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
Beverly Hills, CA 90210
Teleconference/Video Conference Meeting

Beverly Hills Liaison Meeting
https://www.gotomeet.me/BHLiaison
You can also dial in by phone:
United States (Toll Free): 1-866-899-4679 or United States: 1-646-749-3117
Access Code: 660-810-077

Friday, September 18, 2020
9:00 AM

Pursuant to Executive Order N-25-20 members of the Beverly Hills City Council and staff may participate in this meeting via a teleconference. In the interest of maintaining appropriate social distancing, members of the public can participate in the teleconference/video conference by using this link: https://www.gotomeet.me/BHLiaison or by phone at 1-866-899-4679 or 1-646-749-3117, Access Code: 660-810-077. Written comments may be emailed to transportation@beverlyhills.org and will be read at the meeting.

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) Introductions

3) Status of Complete Streets Process
   a. December 3 Traffic & Parking Commission Town Hall
   b. Comments received and next steps identified
   c. Goals for Next Public Meeting
      i. What should be accomplished?
   d. Format for Next Public Meeting
      i. Presentation style led by Traffic & Parking Commission?
      ii. Public meeting led by Facilitator?
      iii. Other type of format, such as open house?

3) Adjournment

George Chavez, City Manager

Posted: September 16, 2020

A DETAILED LIAISON AGENDA PACKET IS AVAILABLE FOR REVIEW AT WWW.BEVERLYHILLS.ORG

Pursuant to the Americans with Disabilities Act, the City of Beverly Hills will make reasonable efforts to accommodate persons with disabilities. If you require special assistance, please call (310) 285-1014 (voice) or (310) 285-6881 (TTY). Providing at least forty-eight (48) hours advance notice will help to ensure availability of services.
MEMORANDUM

CITY OF BEVERLY HILLS

TO: City Council and Traffic and Parking Commission Liaison Committee
FROM: Nancy Hunt-Coffey, Assistant City Manager
       Susan Healy Keene, AICP, Director of Community Development
       Aaron Kunz, Deputy Director of Transportation
       Jessie Holzer, Transportation Planner
DATE: September 18, 2020
SUBJECT: Complete Streets Plan
ATTACHMENT: 1. December 3, 2019 Open House Meeting Minutes
              2. Complete Streets Correspondence since December 3, 2019

Introduction
This report provides an update on the status of the Draft Beverly Hills Complete Streets Plan.

The City released a revised Draft Complete Streets Plan for public review on Friday November 15, 2019. The Draft Plan was discussed at a Traffic and Parking Special Meeting/Open House on December 3, 2019. A second community meeting was intended to be conducted in early 2020, but the meeting was not scheduled before the pandemic hit Beverly Hills.

The purpose of this City Council/Traffic and Parking Commission Liaison Committee meeting is to discuss options for continuing the process of finalizing a Complete Streets Plan prior to submission to City Council.

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 in developing a citywide mobility plan. On May 4, 2017, the City Council/Traffic and Parking Commission Liaison Committee (Vice Mayor Gold, Councilmember Friedman, Chair Seidel, and Commissioner Solnit) supported expanding the scope of the Bicycle Mobility Plan to a “complete streets” approach that includes a comprehensive analysis of pedestrian, bicycle, and street networks, and emerging transportation modes and technologies, such as autonomous vehicles. Since fiscal year 2018/2019, City Council has included "Complete Streets" as a priority in the budget process and it has been established in the City's adopted Capital Improvement Program.

Once adopted, the Beverly Hills Complete Streets Plan will provide a Council-approved work plan for transportation planning projects that will bring the City up to current industry-identified best practices to improve mobility for all people, help prepare for emerging technologies, prioritize first/last mile improvements to the Metro Purple Line stations, and increase grant funding eligibility. The Complete Streets Plan will provide the overall vision for transportation planning in the city, and guide the development of future detailed design plans and feasibility studies for project installation. The Complete Streets Plan is intended to be a long-range document providing the City’s overall transportation policy guidance for 5-10 years.
Staff released the Draft Complete Streets Plan (Draft Plan) for public review on April 10, 2019 and accepted comments through May 17, 2019. On May 8, 2019 at a special evening meeting of the Traffic and Parking Commission to receive feedback on the Draft Plan, approximately 10 people attended and provided comments. Overall, the majority of speakers and plan reviewers from the community were pleased that the City is developing a Complete Streets Plan, but said that the Draft Plan lacked project specifics.

At the May 8, 2019 special meeting, the Commission discussed that the Draft Plan provided a good guiding framework for how the City should conduct transportation planning in the future. They generally agreed with the speakers and emphasized that design details would be determined during the implementation phase of the project with neighborhood-level community input. The Commission voted 5-0 to recommend that the City Council adopt the Complete Streets Plan.

On June 12, 2019, staff presented this information to the City Council/Traffic and Parking Commission Liaison Committee (Vice Mayor Friedman, Councilmember Wunderlich, Chair Solnit, and Vice Chair Manaster). The Liaisons directed staff to provide more detail on implementation and project specifics before presenting the plan to City Council for adoption.

