



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

March 5, 2015

TO: Traffic & Parking Commission
FROM: Transportation Staff
SUBJECT: Staff Status Report

The purpose of the staff report is to provide the Commission with updates on pending items; therefore, the Commission cannot make formal recommendations on these items.

a. Tour Bus Activity

The Council-appointed Tour Bus Ad-Hoc Committee provided an update on tour bus planning efforts at the February 17, 2015 study session (Attachment A). Councilmembers Brien and Krasne, and Traffic & Parking Commission Tour Bus Ad-Hoc Committee representatives Chair Friedman and Vice-Chair Manaster, summarized possible options for managing oversized vehicles traveling on congested, narrow streets in the business triangle.

Transportation Planning staff and the Committee provided preliminary alternatives for vehicle weight limit modifications (such as increasing the vehicle weight limit from 6,000 lbs. to 7,500 lbs. and/or adding or removing local streets from the current list of designated heavy haul streets) and active tour bus passenger loading zones within the business triangle. The Council Tour Bus Ad Hoc Committee will conduct further review and seek public comment prior to returning to the City Council.

b. Bicycle Sharing

At its February 3, 2015 study session meeting, City Council supported a feasibility study to determine implementation and operation of a bicycle sharing program, including station locations/hubs, program size, funding, cost recovery from user fees, and timeline. Staff has retained *Fehr & Peers* to conduct the study and will return in 3-4 months with program recommendations. The February 3, 2015 study session report is included for review (Attachment B).

c. Taxi Franchise

Staff is scheduling a meeting with the Traffic & Parking Commission Taxi Ad-Hoc Committee (Chair Friedman and Commissioner Licht) to discuss implementation of the Taxi Franchise Program and the Traffic & Parking Commission's role.

d. Olympic/Beverly/Beverwil Intersection

Per direction of the City Council Traffic & Parking Commission Liaison Committee, *Fehr & Peers* is analyzing options to improve the operations of the intersection. This analysis is planned to be completed in April 2015 and will be presented to the City Council/Traffic & Parking Commission Liaison Committee.

e. Parking Inventory

The City retained *Kimley-Horn* to develop a city-wide off-street parking inventory. Staff is scheduling a presentation to the Traffic & Parking Commission to provide an overview of the inventory at a future meeting.

f. Trousdale Estates

Staff will provide an update at the March 5, 2015 Traffic & Parking Commission meeting.

g. Correspondence

No correspondence received.

ATTACHMENT - A



STAFF REPORT

Meeting Date: February 17, 2015

To: Honorable Mayor & City Council

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

Subject: Recommendations of the Tour Bus Ad-Hoc Committee to Manage
Tour Bus Activity in the Business Triangle

Attachments:

1. Beverly Hills Tour Bus Staging Loading Zone Notice – January 2015
2. Map of Streets Designated for Heavy Haul Vehicles
3. Proposed Modifications to Streets Designated for Heavy Haul Vehicles

INTRODUCTION

This report transmits recommendations by the City Council Tour Bus Ad-Hoc Committee (Councilmembers Brien and Krasne) to manage tour bus activity in the Business Triangle to address traffic congestion. The recommendations include modifying the Beverly Hills Municipal Code to:

1. Add the heavy vehicle weight limit on streets within the Business Triangle
2. Remove the heavy vehicle weight limit on North Crescent Drive between Wilshire Boulevard and South Santa Monica Boulevard to facilitate tour bus circulation to the City's tour bus staging and loading zones and provide for potential tour bus loading zones on Crescent Drive.

Staff seeks City Council direction regarding initiating the process for the City Council to consider implementing the Tour Bus Ad-Hoc Committee recommendations with noticing to affected residents and businesses. A public process could be conducted by the Tour Bus Ad-Hoc Committee or Traffic & Parking Commission prior to consideration by the full

City Council. The Tour Bus Ad-Hoc Committee has emphasized that implementation of their recommendations should be done on a trial basis.

DISCUSSION

Tour buses are regulated by the California Public Utilities Commission (CPUC). The City currently regulates tour bus activity by enforcing the 3-ton vehicle weight limit on certain City streets (BHMC 7-2-201), the limit on tour bus loading and staging (BHMC 7-2-208 et seq.), and certain California Vehicle Code restrictions.

In February 2014, at the request of Councilmembers Brien and Krasne, the City Council reviewed the City's ability to limit tour bus travel on certain streets within the Business Triangle (e.g. Rodeo Drive) to address traffic congestion. The concerns included tour buses impacting traffic by occupying both travel lanes, slowing and stopping vehicles mid-block and impeding left turn movements. The City Council also reviewed a request by Louis Vuitton to remove or relocate the tour bus loading zone on Dayton Way adjacent to its store at the corner of Dayton Way and Rodeo Drive prior to completion of the store's renovations that included a full length glass façade and new entrance on Dayton Way.

