



Beverly Hills City Council Liaison / Traffic & Parking Commission
Committee will conduct a Special Meeting, at the following time and place,
and will address the agenda listed below:

CITY HALL
455 North Rexford Drive
4th Floor Conference Room A
Beverly Hills, CA 90210

Thursday, May 4, 2017
5:30 PM

AGENDA

1) Public Comment

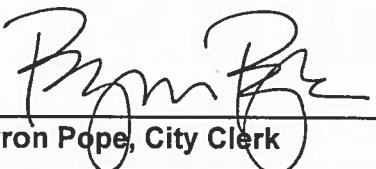
Members of the public will be given the opportunity to directly address the Committee on any item listed on the agenda.

2) Complete Streets Plan

3) Concepts for Rodeo/Park Way Crosswalk

4) Preferential Permit Parking Districts

5) Adjournment



Byron Pope, City Clerk

Posted: April 28, 2017



In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call the City Manager's Office at (310) 285-1014. Please notify the City Manager's Office at least twenty-four (24) hours prior to the meeting so that reasonable arrangements can be made to ensure accessibility.



MEMORANDUM
CITY OF BEVERLY HILLS

TO: City Council and Traffic & Parking Commission Liaison Committee

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

DATE: May 4, 2017

SUBJECT: Complete Streets Plan

ATTACHMENTS:

- A. Draft Complete Streets Plan Scope of Work
- B. January 5, 2017 Traffic & Parking Commission Staff Report

Attached is the draft Complete Streets Plan request for proposals (RFP) scope of work for Liaison Committee comments and direction.

Background

As part of the fiscal year 2016/2017 City Council Priority Exercise, the City Council identified the preparation of a Bicycle Mobility Plan as the first step of developing an overall citywide Mobility Plan.

Based on research of other communities' plans and recent increase in the number of requests for crosswalks in the City, staff raised the concept of developing a combined Bicycle-Pedestrian Mobility Master Plan at the January 5, 2017 Traffic & Parking Commission (TPC) meeting. Items emphasized by TPC included early community outreach and public participation; engage City Commissions, school district, key stakeholders; safety; evaluate best practices employed by other municipalities; identify first/last mile objectives; clarify municipal code language pertaining to bicycle use; and wayfinding/signage and education.

Staff is proposing to change the name of the Bike-Ped Plan to "Complete Streets Plan." The term "complete streets" is more comprehensive and could include other potential transportation modes and technologies, such as autonomous vehicles. Metro is also requiring Cities to adopt complete streets policies to obtain transportation grant funds.

Conclusion

Staff seeks direction and comments regarding the attached RFP Scope of work and overall approach to conducting a Complete Streets Plan. Staff will refine the scope of work, incorporating Liaison Committee comments and issue the RFP and return to Council for project award.

ATTACHMENT A

Beverly Hills Complete Streets Plan

DRAFT Scope of Services

April 27, 2017

Task 1: Community Outreach

- Consultant will develop a community outreach strategy for review by City staff.
- Consultant will develop a project vision and goals, informed by stakeholders and recent City efforts, for review by City staff.
- Consultant will develop a brief educational module for local stakeholders about the benefits, challenges, and opportunities relating to complete streets in Beverly Hills. This educational component could include a presentation and pamphlet, both of which should be visually appealing, engaging, and easily digestible for a variety of audiences in Beverly Hills. These materials could discuss the topics of Safe Routes to School, Vision Zero and potential improvements to augment safety, traffic calming, access to points of interest, economic vitality, and opportunities for open streets festivals to broaden the understanding of complete streets best practices, and how these programs and policies impact the use of active transportation modes.
- Consultant will facilitate three community workshops over the course of the project. The consultant will be responsible for providing meeting materials, collecting meeting notes, and minutes. The meetings should incorporate interactive and visual materials (i.e., infographics, maps, cross-sections, photo simulations, etc.).
 - One workshop in the early stages of the project to understand the needs and desires of the public
 - Two community workshops to obtain community input on the draft Complete Streets Plan
- Consultant will facilitate two interactive community engagement events. The consultant will be responsible for providing event materials, collecting notes, and minutes.
 - One interactive engagement event early in the project to gain input on the needs and desires of the public (i.e., Pop-up and staff a booth at Farmers Market)
 - One interactive engagement event, such as a community walk or community bike ride, to better understand the mobility challenges in the community and engage users of the multi-modal infrastructure
- Consultant should also include two commission meetings/presentations, one city council meeting, and monthly meetings with City staff.
- Consultant will prepare social media updates to be approved by City staff and disseminated through the City's existing social media accounts

Deliverable: Consultant will prepare outreach plan, social media updates, educational materials, attend and lead meetings, take meeting notes, submit meeting summaries, and provide draft materials and presentations two weeks in advance of meetings.

Task 2. Project Management, Meetings, and Coordination

- Consultant will conduct monthly coordination meetings with City staff
- Consultant will submit monthly invoices
- Consultant will assemble Project Advisory Group and provide regular updates
- Eleven meetings over course of project (outreach meetings described in more detail in Task 1):
 - Kick-off meeting (1)
 - Community Workshops (3)
 - Pop-up community engagement events (2, i.e., set-up at Farmers' Market or other community event, community bike ride)
 - Project team meetings (2)
 - Presentation to Traffic and Parking Commission (2)
 - Complete Streets Plan City Council adoption meeting (1)

Deliverables: Consultant will attend all meetings, take meeting notes, submit meeting summaries, provide draft materials and presentations two weeks in advance of meetings, schedule monthly calls/meetings, and submit monthly invoices.

Task 3. Existing Conditions and Best Practices

- **Existing Conditions:** Consultant to collect and review available information on existing conditions for the project areas, including existing roadway classifications; traffic volumes; bike share stations; bicycle routes; destinations such as commercial areas, schools, parks, community centers; multimodal transportation and transit connections; existing gaps in bicycle and pedestrian network; General Plan policies; connectivity with bicycle and pedestrian facilities in adjoining cities; and other City-related plans/policies. The City will provide available traffic counts for use in the existing conditions assessment.
- **Best Practices:** Consultant will also review and summarize Complete Streets, bicycle and pedestrian, and first-mile/last-mile best practices. Other topics of interest that the City would like to have covered in this research include best practices and policies for:
 - Sidewalk uses and enhancing the pedestrian experience
 - Repurposing underutilized on-street parking spaces (outside of the Golden Triangle)
 - Innovative and effective community engagement
 - Expanding bike share use
 - Providing adequate curb space for TNC pick-up/drop-off activity
 - A City's role for accommodating autonomous vehicles

Deliverable: Draft & Final Existing Conditions and Best Practices Memo

Task 4. Emerging Transportation Trends

- **Technology and Transportation:** Consultant will document trends in autonomous vehicles, car share, ride share, "transit share," and examine how they may affect active transportation, transit usage, circulation, parking demand, and access to key destinations and mobility hubs in the City. Consultant will also review how these emerging transportation trends may affect the City's Complete Streets initiatives. Based on the research in Task 2, this should include a discussion of providing curb space for TNCs, enhancing bike share, and preparing for autonomous vehicles.
- **Bike Share:** Consultant will examine the City's existing bike share network by collecting data on usage and surveying users to make recommendations on how to improve conditions for bike share users and increase use of the program in the City. Consultant will also examine how bike share can improve access to existing/future transit hubs in the City.

Deliverable: Draft & Final Emerging Trends Memo to be incorporated in Final Plan

Task 5: Develop a Complete Streets Plan

The consultant will develop an administrative draft Complete Streets Plan for City review. The Complete Streets Plan will include the following topic areas along with high quality conceptual design graphics of the proposed treatments. The plan should include a tiered prioritization of proposed projects. The consultant will provide an outline prior to developing the full draft document and should plan for two to three rounds of revisions to the draft plan.

- Bicycle: Consultant will identify destinations for bicycling and design for bicycle infrastructure. Consultant shall specify the type of bicycle infrastructure proposed (classification) and why that infrastructure is appropriate for the street recommended, with consideration to community input, traffic conditions, level of traffic stress, traffic volumes, parking, and safety. Consultant will develop high quality conceptual design graphics illustrating the proposed bicycle treatments.
- Pedestrian
 - Consultant will identify key destinations for pedestrians to propose pedestrian infrastructure treatments and crosswalk improvements in the City. Consultant will develop high quality conceptual design images of the proposed pedestrian treatments.
 - Consultant will develop a pedestrian treatment toolbox.
 - Consultant will develop a flexible pedestrian crosswalk policy to guide future pedestrian infrastructure.
- First-Mile/Last-Mile Connectivity
 - Bicycle: Consultant will review the existing transit system and transit expansion plans to determine how the existing/future bicycle and transit networks and bike share system can connect to existing and future transportation hubs to improve access to transit.

- o Pedestrian: Consultant will review the existing transit system and transit expansion plans to determine roadways that would benefit from enhanced pedestrian infrastructure/streetscape to improve access to transportation hubs.

