

If you would kindly notify me by email when this has been done I would greatly appreciate it. If you have any questions, please feel free to contact me at

Thank you very much.

Sincerely,
Kimberly Reiss
Founding Chair, Beverly Hills Heritage

Historic Route 66 and the Santa Monica Boulevard Reconstruction Project

U.S. Route 66 was one of the original highways within the U.S. Highway System. It was established on November 11, 1926 and became one of the most famous roads in America. Route 66 originally commenced in Chicago, Illinois and terminated in Santa Monica, California at Highway 1. It was officially removed from the U.S. Highway System in June 1985 but portions of the original highway have been designated a "National Scenic Byway " and given the moniker "Historic Route 66." In the 50s, Route 66 became the main highway for vacationers heading to Los Angeles and even today, this historic highway remains a destination for many travelers and tourists alike. Historically, it has also been known as the "Will Rogers Highway."

In present day Los Angeles, Historic Route 66 is recognized and commemorated both to the east of Beverly Hills, in West Hollywood and to the West, in West L.A. with various artwork, lamp post insignia and signage. Its historic significance has once again become part of the cultural landscape of Southern California and has been a topic of interest and attention among preservation groups. Various sections of the road itself have been placed on the National Register of Historic Places. In 1999, President Bill Clinton signed a National Route 66 Preservation Bill which provided for \$10 million in matching fund grants for preserving and restoring the historic features along the route. In 2008, the World Monuments Fund added Route 66 to the World Monuments Watch. The U.S. Route 66 Recommissioning Initiative is a group that seeks to recertify Route 66 as a U.S. Highway along a combination of historic and modern alignments. There is indeed, a tremendous amount of national interest in this Historic Highway for both travelers and Historic Route 66 enthusiasts alike.

In the spirit of our city's upcoming Centennial along with renewed respect for local cultural heritage, I would like to propose the recognition and commemoration of Historic Route 66 through the city of Beverly Hills, from Doheny Drive at the east to the western gateway at Moreno Drive, as part of the Santa Monica Boulevard Reconstruction Project due to break ground in the spring of 2015.

Envisioned, is memorial artwork or statuary for Beverly Gardens Park, dedicated to the city's Honorary First Mayor, Will Rogers, for which the stretch of Boulevard would be named "Will Rogers Highway." The newly restored Beverly Gardens Park with its bestowed Local Landmark Designation, along with our restored Historic Post office, creates an ideal place for such a new "attraction" in the city. Decorative signage, petite red white and blue banners affixed to selected lamp posts and a few painted road insignia in the shape of Route 66 highway signs, when combined with potential enhancements such as bike paths and landscaped medians, shapes a vision of a newly beautified portion of the city which has multiple entrances to the business district.

With adequate research and timely implementation, the cost of such an enterprise could be relatively minimal and have a highly positive impact on the community as a whole. The successful completion of this project would not only connect the city of Beverly Hills

with a national historic entity but it would drive tourism with an added element of historical interest while creating a new and pleasing aesthetic to the local landscape.

It is my sincerest hope that this idea will be seriously considered while developing plans for the Santa Monica Boulevard Reconstruction Project. It is important that we now take into consideration, the importance of recognizing our city's past as we prepare improvements for our future.

Respectfully yours,

Kimberly Vinokur Reiss
Founding Chair, Beverly Hills Heritage

SMBLVD

From: Patrick Micallef
Sent: Wednesday, November 27, 2013 2:37 PM
To: SMBLVD
Subject: Bike lane

Follow Up Flag: Follow up
Flag Status: Flagged

To the city of Beverly Hills,

It would be a great service to have a bike lane that connects SM blvd from West Hollywood to Century City. I would be able to shop in both Beverly Hills and Century City while leaving my car at home.

Keep me safe

Patrick Micallef
Hollywood Hills

Sent from my iPhone

SMBLVD

From: Daniel Fink
Sent: Monday, November 18, 2013 9:05 AM
To: SMBLVD
Subject: bicycle parking in Beverly Hills?

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Committee:

In a previous email I reported finding one small bicycle rack in the City parking structure at City Hall and the Annenberg Center.

