



CITY OF BEVERLY HILLS STAFF REPORT

Meeting Date: July 3, 2012

To: Honorable Mayor & City Council

From: Aaron Kunz, Deputy Director of Transportation
Martha Eros, Transportation Planner

Subject: REVIEW PROPOSED PILOT BICYCLE ROUTES

Attachments:

1. Pilot Projects reviewed by the Traffic & Parking Commission (Prepared by Fehr & Peers Transportation Consultants)
2. Public Notice and Press Release
3. Traffic & Parking Commission Minutes - May 9, 2012
4. Public Comment and Correspondence

INTRODUCTION

Staff proposes that the City Council proceed with one or more of the pilot projects outlined in this report based on input provided to the Traffic and Parking Commission. If the City Council wishes to receive public input directly before proceeding with any of the pilot projects, staff will schedule a discussion at a future public meeting.

DISCUSSION

Facilitating the use of bicycles as an alternative to automobiles is an integral part of urban transportation planning and development of Complete Streets in Los Angeles County and other major US Cities. The City of Beverly Hills City Council prioritized bicycle planning as goal during FY12/13 budget priority exercise.

The City of Beverly Hills has not previously engaged in significant bicycle planning efforts. Staff is pursuing bicycle planning with three initiatives as a first step towards developing a comprehensive bicycle master plan:

1. Pilot Bicycle Lane/Routes: Currently, the City does not have any dedicated bicycle lanes or routes. The focus of this report is to provide the results of the public outreach process and analysis of potential pilot bicycle lane/route projects.

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2. Development/expansion of bicycle rack program. The City placed bicycle racks, as part of the Business Triangle Urban Design Project, on North Rodeo, Camden and Beverly Drives and Brighton and Dayton Ways. A limited number of bicycle racks are placed in other areas of the City. Staff will bring forward a proposal to expand the number of bicycle racks in the City to develop an integrated bicycle program, including the development of standards at a forthcoming meeting.
3. The City Council has previously provided direction that bicycle lanes in each direction on North Santa Monica Boulevard (NSMB) be addressed as part of the Santa Monica Boulevard Reconstruction Project planning process. The reconstruction of Boulevard is scheduled to begin in early 2015, with the planning process during 2013/14.

Pilot Bicycle Lane/Route Proposals

With minimal opportunities and/or community interest in expanding roadways or removing on-street parking in Beverly Hills (as is the case in most areas of Westside of Los Angeles County), the Beverly Hills pilot bicycle lane/route proposals would consist of two types of bicycle facilities: Class II Bicycle Lanes and Class III Bicycle Routes/Sharrows.

The Manual of Uniform Traffic Control Devices defines bicycle facilities as follows¹:

Class I - Bike Path:	Completely separated right-of-way for exclusive use of bicycles or pedestrians.
Class II - Bike Lane:	Striped lane in roadway designated for bicycle uses, with though travel by motor vehicles or pedestrians prohibited.
Class III - Bike Route:	Shared roadway with pedestrians and motorized vehicles; a designated preferred route typically identified with a <i>sharrow</i> ² markings and signage.

The first step in developing recommendations for pilot bicycle lane/route projects involved seven roundtable discussions between the TPC Bicycle Ad Hoc Committee (Commissioners I. Friedman, Grushcow and Levine), City staff, representatives of bicycling organizations (e.g., Los Angeles County Bicycle Coalition and Better Bikes of Beverly Hills), and active cyclists to identify corridors based on accessibility to merchants, schools, parks and connectivity to bike networks in West Hollywood and Los Angeles. Additionally, staff from the individual cities of the Westside Cities Council of Governments met with representatives of the bicycle community and conducted a similar exercise on a subregional level.

Second, *Fehr & Peers Transportation Consultants* evaluated each corridor including street conditions and neighborhood characteristics and developed graphical presentations of each

¹ MUTCD, Chapter 9A. General, Part 9 Traffic Controls for Bicycle Facilities, Section 9A.03 Definitions. <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd/CAMUTCD-Part9.pdf>

² *Sharrow*. A marking placed in the center of a travel lane includes lane markings within the existing roadway and signage, without a lane for exclusive bicycle use.

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corridor with recommendations of the type of facility applicable for each street. Attachment 1 provides a summary of the five corridors reviewed.

Third, the TPC held three evening community meetings in April and May 2012, (two meetings conducted by the ad-hoc Committee and one by the full TPC) to present the proposed corridors and receive community feedback. Staff sent two separate mailers to approximately 3,085 addresses for each street included in the pilot bicycle project. The first a post card announcing the community meeting schedule, the second a special notice (with special labels on the envelopes) for the May 9th Special Traffic & Parking Commission public notice (Attachment 2).

A total of 48 people attended the community meetings, with 27 people speaking during public comment at one of the three public meetings. Two individuals attended multiple meetings and provided public comment at each. A total of 14 individuals spoke in favor of one or more of the proposed bicycle routes, and 11 residents spoke in opposition to bikeways in the City. Those in favor spoke of the need for Beverly Hills to implement bicycle facilities similar to neighboring jurisdictions. Those opposed cited safety concerns of sharing the road with bicycles, cyclists do not obey stop signs, and limited cycling activity in the city. A summary of public input is included as Attachment 3.

Public Comment	Support	Oppose	Total
Resident	7	11	18
Non-Resident	7	0	7
	56%	44%	25

Staff also received three letters from residents and two from non-residents supporting one or more of the proposed routes in the City. Six resident letters, including one letter signed by 24 Beverly Hills households, oppose bikeways. Three of the individuals that submitted written letters also provided public comment at one or more of the community outreach meetings.

