



AGENDA REPORT

Meeting Date: June 20, 2017
Item Number: F-1
To: Honorable Mayor & City Council
From: Aaron Kunz, AICP, Deputy Director of Transportation
Subject: SANTA MONICA BOULEVARD BICYCLE LANES
Attachments:

1. Lane Cross Section
2. Bicycle Lane Examples
3. Notice
4. Correspondence

RECOMMENDATION

That the City Council provide direction with respect to striping bicycle lanes on North Santa Monica Boulevard between Doheny Drive and Wilshire Boulevard as part of the North Santa Monica Boulevard Reconstruction Project.

INTRODUCTION

Santa Monica Boulevard Reconstruction Project construction began in January 2017 between Doheny Drive and Wilshire Boulevard. On July 21 2015, the City Council approved design specifications for the roadway including a roadway width that allows for 4.5-foot striped bicycle lanes in each direction. The design specifications approved by Council at this meeting focused on the roadway width with the decision to stripe the roadway for bicycle lanes to be made at the later date.

Staff seeks City Council direction regarding striping bicycle lanes as part of the lane striping plan for the Boulevard. Lane striping will occur upon completion of the reconstruction of the entire project, currently scheduled for late Spring/early Summer 2018.

DISCUSSION

Prior to reconstruction, Santa Monica Boulevard between Doheny Drive and Wilshire Boulevard had a width of 63 feet between Doheny and Canon Drives and 60 feet between Canon Drive and Wilshire Boulevard.

In 2013 the City Council appointed a 15-member Blue Ribbon Committee comprised of three appointees of each Councilmember with the following Committee Assignment:

Receive public input and provide the City Council with recommendations for a concept alternative for the North Santa Monica Boulevard Reconstruction project.

The Committee's recommendations (with 11 members present) included widening the roadway on the north side for a consistent 66 foot roadway (7 yes, 4 against). The Committee also recommended striping the roadway with bike lanes if widened (9 yes, 1 against, 1 abstention). Primary factors for the Committee's recommendation included providing continuity for the regional bicycle network (both West Hollywood to the east and Los Angeles to the west have bike lanes) and having a roadway with a minimum of 12 foot lanes to accommodate larger vehicles.

On January 6, 2015, City Council directed staff to (1) proceed with project design maintaining the existing northern curb face; and (2) return to City Council at "50%" project design with recommendations to widen the roadway on the south side in the 60 foot section (between Wilshire Boulevard and Canon Drive) up to three feet (3') and/or configuring the land widths to potentially accommodate future bicycle lanes.

On July 21, 2015, staff presented options for the 60-foot section prepared by the *Psomas* design team for the Santa Monica Boulevard Reconstruction Project. The City Council directed staff to proceed with design of widening the roadway by 2"-4" providing for a 62'-4" roadway and 2'-4" wide area for landscaping along the SM5 parking structure due to the parking structure foundation. The resulting design provides the following for potential bicycle lanes as follows:

- 4.5' bicycle lanes on each side with 11' travel lanes and 10' middle turn lane (attachment 1)
- 18" gutters to provide clearance
- 2" reduction in 11' lanes in the section between Canon Drive and Wilshire Boulevard

Per research conducted by *Iteris, Inc.* (traffic consultant to the *Psomas* design team), 10' lanes as opposed to 12' lanes do not reduce capacity or impact safety in urban areas. The 11' lanes, with the exception of the 2" reduction, are consistent with existing lane widths and recommended due to the volume of commercial vehicles and buses using the roadway.

Iteris and City staff identified the following advantages for striping the boulevard for bicycle lanes:

- Research indicates bicycle lanes are safer for bicyclists
- Provides motorists advance notice to anticipate bicyclists
- Attracts more bicyclists to use the roadway
- State law allows bicyclists full use of outside lane if not striped
- Research shows that when motorists pass a bicyclist in a wide lane, cars tend to creep into the adjacent lane, but don't do so with a striped bike lane.

Arguments against striping for bicycle lanes include:

- Attracts bicyclists to the roadway
- May provide false sense of security for bicyclists
- Debris and dust accumulates more quickly on bicycle lanes where vehicles do not travel.