I checked in the City parking lot in the 300 block of N. Beverly Drive.

There is no bicycle parking rack. The parking attendant said that people sometimes left their bikes by the elevator or across the way from the attendant booth.

I don't think there is bicycle parking in the City parking structure in the 400 block of N. Beverly Drive (with entrance also on N. Canon Drive), nor in the City parking structure on South Beverly Drive between Wilshire Blvd. and Olympic Blvd, but I have not specifically visited these facilities yet to check.

Would the Committee please have appropriate City staff survey bicycle parking racks in City parking lots and at other City structures (e.g., City Hall, the Library) and in City parks and report this information at the next Committee public meeting?

Also, would the Committee please have appropriate City staff investigate and report on any City code requirements for bicycle parking facilities in commercial structures (i.e., retail stores, restaurants, and office buildings) and if known what bicycle parking facilities are available in such structures?

It would appear to be important to know that there are secure bicycle facilities available for those who choose to ride a bicycle rather than taking a car or other motorized vehicle before the City commits to building more bicycle lanes, which may not be used if there is nowhere to park a bicycle at any likely destination.

Thank you in advance.

Daniel Fink
6 Walden Drive
Beverly Hills CA 90210

cell .

SMBLVD

From: Daniel Fink
Sent: Friday, November 15, 2013 9:23 AM
To: SMBLVD
Subject: alternate bike lane route?

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Blue Ribbon Committee:

On my morning walk today I was passed by several bicycle commuters on Carmelita Avenue as I was heading westward.

Has the Committee or anyone in the Beverly Hills planning and traffic departments considered a bicycle path on Carmelita Avenue, at least on the portion of the City from Doheny Drive to Walden Drive, rather than on Santa Monica Boulevard?

There would of course need to be appropriate consultations and discussion with homeowners and residents on Carmelita and the north-south streets along Carmelita.

And perhaps also with organized bicycle rider clubs or groups, e.g., betterbike.org (I do not know how representative they are), to get input from current and potential bicycle riders.

Carmelita Avenue carries many fewer vehicles and might be a safer street for a bicycle lane than one on North Santa Monica Blvd.

A bicycle lane on Carmelita would still intersect with the bicycle lane on Crescent.

Another possibility would be to have the eastbound bicycle lane on North Santa Monica Blvd. and the westbound lane on Carmelita Avenue.

The main reason I mention this is that I am concerned that double bicycle lanes, even if three feet or more were taken from Beverly Gardens Park as it is being restored by others in the City, would impede traffic flow.

Daniel Fink
6 Walden Drive
Beverly Hills CA 90210

cell

SMBLVD

From: Daniel Fink ·
Sent: Friday, November 15, 2013 5:44 AM
To: SMBLVD
Subject: LADOT Bicycle Services - Bicycling in Los Angeles - Bicycle Maps

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Blue Ribbon Committee

here is perhaps a better bike lane map

again, it is imperative that existing and proposed bike lanes in Beverly Hills connect with existing and/or planned bicycle lanes in surrounding areas of Los Angeles

Daniel Fink
6 ' Walden Drive
Beverly Hills CA 90210

cell

http://bicyclela.org/maps_main.htm

SMBLVD

From: Daniel Fink < >
Sent: Friday, November 15, 2013 5:30 AM
To: SMBLVD
Subject: http://media.metro.net/riding_metro/bikes/images/la_bike_map.pdf BIKE LANE MAP

Follow Up Flag: Follow up
Flag Status: Completed

Dear Blue Ribbon Committee

This bike lane map is a year out of date and hard to read but one can see that Beverly Hills' two bike paths don't connect to anything else.

The effort and expense and possible adverse impacts on traffic flow of bicycle lanes on North Santa Monica Boulevard are worth undertaking ONLY if plans are being made with Los Angeles and West Hollywood to connect with other bike lanes so that bicycle commuting can become a reality.

Have Beverly Hills planning agencies and Commissions been in contact with Los Angeles City and County agencies and City Council District staff in surrounding areas of Los Angeles so that the proposed bicycle lanes are not developed in isolation, but rather connect with a regional bicycle lane network?