In addition to the components described above, the Draft and Final Plans should also include:

- Implementation plan
- Evaluation strategies and performance metrics for the City
- Identification of education, encouragement, and enforcement programs in the City
- Discussion of changing demographics
- Discussion of stakeholder education activities based on module developed in Task 1

Deliverable: Draft Complete Streets Plan

Task 6. Final Complete Streets Plan

Based on comments generated from the City's review of the draft Complete Streets Plan and the public, the consultant will prepare a final Complete Streets Plan. It is envisioned that the report could include the following sections and high quality images:

- Introduction
- Existing Conditions
- Review of Local/Regional Plans
- Best Practices
- Complete Streets
- Bicycle/Pedestrian Facilities
- First/Last Mile
- Emerging Transportation Trends
- Funding
- Implementation

Deliverable: Final Complete Streets Plan

ATTACHMENT B



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

January 5, 2017

TO: Traffic & Parking Commission
FROM: Martha Eros, Transportation Planner
Christian Vasquez, Transportation Planning Analyst
SUBJECT: Bicycle-Pedestrian Mobility Plan
ATTACHMENTS: A. City of Beverly Hills General Plan, Appendix A: Bicycle Master Plan, pages, 723-732

The City Council priorities for fiscal year 2016/2017 include the development of a Bicycle Master Plan as the first step towards a city-wide Transportation Plan. Staff recommends developing a comprehensive Bicycle-Pedestrian Mobility Master Plan ("Bike-Ped Plan") that addresses both bicycle and pedestrian activity in the City that incorporates a "complete streets" implementation plan.

A transportation consulting firm would be retained to conduct an independent analysis of existing conditions and proposed strategies and implementation plans for the Bike-Ped Plan.

Background

The City's original Bicycle Master Plan was adopted as part of the General Plan Open Space Element in February 1977, and was included in the 2010 General Plan Appendices as a free-standing Master Plan on January 12, 2010 (Attachment A). The 1977 bicycle element has not been amended to reflect current bicycle infrastructure and potential first/last mile connectivity to alternate forms of transportation, including public transit and walking.

In 2010, the Traffic & Parking Commission (TPC) formed a bicycle ad hoc committee (Committee) to address bicycle parking in the City. At that time, the Committee began preliminary discussions on updating the 1977 Bicycle Master Plan to include a bike rack program and identify possible bikeways in the City.

In 2011-2012, the City retained *Fehr & Peers Transportation* to conduct a feasibility analysis of potential 'pilot' bike routes. After analyzing potential bicycle routes throughout the City and conducting public outreach, the Traffic & Parking Commission recommended five bicycle routes on Burton Way, North Crescent Drive, Charleville Boulevard, North/South Beverly Drive and Carmelita Avenue. City Council directed staff to proceed with the implementation of two pilot bikeways: Burton Way (Class II bicycle lane) and Crescent Drive (Class II bicycle lanes between Santa Monica and Sunset Boulevards and Class III bicycle route/sharrows between Wilshire and Santa Monica Boulevards). City Council also directed staff to proceed with the implementation of a Bicycle Rack-on-Request program that provides business owners in the City the opportunity to request a bike rack to be installed adjacent to their place of business in the public right-of-way. To date, 42 racks have been installed since the inception of the program. Moreover, staff developed a user-friendly bicycles webpage, including an interactive Geographic Information Systems (GIS) map of the City bike lanes and bike racks.

The City has continued to grow its bicycle program with the launch of the Beverly Hills Bike Share system in May 2016, with approximately 50 smart bicycles in circulation. Staff plans to

provide a one-year review of the program operations and strategies for the Westside Cities interoperability of the system in May/June 2017.

In the past year, the City has received several requests to modify or add pedestrian facilities throughout the City, including adjacent to City Schools, Beverly Gardens Park crossings, and existing crosswalks. A Pedestrian plan would assist in prioritizing future studies of crossings and developing guidelines to respond to requests.

Discussion

Staff recommends the development of a Bike-Ped Plan for consistency with the adopted General Plan, preparation for upcoming development, to address community needs for expansion of bicycle/pedestrian facilities including additional bikeways and amenities citywide, and to conform with regional requirements for complete streets policies for continued transportation grant fund applications.

General Plan Goals

City of Beverly Hills General Plan's goals include the creation of "a safe and comfortable pedestrian environment that results in walking as a desirable travel choice," the development of "an integrated, complete, and safe bicycle system to encourage bicycling within the City," and to "ensure that streets are improved to complete street standards." The development of a Bike-Ped Plan would address these goals while considering the current pedestrian/bicycle culture, and incorporate more complete streets principles.

Upcoming Developments

The development of a Bike-Ped Plan would be a useful tool in the First-Last Mile planning for the upcoming Purple Line Extension stations in the City. The City has also seen a recent increase in high-density developments (e.g. hotels, condominiums). The Bike-Ped Plan could be used to assess the impacts (e.g. congestion, parking) of such developments and provide potential solutions on how to encourage walking/biking and reduce automobile use within the City.

Community Needs

Developing a Bike-Ped Plan would entail several public outreach meetings and analyses of current bicycle usage. This would allow the City to assess what pedestrian/bicycle enhancements are currently needed by the community.

The Bike-Ped Plan could also address the user needs of the recently-launched Beverly Hills Bike Share program. Staff has received comments from a number of bike share users regarding the lack of bike facilities in the City.

Neighboring Cities

Neighboring Cities have recently adopted pedestrian/bicycle plans. Below is a table listing each City's plans:

| City | Plan | Adoption Date |
|----------------|------------------------------------|--|
| West Hollywood | Pedestrian & Bicycle Mobility Plan | Adopted in 2003; currently being updated |
| Culver City | Bicycle & Pedestrian Master Plan | Adopted in November 2010 |

| City | Plan | Adoption Date |
|--------------|---|---|
| Santa Monica | <ul style="list-style-type: none">Bike Action PlanPedestrian Action Plan | <ul style="list-style-type: none">Adopted in November 2011Adopted in February 2016 |
| Los Angeles | Bicycle Plan | Adopted in March 2011 |

Next Steps

Staff plans to schedule a City Council/TPC Liaison meeting for direction on the Bike-Ped Mobility Plan in January/February 2017. Proposed next steps would include requesting proposals from prospective transportation consultants to assist with technical analysis, drafting the Bike-Ped Plan, supporting public outreach, and developing education material.

Recommendation

Staff seeks TPC comments on the development of a Bike-Ped Plan. Staff will forward the TPC's comments at the next City Council/TPC Liaison meeting.

ATTACHMENT A

APPENDIX A

BICYCLE MASTER PLAN

Adopted as part of the Open Space Element on February 1, 1977, by Resolution Number 77-R-5588; relocated to the General Plan Appendices as a free-standing Master Plan on January 12, 2010 by Resolution Number 10-R-12725.

The Bicycle Master Plan is scheduled to be updated as part of Implementation Program 3.7.

Table of Contents

| | |
|---|-----|
| Overview..... | 723 |
| Inventory (Existing Facilities, Plans)..... | 724 |
| Standards..... | 725 |
| Recommendations: Development of a Bikeway System..... | 726 |

Maps

| | |
|--|-----|
| Figure BMP1 - Bikeways Type & Design | 729 |
| Figure BMP2 - School Bike Routes | 731 |

Overview.

The Open Space Element identifies and inventories the existing open space and recreational facilities in Beverly Hills and uses the level of existing demand for these facilities as a basis for program priorities and recommendations for changes. It also is used to determine the long-range open space needs of the community. The Element considers a wide range of types of open space in Beverly Hills. These include the following:

- Active and passive recreation areas.
- Formal and informal areas.
- Private and public recreation facilities.
- Actual and perceived open space.

Based on apparent demand, the additional recreational facilities required to meet only the needs of Beverly Hills citizens include a bikeway system which is the focus of this Sub-Element. If fully implemented, this system would connect the major commercial, recreational, educational and employment facilities in the City by the shortest safest possible routes. (The issue of route safety is

City of Beverly Hills General Plan
Appendix A - Bicycle Master Plan

relative, considering that a bikeway system would have to be superimposed on a fully developed City whose circulation routes were designed primarily for automobiles and pedestrian.) These bikeway facilities would serve the interests of both children and adults, so that the system could serve as alternative transportation to parks, schools, shopping areas, etc.

Purposes of the Sub-Element

This document is a Sub-Element of the Open Space Element, of the nine State-required elements to be included in the General Plans of all jurisdictions in California. The Sub-Element is intended to fulfill the requirements for funding pursuant to SB 821, which states that the jurisdiction will have an adopted bikeways plan.

Objectives of the Sub-Element

- To reevaluate and build upon the city's adopted or informal policies and goals associated with bikeways as identified in the 1973 Citizens Committee Report.
- To recommend a bikeway plan which is responsive to the long-range needs of the residents, employees, employees and shoppers of Beverly Hills and vicinity.
- To recommend programs for acquisition, development, and use of bikeways to meet the city's needs.

As a relatively compact Community with a broad range of community facilities and services in relatively close proximity to a large proportion of the residents, Beverly Hills offers a unique opportunity to develop a bikeway system which can serve both transportation and recreation needs, that is, a system that is both suitable for Sunday afternoon family bicycle riding, as well as one that connects residential areas with parks, schools, shops, or places of employment, thus providing an alternative means of transportation to the bus or private auto.

