

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.

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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

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

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.

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.

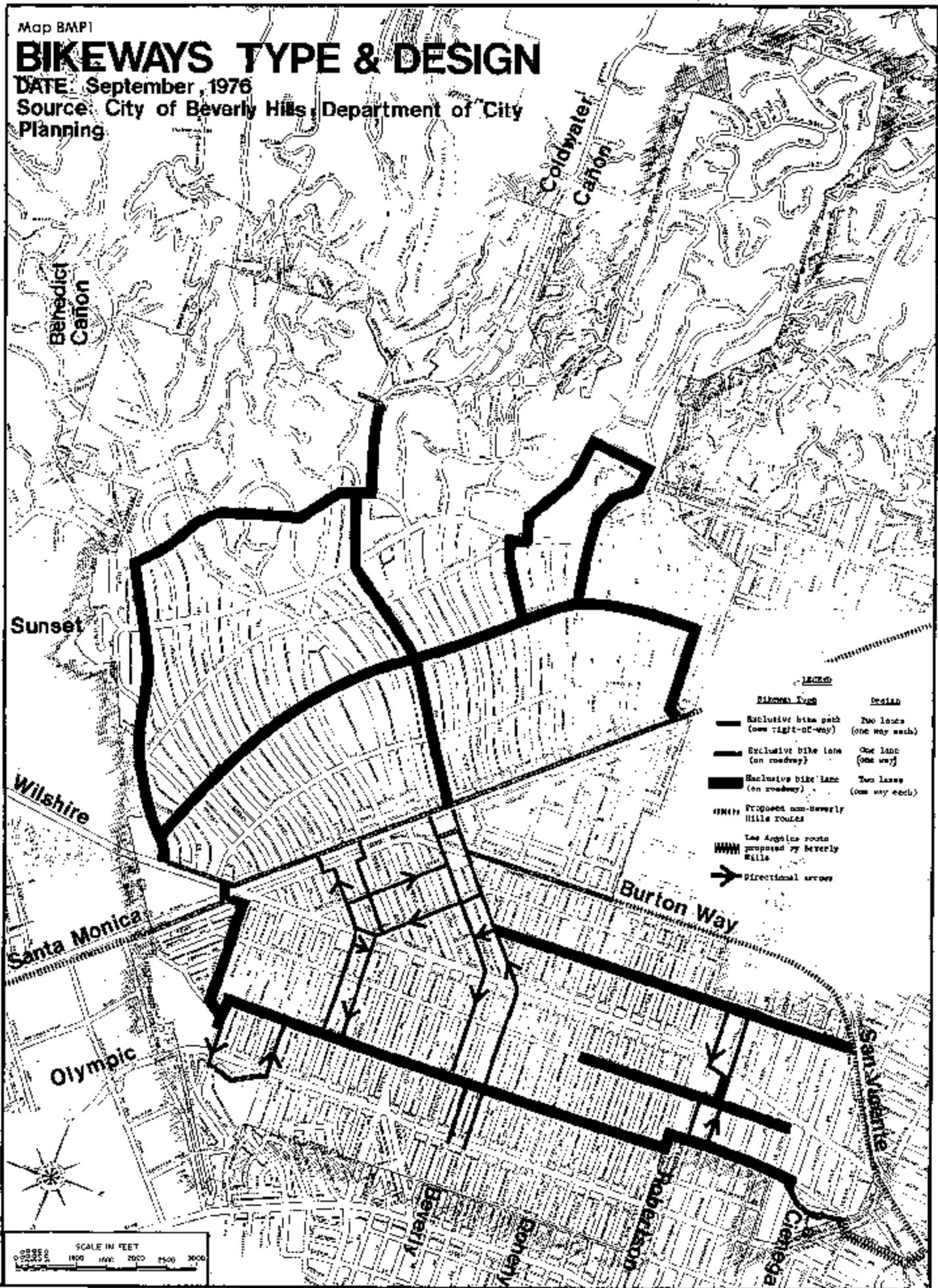
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Map BAMP1