If not, and the proposed bicycle lanes on North Santa Monica Blvd. are "paths to nowhere" the effort and expense may just not be worth much.

Daniel Fink
6 Walden Drive
Beverly Hills CA 90210

all

http://media.metro.net/riding_metro/bikes/images/la_bike_map.pdf

SMBLVD

From: Daniel Fink
Sent: Thursday, November 14, 2013 3:54 PM
To: SMBLVD
Subject: Fwd: comments after taking tour ADDITIONAL COMMENT RE: HEAVY TRAFFIC

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Blue Ribbon Committee:

And I want to add one more comment:

The fact that it took almost 15 minutes to drive the short distance from Century Park East back to Beverly Hills City Hall shows how bad traffic is and confirms the importance of trying to help traffic move faster, and certainly not doing anything that might further impede traffic flow.

Daniel Fink

Begin forwarded message:

From: Daniel Fink <
Date: November 13, 2013 9:39:25 PM PST
To: SMBLVD@beverlyhills.org
Subject: comments after taking tour

Dear Blue Ribbon Committee:

I have the following comments after taking the tour this afternoon.

Some of these comments reiterate comments made previously but are even more strongly felt after taking the tour.

1. It is imperative that whatever so-called improvements are made do not impede traffic or reduce traffic flow in any way (obviously, there will be impacts during construction. I mean when the project is completed.).

This is why I am spending my time attending the meetings and going on the tour this afternoon. I want to understand the project and I want the Committee and the City to understand that they cannot do anything that will impede traffic flow.

The citizens (and drivers) are much more interested in how fast traffic moves rather than how North Santa Monica Blvd. looks. In fact, most people don't care how it looks. They just want to get where they need to go as quickly and conveniently as possible. If it looks nice, that's okay, but not too much of our hard earned tax money (whether City, state, or federal) should be spent on making things look pretty. We don't care.

2. Before undertaking any proposed so called improvements, it is imperative that traffic counts not just on Santa Monica Boulevard but on parallel streets to the north- Carmelita Avenue and Elevado Avenue, and on the east-west alleys where these run, must be measured.

I am not certain where the traffic measurements should take place, but they must be at different locations and at different hours due to the westbound flow of traffic during the morning rush hours and the eastbound flow during evening rush hours.

And then the same traffic measurements must be made after the proposed so called improvements are implemented (if they are implemented) to see how they impact traffic flow.

I emphasize again: The single most important factor to residents of Beverly Hills, especially those impacted by cut-through traffic caused by drivers trying to escape the gridlock on North Santa Monica Boulevard, is that traffic flow not be reduced and that hopefully it can be improved.

3. Because of the importance of traffic flow, I am concerned about bicycle lanes which will narrow traffic lanes.

My impression, when driving on Burton Way, is that the traffic lanes have slowed traffic down.

If the proposed bicycle lanes on North Santa Monica Boulevard will connect with bicycle lanes in adjoining parts of West Hollywood and Los Angeles, ideally as part of a bicycle commuting network of bicycle paths, and it might reduce motor vehicular traffic, then the bicycle lanes might be a good idea.

If the proposed bicycle lanes don't go anywhere useful (and don't go anywhere where there is secure bicycle parking) and merely take away from motor vehicle traffic lanes without increasing bicycle use and reducing motor vehicle traffic, the bicycle lanes will be a waste of time and effort and will be a disservice to the City and to commuters from adjoining cities.

4. For bicycle lanes to be used, there must be adequate, secure bicycle parking facilities at the destinations likely to be used by bicycle riders.

Are there any studies of the number of bicycle commuters or people interested in commuting by bicycle, where they live, and where they work, study, shop, or eat in the Beverly Hills area? going west, is it Century City? UCLA? Westwood? Santa Monica? Going east, is it West Hollywood, Hollywood, Los Feliz or Silverlake, or downtown?

Are there connecting bicycle lanes on the streets going to these destinations? are there sufficient secure bicycle parking facilities in those locations?

Are there sufficient bicycle parking facilities in the "Golden Triangle" in Beverly Hills? I checked the City Hall/Annenberg Center parking lot, and spoke to the attendant. There is one small bicycle rack. He said he thought that there might be similar racks in other City facilities.