Inventory (Existing Facilities, Plans).

Existing Facilities

Although many streets carry substantial bicycle traffic, there are now no formal public or private bikeways in Beverly Hills.

Existing Plans

The adopted 1965 General Plan proposed no bikeways. However, the 1973 adopted Citizens Committee Report, which is the basis for the revised General Plan, stated that bikeways should be developed for both transportation and recreational purposes. In 1974, an

Interim Open Space Element was adopted by the City which did not address the subject of bikeways.

Standards.

Physical Specifications for Design

Standards for the physical design of the bicycle routes as described in the California Vehicle Code serve as a guide in the development of a system and as an indicator of the types of commitment the City may be required to make in order to develop a safe and effective long-range bikeways system.

There are several types of bicycle routes distinguished in the Code:

- Bike lanes or routes that contain a preferential lane for bicyclists, but which can be shared in part or traversed by autos, specifically those parking or entering or exiting from driveways.
- Bikepaths or exclusive pathways for bicyclists only.
- Shared routes, which are used by bicyclists and motorists but which are marked by signs.

(Section 6.4., below, describes which types of routes might be appropriate and possible within Beverly Hills.)

The Code suggests the following types of design features:

- Routes should be composed of one-way couplets rather than two-directional, single pathways.
- A route should be eight feet wide with a two percent cross slope within a 14-foot graded area. Five feet is the minimum width for a one-way couplet.
- A five percent grade is the maximum recommended; one or two percent grades are optimal. A seven percent grade for a short distance may be tolerable.

In addition, although not stated in the Code, a route should have as few interruptions or stops as possible, since stop-and-go cycling is an inefficient use of the bicyclists' energy and tends to discourage use of a bikeway.

Demand

The demand for bikeways was discussed in the 1973 Citizens Committee Report, which proposed bikeways not only for recreational uses but as an alternative to the use of the private auto. An important segment of the demand was quantified by a recent Bicycle Usage Survey of students for school trips, conducted by the

City Department of Traffic & Parking (See Map 2.), which indicated that there were approximately 850 daily bike trips for this purpose.

A committee was established to determine route feasibility in Beverly Hills but to date formal recommendations have not been made. However, it has been informally suggested that Elevado Avenue, Beverly Gardens, and Gregory Way become bike paths. (Each of these routes has been recommended in this Sub-Element.)

Recommendations: Development of a Bikeway System.

A 22.0 mile bikeway system is proposed, as shown on Map 3. This route connects schools, parks and other public or semi-public facilities with residential neighborhoods. It also unites commercial areas and places of employment, including the Business Triangle.

If the City were in its infant stages, exclusive bike routes could be developed to the standards of the California Vehicle Code, and movement would be safe and expeditious. However, this system has to be developed within the constraints of a fully developed City which was planned for pedestrian and automotive travel, and made no provision for a third form of transportation whose requirements were different from the other two. Consequently, if the City is to have a comprehensive bikeways program, it will only be with certain compromises and trade-offs. Even in that form it will be a difficult program to implement.

The proposed system is designed to use the least hilly routes. In some cases, the slope approaches the five percent recommended in the Code. Obviously, it is impossible to develop a comprehensive system which does not, in part, exceed the recommended slope, given the hilly topography of Beverly Hills.

The 22.0 mile system is designed to use the safest routes possible and, wherever possible, uses streets which carry the fewest automobiles. Despite this, some portions of the route are along heavily travelled roadways. Given the location of key destinations within Beverly Hills, it is not possible to develop a system that does not, at least in part, utilize heavily travelled roadways. This will inevitably increase the hazards associated with a bikeway system.

Of the three types of bikeways identified in Section 3., above, the predominant type of system likely to be employed in Beverly Hills would be of the "bike lane" variety, or the route type that contains a preferential lane for bicyclists but which can be shared in part of traversed by vehicles, especially those parking or entering and exiting from driveways. Certain limited portions of the system may

City of Beverly Hills General Plan
Appendix A - Bicycle Master Plan

be "bike paths" which are exclusive pathway only for bicyclists. The sections which could be so characterized include the following:

- Beverly Gardens (except for those blocks developed with churches, whereupon the route could continue along the grass parkway, and which could connect into the Santa Monica Boulevard routes proposed by the City and county of Los Angeles);
- Burton Way median strip (which would connect into the San Vicente/Burton Way route proposed by the city of Los Angeles; and
- Other relatively limited areas, sections through Roxbury, La Cienega and Coldwater Canyon Parks, and the City Hall grounds.

(If the Traffic Segregation Plan to reduce unnecessary through traffic were implemented, it would open additional opportunities to develop a bikeway system unimpeded by stop signs. Hence, bike traffic could flow efficiently and safely throughout the City, which would also increase the extent to which it would be used. Furthermore, implementation of a traffic segregation program may make it possible to close some of the cross-streets along Burton Way and Santa Monica Boulevard (Beverly Gardens), thus further extending the opportunities for unimpeded bicycle flow.)

South of Santa Monica Boulevard, most of the streets proposed for bikeways are narrower than the streets in the north (the average width is about 30 feet as opposed to 60 feet) and, therefore, on-street paths would necessitate removal of parking on both sides of the street. Parking is already a problem in many of these areas and removal of on-street parking may be an unacceptable trade-off. A compromise solution might be to develop two one-way couplets on adjacent parallel streets. In this way parking would be removed from one side of each of two street and therefore no one street would be severely impacted. For east-west routes south of Santa Monica Boulevard, removal of parking may be a more feasible solution as there is relatively little on-street parking now available.

North of Santa Monica Boulevard, most streets are 60 feet wide and, as has been done in many areas, bike paths could be developed immediately alongside vehicular parking lanes (between parked cars and moving lanes), without requiring the removal of curb parking. Two one-way bike lanes could, therefore, be developed, one on either side of the street. With the bikeways and curb parking, there would still be adequate space for moving vehicles because of the street widths. This type of bike path will probably improve safety and it will not lessen the number of travel lanes nor affect parking.

City of Beverly Hills General Plan
Appendix A - Bicycle Master Plan

As the system traverses the Business Triangle, the alignment would be along one side of the mid-block alley and/or on the left hand side of the one-way streets. Parking and loading in the alleys is limited to one side, therefore facilitating the development of one two-way bikeway on one side of the alleyway. The alley is adequately wide to accommodate this, although the bikeway would have to be narrower than desirable.

This route alignment is a compromise. It is not attractive and it may be less safe. However, a bikeway on any north-south Triangle street would necessitate the removal of a parking or traffic-carrying lane or a portion of a sidewalk, and these are all unfeasible alternatives.

There is a study underway to remove parking from the left hand (driver's) side of one-way streets in the Business Triangle to facilitate the movement of traffic. If implemented, there would be adequate width to accommodate a one-way bikeway in the remaining space that would flow with vehicular traffic and not intrude upon the improved vehicular traffic lanes. Until such a proposal is implemented, it would not be appropriate to develop on east-west streets through the business Triangle as it would interfere with vehicular traffic. (Sidewalks are too congested to use safely.)

In addition, the Beverly Hills system as proposed would connect into the systems proposed by the adjoining jurisdictions of the city and County of Los Angeles. This would provide continuity to the recreational and transportation bicycle activities throughout the Central West Los Angeles area. The City of Los Angeles has proposed bike routes in the median strip of San Vicente Boulevard/Burton Way, east of Beverly Hills and in the median strip of Santa Monica Boulevard, west of the city; Los Angeles County has proposed a route in the median strip of Santa Monica Boulevard, east of Beverly Hills.

The Sub-Element suggests that the city of Los Angeles consider linking up their proposed San Vicente bikeway with the Charleville bikeway via Hayes and Foster Drives in the Carthay Circle District. This would benefit both jurisdictions by making connections which allow riders to move easily in and out of either city without using the very crowded Wilshire - San Vicente Boulevard intersection.