In July 2014, Mayor Bosse appointed Councilmembers Brien and Krasne to serve on a Tour Bus Ad-Hoc Committee to meet with stakeholders and develop recommendations to manage tour bus activity and address tour bus loading and staging. The City Council Ad-Hoc Committee met five times between August 2014 and February 2015 to develop recommendations and meet with stakeholders, including the Traffic & Parking Commission Tour Bus Ad-Hoc Committee and representatives from the Beverly Hills Conference & Visitor's Bureau and the Wallis Annenberg Center for the Performing Arts.

A summary of the Tour Bus Ad-Hoc Committee recommendations is outlined below.

Establish Vehicle Weight Limit in the Business Triangle

The City Attorney's Office advised that the City Council could adopt an ordinance to amend the municipal code to remove streets that allow vehicles that exceed the three-ton (6,000 lb.) weight limit as a mechanism to manage tour bus activity. Commercial vehicle weight limit signs would need to be posted at street entrances. Vehicles making deliveries of goods or people on streets with vehicles exceeding 6,000 pounds are exempt from the weight limit. For example, a vehicle transporting hotel guests to a specific destination would be exempt from the weight restriction.

The Tour Bus Ad-Hoc Committee recommends that the City Council consider amending the municipal code to establish vehicle weight limits within the Business Triangle between Santa Monica Boulevard, Wilshire Boulevard, and Canon Drive (between Santa Monica and Wilshire Boulevards). To facilitate tour bus circulation from the newly created tour bus loading zone on North Santa Monica Boulevard to Third Street/Civic Center, staff recommends not removing the vehicle weight limit on South Santa Monica Boulevard east of Beverly Drive. If the City Council wishes to move forward with a process to modify the municipal code, the Tour Bus Ad-Hoc Committee recommends evaluating increasing the vehicle weight limit up to 7,500 pounds in the Business Triangle only.

Remove vehicle weight limit on Crescent Drive between Wilshire and South Santa Monica Boulevards

Crescent Drive between Wilshire and South Santa Monica Boulevards has both commercial and residential properties and a 6,000-pound weight limit. While it has similar street widths to Canon and Beverly Drive, Crescent Drive carries less traffic and has fewer outdoor dining establishments. It is also has a number of residential properties, including the Menorah Housing Foundation.

The Tour Bus Ad-Hoc Committee recommends that the City Council consider amending the municipal code to remove the vehicle weight limit on Crescent Drive between Wilshire and Santa Monica Boulevards to provide direct access travel routes from Wilshire Boulevard to the North Santa Monica Boulevard bus cut-out, to the Third Street staging zone (via North Santa Monica Boulevard), and to potential loading zones on the 100 block of North Crescent Drive and/or adjacent to City Hall as described below. If the City Council concurs with proceeding with this recommendation, public notices would be provided to affected parties, including approximately 450 multiple family residences.

Tour Bus Loading Zones

Historically, the City has had short-term tour bus loading zones in the Business Triangle for "active loading and unloading only." After dropping off passengers at these loading zones, tour busses were directed to stage on Crescent Drive and the parking lot of the former Crescent post office. With construction of the Wallis Annenberg Center for the Performing Arts, alternate sites in the Business Triangle were proposed and (unsuccessfully) tested. In 2012, the tour bus staging zone on Third Street between Foothill Road and Civic Center Drive (behind the Edison lot) was established, and Starline's Hop-on, Hop-off service began to use the Third Street/Civic Center location for all passenger loading and staging activity. Since 2012, Dayton Way has been the only remaining tour bus loading zone in the Business Triangle.

As outlined in the December 2, 2014 City Council Study Session report, the Dayton Way tour bus loading zone was removed effective January 26, 2015. Tour bus activity was redirected to the Third Street/Civic Center location. With concurrence of the Ad-Hoc Committee, staff also implemented a tour bus loading zone on North Santa Monica Boulevard at the bus cut-out between Crescent and Canon Drives at the former Metro Bus cut-out.

Staff is currently working on logistics associated with the Wallis Annenberg Performing Arts Center motor court for private luxury coaches. Additionally, staff has evaluated the following locations and access routes for alternate active passenger loading zones:

1. West side of North Crescent Drive between North and South Santa Monica Boulevard, adjacent to the Wallis Annenberg Center. This location requires infrastructure modifications to address passenger loading activity, including sidewalk/landing pad installations, possible removal of vegetation, and traffic management with the loss of one southbound travel lane during designated time periods. Due to the lane width, only shuttles and vans can be accommodated at this location without impeding traffic flow. *The Tour Bus Ad-Hoc Committee recommends this location for weekends only.*

2. East side of North Crescent Drive between North and South Santa Monica Boulevard, adjacent to City Hall. There are four metered parking spaces that can accommodate two motor coaches. *The Tour Bus Ad-Hoc Committee recommends this location for weekends only.*
3. East side of the 100 block of North Crescent Drive immediately north of Wilshire Boulevard. By removing four parking meters (two one-hour and two 20-minute), this space could accommodate two shuttles vans. Due to the street width and proximity to driveways, large motor coaches could not be accommodated at this location. Establishment of this loading zone would require removal of the vehicle weight limit on Crescent Drive. If the City Council concurs that this is a viable location, staff recommends review by the Traffic & Parking Commission with noticing to affected businesses and residents (pending City Council modification of the municipal code to remove the vehicle weight limit).

