



Beverly Hills Bicycle Feasibility Study

April 2012



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 Schedule



A photograph showing two cyclists from behind as they ride on a paved path. The cyclist in the foreground is wearing a green t-shirt, white shorts, and a white helmet. The cyclist in the background is wearing a dark blue t-shirt, dark shorts, and a red helmet. They are riding on a wide, paved path that curves slightly to the right. The path is bordered by lush green trees and foliage on both sides. The sky is clear and blue. The number '4' is printed in white at the bottom center of the page.





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
 - “Sharrows” symbol & signing
 - Appropriate for roadways with speed limits of < 35 MPH
 - Class III facility





Study Corridor: Carmelita Avenue





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

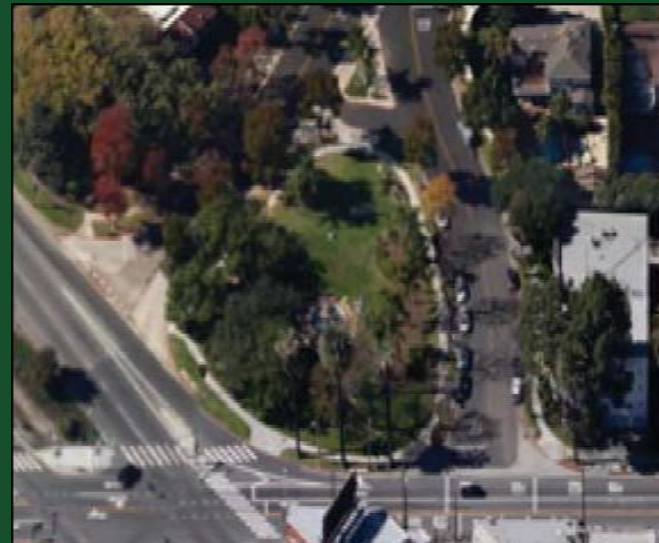
- **Wide Intersections**
 - Stop-controlled intersections at Rodeo Drive and Beverly Drive are wide, (e.g. 72' at Rodeo Dr), would require cyclists to cross four lanes of traffic
 - Could provide intersection treatments (e.g., roundabouts, traffic circles)





