



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

October 6, 2016

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

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

a. Southwest Traffic Calming

Staff provided an update on next steps for Southwest Traffic Calming, including collecting traffic counts in the Southwest area of the City to evaluate the level of environmental review needed to implement proposed turn-restrictions recommended by the Traffic & Parking Commission. Attachment A is a copy of the staff report provided to the City Council.

b. 2016 Halloween Enforcement

Attachment B provides a project report from Brad Cornelius, Parking Services Manager, outlining the annual parking enforcement task force activity related to the West Hollywood Halloween Party.

c. Olympic Boulevard/Century Park East

Staff has contacted Los Angeles Department of Transportation (LADOT) and Councilmember Koretz's Office regarding the removal of the left-turn from eastbound Olympic Boulevard to Century Park East. To their knowledge, the turn was removed in the 1990's but the reason has not been determined. Staff will continue to research this intersection.

City Council Liaisons: John Mirisch and Julian Gold
Bicycle Ad Hoc: Jake Manaster and David Seidel
NSMB Ad Hoc: Jake Manaster and Lester Friedman
Taxi Ad Hoc: Lester Friedman and Nooshin Meshkaty

ATTACHMENT A



STAFF REPORT

Meeting Date: September 6, 2016

To: Honorable Mayor & City Council

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

Subject: Southwest Area and Moreno Drive Traffic Calming

Attachments:

1. Area Map
2. Fehr & Peers Memorandum
3. June 20, 2016 Public Notice
4. June 20, 2016 Traffic & Parking Commission Special Meeting Minutes
5. May 5, 2016 Traffic & Parking Commission Meeting Minutes (Excerpt)
6. Correspondence

INTRODUCTION

This report summarizes the June 20, 2016 Traffic & Parking Commission special meeting outlining a process for evaluating possible traffic calming measures for the Southwest area of the City and public comment received from the community.

Unless directed otherwise, staff plans to move forward with selecting an independent traffic engineering firm to collect traffic counts at the South Santa Monica Boulevard gateway at Moreno Drive. Traffic counts would supplement existing data from adjacent private developments and focus on select intersections or street blocks in the Southwest area. This data will also be used to assess traffic changes from the North Santa Monica Boulevard Reconstruction and Metro Purple Line Extension projects. Staff will return to City Council with an analysis outlining feasible traffic calming options upon completion of the traffic counts.

DISCUSSION

Residents in the Southwest area of the City and the Beverly Hills School District expressed concerns of cut-through traffic generated from development projects in Century City, including the *SM 10000 Crescent Heights* residential tower on Moreno Drive. The *SM 10000* project has agreed to contribute \$200,000 towards traffic studies, traffic improvements and/or traffic calming measures once the building reaches 75% occupancy. The 40-story residential project is expected to open in the fall of 2016, and the timeframe for the building reaching 75% occupancy is unknown at this time.

Meeting Date: September 6, 2016

Staff met with representatives of the Southwest Homeowners Association (HOA) on March 25, 2016 to gather observations and gain insight on the Livable Streets traffic calming study conducted circa 1989-1992. The project area includes the neighborhood bordered by South Santa Monica Boulevard, Wilshire Boulevard, South Beverly Drive, and Whitworth Drive.

City staff provided the group information on future Beverly Hills development and construction projects that will contribute to citywide traffic congestion, including the reconstruction of North Santa Monica Boulevard, Metro Purple Line Extension construction activity, and private development projects. Staff shared that the traffic mitigation "toolbox" for the North Santa Monica Boulevard Reconstruction Project includes measures to mitigate traffic in the Southwest area as needed, including turn restrictions and diverters onto residential street blocks.

The HOA representatives shared current and past experiences with local traffic, and expressed concerns with the costs of traffic studies and the construction and annual operations (i.e., Traffic Control Officers, who/how bollards are raised and lowered daily), of bollards on Moreno Drive. The group suggested incremental improvements ranging from peak-hour turn restrictions, increased traffic enforcement, adding illuminated turn-restriction sign(s), and/or a red light traffic camera at the Moreno Drive/Durant Drive intersection to cite violators.

The HOA representatives expressed interest in testing low cost alternatives prior to the City spending money on extensive traffic studies and bollards, and proposed signage to enforce evening peak-hour left turn restrictions from eastbound Moreno Drive to northbound Durant, Robbins and Young Drives, and right-turn restrictions from South Santa Monica Boulevard to Charleville Boulevard.