5. In terms of pedestrian traffic, other than joggers on the decomposed granite path, we saw almost no pedestrians along North Santa Monica Boulevard. I am the only person I know who walks from north of Santa Monica Blvd into "the Triangle." Everyone else drives because the sidewalks in Beverly Hills (especially in the Triangle) are in such poor repair as to pose a hazard, and the lighting is poor. So attention must be paid to

sidewalks and lighting if more pedestrian use (other than the joggers on the path) is desired.

6. In terms of the roadway itself, the right hand lanes in both directions are in much worse shape than the center or left hand lanes. This is because of the heavy vehicles, mainly buses and trucks, using the right hand lanes. The roadway must be made strong enough to withstand heavy vehicles.

7. More bus turn outs are needed rather than fewer. Buses stopped to load and unload passengers impede vehicular traffic. If the issue is that the buses can't enter the main roadway again, there must be some design feature (e.g., putting the bus turn outs just after the traffic light, so (unless the traffic is backed all the way up to the light) the bus will be able to pull into the main traffic lanes when the light turns. Or the passage of a City ordinance (or State law, if needed) stating that motorists must yield to a bus leaving a bus turn out. Of some type of flashing signal (like that in front of some fire stations) that would allow the bus to enter the main traffic lanes. There has to be a better solution that will meet the needs of buses and their riders and the busy stream of vehicles on North Santa Monica Blvd. rather than merely eliminating bus turn outs as a simple if wrongheaded solution.

8. Wherever the Century City subway stop is finally located, it is imperative that there be a pedestrian-friendly corridor between that stop, the heart of Century City (?Constellation and Avenue of the Stars) and the Beverly Hills Triangle. I don't know if this would be on North Santa Monica Boulevard, South Santa Monica Boulevard, some combination of the two, or somewhere in between, perhaps an elevated walkway. I have walked from our house on Walden Drive to Century City. I am most often the only pedestrian for the entire one mile walk. It is most unpleasant, noisy, and one feels isolated and alone. There must be an urban planning solution, to be implemented in conjunction with Los Angeles (and perhaps with Century City or the Westfield Mall there) to make it more hospitable for pedestrians. If the consideration of such a project is beyond the scope of this Committee, I would appreciate this portion of this email being forwarded to the appropriate Commission or Department within the City.

9. Any medians installed must not impede traffic flow. I am concerned that even if they are installed in locations like Roxbury Drive and North Santa Monica Blvd., where there is no left hand turn lane, they will slow traffic down. I know that in Europe medians are specifically used to slow traffic. That must not be allowed to happen here.

Thank you.

Daniel Fink
60 ' Walden Drive
Beverly Hills CA 90210

SMBLVD

From: Cotty Chubb
Sent: Thursday, November 14, 2013 12:25 AM
To: SMBLVD
Subject: bicycle lanes

Follow Up Flag: Follow up
Flag Status: Flagged

PLEASE, please.. make an accommodation for bicycles in the rebuild of SM Blvd.
I ride whenever I can It's more fun. It's more healthy. It's better for the environment.
But it's dangerous for me. Make it safe.

.....

SMBLVD

From: Daniel Fink
Sent: Saturday, November 09, 2013 9:41 AM
To: paul.koretz@lacity.org
Cc: SMBLVD
Subject: Santa Monica Boulevard reconstruction

Dear Councilmember Koretz:

The City of Beverly Hills has appointed a Blue Ribbon Commission to advise the City Council on the reconstruction of North Santa Monica Boulevard ("Big" Santa Monica Boulevard to the locals) from the City's western border with Los Angeles to its eastern border with West Hollywood.

The reason I am contacting you is to request that the City of Los Angeles, and CD 5, in conjunction with the City of Beverly Hills, look into improving the pedestrian corridor(s) between Century City and Beverly Hills, specifically westward from Moreno Drive to Avenue of the Stars in Los Angeles and in Beverly Hills eastward from Moreno Drive to Wilshire Boulevard.

