



September 10, 2013

Mayor John Mirisch  
Vice Mayor Lili Bosse  
Councilmember William W. Brien  
Councilmember Julian Gold  
Councilmember Nancy Krasne

Dear Mayor Mirisch and members of the City Council:

I'm here today because I value mobility options and I want tomorrow's Santa Monica Boulevard to be universally accessible to all road users. A signature 'complete street' that is safe to travel regardless of one's *mode* of travel is what Beverly Hills residents deserve in 2015.

We also deserve a truly inclusive public process for the reconstruction of this key corridor, not a pro-forma succession of workshops as so often characterizes planning with a decision rendered behind closed doors. For a project of this significance, two minutes of stakeholder comment at a microphone is insufficient. What we need is a variety of voices from the public at the table.

Before Council today are four choices. Of them I support the the Public Steering Committee choice. That kind of body has worked well for West Hollywood when it was crafting mobility recommendations for City Council. Moreover, Beverly Hills would benefit from a broader discussion about multimodal mobility (as called for in our city plans) and this project can be the beginning of that process. I believe that multimodal mobility is the appropriate context for choosing the Santa Monica Boulevard design concept.

I cannot support the Multi-Commission Committee option or support sole oversight of the process by the Traffic and Parking Commission. The focus here is on mobility while suggested commissions are mostly peripheral to this project. But they do have an important place in the discussion.

Most important, I don't support Traffic and Parking Commission oversight. This commission is focused on parking permits, taxi and tour bus regulation rather than mobility. In my opinion, this commission on balance enjoys the view from behind the windshield and the safety needs of pedestrians and cyclists seems not within its remit. The commission-supervised Pilot bike route planning process adhered to a pro-forma process that largely left out the concerns of cyclists.

Sincerely,

**Better Bike**

Mark Elliot, Organizer  
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