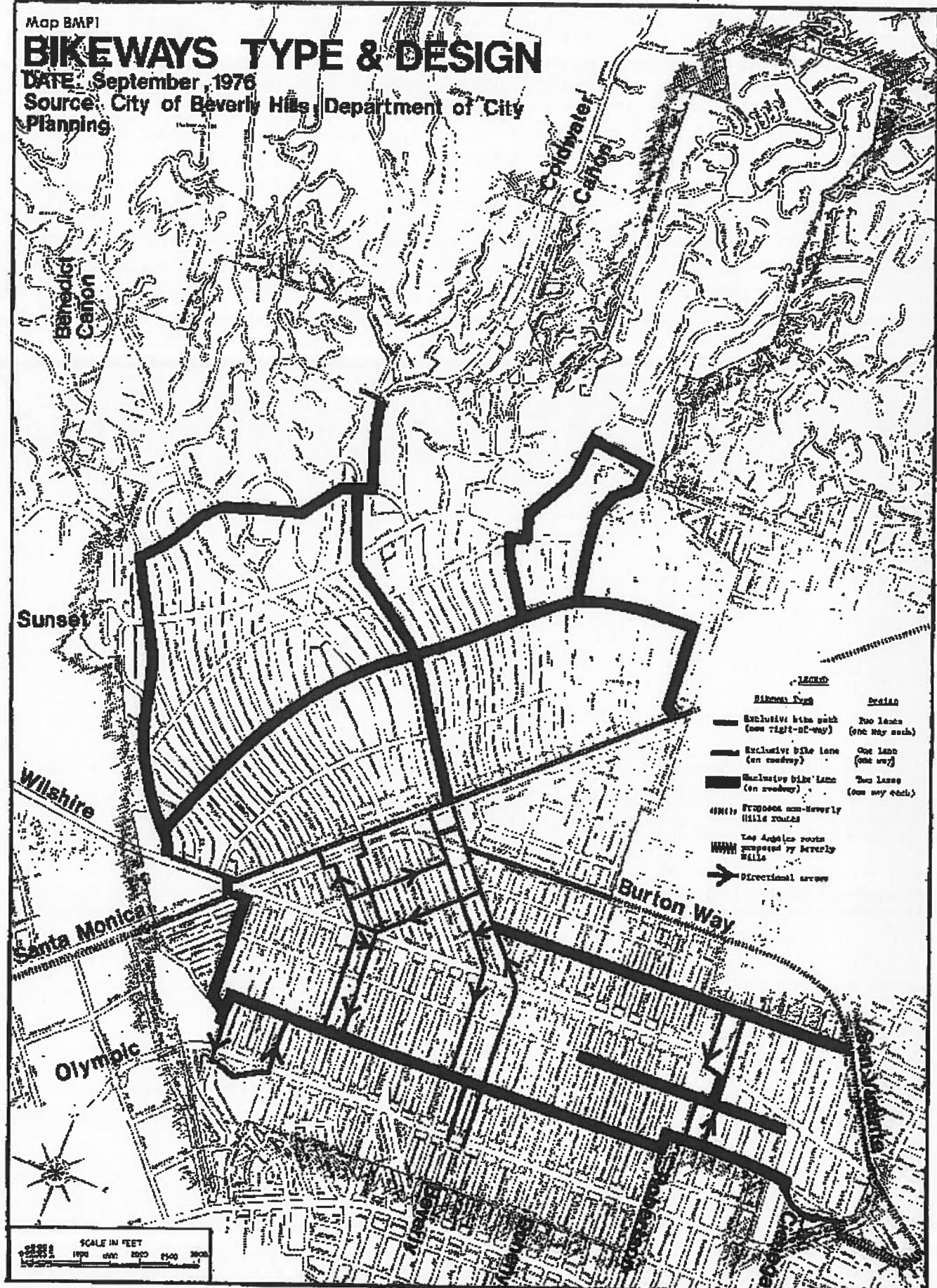
...

Map BMP1

BIKEWAYS TYPE & DESIGN

DATE: September, 1976

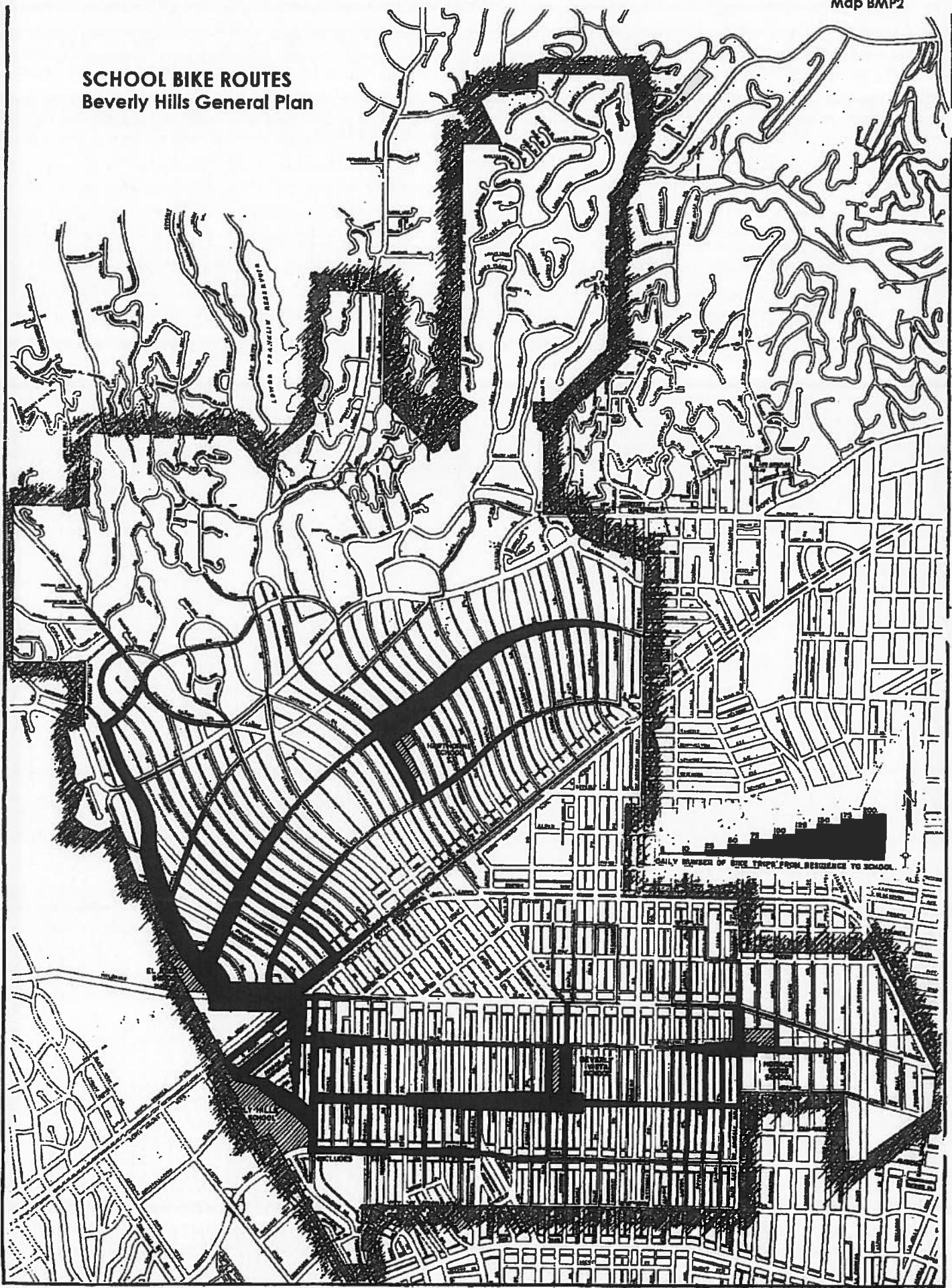
Source: City of Beverly Hills, Department of City
Planning



**City of Beverly Hills General Plan
Appendix A - Bicycle Master Plan**

...

SCHOOL BIKE ROUTES
Beverly Hills General Plan



**City of Beverly Hills General Plan
Appendix A - Bicycle Master Plan**

...