Type of bicycle lane

There are two primary types of bicycle lane striping:

- A white stripe with bicycle lane legends, consistent with bicycle lanes on Santa Monica Boulevard in Los Angeles and West Hollywood (attachment 2). Striping bicycle lanes on North Santa Monica Boulevard with white thermoplastic would cost approximately \$15,000 within the construction area.
- A green painted bicycle lane. Several cities have recently painted green bicycle lanes to provide increased visibility of the lanes. A disadvantage of the green painted bicycle lanes is maintenance and higher initial cost. Initial painting of green bicycle lanes is approximately \$300,000 within the construction area. Repainting would be required annually.

Staff also researched 'buffer' treatments to separate the bicycle lanes from the travel lanes. 'Buffer' treatments developed to date require more space than the lane widths on Santa Monica Boulevard.

With City Council direction to proceed with bicycle lanes, staff would update striping plans for the North Santa Monica Boulevard reconstruction project and for the Waldorf Astoria and 9900 Wilshire Boulevard projects. Specific lane treatments would need to be developed at the Wilshire Boulevard, Beverly Boulevard/Palm Drive and Doheny Drive intersections as well as coordination with adjacent jurisdictions.

Public Comment

Staff sent 116 notices (109 via e-mail, 7 via mail) to the distribution list developed during the North Santa Monica Boulevard Reconstruction project public outreach process. Staff also sent e-mails to the Traffic & Parking Commission e-blast distribution list.

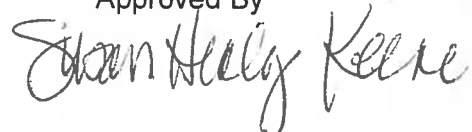
As of June 14, 2017, staff received two correspondence, one supporting and one opposing bicycle lanes on North Santa Monica Boulevard.

FISCAL IMPACT

Funding for striping of bicycle lanes with a white stripe and bike legends is included in the North Santa Monica Boulevard Reconstruction Project Capital Improvement Program budget.

