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Beverly Hills
Bicycle Feasibility Study

November 16, 2011

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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

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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

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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**

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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

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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

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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)

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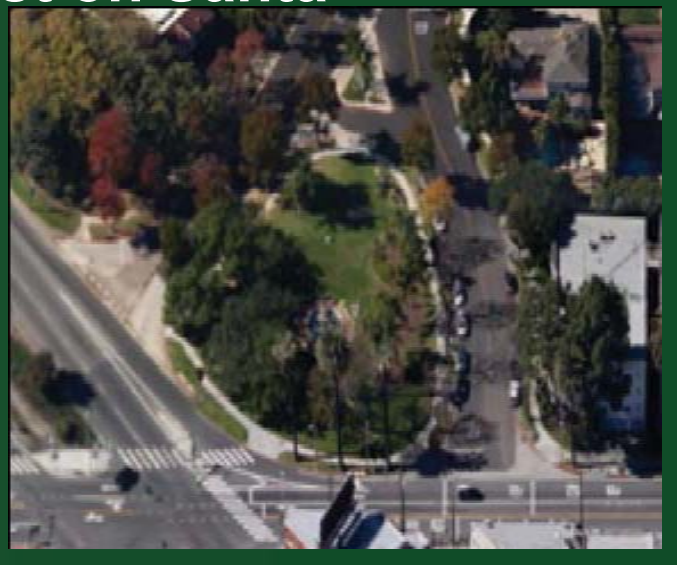
Study Corridor: Carmelita Avenue

- **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**



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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

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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**

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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

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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

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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**

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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**

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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**

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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**

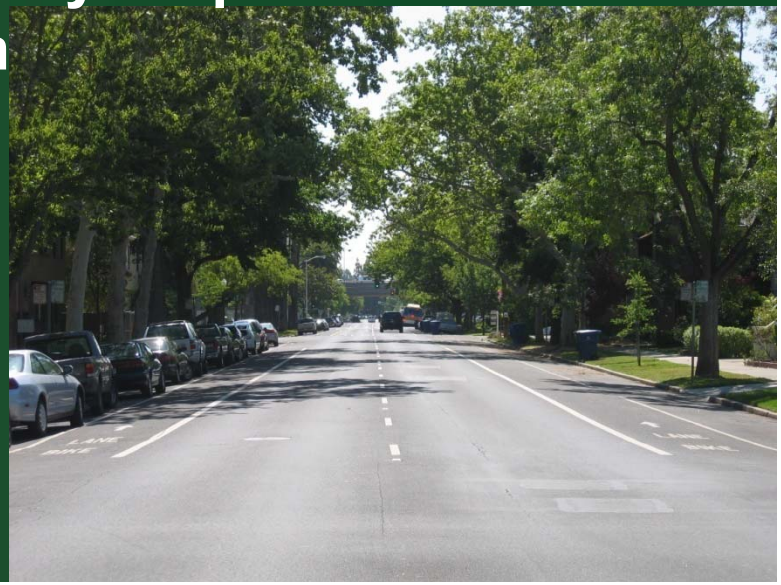
Study Corridor: Beverly Drive

- **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**



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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**

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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**

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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**

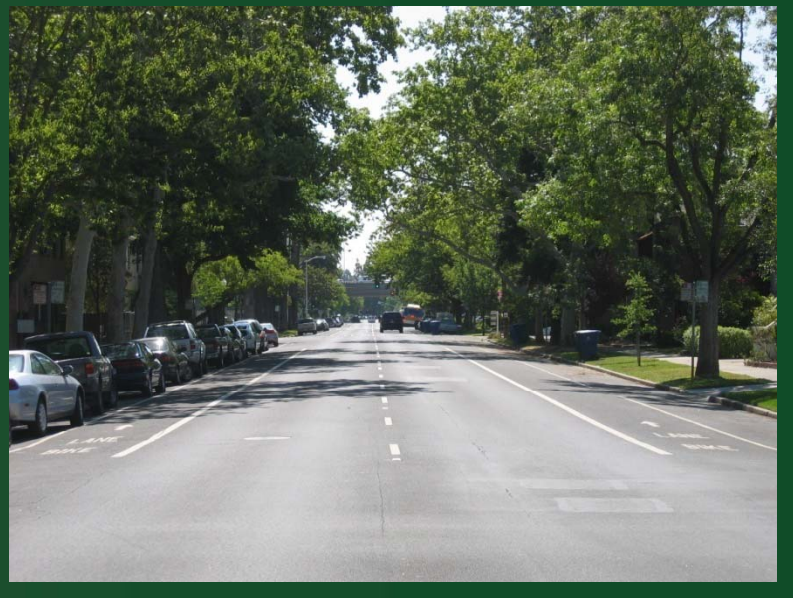
Study Corridor: Crescent Drive

- **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**



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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**

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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**

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Questions
Next Steps