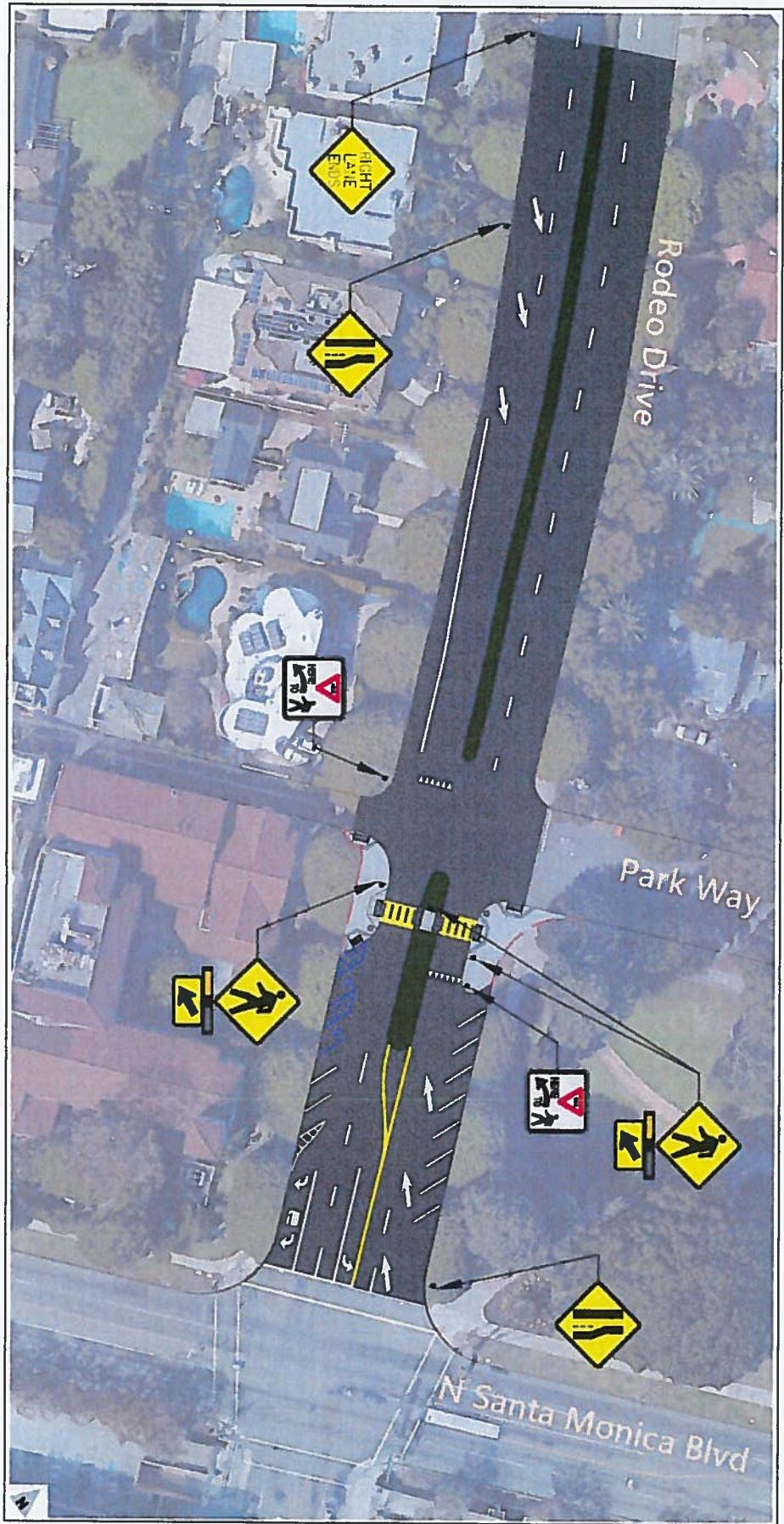


MEMORANDUM
CITY OF BEVERLY HILLS

TO: City Council and Traffic & Parking Commission Liaison Committee
FROM: Aaron Kunz, Deputy Director of Transportation
DATE: May 4, 2017
SUBJECT: Concepts for Rodeo/Park Way Crosswalk
ATTACHMENT: A. Map of Proposed Pedestrian Crossing at Rodeo Drive and Park Way

Staff is scheduled to provide an update to the City Council at the May 16, 2017 City Council Study Session on crosswalks at Rodeo/Park Way and Beverly Gardens Park. Attached is a revised concept for the Rodeo/Park Way Crosswalk modifications.

ATTACHMENT A





MEMORANDUM
CITY OF BEVERLY HILLS

TO: City Council and Traffic & Parking Commission Liaison Committee

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

DATE: May 4, 2017

SUBJECT: Preferential Parking Permit Districts

ATTACHMENT: A. November 3, 2016 Traffic & Parking Commission Staff Report

Attached is the November 3, 2016 Traffic & Parking Commission (TPC) staff report outlining a three-step process to streamline the Preferential Parking Permit (PPP) process to create districts with uniform parking regulations. TPC recommended proceeding with the first step of the PPP districting strategy, which is consolidating multi-family street blocks with similar parking characteristics via a City-initiated process. The TPC emphasized that this process shall not take priority over major projects, such as North Santa Monica Boulevard Reconstruction traffic mitigation.

If the City Council wishes to proceed with the PPP District process, staff proposes initiating the process of consolidating the multi-family zones on the 100 blocks south of Wilshire Boulevard between Spalding and South Rodeo Drives (identified as "District 10" in the TPC report) during Fall 2017. If successful, staff would proceed with the process consolidating the multi-family zones on the 100 blocks south of Wilshire Boulevard between South Reeves and South Oakhurst Drives ("District 11") in Spring 2018. If approved, the new permit district(s) become effective on October 1, 2018 along with the issuance of annual permits.

Staff seeks Liaison Committee direction on proceeding with Step 1 of the PPP District process and comments on the overall process outlined in the TPC report.

ATTACHMENT A



CITY OF BEVERLY HILLS
TRAFFIC & PARKING COMMISSION

November 3, 2016

TO: Traffic & Parking Commission
FROM: Martha Eros, Transportation Planner
Christian Vasquez, Transportation Planning Analyst
SUBJECT: Preferential Parking Permit Districts
ATTACHMENTS: A. Beverly Hills Municipal Code, Chapter 7, Article 2, Preferential Parking
B. Beverly Hills Preferential Parking Permit Zones Map
C. Draft Preferential Parking Permit Districts Map

This report provides a continued discussion of streamlining the Preferential Parking Permit (PPP) petition process to create districts with uniform parking regulations. Staff seeks Traffic & Parking Commission (TPC) direction on goals and next steps.

Background

The City has established or modified PPP zones through a residential petition process as outlined in BHMC 7-3-206 *Standard Criteria for Establishment of Preferential Parking Zones* and 7-3-207 *Modification of an Existing Zone* (Attachment-A). Currently, there are 73 individual PPP zones in the City covering approximately 170 residential street blocks.

At the August 4, 2016 TPC meeting, staff presented the TPC with a history of the PPP petition process, the City's previous efforts to consolidate PPP zones, and information on other Westside Cities' PPP districts. Staff also presented a potential strategy, consisting of three phases, on consolidating PPP zones. The TPC suggested that staff proceed with phase 1:

- Identify areas that may be potential districts (e.g., PPP zones with similar parking characteristics)
- Develop a map that bundles the existing PPP zones into project areas/quadrants based on neighborhoods (e.g., multi-family, single-family, characteristics)
- Establish a timeline
- Conduct public outreach
- Research information on the current technologies the City utilizes for parking enforcement.

Discussion

Staff is seeking clarification from the TPC with regards to the goals of PPP consolidation. If a goal is to allow residents in a particular district to park in any of the streets within the same district, then the Municipal Code section on Preferential Parking must be amended. According to BHMC 7-3-211, "a resident who holds a valid preferential parking permit may use the permit for the purpose of parking on the street block adjacent to the dwelling unit of such resident or adjacent to the dwelling unit of another resident who resides in the same preferential parking zone while they are visiting such resident."

Staff developed a draft PPP Districts map based on geography, zoning, and street blocks with similar parking characteristics (Attachment-C). After analyzing the map and reviewing the City's

previous efforts to consolidate PPP zones, staff recommends pursuing PPP consolidation in three segments:

1. Consolidate multi-family street blocks with similar parking characteristics via a City-initiated process.

The City successfully established PPP "districts," some of which involved consolidating permit zones with different parking regulations, in several multi-family areas via the City-initiated process. Examples of such districts include the following zones:

| Zone | Area |
|------|---|
| BB | 100 blocks of North Hamilton and Gale Drives; 200 blocks of South Hamilton, Gale, and Tower Drives |
| AK | 200 and 300 blocks of North Almont, La Peer, Swall and Clark Drives |
| AE | North Maple, Palm, Oakhurst and Doheny Drives between Beverly Boulevard and Civic Center Drive |
| AI | North Maple, Palm and Oakhurst Drives between Burton Way & Beverly Boulevard |

As a first step in formulating "districts," staff suggests consolidating the multi-family zones on the 100 blocks south of Wilshire Boulevard between Spalding and South Rodeo Drives via the City-initiated process [BHMC 7-3-206(A)]; these street blocks are adjacent to commercial areas on Wilshire Boulevard and have similar parking regulations. With this process, a notice and survey card are sent to each household in the proposed district area. The process is initiated if not more than 40% of the households send a return form objecting to the creation of the district. Staff would return to the TPC and City Council to modify the parking regulation with one consistent regulation. Staff will coordinate with the Public Works Customer Service and Parking Enforcement teams to address administrative and operations functions.

| ZONE | LOCATION | RESTRICTION EXCEPT BY PERMIT | TIME PERIOD | DAYS |
|------|--------------------------|------------------------------|---------------|-----------|
| AA | 100 SOUTH ROXBURY DRIVE | NO PARKING | ANYTIME | DAILY |
| AD | 100 SOUTH BEDFORD DRIVE | NO PARKING | 8AM TO 2:30AM | DAILY |
| AD | 100 SOUTH CAMDEN DRIVE | NO PARKING | 8AM TO 2:30AM | DAILY |
| AD | 100 SOUTH PECK DRIVE | NO PARKING | 8AM TO 2:30AM | DAILY |
| AD | 100 SOUTH LINDEN DRIVE | NO PARKING | 8AM TO 2:30AM | DAILY |
| S | 100 SOUTH SPALDING DRIVE | NO PARKING | 8AM TO 6PM | MON - FRI |

A second area staff suggests consolidating is the multi-family zones on the 100 blocks south of Wilshire Boulevard between South Reeves and South Oakhurst Drives. This area currently has three PPP zones with three different parking regulations covering seven street blocks. Four out of the seven street blocks have a "1-Hour Parking, 8 a.m. to 2:30 a.m.,

"Daily" regulation. Staff anticipates a major concern from the multiple-family residents on the 100 blocks of Zone "Q" due to the loss of parking privileges on the adjacent 200 block of single-family homes.

| ZONE | LOCATION | RESTRICTION EXCEPT BY PERMIT | TIME PERIOD | DAYS |
|------|--------------------------------------|------------------------------|---------------|---------|
| DD | 100 SOUTH PALM DRIVE | 2-HOUR PARKING | 8AM TO 6PM | MON-SAT |
| DD | 100 SOUTH OAKHURST DRIVE | NO PARKING | ANYTIME | DAILY |
| ZZ | 100 SOUTH MAPLE DRIVE | NO PARKING | ANYTIME | DAILY |
| Q | 100 SOUTH CANON DRIVE (EAST SIDE) | 1-HOUR PARKING | 8AM TO 2:30AM | DAILY |
| Q | 100 SOUTH CRESCENT DRIVE (WEST SIDE) | 1-HOUR PARKING | 8AM TO 2:30AM | DAILY |
| Q | 100 SOUTH ELM DRIVE (EAST SIDE) | 1-HOUR PARKING | 8AM TO 2:30AM | DAILY |
| Q | 100 SOUTH REEVES DRIVE (EAST SIDE) | 1-HOUR PARKING | 8AM TO 2:30AM | DAILY |

2. Non-permit zone single-family street blocks north of Santa Monica Boulevard.

The City has a large number of single-family street blocks north of Santa Monica Boulevard that are not designated as PPP zones. In recent years, staff has gradually received resident-initiated petitions for establishing PPP zones in the northeast area abutting the City of West Hollywood.