Staff met with the City Council/Traffic & Parking Commission Liaison Committee on April 14, 2016 to receive direction. In addition to Mayor Mirisch, Councilmember Gold, Chair Manaster and Vice-Chair Seidel, the Southwest HOA members were present at the meeting. The Liaison Committee concurred that the Traffic & Parking Commission should review traffic calming strategies for the Southwest Area and provide a recommendation of which traffic calming measures, if any, should be further studied.

Process and Evaluation

The scope of work for a traffic calming study typically includes:

- Define project area boundaries
 - a. South Santa Monica Boulevard and Moreno Drive gateway only?
 - b. South Santa Monica Boulevard and Moreno Drive street blocks/corridor?
 - c. Southwest project area north of Olympic Boulevard?
 - d. Entire Southwest project area?
- Identify nature and extent of existing and/or perceived traffic conditions
 - a. Data to quantify traffic volume/capacity and speed
 - b. Locations/intersections
 - c. AM and/or PM peak hours
- Determine potential environmental impacts or implications
 - a. Regional significance

Meeting Date: September 6, 2016

- b. Projections regarding rerouting and/or other changes in driver behavior
- c. Assessment of impacts based on projected changes
- Establish a timeline
 - a. Evaluation/study
 - b. Pilot period
 - c. Community outreach

Transportation Planning staff requested a preliminary outline of potential approaches to study traffic calming in the Southwest Area from its on-call traffic engineering consultant, *Fehr & Peers*. Each of the following approaches includes data collection, development of traffic calming measures, applying industry standards to project the effectiveness of the proposed measures, evaluating potential environmental impacts to determine if impacts are created by diverting traffic, and public outreach:

	<u>Fehr & Peers</u> <u>Estimated Cost</u>
1: Installation of retractable bollards on Moreno Drive.	\$95,000
2a: Installation of retractable bollards on Moreno Drive, plus traffic calming measures immediately adjacent to Moreno Drive.	\$215,000
2b: Traffic calming measures immediately adjacent to Moreno Drive without bollards.	\$120,000
3: Installation of retractable bollards on Moreno Drive, plus a broader traffic calming strategy for the Southwest Area, between Santa Monica Boulevard to South Beverly Drive.	\$310,000
4: Implement specific turn restrictions during the afternoon peak period at several locations in the immediate vicinity of Moreno Drive without the use of physical measures.	\$45,000

Traffic & Parking Commission Meetings

The Traffic & Parking Commission (TPC) first reviewed potential scopes of work for studying traffic calming strategies for the Southwest Area at the May 5, 2016 meeting as a study session item. Ten residents provided public comment at the May meeting, mostly opposing the installation of speed humps/bumps on the north/south residential streets. Several residents expressed that the entire Southwest project area should be noticed for future meetings. Sixteen letters were received, with the majority opposing speed humps.

The Commission requested a special evening meeting, with noticing to the entire Southwest area, to obtain additional public input from residents.

A TPC special meeting was scheduled on Monday evening, June 20, 2016, to accommodate resident schedules. Approximately 29 community members attended the meeting, with 15 residents providing public comment. The concerns and proposed mitigation alternatives expressed by the HOA representatives at the March 25th meeting were reiterated, including additional comments related to vehicle speed on residential blocks, blocked driveways, need for clear signage, and impact of mobile app such as Waze and Google maps.

Meeting Date: September 6, 2016

Residents did not support installing bollards on Moreno Drive due to high costs and anticipated impacts to traffic circulation. If bollards are considered, staff would—after collecting data and analyzing the regional traffic impacts—recommend a temporary device to test the effectiveness and adaptability for all motorists. The Traffic & Parking Commission noted from public comment that bollards should not be an option.

As a short term measure, residents proposed left-turn restrictions onto northbound Durant Drives during peak-hour evening hours as a first step in addressing cut-through commuter traffic. Additional turn restrictions include all or some (i.e., signalized) northbound street from Olympic Boulevard, and eastbound Charleville Boulevard from South Santa Monica Boulevard. Turn restrictions would impact all motorist, thus residents may experience longer travel time/distance to reach homes located within the Southwest quadrant.

Once development in the general area subsides and City infrastructure projects are completed, the Traffic & Parking Commission recommend a comprehensive traffic calming study to address street/intersection design, landscaping, speed control measures, and traffic flow.