Other Tour Bus Related Issues

The Tour Bus Ad-Hoc Committee supports improving the Third Street/Civic Center location to improve aesthetics, way finding and amenities for tourists. Staff is proceeding with developing a conceptual design for this area this fiscal year and has included a funding request for improvements as part of the FY 2015-16 Capital Improvement Program. The Tour Bus Ad-Hoc Committee also requested that staff return with the feasibility of the Beverly Hills Trolley providing circulation between the Third Street/Civic Center location and points of interest in the Business Triangle.

FISCAL IMPACT

None at this time.

RECOMMENDATION

Staff seeks direction regarding the Tour Bus Ad-Hoc Committee recommendations.


Approved By
Susan Healy Keene, AICP

ATTACHMENT 1



PUBLIC NOTICE TOUR BUS LOADING ZONE RELOCATION

Attention Tour Bus Operators:

Effective Monday, **January 26, 2015**, the Tour Bus Loading Zone located on the 9500 block of Dayton Way will be removed and relocated to Civic Center Drive and North Santa Monica Boulevard. Access routes are outline on the attached map.

The City of Beverly Hills has established the following active tour bus loading zones from 8 a.m. to 10 p.m., daily*, effective Monday, January 26, 2015:

- (1) East side of **Civic Center Drive** between Burton Way and Third Street next to the Beverly Hills Courthouse
- (2) North side of **North Santa Monica Boulevard** between North Canon and Crescent Drives in the bus cut-out