For single-family area PPP petitions, a consolidation approach has been pursued by a petition basis where the TPC has attempted to match neighboring block regulations and permit zone designations. However, different regulations were approved by City Council in some instances.

To streamline the processing of PPP requests in the future, staff suggests considering a similar program developed by the City of Culver City. The Beverly Hills City Council could consider "pre-designating" parking regulations in designated quadrants throughout the neighborhood (Attachment-C). Existing permit regulations would be grandfathered until a future modification request is submitted for consideration.

With this type of program, staff would conduct the necessary parking occupancy counts, address potential environmental impacts, and receive public comment prior to designating a "district" and a "pre-designated" permit parking regulation. This step would eliminate the parking occupancy studies currently required for each permit petition submitted for City review.

Residents in a pre-designated area would submit a qualifying petition for staff's "administrative" consideration and approval. Only if a resident petition requests a more stringent parking restriction than the pre-"designated district" regulation would the process require a full study with TPC and City Council review (as currently practiced).

Consolidating and forming "districts" for the existing Preferential Parking Permit program would require City Council adoption of an ordinance modifying the Beverly Hills Municipal Code.

3. Existing PPP zones and non-permit single-family street blocks south of Santa Monica Boulevard

The area south of Santa Monica Boulevard will be the most challenging and time consuming to consolidate into districts. Most of the street blocks south of Santa Monica Boulevards have an existing PPP regulation; there are 15 single-family street blocks south of Santa Monica Boulevard to the south city limits that do not have a permit zone regulation. Staff suggests creating "pre-approved" parking regulation similar to the area north of Santa Monica Boulevard and testing an area with a consolidated parking regulation to measure public response prior working on the proposed/preliminary districts (Attachment-C).

Parking Enforcement Technology

In 2009, the City purchased three *AutoVu* units, otherwise known as license plate recognition (LPR) vehicles. Each unit costs approximately \$65,000. The units are currently non-operational due to software/equipment review and expired contract. Parking Enforcement officers have been utilizing handheld Motorola units to issue citations; these devices allow parking enforcement officers to time parked vehicles and capture photos supporting citations. The Public Works Department researched new LPR and parking enforcement technologies for future implementation.

Recommendation

Staff requests Traffic & Parking Commission feedback on the approach for PPP consolidation outlined in this report. Pending Commissioners' comments, staff will return with a proposed work plan, including timeline, for a phased implementation.

ATTACHMENT - A

City of Beverly Hills Municipal Code



Chapter 7. Traffic, Parking & Public Transportation Article 2. Preferential Parking

7-3-201: TITLE:

This article of the Beverly Hills municipal code may be referred to as the *PREFERENTIAL PARKING MASTER PLAN ORDINANCE* of the city of Beverly Hills. (1962 Code § 3-6.2203; amd. Ord. 93-O-2169, eff. 7-2-1993)

7-3-202: PURPOSE:

The purpose of this article is to create a preferential parking program which is necessary in order to alleviate the severe lack of on street parking on certain residential streets in the city caused primarily by commuter vehicle traffic and to provide reasonably available and convenient parking for the adjacent residents. The preferential parking program consists of a preferential parking district within which zones are established which are aimed at reducing noise, traffic hazards, and environmental pollution and encouraging car pooling, telecommuting and mass transit. (1962 Code § 3-6.2203; amd. Ord. 90-O-2095, eff. 8-9-1990; Ord. 93-O-2169, eff. 7-2-1993)

7-3-203: DEFINITIONS:

For purposes of this article, certain words and phrases are defined as follows:

COMMUTER: A motor vehicle parked in a residential area which is not owned, leased or otherwise controlled by a resident who lives in the area designated as a preferential parking zone.

DWELLING UNIT: Any single-family residence or any multiple residential unit. "Dwelling unit" shall also include any congregate care facility, as defined in section 10-3-1260 or 10-3-1286 of this code, that is not ineligible for participation in a preferential parking zone pursuant to section 7-3-205.5 of this chapter. "Dwelling unit" shall not include hotel guestrooms or suites.

EXISTING ZONE: A preferential parking zone established by resolution of the city council on or before July 2, 1993.

GUEST: A person who visits or is employed by an occupant of a dwelling unit located in a preferential parking zone.

PARKING RESTRICTION: The amount of time and/or time of day vehicles may park on the street in a preferential parking zone. Such restrictions may include, without limitation, "one hour parking except by permit", "two hour parking except by permit", "no parking except by permit", and "no parking 8 a.m. to 6 p.m. except by permit".

PREFERENTIAL PARKING: A street block or group of street blocks where vehicles displaying a valid permit shall be exempt from certain daytime and nighttime parking restrictions.

PREFERENTIAL PARKING DISTRICT: A group of street blocks having similar land use designations and which are eligible for inclusion in a preferential parking zone upon approval of the city council.

PREFERENTIAL PARKING MASTER PLAN AREA: The residentially zoned area of the city south of North Santa Monica Boulevard.

PREFERENTIAL PARKING ZONE: A street block or group of street blocks that are designated for preferential parking by the city council.

RESIDENT: A person who lives in a dwelling unit located in a preferential parking zone.

STREET: The same as set forth in title 1 of this code, except that street shall not include alleys.

STREET BLOCK: The portion of a street that lies between two (2) immediately intersecting streets. If a street block has two (2) residential land use designations and an alley is intersecting that street block, a street block shall mean that portion of the street that lies between the alley and the nearest intersecting street. (1962 Code § 3-6.2204; amd. Ord. 93-O-2169, eff. 7-2-1993; Ord. 94-O-2198, eff. 4-22-1994; Ord. 02-O-2405, eff. 9-20-2002; Ord. 03-O-2432, eff. 11-21-2003)

7-3-204: PREFERENTIAL PARKING DISTRICT:

A preferential parking district is hereby established and shall be comprised of certain residential street blocks that are located within the preferential parking master plan area. A map designating such street blocks shall be prepared and maintained on file in the office of the director of transportation. Street blocks included in this district are eligible for inclusion into an existing or new preferential parking zone in accordance with the procedure set forth in section 7-3-206 of this chapter. (1962 Code § 3-6.2204; amd. Ord. 93-O-2169, eff. 7-2-1993)

7-3-205: CERTAIN AREAS WHERE PREFERENTIAL PARKING IS NOT ALLOWED:

No preferential parking zone shall be established on any of the following types of street blocks:

- A. Street blocks on an arterial street as designated in the city's general plan.
- B. Street blocks with land zoned or used for commercial purposes on both sides of the street. (1962 Code § 3-6.2204; amd. Ord. 93-O-2169, eff. 7-2-1993; Ord. 94-O-2199, eff. 6-17-1994)

7-3-205.5: CERTAIN PROPERTY INELIGIBLE FOR PARTICIPATION IN PREFERENTIAL PARKING:

Any property which receives a reduction in the number of required parking spaces for each dwelling unit in accordance with the provisions of section 10-3-1260 or 10-3-1286 of this code, and all residents of such property, shall be ineligible to participate in a preferential parking zone. (Ord. 03-O-2432, eff. 11-21-2003)

7-3-206: STANDARD CRITERIA FOR ESTABLISHMENT OF PREFERENTIAL PARKING ZONES:

- A. A preferential parking zone may be established by either of the following two (2) methods: 1) a petition signed by more than fifty percent (50%) of the residents residing on property abutting a street within the proposed zone requesting the creation of the zone; or 2) a director of transportation initiated proposal with notice sent to abutting residents if not more than forty percent (40%) of such residents have sent to the city a return form objecting to the creation of the zone.
- B. Whether initiated by petition or by the director of transportation, in order to establish a preferential parking zone, the director of transportation shall do the following: 1) prepare a study on the need for preferential parking restrictions, and 2) make a recommendation to the traffic and parking commission as to whether a preferential parking zone should be established and the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone.
- C. Whether initiated by petition or by the director of transportation, in order to establish a preferential parking zone, the traffic and parking commission shall, based on the criteria set forth in subsection D of this section, make a recommendation to the city council as to whether a preferential parking zone should be established and the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone.
- D. Whether initiated by petition or by the director of transportation, in order to establish a preferential parking zone, the city council must find that there is sufficient evidence to conclude that the following criteria are satisfied:
 1. Commuter vehicles regularly interfere with the available public street parking adjacent to residential property within the proposed zone and cause or are the source of unreasonable noise, traffic hazards, environmental pollution, or other similar interference with the residential environment.
 2. There is no reasonable alternative which is feasible or practical to reduce the identified street parking problem to acceptable levels, and displaced commuter vehicles will not unduly impact surrounding residential areas.