Noticing

Notices advising of the Traffic & Parking Commission Special Meeting on June 20, 2016 were mailed to 3,403 households located within the project area, including the Beverly Hills Unified School District. The notice was also emailed to 18 interested parties that contacted staff and/or participated in the May 2016 Traffic & Parking Commission meeting.

FISCAL IMPACT

The cost for the proposed traffic studies is estimated at approximately \$15,000. Funding is available in CIP-055 Traffic Calming/Mitigation.

RECOMMENDATION

Unless directed otherwise, staff plans to move forward with collecting pre/post traffic counts in the project area to measure traffic impacts generated by the opening of the *SM 10000 Crescent Heights* residential tower, evaluating the impacts of turn-restrictions.

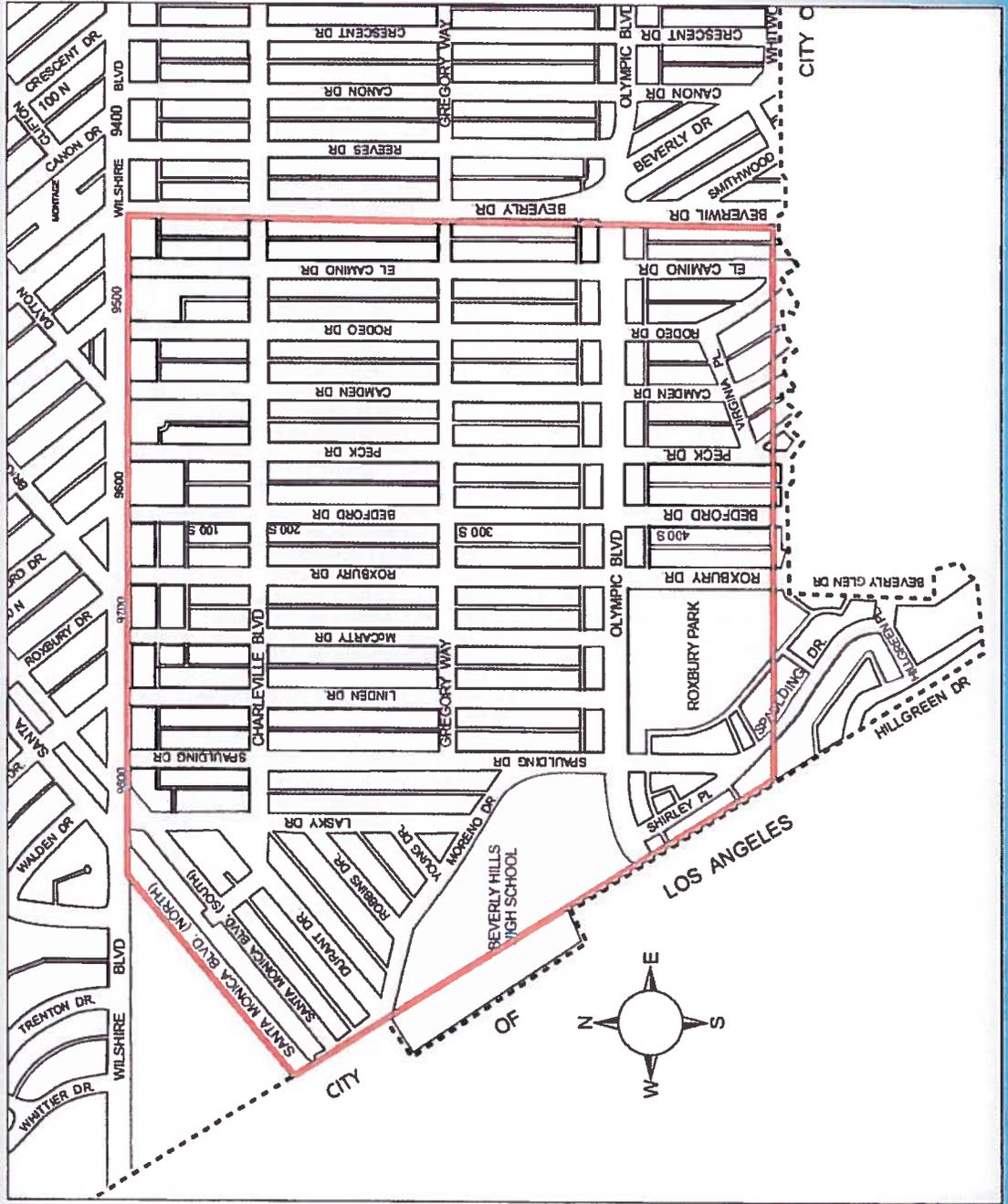
Susan Healy Keene
Community Development Director