BIKEWAYS TYPE & DESIGN

DATE: September, 1976

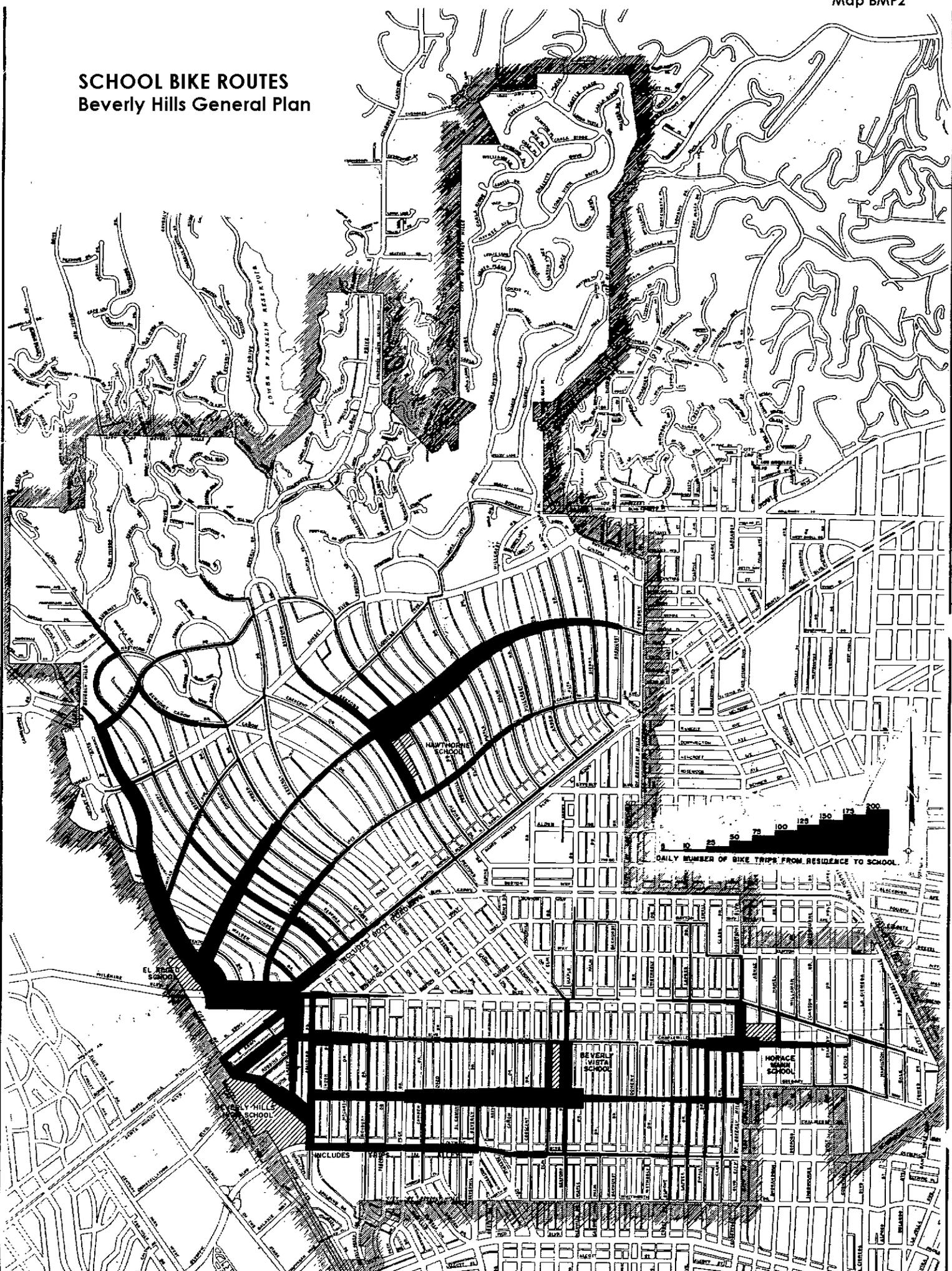
Source: City of Beverly Hills, Department of City Planning



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SCHOOL BIKE ROUTES

Beverly Hills General Plan



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