Beverly Hills
Bicycle Feasibility Study

November 16, 2011
Study Purpose

• Conduct a feasibility study to identify bicycle facilities on north/south & east/west corridors in the City of Beverly Hills

• Evaluate specific routes based on prior input from the Bicycle Committee
Study Corridors

- Carmelita Avenue
- Charleville Boulevard
- Beverly Drive
- Crescent Drive
Study Parameters

• Identify bicycle facilities that could be constructed:
  • Within existing right-of-way
  • Without impacting parking
  • Without impacting vehicle travel lanes

• Identify potential long-term bicycle improvements
Types of Facilities

- Bicycle Lanes
  - Signed & striped lane for bicyclists
  - Requires 10-12 feet of available roadway space
  - Class II facility
Types of Facilities (cont.)

• Bicycle Routes
  • Shared lane with vehicles
  • “Sharrow” symbol & signing
  • Appropriate for roadways with speed limits of < 35 MPH
  • Class III facility
Study Corridor: Carmelita Avenue

- Existing Roadway Characteristics
  - 2-lane roadway
  - 42’ curb-to-curb width
  - On-street parking on both sides
  - Moderate parking occupancy
  - 25 MPH speed limit
Study Corridor: Carmelita Avenue

- Traffic Controls
  - Stop-controlled at most intersections, which slows traffic but inconveniences cyclists
  - Motorists are unsure whether cyclists will obey stop signs
**Study Corridor: Carmelita Avenue**

- **Wide Intersections**
  - Stop-controlled intersections at Rodeo Drive and Beverly Drive are wide, (e.g. 72’ at Rodeo Dr), would require cyclists to cross four lanes of traffic
  - Could provide intersection treatments (e.g., roundabouts, traffic circles)
Study Corridor: Carmelita Avenue

- Carmelita Ave & Santa Monica Blvd
  - Intersection is unsignalized and median on Santa Monica Blvd prevents cyclists from making lefts onto Carmelita Ave
  - Cyclists would likely need to use sidewalk/crosswalk and dismount to safely continue to the east on Santa Monica Blvd
Study Corridor: Carmelita Avenue

- Carmelita Ave & Wilshire Blvd
  - Intersection is unsignalized, making it difficult for cyclists to make left turns onto or from Wilshire Blvd
  - Poor connectivity reduces effectiveness of a bicycle route on Carmelita Ave, especially for bicyclists traveling eastbound
Study Corridor: Carmelita Avenue

- Evaluation of Potential Bicycle Facilities

  Class III Bicycle Routes
  - Can be accommodated within current roadway cross-section
  - Install bicycle route signage and “sharrow” roadway striping
  - Explore intersection treatments
Study Corridor: Charleville Blvd
• Existing Roadway Characteristics
  • 2-lane roadway
  • 35’ curb to curb width
  • Time limit & resident parking restrictions on both sides of street
  • High parking occupancy
  • 25 MPH speed limit
  • School access along Charleville Blvd
Study Corridor: Charleville Blvd

- Traffic Controls
  - Stop-controlled at most intersections, which slows traffic, but inconveniences cyclists
  - Motorists are unsure whether cyclists will obey stop signs
  - Signalized where it crosses most major north/south streets, which is beneficial for bicycle safety and access
Study Corridor: Charleville Blvd

- Evaluation of Potential Bicycle Facilities

  Class III Bicycle Routes

  - Can be accommodated within current roadway cross-section
  - Install bicycle route signage and “sharrow” roadway striping
  - Explore intersection treatments
Study Corridor: Beverly Drive

- Existing Roadway Characteristics
  (north of Santa Monica Blvd)
  - 2-lane roadway
  - 60’ curb-to-curb width
  - Hourly parking restrictions
  - Stop signs primarily on cross streets
**Study Corridor: Beverly Drive**

- **Beverly Dr/Cannon Dr/Lomitas Ave Intersection:**
  - Six-legged intersection of Beverly Drive/Cannon Dr/Lomitas Ave is an impediment for cyclists due to its large size.
Study Corridor: Beverly Drive