I have walked from our house on Walden Drive to Century City (Westfield Century City Mall) but the walk is not particularly pleasant and I am the only person walking, perhaps because of this.

A pedestrian friendly corridor with or without a bicycle lane might encourage people to walk or ride a bicycle, reducing motor vehicle traffic with all the benefits that such a reduction entails, as well as encouraging people to get exercise.

It would be good for the homes and businesses in both Century City and Beverly Hills.

I don't know if this would encompass both North ("Big") and South ("Little") Santa Monica Boulevard (in Los Angeles, both roadways are combined) and the Beverly Hills Commission is only considering North Santa Monica Boulevard, but certainly cooperative planning and effort by both cities would be required.

Please do not hesitate to contact me if you have any questions.

Best regards.

Daniel Fink
6 Walden Drive
Beverly Hills CA 90210

celi

owner of the property at _____ Street, Los Angeles, CA 90035

SMBLVD

From: Daniel Fink
Sent: Friday, November 08, 2013 5:22 PM
To: SMBLVD
Subject: additional comments after attending Nov 7 meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Blue Ribbon Committee:

I had to leave last night's meeting early but have these additional comments to my previous email:

1. If Beverly Hills wants to do something on Santa Monica Blvd. similar to Los Angeles to the west or West Hollywood to the east, it must be cognizant that the North Santa Monica roadway is much narrower. This precludes wide medians or much else unless a large strip of land is taken from Beverly Gardens Park.
2. As noted previously, bicycle lanes on Santa Monica Blvd are not worth the effort unless they mesh with other bicycle paths to the east and west. It was not clear from the presentation if this will or won't happen. There is a planned bicycle lane to the east and to the west, and one on Wilshire Blvd. to the west, but unless these are completed a bicycle lane of whatever type on the portion of Santa Monica Blvd. in Beverly Hills will be underutilized. A Category I bicycle lane is preferable for safety.
3. The "Complete Streets" approach does not seem to make much sense to what is an urban street for most of its course through Beverly Hills, with little or no developed space on it except at the City Hall/Police/Fire/Library complex, which is set back quite a bit, the Post Office/Annenberg center, again set back with a large motor court, and two churches on the portion between Doheny Drive and Wilshire Boulevard. This approach may make some sense on the western segment between Wilshire Blvd. and Moreno Drive. Nobody walks on North Santa Monica Blvd. Few people walk on most parts of South Santa Monica Blvd. People may walk or jog on the path in Beverly Gardens Park.
4. As noted above, due to the narrowness of the roadway, medians do not seem to make much sense. They will impede traffic and emergency vehicles.
5. If medians are to be developed in selected areas, they should be planted with California native plants rather than grass or other water-wise but non-native plants.
6. One thing which was not discussed while I was at the meeting, but which would help speed traffic flow, is for additional bus turn-outs so that buses dropping off or picking up passengers do not block the right traffic lane while doing so.
7. Anything which can be done to make the section of Santa Monica Boulevard between Wilshire Blvd and Moreno Drive more pedestrian friendly would be beneficial to the city. These efforts should be extended in conjunction with Los Angeles so that there is a pleasant walkway from Century City to the Beverly Hilton and into downtown Beverly Hills, rather than the sterile, pedestrian-hostile corridor which currently exists.

Sincerely

Daniel Fink

SMBLVD

From: Barbara Linder
Sent: Thursday, November 07, 2013 8:38 AM
To: SMBLVD
Subject: SM Blvd. Reconstruction

Follow Up Flag: Follow up
Flag Status: Flagged

Hi. Unfortunately I cannot attend this evening's meeting. I strongly urge the panel to support a bicycle share lane on S.M. linking our city with the lanes in West L.A. and WeHo. This is definitely a defining project for the future of B.H., will provide a great link to our future as a part of Los Angeles. I have been using the share lane on Crescent, it has made me feel safe to ride in the street as opposed to on the sidewalk in the business district, for the first time in 45 years riding a bike in B.H.

I think a planted median on S.M. would be a serious error. Very wasteful of an essential east west artery. Thank you.
Barbara Linder ' would like to reserve a spot on the shuttle bus for November 13th if that is possible.