Approved By



ATTACHMENT 1

Southwest Area



ATTACHMENT 2



MEMORANDUM

Date: April 28, 2016
To: Aaron Kunz, City of Beverly Hills
From: Steve Brown and Jaimee Bourgeois
Subject: **Traffic Calming Strategy for the Southwest Area**

LA15-2772

Background

Following a request by City Council, staff has asked for our assistance to develop a **process** for considering traffic calming measures for the Southwest Area of Beverly Hills. The area under consideration is generally bound by the City limit to the west, Olympic Boulevard to the south, Beverly Drive to the east and Wilshire Boulevard to the north, as shown on Figure 1. We understand the reason for the request to consider traffic calming measures is to manage cut-through traffic in the area associated with jobs in Century City and the additional traffic expected to be generated by SM 10000 (i.e., Crescent Heights), a residential project under construction at the corner of South Santa Monica Boulevard and Moreno Drive. Included below are options for size of the scope and associated schedule and cost for each.

Option 1

We understand the City Council might consider the installation of retractable bollards on South Moreno Drive south of the SM 10000 projects to eliminate southbound cut-through traffic during certain times of the day and days of the week. The tasks to evaluate this option would include the following:

- 7-day tube count on Moreno Drive to identify the distribution of traffic volume throughout the week
- Comparison of Moreno Avenue traffic pattern with Beverly Hills High School bell times
- Identification of installation location and times of day/day of week that they would be in the "up" position



Option 2

A more expanded scope of work includes the bollard assessment under Option 1, plus identification of traffic calming measures in the vicinity of Moreno Drive to address the likely redistribution of traffic associated with the bollards. Such measures may include those for volume control (e.g., full and partial closures) and/or speed control (e.g., speed humps/tables, traffic circles, chicanes, narrowings).

In addition to the tasks outlined for Option 1, Option 2 would also include the following tasks:

- Broader traffic data collection to identify existing travel patterns in the immediate area
- Initial community outreach to present traffic data, hear existing traffic-related concerns, present a toolbox of traffic calming treatment options, and receive initial feedback regarding options
- Development of a traffic calming strategy with one to three treatments
- If necessary, completion of a traffic impact assessment to estimate trip redistribution and determine impacts to the roadway network
- Processing of environmental clearance, which might include a negative declaration, a mitigated negative declaration or an environmental impact report, depending on the extent of impacts, including proper noticing and coordination with Los Angeles/Century City
- Follow-up community outreach to present the traffic calming strategy and receive public input
- Return to City Council for consideration

Option 2B

Should the City wish to not move forward with the evaluation of bollards at this time but still identify traffic calming measures for the area in the immediate vicinity of Moreno Drive, measures for volume control and/or speed control could still be considered. The specific steps would be similar to those listed above under Option 2.



Option 3

An even broader option is to develop a traffic calming strategy for the greater Southwest area. In addition to the tasks outlines above for Option 1, Option 3 would also include the following tasks:

- Broader traffic data collection to identify existing travel patterns in the Southwest area
- Broader community outreach to present traffic data, hear existing traffic-related concerns, present a toolbox of traffic calming treatment options, and receive initial feedback regarding options
- Development of a traffic calming strategy with three or more treatments for the broader Southwest area
- If necessary, completion of a traffic impact assessment to estimate trip redistribution and determine impacts to the roadway network, if any
- Processing of environmental clearance, which might include a negative declaration, a mitigated negative declaration or an environmental impact report, depending on the extent of impacts, including proper noticing and coordination with Los Angeles/Century City
- Follow-up community outreach to present the traffic calming strategy and receive public input
- Return to City Council for consideration

Option 4

Another approach is to address traffic volume increases in the area by implementing specific turn restrictions during the PM peak period at several locations in the immediate vicinity of Moreno Drive. This option would be less expensive to study and implement but might include signal modifications if activated blank-out signs are installed at any signalized intersections (i.e., extinguishable signs that activate automatically by a clock). Without the use of physical measures, this option would depend more on police enforcement for compliance. The tasks to evaluate this option would include the following:

- Data collection to establish existing conditions
- Estimation of trip redistribution to determine volume increases on alternate routes
- Processing of environmental clearance
- Community outreach to present the results of the assessment and receive public input
- Return to City Council for consideration



Schedule

The broader the study area, the more time it will likely take to come to consensus on a preferred plan. As such, each option is expected to take increasingly more time to complete the **planning phase**.