The city council shall determine the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone as it deems appropriate. (1962 Code § 3-6.2205; amd. Ord. 93-O-2169, eff. 7-2-1993; Ord. 98-O-2311, eff. 10-23-1998)

7-3-207: MODIFICATION OF AN EXISTING ZONE:

A preferential parking zone once established may be modified as follows:

- A. The director of public works and transportation, at the request of the traffic and parking commission or the city council, may initiate a modification to an existing preferential permit zone. If a request is initiated by the city council, the modification shall be heard by the city council and approved by resolution. If the request is initiated by the traffic and parking commission, the traffic and parking commission shall provide a recommendation to the city council and the modification shall be approved by resolution of the city council.

- B. Sixty percent (60%) of the residents within the existing zone sign a petition requesting a modification to the parking restrictions in that zone. The traffic and parking commission shall provide a recommendation to the city council. The modification shall be approved by resolution of the city council.

The city council shall determine the maximum parking restriction that may be imposed for vehicles parking in a preferential parking zone as it deems appropriate. (Ord. 09-O-2571, eff. 12-6-2009)

7-3-208: APPLICATION AND ISSUANCE OF PREFERENTIAL PARKING PERMITS:

Permits authorizing vehicle parking in a preferential parking zone may be issued by the department of finance administration to residents occupying property within a preferential parking zone, subject to the following requirements and restrictions:

- A. Furnishing satisfactory proof of residency on the street in the zone;
- B. Completion of an application on the form designated by the department of finance administration;
- C. Payment of the preferential parking permit fee designated by council resolution. (Ord. 93-O-2169, eff. 7-2-1993)

7-3-209: MAXIMUM NUMBER OF PERMITS:

- A. The maximum number of preferential parking permits that may be issued to the inhabitants of a single dwelling unit that has vehicles registered to that address or that has vehicles used on a full time basis by the occupants of that residence shall not exceed three (3), except as provided in subsection B of this section. The maximum number of preferential parking permits which may be issued to the inhabitants of a single dwelling unit that has no vehicles registered to that address shall not exceed two (2).
- B. The traffic and parking commission has the authority to grant additional preferential parking permits upon application of a qualified applicant and proof that more than three (3) vehicles are registered to the dwelling unit or used on a full time basis by the occupants of the dwelling unit, that sufficient off street parking is not available to the applicant and that an undue hardship will result if the additional permit request is not granted. (Ord. 93-O-2169, eff. 7-2-1993)

7-3-210: TERM OF PREFERENTIAL PARKING PERMITS:

Preferential parking permits shall be valid for a period of one year from the date of issuance or until such time as the applicant ceases to reside in the preferential parking zone, whichever occurs first. (Ord. 93-O-2169, eff. 7-2-1993)

7-3-211: USE OF PERMITS BY RESIDENTS AND GUESTS:

- A. A resident who holds a valid preferential parking permit may use the permit for the purpose of parking on the street block adjacent to the dwelling unit of such resident or adjacent to the dwelling unit of another resident who resides in the same preferential parking zone while they are visiting such resident.

- B. A resident who holds a valid preferential parking permit may allow a guest of such resident to use the permit for the purpose of parking on the street adjacent to the dwelling unit of the resident while visiting with or working for the resident at the resident's dwelling unit. (Ord. 93-O-2169, eff. 7-2-1993; amd. Ord. 97-O-2280, eff. 6-6-1997; Ord. 98-O-2311, eff. 10-23-1998)

7-3-212: PROHIBITIONS AND RESTRICTIONS ON PREFERENTIAL PARKING PERMITS:

- A. No vehicle shall be parked or stopped adjacent to any curb in a preferential parking zone during the time preferential parking is in effect, unless such vehicle shall have prominently displayed a preferential parking permit issued by the city, which permit shall be displayed hanging from the rear view mirror of the vehicle.
- B. It shall be unlawful for any person to sell, rent or lease, or cause to be sold, rented or leased, for any value or consideration any preferential parking permit.
- C. It shall be unlawful for any person to buy or otherwise acquire for value or use any preferential parking permit, except as provided for in this article. (Ord. 93-O-2169, eff. 7-2-1993; amd. Ord. 94-O-2198, eff. 4-22-1994; Ord. 94-O-2204, eff. 8-5-1994; Ord. 97-O-2280, eff. 6-6-1997)

7-3-213: REVOCATION OF PERMIT:

Where any permit issued under this article has been procured through fraud or misrepresentation, or where the permittee has violated provisions of this article, the director of transportation shall hold a hearing, with notice of the time and place of such hearing mailed to the permittee at least ten (10) days preceding the hearing. If the permit is revoked following the hearing, the permittee shall be mailed written notice of the revocation and the reasons therefore. (Ord. 93-O-2169, eff. 7-2-1993)

7-3-214: APPEAL OF DIRECTOR'S DECISION TO THE TRAFFIC AND PARKING COMMISSION:

Any decision of the department of finance administration in granting or denying a permit under this article on any decision of the director of transportation revoking a permit under this article may be appealed to the traffic and parking commission. The appeal shall be in writing, and shall be filed with the commission within fourteen (14) days after the decision. The decision of the traffic and parking commission to uphold or reverse the decision of the department of finance administration or the director of transportation, as the case may be, shall be final. (Ord. 93-O-2169, eff. 7-2-1993)

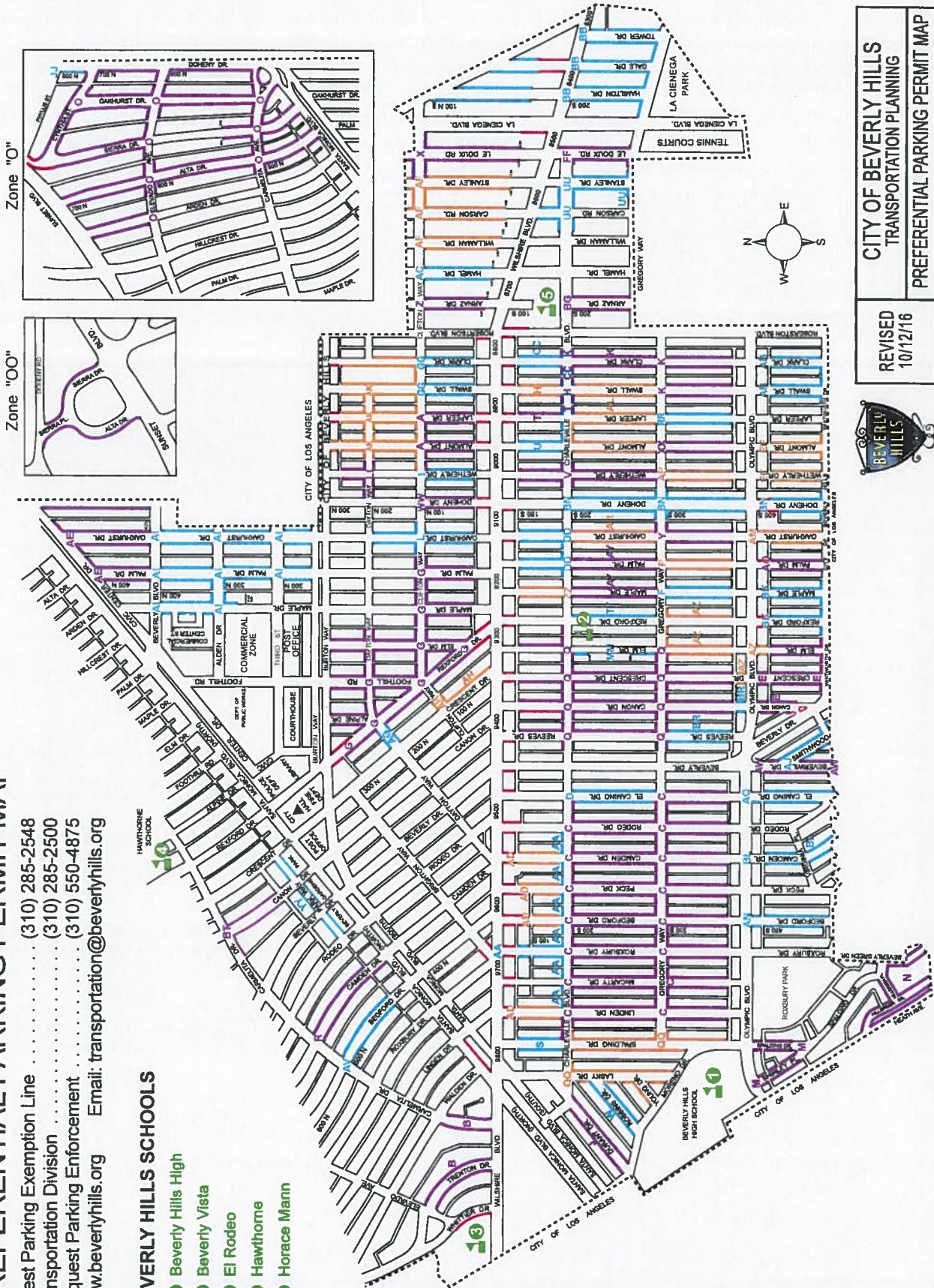
ATTACHMENT - B

PREFERENTIAL PARKING PERMIT MAP

Guest Parking Exemption Line (310) 285-2548
Transportation Division (310) 285-2500
Request Parking Enforcement (310) 550-4875
www.beverlyhills.org Email: transportation@beverlyhills.org