- Existing Roadway Characteristics
  (south of Santa Monica Blvd)
  - 5-lane roadway, two through lanes in each direction and a center turn lane
  - 60’ curb-to-curb width
  - Metered parking both sides of street
  - High parking occupancy & high turnover
**Study Corridor: Beverly Drive**

- Evaluation of Potential Bicycle Facilities (north of Santa Monica Blvd)
  
  *Class II Bicycle Lanes*
  
  - Can accommodate bike lanes on Beverly Dr north of Santa Monica Blvd, assuming Beverly Drive is formally striped with one lane in each direction.
Study Corridor: Beverly Drive

• Evaluation of Potential Bicycle Facilities (south of Santa Monica Blvd)
  
*Class III Bicycle Routes*

• Bicycle routes could be designated with signage and “sharrow” striping

• However, Beverly Dr has higher traffic volumes & high turnover of on-street parking

• Diagonal parking (south of Wilshire Blvd) would also increase potential for bike-vehicle conflicts due to limited visibility
Study Corridor: Crescent Drive

- Existing Roadway Characteristics (north of Santa Monica Blvd)
  - 2-lane roadway
  - 50’ curb-to-curb width
  - Time restricted parking
  - Parking moderately occupied
  - Stop signs at most intersections
  - Signalized at crossings with major arterials
Study Corridor: Crescent Drive

• Existing Roadway Characteristics

(Santa Monica Blvd to Wilshire Blvd)

• 4-lane roadway
• 56’ curb-to-curb width
• Metered parking
• Parking fully occupied
• Signalized at cross streets
Study Corridor: Crescent Drive

- Existing Roadway Characteristics (south of Wilshire Blvd)
  - 2-lane roadway
  - 30’ curb-to-curb width
  - Parking restrictions on both sides of street
  - High parking occupancy
  - 25 MPH speed limit
  - Stop-controlled at most intersections
Study Corridor: Charleville Blvd

- Existing Roadway Characteristics
  - 2-lane roadway
  - 35’ curb to curb width
  - Time limit & resident parking restrictions
  - High parking occupancy
  - 25 mph speed limit
Study Corridor: Reeves Drive

• Existing Roadway Characteristics (south of Charleville Blvd)
  • 2-lane roadway
  • 30’ curb-to-curb width
  • Time limit and residential parking restrictions on both sides of street (south of Gregory Wy) and east side of street (north of Gregory Wy)
  • High parking occupancy
  • 25 MPH speed limit
  • Stop-controlled at most intersections
Study Corridor: Crescent Drive

• Evaluation of Potential Bicycle Facilities (north of Santa Monica Blvd)

  Class II Bicycle Lanes

• Can accommodate bike lanes in current cross-section without reduction in lane capacity or parking
Study Corridor: Crescent Drive

• Evaluation of Potential Bicycle Facilities
  (Santa Monica Blvd to Wilshire Blvd)

 *Class III Bicycle Route*

• Bicycle routes could be designated with signage and “sharrow” striping
• Traffic volumes are lower on Crescent Dr, making it a better choice for a bike route than Beverly Drive
Study Corridor: Crescent Drive

- Potential Long-Term Improvement
  
  *Class II Bicycle Lanes*
  
- Cannot accommodate bike lanes without removing a travel lane
- Implementation of road diet would allow protected bike lane
- Need traffic count to determine LOS impacts by reducing capacity
Study Corridor: Charleville Blvd

- Evaluation of Potential Bicycle Facilities
  
  **Class III Bicycle Routes**
  - Can be accommodated within current roadway cross-section
  - Install bicycle route signage and “sharrow” roadway striping
  - Explore intersection treatments
Study Corridor: Reeves Drive

- Evaluation of Potential Bicycle Facilities

  Class III Bicycle Routes
  - Install bicycle route signage and “sharrow” roadway striping
  - Narrow street benefits cyclists by slowing traffic
  - Intersection unsignalized at Olympic Blvd, would impede cyclists traveling further south
Beverly Hills Bicycle Feasibility Study

Questions
Next Steps