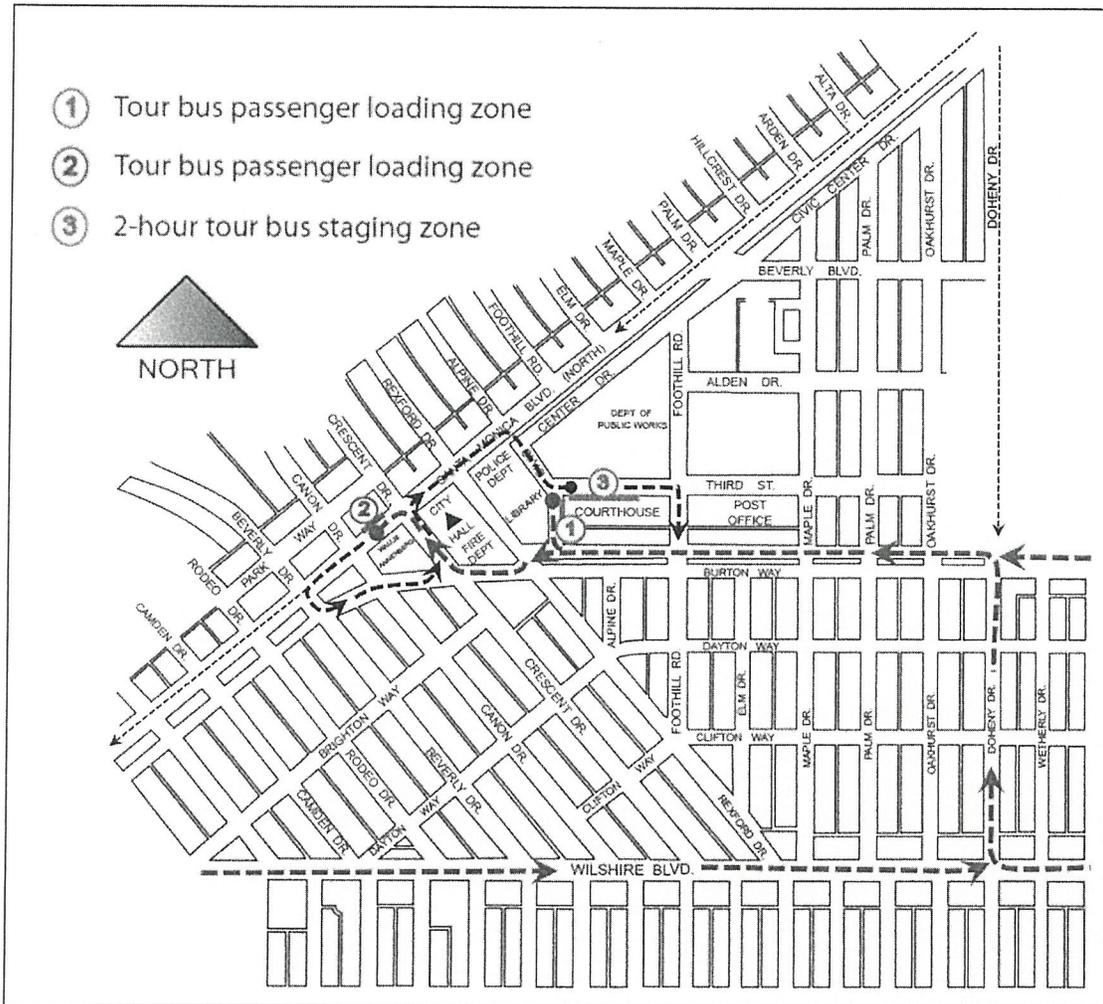
**“TOW AWAY, ACTIVE TOUR BUS LOADING, 8AM-10PM DAILY,
NO STAGING, ENGINE OFF”**

Tour vehicles may stage on the south side of **Third Street** between Civic Center Drive and Foothill Road following passenger unloading. The designated access route to Third Street is via southbound Beverly Drive to South Santa Monica Boulevard only. Tour vehicles may not use Park Way or other residential streets north of Santa Monica Boulevard due to the 6,000-pound vehicle weight restriction.

Additional tour bus loading zone locations will be forwarded for City Council consideration at the February 17, 2015 study session. If you have any questions regarding these changes, please contact Transportation Planning at transportation@beverlyhills.org or (310) 285-1128.

* *Sunday tour bus activity is located on the 400 block of North Rexford Drive during Farmer's Market.*

EFFECTIVE MONDAY, JANUARY 26, 2015



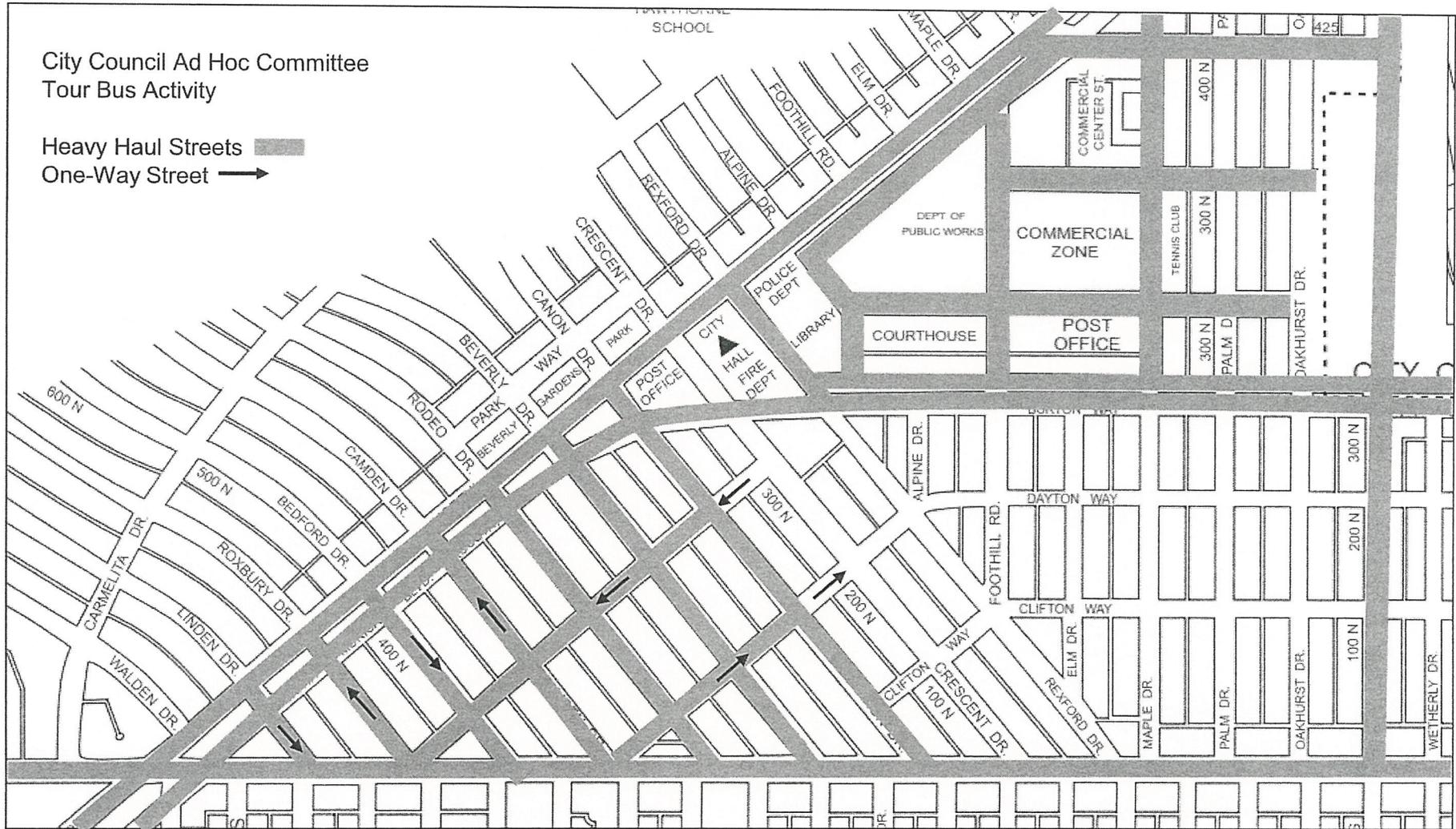
ROUTES:

- (1) East side of Civic Center Drive between Burton Way and Third Street:
(Active Passenger Loading, 8am-10pm, Daily)
Wilshire Boulevard to northbound Doheny Drive, westbound (left) on Burton Way to northbound (right) Civic Center Drive. From West Hollywood, southbound Doheny Drive to westbound (left) Burton Way to northbound (right) Civic Center Drive.
- (2) North side of N. Santa Monica Blvd between Canon and Crescent Drives:
(Active Passenger Loading, 8am-10pm, Daily)
Wilshire Boulevard to northbound Doheny Drive, westbound (left) on Burton Way to northbound (right) Crescent Drive; left on North Santa Monica Boulevard into bus cut-out.
- (3) South side of Third Street between Civic Center Drive and Foothill Road:
(2-HR Tour Bus Vehicle Staging Zone, 8am-10pm, Daily)
From Civic Center Drive, turn east (right) onto Third Street; (or) from Santa Monica Boulevard, exit bus cut-out onto southbound (left) Beverly Drive, eastbound (left) on South Santa Monica Boulevard to northbound (right) Crescent Drive, east (right) onto North Santa Monica Boulevard; enter Civic Center Drive immediately past Rexford Drive (behind the Beverly Hill Police Station and parking structure) to Third Street.

ATTACHMENT 2



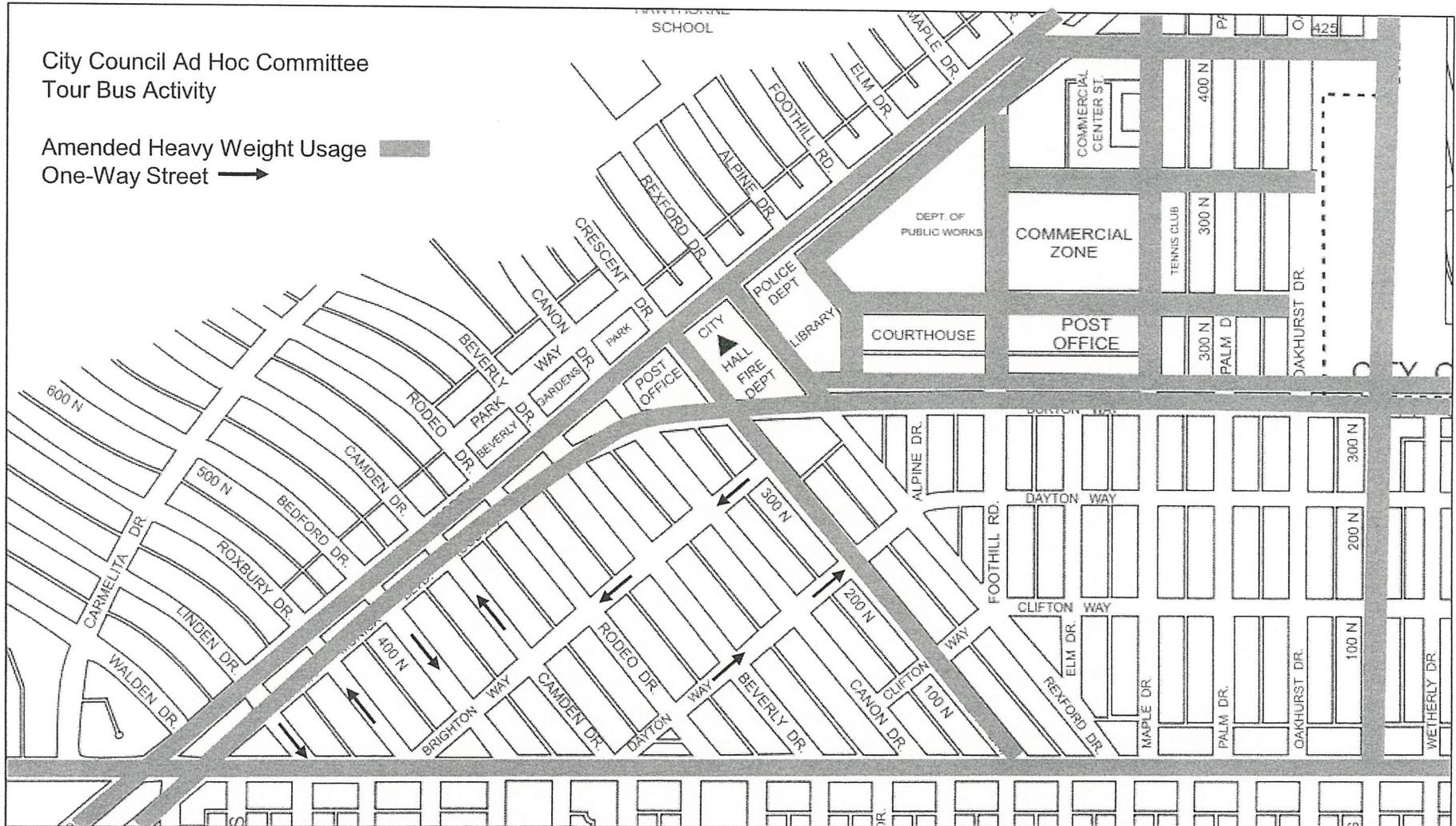
BHMC 7-2-203: STREETS DESIGNATED FOR HEAVY HAUL VEHICLES