Option 1 – 6 to 9 months

Option 2 – 8 to 12 months

Option 2B – 6 to 12 months

Option 3 – 9 to 18 months

Option 4 – 6 to 9 months

Additional time would be needed after the planning phase to design and construct the treatments. The design and construction phases could each range between 3 to 6 months. Commencement of construction, however, would depend on when it is programmed into the City's Capital Improvement Program.

Cost

The costs associated with each option will include consultant services for planning and design and construction cost, including capital expenditures. While the total cost would vary depending on the number of measures proposed and the level of environmental clearance required, the values presented in Table 1 are assumed to be at the upper end of what is expected.

It is important to recognize that there would also be staff time to oversee the planning, design and construction phases as well as on-going efforts associated with going into the field to raise the bollards multiple times a day and days of the week.



TABLE 1
TOTAL ESTIMATED COST BY OPTION

Option	Planning Consultant Services	Design Consultant Services	Construction	Total
1	\$40,000	\$25,000	\$40,000 ¹	\$95,000
2	\$80,000	\$55,000	\$80,000	\$215,000
2B	\$40,000	\$30,000	\$50,000	\$120,000
3	\$90,000	\$90,000	\$130,000	\$310,000
4	\$10,000 ²	\$15,000	\$20,000	\$45,000

Source: Fehr & Peers.

Notes:

1. The cost to install retractable bollards can vary significantly depending on the type of technology selected. The cost presented reflects a low-end price option.
2. The level of effort can vary for consultant services. The cost presented assumes that volume shifts would be estimated to determine relative percent volume changes for up to 10 alternate routes. Intersection peak hour level of service calculations are not included.

Additional Considerations

Temporary installations can be considered for most of the treatments if a trial period is desirable. For example, temporary barricades and signage could be installed to test the bollard treatment prior to procurement and installation of permanent retractable bollards. This can minimize cost if the treatment is identified for removal but also may result in additional cost if permanent features later replace the temporary features.

It can be difficult to come to consensus on an area-wide traffic calming plan, so the community outreach effort under Option 3 could potentially become an iterative process requiring more meetings.

While the intent of traffic calming is to slow down vehicles and or guide motorists to specific routes, these changes to the road network may also affect emergency response times. As such, the police and fire department should be included in the process of identifying a preferred plan.

ATTACHMENT 3

6/08/2016

NOTICE OF PUBLIC MEETING



Review Process for Traffic Calming Strategies for the Southwest Area and Moreno Drive

Community Development Department - Transportation Planning invites your participation in the review of traffic calming measures for the Southwest Area of the City, including Beverly Hills High School.

- MEETING:** Traffic & Parking Commission Special Meeting
- DATE:** Monday, June 20, 2016
- TIME:** 6:00 P.M.
- LOCATION:** City Hall, Room 280-A, 455 North Rexford Drive, Beverly Hills, CA 90210
- REVIEW:** The Traffic & Parking Commission will recommend a review/study process and timeline to evaluate traffic calming measures for the Southwest area of the City, including the high school.

Applicable traffic calming measures for future discussion may include, but are not limited to, installation of retractable bollards on Moreno Drive, peak-hour turn restrictions onto residential streets, and signage.

Following public participation, the Commission will forward a recommendation on viable traffic calming alternatives for the Southwest Area for City Council consideration at a future meeting.

- PUBLIC COMMENT:** Persons wishing to comment on this item are invited to attend the June 20th Traffic & Parking Commission meeting and/or submit written comments. Please submit correspondence a minimum of 24-hours in advance of the meeting date to allow for routing. Any communication received by the City becomes part of the public record.

By Email: transportation@beverlyhills.org

By Mail: City of Beverly Hills
Community Development - Transportation Planning
455 North Rexford Drive, Beverly Hills, CA 90210

If you would like additional information regarding this proposal, please contact Transportation Planning at (310) 285-1128.