BEVERLY HILLS SCHOOLS

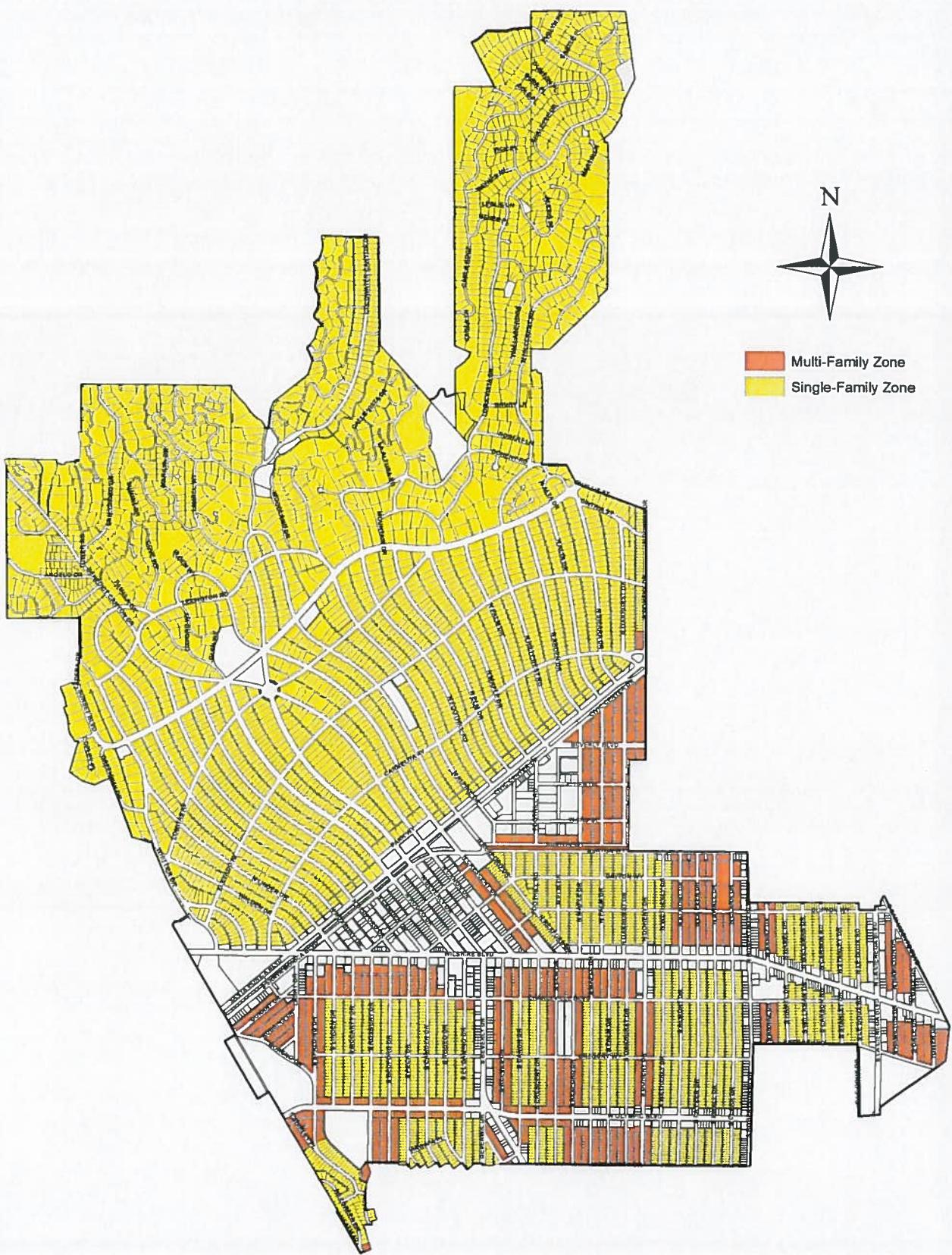
- 1 Beverly Hills High
 - 2 Beverly Vista
 - 3 El Rodeo
 - 4 Hawthorne
 - 5 Horace Mann



ATTACHMENT - C



Residential Zones



0

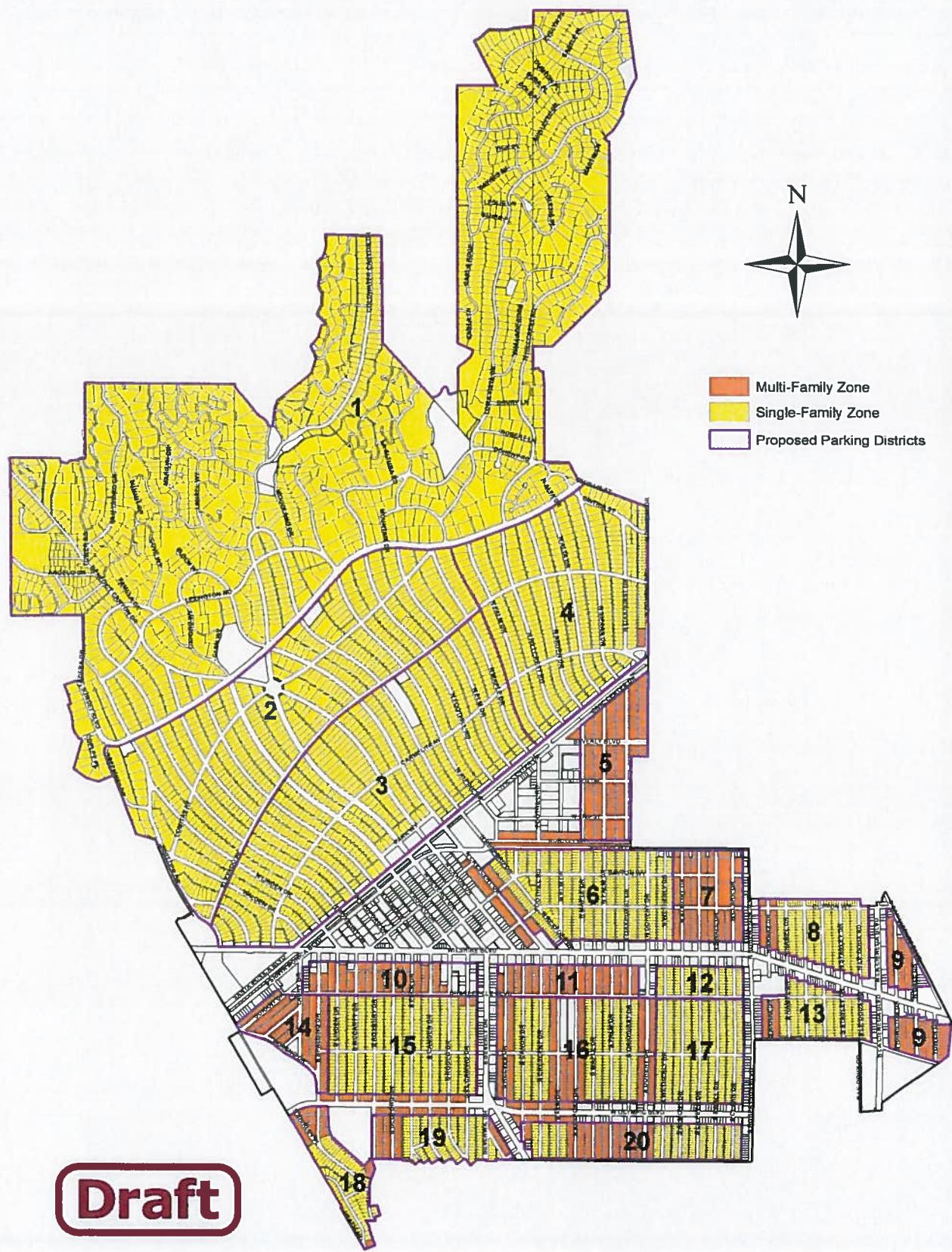
1

Miles

This map is for informational purposes. The City of Beverly Hills makes no representations or warranties of any kind with respect to the accuracy of the information or data furnished herein.
October 2016



Proposed Preferential Permit Parking Districts



0

1
Miles

This map is for informational purposes. The City of Beverly Hills makes no representations or warranties of any kind with respect to the accuracy of the information or data furnished herein.
October 2016