ATTACHMENT 3



PROPOSED MODIFICATIONS TO STREETS DESIGNATED FOR HEAVY HAUL VEHICLES



ATTACHMENT - B



STAFF REPORT

Meeting Date: February 3, 2015

To: Honorable Mayor & City Council

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

Subject: Bicycle Sharing Program

Attachments: 1. Smart Bicycle Graphics

INTRODUCTION

This report provides an outline of the City of Santa Monica's bicycle sharing ("bikeshare") program and estimated costs, timeline, and actions needed to implement a similar program in Beverly Hills. Per discussion at the Westside Cities Council of Governments, the City of Santa Monica's agreement for the bikeshare program is structured to allow all WSCOG member Cities to participate under the same terms, costs and conditions. Staff seeks direction if the City Council wishes to proceed with steps needed to bring a bikeshare program to the City of Beverly Hills at this time.

BACKGROUND

The City of Santa Monica will be the first city in Los Angeles County to roll-out a bikeshare program. On November 11, 2014, the Santa Monica City Council authorized staff to move forward with implementation of a citywide bikeshare system. Santa Monica staff anticipates the bikeshare system will be operational by summer 2015.

Both the Westside Cities Council of Governments and the Los Angeles County Metropolitan Transportation Authority have initiated studies to bring a bikeshare program to the Los Angeles region. In recent years, popular bikeshare programs have started in U.S. Cities (e.g., Boston, New York, Washington D.C. and Chicago) and in several European cities.

In Fall 2013, the City of Santa Monica issued a Request for Proposal (RFP) for installation and operations of a bikeshare program. All WSCOG Cities participated in the vendor selection process. The RFP was structured to provide other Westside Cities the opportunity to join the program with approval of a comparable operating cost and revenue structure, and securing of capital and operating funding for the program. The City of Santa Monica is extending the

CycleHop contract terms and costs to the WSCOG cities in an effort to expand the bikeshare system throughout the Westside.

On November 11, 2014, the Santa Monica City Council awarded a \$10.4 million, 8-year contract to *CycleHop* for the purchase, installation and operation of a bikeshare system that includes 500 bicycles and 1,000 racks at approximately 75 locations (a combination of station hubs and single racks) throughout the central and outlying areas of Santa Monica. The bikeshare system will be publicly owned by the City of Santa Monica and privately operated by *CycleHop* for eight years, at which time a contract extension could be negotiated.

The *CycleHop* contract services include vendor program administration, technical support and maintenance of equipment, and daily pick-up and distribution of bicycles to ensure each site has the required number of bicycles for operation. The contract costs include equipment (bicycle, bike rack/docking station, solar kiosk, and maps), installation/setup and annual operation. The operation cost is expected to be offset by user fees and corporate sponsorship of the bikeshare system. In addition to vendor administrative personnel (10 full-time and 4 part-time staff for a 500 bike system), the City of Santa Monica will add 1.5 full time equivalent (FTE) positions (1 program manager and 0.5 administration/clerical support) for internal program management. All maintenance services are included in the contract costs in the agreement with *Cyclehop*.