ATTACHMENT 4



CITY OF BEVERLY HILLS
455 N. Rexford Drive
Beverly Hills, CA 90210
Room 280-A

**TRAFFIC AND PARKING COMMISSION
SPECIAL MEETING MINUTES**
June 20, 2016
6:00 PM

MEETING CALLED TO ORDER

Date/Time: June 20, 2016 / 6:04 pm

PLEDGE OF ALLEGIANCE

ROLL CALL

Commissioners Present: Commissioners Meshkaty, Friedman, Licht, Vice Chair Seidel,
Chair Manaster

Commissioners Absent: None

Staff Present: Aaron Kunz, Martha Eros, Bijan Vaziri, Teresa Revis

COMMUNICATIONS FROM THE AUDIENCE

Members of the public may address the Commission regarding any items not on the Agenda that are within the subject matter jurisdiction of the Commission. By State law, the Commission may not discuss or vote on items not on the Agenda.

Speakers: None

APPROVAL OF AGENDA

By Order of the Chair, the agenda was approved as presented.

CONSENT CALENDAR

No Items

REPORTS FROM PRIORITY AGENCIES

None

CONTINUED BUSINESS

1. Southwest Area and Moreno Drive Traffic Calming

Martha Eros provided a brief report of the history of this subject.

Speakers: Ken Goldman, Lori Goldman, Sybil Goldrich, Jordon Geller, David Gordon, Milton Hyman, Steven Katz, Treva Brandon Scharf, Sharon Ignarro, Mitch Feinstein, Myra Demeter, Stacey Kivel, Jeff Burkett, Sybil Goldrich, Erik Cohen

Motion: MOVED by Vice Chair Seidel, SECONDED by Commissioner Friedman to recommend the following to City Council (5-0):

- In the short term, implement signage, both standard and illuminated, to including peak-hour turn restrictions and to reinforce existing laws on key intersections.
- Staff to work with the City of Los Angeles to investigate the restoration of a left turn lane off of Eastbound Olympic Blvd onto Northbound Century Park East
- Conduct a broader study of intermediate action such as physical alteration to the landscape including changes to intersection design, speed control measures, and other items such as those from Staff's presentation.
- When the surge in construction has ebbed and North Santa Monica Blvd is near completion, conduct a comprehensive data driven study including more dramatic adjustments such as cul-de-sacs and one-way streets, etc.
- Note that the TPC got the sense from public comment that bollards should not be an option.

AYES: Commissioners Meshkaty, Friedman, Licht, Vice Chair Seidel, Chair Manaster

NOES: None

CARRIED

NEW BUSINESS

No Items

PROJECT UPDATES

None

Traffic and Parking Commission Special Meeting Minutes
June 20, 2016

QUARTERLY UPDATES

None

STATUS REPORTS

None

COMMUNICATIONS FROM THE COMMISSION

None

COMMUNICATIONS FROM STAFF

None

ADJOURNMENT

Date / Time: June 20, 2016 / 8:49 pm

PASSED AND APPROVED THIS 7th DAY OF JULY, 2016



Jake Manaster, Chair

ATTACHMENT 5

REPORTS FROM PRIORITY AGENCIES

2. Police Department Report

Lt. Foxen provided the Police Department report.

CONTINUED BUSINESS

No items

NEW BUSINESS

3. 500 Block of North Canon Drive

Consideration of a resident-initiated petition to establish a preferential parking zone on the 500 block of North Canon Drive.

Speakers: Alan Levine, Ned Low

Motion: MOVED by Commissioner Friedman, SECONDED by Commissioner Licht to adopt the resolution as presented (3-2).

AYES: Commissioners Friedman, Licht, Vice Chair Seidel

NOES: Commissioner Meshkaty, Chair Manaster None

CARRIED

4. Southwest Traffic Calming / Moreno Bollards

Overview of options to address traffic calming in the Southwest area of the city and adjacent to Beverly Hills High School.

Speakers: Ken Goldman, Gary Hollander, Adrienne Weitzman, Stephen Weitzman, Juan Melnek, Jan Block, Josh Weinburg, Dirk Foster, David Gordon

Action: The Commission provided input and items for additional study. The Commission also suggested a special evening meeting with noticing to the entire Southwest area.

Recess 11:55 AM – 12:01 PM

Commissioner Meshkaty did not return after recess.