Correspondence	Support	Oppose	Total
Resident	3	6	9
Non-Resident	2	0	2
	45%	55%	11

The Traffic & Parking Commission developed a recommendation at the May 9th special meeting. Two of the five Commissioners recommended that the City Council test all five pilot bicycle lane/route projects, however, the majority wished to vote on each route individually. Per discussion with the ad-hoc Committee, staff agreed not to prioritize or recommend against any of the five (or portion thereof) of the five bicycle route/lane project in order to receive unbiased input.

Attachment 5 provides minutes of the Traffic & Parking Commission's recommendations. Below, staff has prioritized the five pilot bicycle route/lane projects. Of the pilot bicycle route/lane projects reviewed, staff does not support bicycle routes on Beverly Drive or Reeves Drive at this time due to the high volume of traffic and potential conflicts with vehicles.

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Burton Way

Staff supports a Class II bicycle lane on Burton Way between Crescent Drive and Robertson Boulevard that would connect to future bikeways on San Vicente and Burton Way in the City of Los Angeles. The Traffic & Parking Commission voted 5/0 in favor.

Burton Way is approximately 35-feet wide in each direction and has on-street parking on each side of the street. A Class II bicycle lane on Burton Way would connect to a regional bicycle network and provide access to merchants on North Crescent Drive and the business triangle.

Crescent Drive

Staff supports a Class II bicycle lane on Crescent Drive between Sunset and Santa Monica Boulevards and a Class III bicycle route/sharrow between Santa Monica and Wilshire Boulevards. The Traffic & Parking Commission voted in favor of the overall, inclusive Crescent/Reeves bikeway with a vote of 3/2.

Staff recommends a Class III bicycle route/sharrow on the 100 block of South Crescent Drive only if a route on Charleville Boulevard is selected to provide connectivity to city facilities, including schools, parks and the adjacent Wilshire business corridor. Staff does not support a bikeway on South Reeves Drive due to high traffic circulation from South Beverly Drive, the parking density and narrow street conditions on the 300 block of Reeves, and connectivity constraints at Olympic Boulevard.

Crescent Drive is approximately 50-feet wide between Sunset and North Santa Monica boulevards and 56-feet wide south to Wilshire Boulevard. On-street parking is available on both sides of the street. North Crescent Boulevard would provide access to Crescent Drive merchants north of Wilshire Boulevard, City Hall, Public Library and the future Annenberg Cultural Center.

The 100 block of South Crescent Drive has on-street parking on the west side of the block and has two speed humps. A Class III bike route would connect to Charleville Boulevard which would provide access to Beverly Vista Elementary School and adjacent synagogue/church. *If the Charleville Boulevard route is not selected, staff recommends terminating the Crescent Drive route at Wilshire as limited connectivity would be provided.*

Carmelita Avenue

Staff supports a Class III bicycle route/sharrow on Carmelita Avenue between Wilshire Boulevard and Doheny Drive. The Traffic & Parking Commission voted 3/2 in favor of this route.

Carmelita Avenue is approximately 42-feet wide and has 21 all-way stops within the city limits. The route would provide adjacent access to the North Santa Monica Boulevard transit corridor and connect to existing bikeways in West Hollywood and West Los Angeles at the east/west city limits. Carmelita Avenue could be considered as an interim route until the reconstruction of North Santa Monica Boulevard is completed.

Charleville Boulevard

Staff supports a Class III bicycle route/sharrow on Charleville Boulevard between South Santa Monica and La Cienega Boulevard. The Commission voted 2/3 against a proposed bikeway

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due to the high volume of traffic and parking density along the Charleville corridor, and backed-up traffic due to perceived travel conflicts between motorists and cyclists on the narrow street.

Sharrows and signage would alert both cyclists and motorists of a shared road with access to local schools (Horace Mann, Beverly Vista, and Good Sheppard), synagogues and parks. Charleville Boulevard would also provide access to the east Wilshire Boulevard business corridor and to merchants on South Robertson Boulevard. Charleville Boulevard is approximately 35-feet wide and is currently a self-selected route by cyclists. Charleville Boulevard is a mixed single and multiple-family area with permit parking and all-way stops.

Beverly Drive

Staff does not support a bikeway on Beverly Drive. The Traffic & Parking Commission voted 2/3 against a proposed bikeway on Beverly Drive.

Beverly Drive is approximately 60-feet wide between Sunset and Olympic boulevards. A bikeway on Beverly Drive would provide access to businesses and restaurants in the business triangle and on South Beverly Drive. Staff does not recommend a bikeway in this corridor due to the high traffic volume between North Santa Monica and Olympic boulevards and the diagonal parking in the South Beverly Drive, and the challenging nature of the traffic circle near the northern terminus at Will Rogers Park.

FISCAL IMPACT

The design and installation costs to implement the routes recommended by the Traffic & Parking Commission are approximately \$135,000. The cost of the proposed routes recommended by staff, which includes Charleville Boulevard, is approximately \$170,000. AB-2766 Air Quality Management District (AQMD) funds for FY12-13 are budgeted for this use. Consultant fees for bicycle planning are estimated at \$20,000. The consultant fees will be paid with Proposition A Local Return Funds.

STAFF RECOMMENDATION

Staff requests City Council direction on whether to:

- (1) Implement one or more of the pilot bicycle lane/route projects outlined in this report
or
- (2) Continue the discussion at a future formal City Council meeting and notice the affected streets within the project scope.



David Gustavson
Approved By

Exhibit 1 – Proposed Pilot Bicycle Route Map