The “smart bike” equipment and technology allows for flexible station size and use of public bike racks to secure bicycles. Each smart bike includes a card reader device that allows the user to key in membership information to activate the system. Advance bike reservations, adding value to a membership card, and locating bike stations/racks can be done with smart phone technology or online services. The bicycle fleet is equipped with self-locking devices and a GPS tracking system that will provide the City and vendor with real-time information of available resources.

Santa Monica staff has started reviewing concepts for system identification for bicycle color and system name, and is seeking corporate sponsorship to supplement anticipated user fees to provide additional financial support for the bikeshare system. It is anticipated that corporate sponsorship would be limited to a single sponsor system-wide, with design concepts to be determined.

Metro Bikeshare Planning

The Los Angeles County Metropolitan Transportation Authority (Metro) is working on regional bikeshare planning to provide first-last mile connectivity at rail and transit centers. Three key areas identified by Metro as “area readiness” include Downtown Los Angeles, Pasadena and Santa Monica based on existing bicycle infrastructure (bicycle routes, bike racks, bicycle equipment/amenities including bike lockers, bike corrals/stations, etc.) and intra-jurisdictional connectivity.

The primary funding source currently available from Metro for bikesharing is through Metro’s Call for Projects. Metro is currently accepting applications for fiscal year 2020/2021 funding. Staff is submitting an application for Beverly Hills. The Call process is expected to be highly competitive for limited federal dollars, and project- ready areas that have already been identified as priorities and/or have significant bicycle infrastructure would most likely receive funding. Smaller State (Caltrans) funding opportunities may become available annually.

DISCUSSION

Starting in 2010, the Beverly Hills Traffic & Parking Commission and Transportation Planning staff has conducted community outreach to introduce bicycle facilities to the City. To date, City Council has approved recommendations for bicycle facilities that include bike routes on Burton Way and Crescent Drive and approximately 40 additional custom-designed bike racks in commercial corridors throughout the City. A current City Council “B” Priority is to continue expanding bicycle facilities city-wide. Expansion of bicycle facilities will help the City be more competitive for bicycle-related grant funds.

Staff estimates preliminary costs based on a fleet of 50, 100 or 150 bicycles, plus a 20% contingency for unanticipated events. The first year implementation cost for equipment, installation, and operation ranges between \$327,000 and \$922,000. Ongoing annual operating costs (after Year-1) will range between \$110,000 and \$329,000 (less offset from user fees). Staff estimates a minimum of two station ‘hubs’ are needed for a 50 bicycle program for storage/docking each evening. The smart bike design includes an integrated locking mechanism and GPS tracking software (for unit retrieval) that allows participants to lock bicycles to existing public bicycle racks throughout the City.

Per the agreement between the City of Santa Monica and *CycleHop*, the cost per unit is the same for each WSCOG City piggybacking on the Santa Monica agreement, regardless of the number of units purchased. The unit price for each smart bicycle purchased (whether a 500-bicycle program or a 50-bicycle program) will cost \$4,955 and each kiosk will cost \$12,274.

UNITS	8-GEAR BIKE	SET-UP PER BIKE	ANNUAL OP* PER BIKE	RACK WITH BASE	SOLAR KIOSK (2)	TOTAL	PLUS 20% CONTINGENCY
1	\$ 1,465	\$ 1,000	\$ 2,190	\$ 300	\$ 12,274	\$ 17,229	\$ 20,674.80
50	\$ 73,250	\$ 50,000	\$ 109,500	\$ 15,000	\$ 24,548	\$ 272,298	\$ 326,757.60
100	\$ 146,500	\$ 100,000	\$ 219,000	\$ 30,000	\$ 24,548	\$ 520,048	\$ 624,057.60
150	\$ 219,750	\$ 150,000	\$ 328,500	\$ 45,000	\$ 24,548	\$ 767,798	\$ 921,357.60

*offset by user fees

Revenue amounts from user fees and sponsorship will be determined through a feasibility study and the success of Santa Monica’s program. In most cities where bikeshare exists, including major bikeshare systems such as Capital Bikes (Washington D.C.), Citibike (New York City) and Divvy Bike (Chicago), user fees cover only a portion of operational costs. As bikeshare is a form of transit, many Cities have opted to keep fares low and have experienced structural deficits. Cities have relied on government subsidies and outdoor advertising and sponsorships to cover these deficits. Santa Monica has proposed a rate structure that is expected to cover 85% or more of anticipated operational costs (after Year-1 when the system develops a regular user base). This amount is higher than experienced by the typical bikeshare program.

The City will need to consider existing policy/ordinances regarding sponsorship and advertising for a regional/Westside bikeshare system. At the September 11, 2012 study session, “single-sponsor” corporate sponsorship opportunities were discussed, and Council directed staff to return the item for further discussion and direction after a Request for Proposal (RFP) was completed.

Staff anticipates internal (City) project management and possible Public Works Services maintenance costs in addition to the contract costs. In-house staffing and associated costs are to be determined based on the size/growth of the program.