PROJECT UPDATES

No Items

ATTACHMENT 6

Traffic & Parking Commission

Southwest Traffic Calming / Moreno Bollards Correspondence

June 20, 2016 Traffic & Parking Commission Special Meeting

DATE	ADDRESS
6/20/2016	South West Home Owners Association
6/20/2016	300 block of South Linden Drive
6/16/2016	South Spalding Drive
6/14/2016	Lasky Drive and Charleville Drive
6/13/2016	No Address Specified
6/11/2016	305 South McCarty Drive

May 5, 2016 Traffic & Parking Commission Meeting

DATE	ADDRESS
5/5/2016	South West Home Owners Association
5/5/2016	246 South Bedford Drive
5/5/2016	247 McCarty Drive
5/5/2016	316 South Linden Drive
5/5/2016	218 South Bedford
05/05/16	227 South Bedford Drive
05/05/16	309 South Linden Drive
05/04/16	316 South Linden Drive
05/04/16	226 South Bedford Drive
05/04/16	241 South Linden Drive
05/03/16	231 South Bedford Drive
05/02/16	Durant Drive

ATTACHMENT B



CITY OF BEVERLY HILLS
PUBLIC WORKS AND TRANSPORTATION

MEMORANDUM

TO: Traffic and Parking Commission
FROM: Brad Cornelius – Parking Services Manager
DATE: October 6, 2016
SUBJECT: Halloween Enforcement Report

On October 31, 2016 the Beverly Hills Parking Enforcement Division will conduct a special task force for Halloween which is located in the northern part of the city bordering the west boundary of the City of West Hollywood.

The enforcement is to alleviate additional congestion of vehicles parking in the residential neighborhoods of Beverly Hills from the West Hollywood Halloween Party approved by the City of West Hollywood.

Prior to the enforcement, 72 hours, parking signs will be posted indicating No Parking in the selected blocks of the northern part of the city to advise residents and visitors of the restrictions.

The special event parking citation, 7-1-5B of the Beverly Hills Municipal Code, was approved by the Beverly Hills Chief of Police.

Mailings will be sent out to all residential homes with a letter indicating the restrictions and 3 temporary parking permits. There were an additional 188 permits requested by residents in the area last year.

The enforcement begins at 4:00 pm of October 31, 2016 and extend to 2:30 am of Nov. 1, 2016. Deployment will consist of one supervisor and ten parking officers paired together to field five units to accomplish the enforcement.



CITY OF BEVERLY HILLS

POLICE DEPARTMENT

MEMORANDUM

TO: All Police Department Personnel
Brad Cornelius, Parking Services Manager
Parking Enforcement Division, Department of Public Services

FROM: Sandra Spagnoli, Chief of Police

A handwritten signature in black ink, appearing to be "S" followed by a flourish.

DATE: September 6, 2016

SUBJECT: Halloween Special Event Parking Restrictions – October 31, 2016

Due to the planned Halloween event activities in West Hollywood on October 31, 2016, (which include the closing of Santa Monica Blvd., between Doheny Drive and San Vicente Blvd.), extreme traffic congestion is expected in the adjacent residential areas.

Per BHMC Section 7-1-5B, I am ordering a Special Event Parking Restriction in the residential areas that border West Hollywood (See attached map).

The time frame on the restrictions will be 10/31 4:00 p.m. to 11/1 2:30 a.m. Temporary signs will be posted prohibiting the parking on these streets. Residents and approved guests are exempted by permit.

Halloween Parking Map

The street blocks within the shaded area will be restricted except by permit on Halloween night.



↑ North



Office of Communications
City of Beverly Hills
455 N. Rexford Dr.
Beverly Hills, CA 90210-4817
(310) 285-2438
www.beverlyhills.org

For Immediate Release
October 1, 2016
Contact: (310) 285-2500

City of Beverly Hills Announces Halloween Parking Regulations

Beverly Hills, CA – In response to resident requests, the City of Beverly Hills is establishing “No Parking, Except by Permit” tow-away zones on Halloween evening, Monday, October 31, 2016 in residential areas most impacted by the West Hollywood Carnival. Parking restrictions will be in effect from 4:00 p.m., October 31 through 2:30 a.m., November 1.

In general, all parking regulations throughout the City will be enforced on Halloween.