Susan Healy Keene, AICP
Community Development Director

Approved By

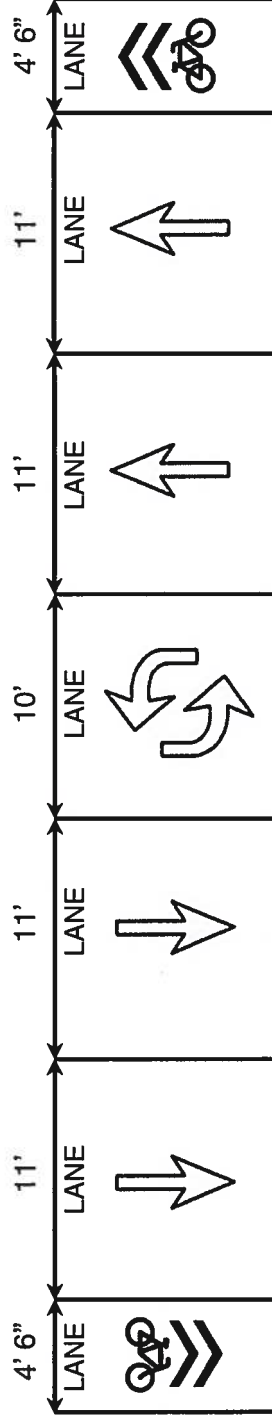


ATTACHMENT 1

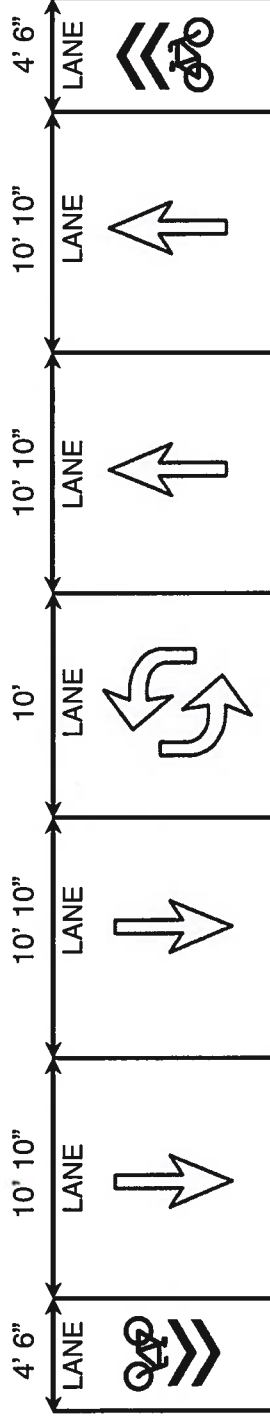
North Santa Monica Boulevard

Proposed Roadway Sections with Bicycle Lanes
Westbound view

Doheny Drive to Canon Drive (63')*



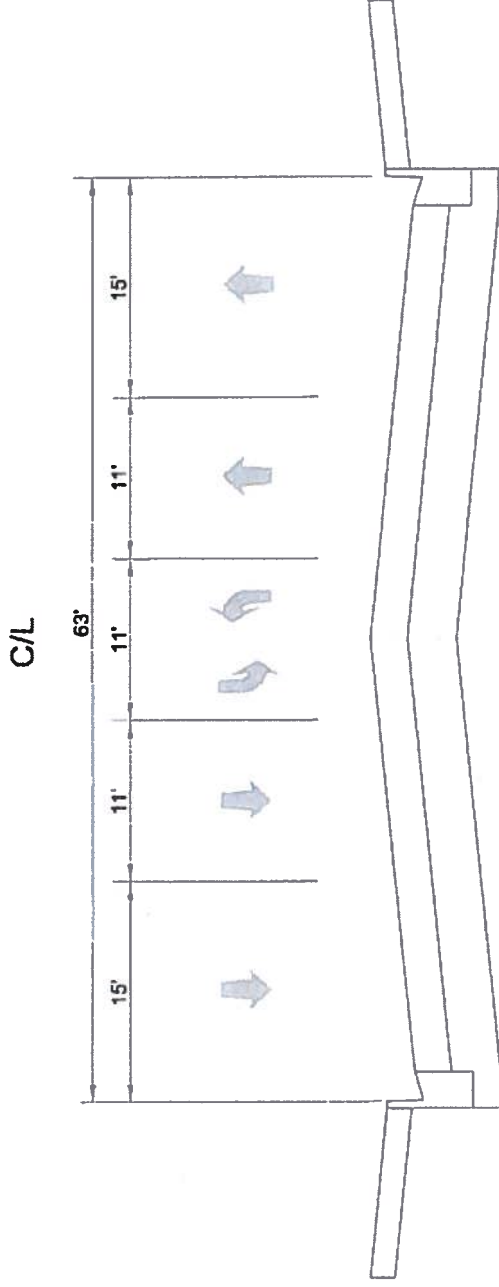
Canon Drive to Crescent Drive (62' 4")*



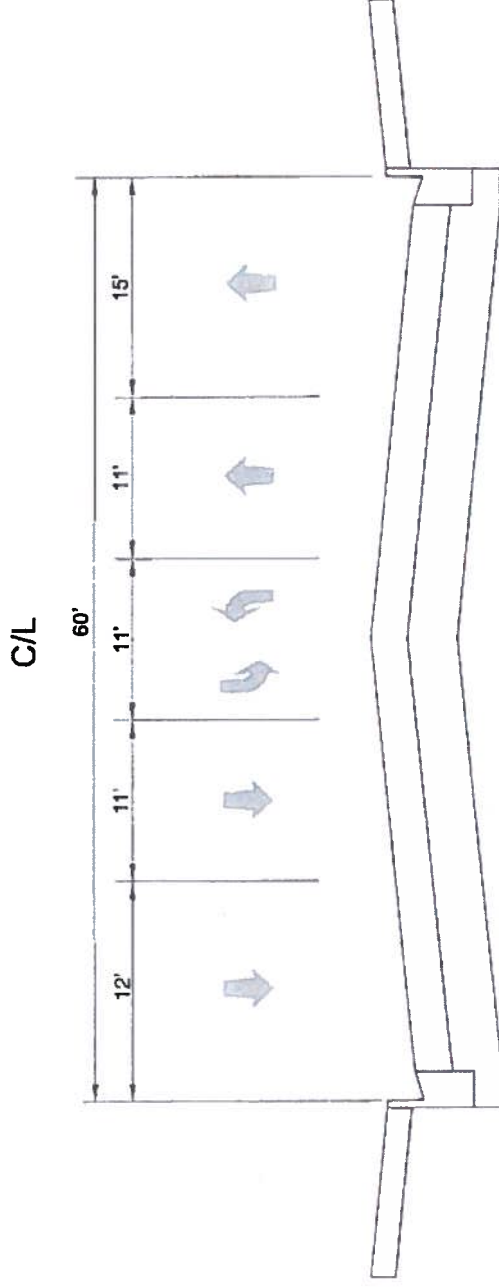
* Not to scale

North Santa Monica Boulevard

Existing 63' section*



Existing 60' section*



* Not to scale