Martha Eros

From: Asal Yedidsion [
Sent: Tuesday, November 05, 2013 3:24 PM
To: SMBLVD
Subject: comments re reconstruction project

Follow Up Flag: Follow up
Flag Status: Completed

To Whom it may Concern,

I am writing to give you my suggestions regarding the reconstruction project on Santa Monica Blvd. I think that it would benefit the community greatly to incorporate a bike PATH along the gardens in Santa Monica. As a city, we do very little to encourage the residents to enjoy the city on bikes. It has only been in recent months that we have added some bike LANES on our city streets. But there is NO WHERE for families to enjoy biking together, that is really safe. Our children are not even allowed to ride their bikes in city parks. I think that it is incredibly unfortunate that we live in such a beautiful city, with flourishing parks, and our children are not allowed to learn to ride their bikes in these parks. By adding a bike PATH within the Santa Monica gardens, you would encourage people to use this area more fully. The bike path should not be in the street, so as to not compete with traffic. There is plenty of space within the gardens to create a bike path, along the jogging path.

Additionally, when the current jogging path is redone, I hope that it will NOT be like the jogging path on Coldwater that does not currently allow strollers. For many moms, getting out with their child in a stroller and jogging the path is a wonderful form of exercise and we need to take into consideration the needs of more of our residents.

Many Thanks, Alex

Martha Eros

From: Daniel Fink [
Sent: Monday, November 04, 2013 7:16 AM
To: SMBLVD
Subject: Comments on Santa Monica Boulevard enhancements

Dear Blue Ribbon Committee:

I don't know if I will be able to attend any or all of the Public Outreach Meetings so I want to enter these comments into the record.

Further, each numbered question area is specific, and I would appreciate receiving by mail or email specific responses to each question raised.

1. My understanding is that the primary items the Committee will address are bicycle lanes and medians.

I hope that other committees and City, County, and State agencies are addressing the roadway itself, which always seems to be potholed and crumbling, especially in the right hand lanes.

Are plans being made to strengthen or reinforce the roadway, especially in the right hand lanes frequented by buses and heavy trucks and construction vehicles, to prevent future deterioration of any repaired roadway?

2. Before considering bicycle lanes and medians, one must first look at traffic patterns.

Have traffic studies been done of traffic not only on Santa Monica Boulevard, but also on the other major east-west routes through Beverly Hills, specifically Sunset Boulevard, Wilshire Boulevard, and Olympic Boulevard, as well as Beverly Boulevard east of Santa Monica Boulevard?

Have traffic studies been done on the nearby residential side streets which parallel Santa Monica Boulevard, specifically Carmelita Avenue and Elevado Avenue to the north?

Have traffic studies been done on the nearby residential side streets which parallel Wilshire Boulevard, specifically Gregory Avenue and others to the south?

If so, what do these studies show?

If not, how can informed discussions be had about bicycle lanes and medians on Santa Monica Boulevard?

My observation is that there is heavy cut-through traffic especially eastbound on Carmelita Avenue in the morning, and westbound in the evening, due to the gridlock on Santa Monica Boulevard.

I have also seen cut through traffic on the streets south of Wilshire Boulevard, although I do not drive or walk on those streets as frequently.

A thorough understanding of regional traffic patterns and specifically east-west traffic patterns in the City of Beverly Hills is needed before anything is done which might disrupt the already heavy traffic patterns further.

3. Next, anyone who drives on Santa Monica Boulevard can observe that traffic is gridlocked at most hours of the day beginning before 8 a.m. and continuing well past 7 p.m. on most days, from Beverly Glen or even the San Diego Freeway on the west to La Cienega Boulevard on the east, in adjoining Los Angeles, Beverly Hills, and adjoining West

Hollywood. In general, traffic is heavier westbound in the morning and eastbound in the evening. So anything that is done on Santa Monica Boulevard to enhance its appearance and hopefully its function must be viewed in the context of regional transportation problems.

Have regional transportation patterns been analyzed? Have the proposed so-called enhancements being considered by this Committee been reviewed to determine potential impacts, both positive and negative, on both local and regional traffic patterns?