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**

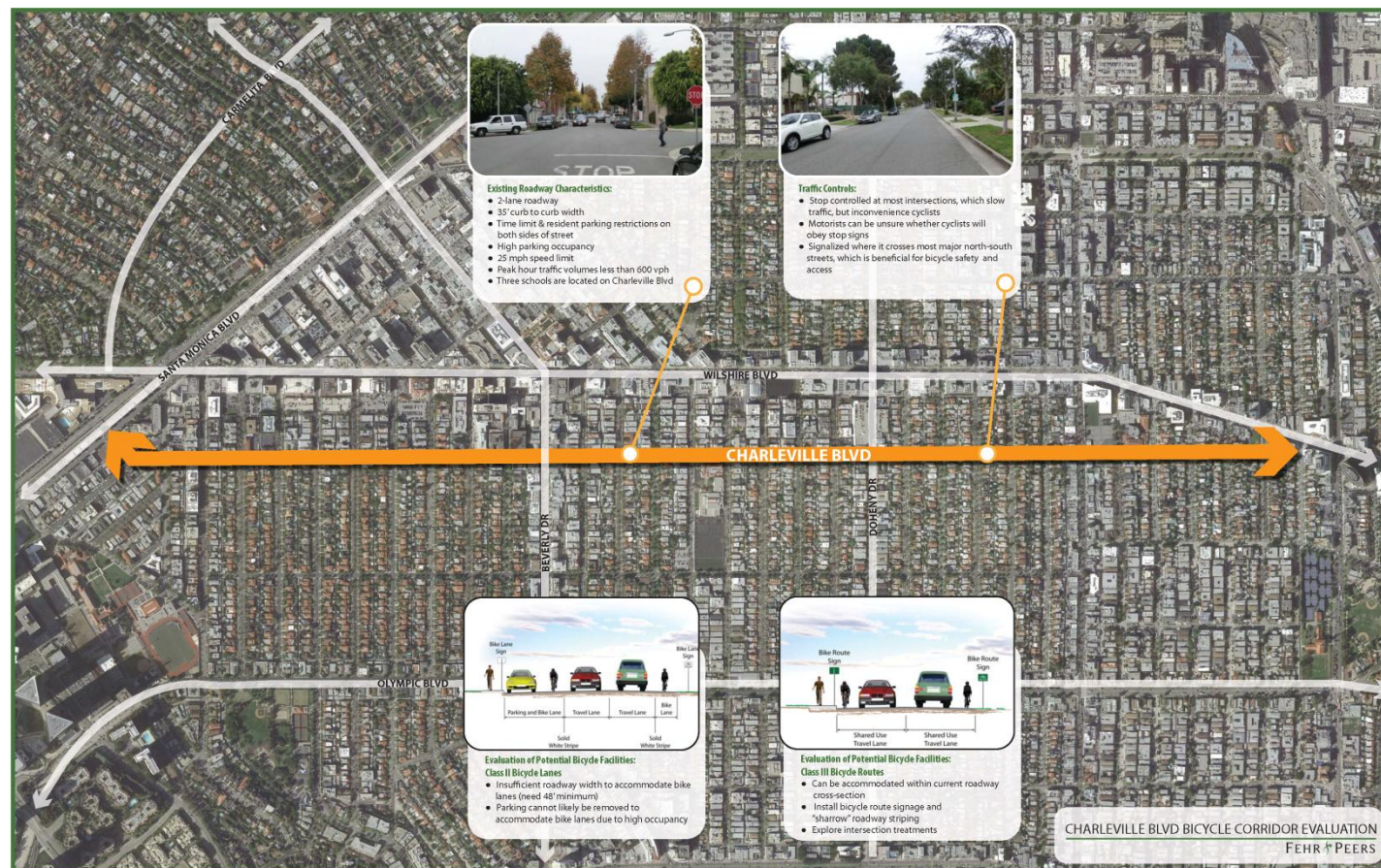
Class III Bicycle Routes

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





Study Corridor: Charleville Blvd





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

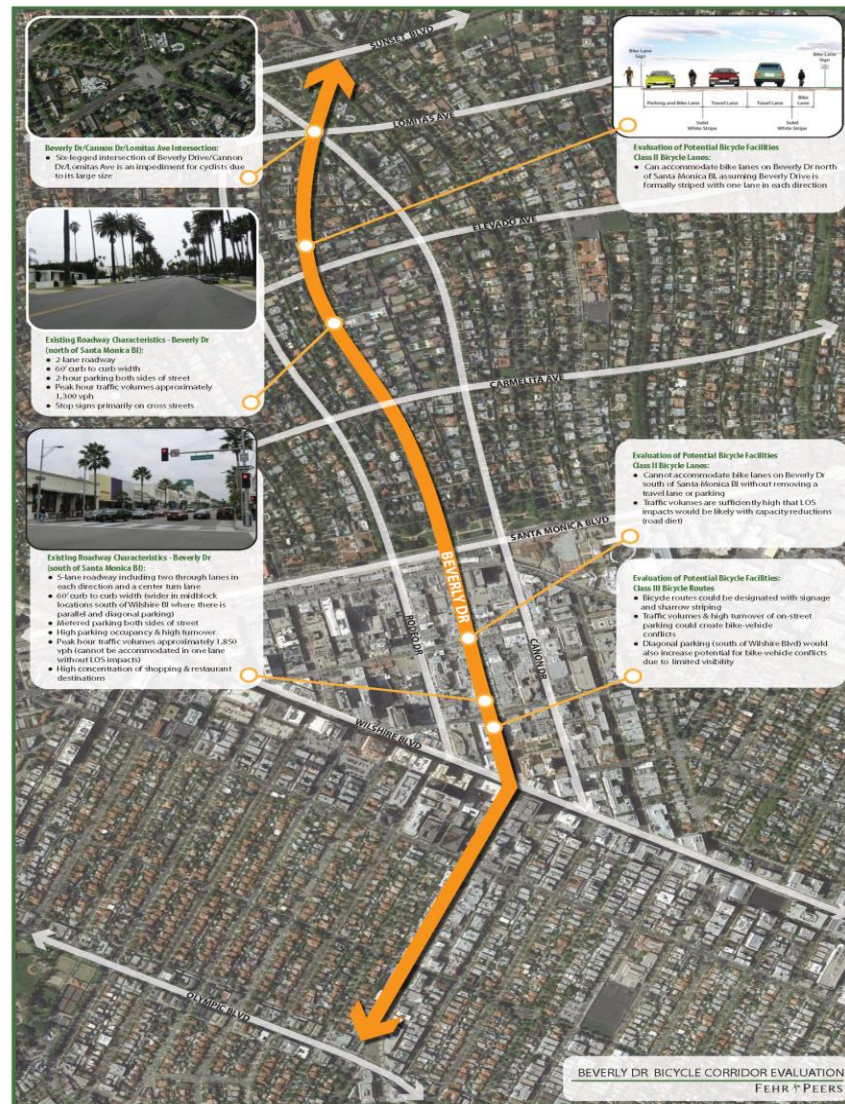
- **Evaluation of Potential Bicycle Facilities**
Class III Bicycle Routes

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





Study Corridor: Beverly Drive





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





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





Future Study Corridor: Burton Way

- Consider bicycle facilities within City limits (between S. Santa Monica Boulevard and San Vicente Boulevard)
- Regional Connectivity: Future bike lanes on San Vicente Boulevard, connecting to Burton Way in Los Angeles jurisdiction
- May conduct feasibility study for Burton Way based on community feedback and TPC input



Next Steps

- Spring Community Outreach
- Consider Additional Corridors based on Community Feedback
- Conduct additional feasibility studies (e.g., Burton Way) as needed
- TPC Meeting for Final Review and Recommendation in May



Beverly Hills Bicycle Feasibility Study

Questions