



Bicycle Lanes for Santa Monica Boulevard

Santa Monica Boulevard is currently undergoing a ground-up \$20 million reconstruction with the first phase (Wilshire to Doheny) targeted for completion in fall of 2018. The finished corridor will maintain the current lane configuration but slightly narrow the lane widths. It will accommodate on-street (Class II) bicycle lanes. With your support, City Council may decide on Tuesday, June 20 to incorporate bicycle lanes as part of tomorrow's Santa Monica Boulevard.

Why include bicycle lanes?

We should stripe bicycle lanes because this state-approved traffic control device separates riders from vehicular traffic to more safely accommodate riders on a busy roadway. Bicycle lanes are recommended by departments of transportation instead of extra-wide right-hand lanes because wider vehicular travel lanes encourage higher speeds. Delineated bicycle lanes are appropriate for Santa Monica Boulevard given the high volume of vehicular traffic and its function as a transit corridor for three bus lines. Let's give bicyclists a safe place to ride!

Not only are bicycle lanes safer for riders; Santa Monica Boulevard is *ideal* for lanes according to our state department of transportation (Caltrans):

- Buses and bicyclists are generally “not compatible” when sharing the curb lane on a transit corridor;
- There is no curbside parking which would be an impediment to bicycle flow (the ‘door zone’ is particularly problematic for travelers along narrow bicycle lanes); and,
- Our segment of the boulevard is a regional connector serving West Los Angeles, West Hollywood and Beverly Hills and *bicycle commuters already use it.*

Santa Monica Boulevard can accommodate bicycle lanes. According to our engineers, there is an available 4'6" for each lane. That width would allow the required minimum 3 feet ‘rider room’ (as measured from the gutter pan or storm drain). If engineers trim the width of the extra-wide inside lane we can add a half-foot to the bicycle lane (a greater safety margin for riders. Available width is *no* reason not to stripe a bicycle lane!

Let's color these bicycle lanes for visibility and added safety. Color can be applied by tinting the asphalt, painting it, or affixing a pavement product used for colored lanes. Advantages include:

- Reducing road conflicts (thus fewer crashes and injuries);
- Increasing visibility of the rider's designated space which discourages motorists from lane encroachment and encourages motorists to yield when appropriate;
- Making motorists & riders aware of points of potential conflict like cross streets;
- Highlighting the multimodal function of the boulevard in order to encourage motor travelers to choose travel by bicycle instead.

Colored lane treatment also makes the presence of riders more apparent to increase both actual safety and the rider's perception of safety.

Better Bike

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Key points

City policy already calls for safe, multimodal travel. Our plans envision a sustainable, energy efficient, and bike-friendly community that will encourage alternative forms of mobility. “Walk and ride a bicycle whenever possible,” urges our Sustainable City Plan (2009).

Beverly Hills is undertaking a complete streets planning process. Just like our 1977 Bicycle Master Plan identified a citywide bicycle route network, the new complete streets plan will too. Santa Monica Boulevard will be a designated bicycle route and a pillar of that network.

Regional multimodal connectivity depends on it. We need bicycle lanes on Santa Monica Boulevard in Beverly Hills to connect existing lanes in Century City and West Hollywood. Both City of Los Angeles and West Hollywood urge Beverly Hills to close the gap.

We can achieve emission-reductions targets by moving travelers from automobiles to other modes. Beverly Hills has signed-on to the ‘Climate Mayors’ initiative in support of the Paris Agreement goals for reducing greenhouse gas emissions.

Show your support!

Please contact City Council by email with your support for high-visibility bicycle lanes. Reach Council by email: mayorandcitycouncil@beverlyhills.org. Your short statement should indicate whether you are a resident and if you work here. Tell Council why you support high-visibility bicycle lanes for our busiest street and transit corridor.

Attend the meeting on Tuesday, June 20th at 7 p.m. We will welcome you to Council Chambers at City Hall, 455 N. Rexford Drive. The agenda:

http://beverlyhills.granicus.com/AgendaViewer.php?view_id=2&event_id=3272

More about our City Council

Beverly Hills City Council is represented by Mayor Lili Bosse, who supports bicycle lanes and has identified ‘complete streets’ as a city priority. Councilmember John Mirisch has long supported multimodal mobility and supports bicycle lanes too. First-time councilmember Bob Wunderlich has likewise expressed support and, notably, favors protected lanes. Vice-Mayor Julian Gold and first-time councilmember Lester Friedman (formerly a Traffic & Parking commissioner) round out the 5-member Council.