4. Will proposed bicycle lanes meet any bicycle lanes to the east and west of Beverly Hills as well as any north-south bicycle lanes? Just having a bicycle lane on Santa Monica Boulevard in Beverly Hills will not help those who want to commute to Westwood or Santa Monica or mid-city Los Angeles. Again, regional traffic patterns must be considered.

5. Have the potential impacts of any proposed medians on traffic patterns, traffic capacity, and public safety (automobile and pedestrian visibility, access and speed of police and fire emergency vehicles) been considered? What do these studies show? My observation where medians have been installed is that these block visibility and in general make traffic slower. Reducing vehicle speed on Santa Monica Boulevard is not a problem at most hours of the day because one crawls along, sometimes taking several light changes to go through one intersection. Have police and fire agencies outside of Beverly Hills (specifically Los Angeles City Fire Department and Los Angeles Police Department, California Highway Patrol, and West Hollywood Sheriff's Station, been asked for input?

6. Have the potential impacts of the proposed so-called enhancements on other traffic patterns been considered? If so, what did these studies show? Among traffic patterns which need to be analyzed are north and southbound traffic on Beverly Drive, morning southbound traffic on Bedford Drive, southbound and especially evening northbound traffic on Roxbury Drive, north and southbound traffic on Palm Drive and on Doheny Drive. There may be other streets that need to be considered as well.

7. Will the proposed so-called enhancements do anything to reduce back ups in the right hand lane and left hand turn lanes for cars attempting to turn south from Santa Monica Boulevard onto Bedford Drive, Rodeo Drive, Beverly Drive, and Canon Drive especially?

8. Finally, how much will the proposed so-called enhancements cost, and where will this money come from? Is whatever expenditure a wise use of scarce City resources and hard-earned taxpayer money?

Thank you in advance for your consideration.

Sincerely,

Daniel Fink
6 Walden Drive
Beverly Hills CA 90210

From: Ellen Lutwak [
Sent: Saturday, November 02, 2013 10:47 AM
To: SMBLVD
Subject: Bike path

Follow Up Flag: Follow up
Flag Status: Completed

I'm interested the mobile tour on November 17 of the project corridor.

I am disappointed about the survey - probably won't accurately gauge public support for or against bicycle lanes because the single question about the issue is constructed to undermine the validity of the findings.

Ellen Lutwak

Walk Beverly Hills

From: Michael Price [
Sent: Friday, November 01, 2013 4:03 PM
To: SMBLVD
Subject: Please Remember Joggers!

Hi,

This is in response to the notification about the SMB Reconstruction Project:

Please preserve, enhance, and improve the water fountains and running paths along SM Boulevard!

- 1) There are a number of water fountains now, but most either don't work or don't work well enough to use.
- 2) The current running path is nice. Please keep it that way. (Beverly Hills could use a lot more running paths.)

It would also be great if there were ways to cross SMB without waiting forever at the traffic signals. If you want to cater to me personally, I cross SMB on my jogs from the south at Beverly Blvd. Then on my way back home, I cross SMB at Rexford from the north. A walking bridge at both spots would be (I hate to use this word, but for once it fits) AWESOME. Yes, I realize that this walking bridge idea is not very likely.

Thanks!

Michael Price
3 S. Doheny Dr.
Beverly Hills, CA, 90211

From: J S :om]
Sent: Friday, November 01, 2013 12:51 PM
To: SMBOLVD
Subject: SM Blvd. Reconstruction Project

I have an office in the BH area.

My number one issue is improving automobile traffic flow by increasing automobile lanes, not bike lanes or center divider beautification. Any center divider areas should be used to help carry more traffic. Bikes should ride on much safer side streets than on heavily traveled Santa Monica Blvd. Easing parking restrictions for my customers in BH would also be helpful.

My customers already complain about heavy BH traffic, and difficult and expensive parking. In my 23 plus years in BH, no one has ever ridden a bicycle to my office or indicated that beautification of a center divider on Santa Monica Blvd would make them come more often.

Julie Valentine DDS
3 South Beverly Blvd. Suite
Beverly Hills, CA 90212
310-