Next Steps

Staff anticipates approximately 12-18 months for program implementation following City Council direction on pursuing a feasibility study for site locations, community outreach, internal policy review, and capital purchases. (There will be overlapping periods when action items occur simultaneously.)

The City's on-call transportation consultant, *Fehr & Peers Transportation*, has started evaluating the feasibility of implementing a bikeshare system for Beverly Hills. The feasibility study will include recommendations for program size, docking station locations, and community outreach strategies. Upon completion of the feasibility study, staff would return to City Council with a bikeshare program design and possible consideration of a contract award with *CycleHop*. Below is a description of next steps.

Feasibility Study and Community Outreach (3 Months):

- Community outreach
- *Fehr & Peers* consulting team conduct feasibility study
- Identify the number of smart bicycles and docking stations/bike racks needed
- Identify sites/locations of docking stations/solar kiosks in the City
- Identify funding sources, both grant moneys and City general fund dollars
- Evaluate cost recovery user fees
- Report feasibility study results to City Council

Contract Award and Corporate Single-Sponsorship (6-8 months):

- Professional Services Agreement with *CycleHop*
- Coordinate with the City Attorney's Office on legal issues related to single sponsorships/advertising on the bikeshare system
- Single sponsorship/advertising ordinance amendments
- Vet out possible legal concerns

Implementation/Installation (8 months):

- Smart Bicycles
- Solar Kiosks
- Docking Stations/Bike Racks
- Signage/Wayfinding
- Education

Based on the projected timeline, Transportation Planning staff will benefit from Santa Monica's implementation process and lessons learned from their bikeshare model during planning, start-up and actual operations.

FISCAL IMPACT

The estimated first-year cost to implement and operate a 50-bicycle bikeshare program is \$327,000 for capital and contractual operating services. Annual contractual operating costs for the next 7-8 years are approximately \$109,000. Staff estimates an additional start-up cost of approximately \$20,000 for *Fehr & Peers* consultant services for the feasibility study.

Meeting Date: February 3, 2015

Additionally, staff estimates the need for 0.5 full time equivalent positions. Staff will include a proposal for in-house staff as part of the FY2015-16 budget. At this time, staff recommends a 30% assumption for user fee recovery, pending completion of the feasibility study and review of initial data from the City of Santa Monica's program.

Staff has identified \$150,000 of its allocation of AB-2766 Air Quality Management District (AQMD) grant funds for capital costs. The City's Proposition C and Measure R Local Return may be used for the bikeshare program; however, these funds have been earmarked for the next five years for existing senior transit operations and the Santa Monica Boulevard Reconstruction project.

RECOMMENDATION

Staff seeks direction from the City Council regarding pursuing a bikeshare program.

Susan Healy Keene
Community Development Director

Approved By

A handwritten signature in blue ink that reads "Susan Healy Keene". The signature is written in a cursive style and is positioned below the printed name and title.

ATTACHMENT 1

Social Bicycles (SoBi): Smart Bike System



Social Bicycles are “smart bikes” equipped with a solar powered, GPS-enabled lock.



Find, reserve, and unlock a bike with your mobile phone.

You can park a bike at system hub locations or at any public bike rack.

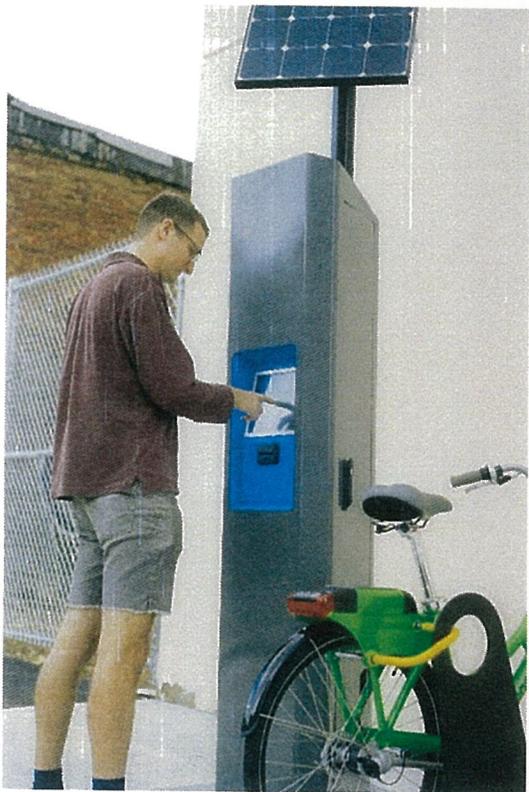
SoBi Bicycle Features



SoBi Equipment: Rack Options



SoBi Equipment: Kiosks



KIOSK



KIOSK
+ SIGN

KIOSK
+ HELMETS
AVAILABLE
2015