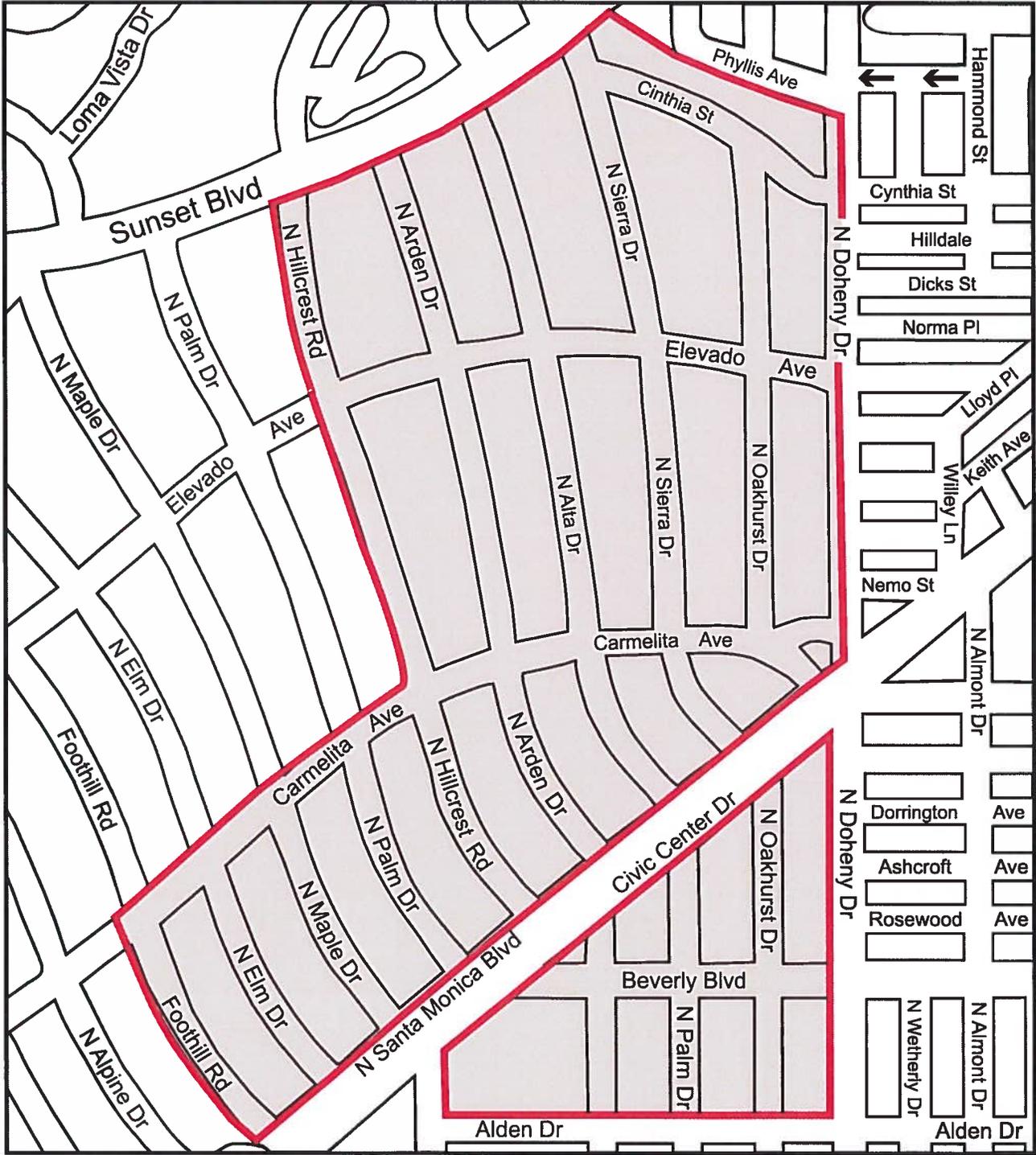
Additional restrictions for the neighboring streets bordering the City of West Hollywood (*Please see attached map*) will be erected with “*Tow-Away No Parking, Except by Permit*” temporary signs on Halloween evening.

Residents will receive three parking permits with attached reflectorized aluminum numbered tags for themselves and their guests during Halloween evening. If more than three permits are required, (maximum of seven) requests can be made to the Department of Public Works & Transportation at (310) 285-2500

For any issues that arise during Halloween night, the parking exemption line will be operational until 1:00 a.m. at (310) 285-2548.

Halloween Parking Map

The street blocks within the shaded area will be restricted except by permit on Halloween night.



↑ North



**CITY OF BEVERLY HILLS
PUBLIC WORKS SERVICES
MEMORANDUM**

TO: Traffic and Parking Commission
FROM: Gregory Routt – Parking Enforcement Supervisor
DATE: October 31, 2016
SUBJECT: Halloween Special Detail Report

To be completed by Supervisor on completion of Halloween Detail.