In response, staff reorganized the Draft Plan to include two standalone documents with the goal to organize the plan in a user-friendly way: (1) Draft Complete Streets Plan and Technical Appendices and (2) Draft Complete Streets Action Plan.

The Draft Plan consists of goals and polices to present the overall vision for transportation in Beverly Hills and to guide development of and support for complete streets implementation. Goals and policies, as well as infrastructure and programmatic recommendations, are organized by mode: Bicycling, walking, taking transit, and driving. Sample goals and policies include:

- **Bicycling**: Provide a holistic and connected bicycle network; expand bike parking
- **Walking**: Enhance sidewalks as public spaces; improve pedestrian safety
- **Taking Transit**: Improve the rider experience; provide first/last mile connections
- **Driving**: Harness the power of data and technology; reduce traffic congestion

Each of the four modal chapters include a summary of existing conditions and recommendations for projects that would help achieve the vision, goals, and policies. Examples of the types of project recommendations in each chapter are:

- **Bicycling**: Gather data, including community support, and produce engineering drawings for high priority bikeways; install more sidewalk racks and on-street bike corrals
- **Walking**: Develop streetscape plans to determine where specific pedestrian improvements should be located; implement grant-funded projects to expand walkability and educate the community
- **Taking Transit**: Create design standards for bus shelters; analyze options to provide first/last mile connections and amenities through a Mobility Hub at the Gale Staging Yard
- **Driving**: Use BHPD’s new Crossroads software program, when available, to manage, track, and report on collisions across modes; analyze options for flexible curb and parking lanes

The Technical Appendices provide industry-identified best practices, emerging trends, summaries of public outreach efforts, and other information that informed plan development.
The Draft Plan is supplemented by a standalone Draft Complete Streets Action Plan (Action Plan) that prioritizes recommended and ongoing projects for implementation in the first six years after plan adoption. The example projects identified above are included in the Action Plan.

Discussion

On Friday November 1, 2019, staff provided the revised plan documents to the City Council/Traffic and Parking Commission Liaison Committee who confirmed their comments had been addressed and asked staff to organize a special meeting of the Traffic and Parking Commission to receive community input before presenting to City Council for adoption.

Staff scheduled the special meeting (Draft Plan Open House) for December 3, 2019 and released the Draft Plan and Action Plan for public review on Friday, November 15, 2019 via the project website: [www.beverlyhills.org/completestreets](http://www.beverlyhills.org/completestreets). Hard copies were made available for review at the City Clerk’s office, the Beverly Hills Public Library reference desk, and La Cienega and Roxbury Parks.

To help get the word out to the community, staff electronically notified the Complete Streets interest list (consisting of everyone who requested plan updates or attended an event), Traffic and Parking Commission interest list, all citywide Commissions, HOA managers, Southeast Task Force/Strategic Planning email list, Metro stakeholders email list, Chamber of Commerce, Conference and Visitors Bureau, and Beverly Hills Unified School District. In addition, staff distributed a press release, provided information to the Courier and the Weekly, and promoted on social media.

At the Traffic and Parking Commission Special Meeting/Draft Plan Open House, some community members expressed concerns of bicycle plan elements, particularly a table in the bicycle chapter that included potential loss of parking as one option for implementing bikeways in constrained areas (there have not been concerns expressed with the other mode recommendations). Attachment 1 includes the meeting minutes.

Staff was directed to organize a second Draft Plan Open House in early 2020 to provide a forum for additional public input. Due to scheduling conflicts in early 2020, staff was not able to schedule a meeting before the pandemic hit Beverly Hills and City Hall closed to the public. Over the past several months, the City Council and Traffic and Parking Commission have received letters/calls from 41 people in support of a bicycle network and the Complete Streets Plan (Attachment 2). During discussion at the July Traffic and Parking Commission meeting, the Chair requested that a City Council/Traffic and Parking Commission Liaison meeting be held to discuss a path forward.

Next Steps

The goal for the Draft Complete Streets Plan is to provide a pathway for additional public input and prepare a finalized document for presentation to City Council. Staff seeks Liaison Committee direction on format of the next community meeting, including the following:

- What should be accomplished at the next public meeting?
- Should the meeting follow the standard presentation format and be led by the Traffic and Parking Commission?
- Should the meeting be Open House style?
- Should the meeting by led by an outside facilitator?
- Is there another format that should be considered?
Attachment 1
MEETING CALLED TO ORDER
Date/Time: December 3, 2019 / 6:01 PM

PLEDGE OF ALLEGIANCE

ROLL CALL
Commissioners Present: Commissioners Ignarro, Meshkaty, Seidel, Vice Chair Manaster, Chair Solnit
Commissioners Absent: None
Staff Present: Susan Healy Keene, Jessie Holzer, Alison Wehrle

COMMUNICATIONS FROM THE AUDIENCE
Members of the public may address the Commission regarding any items not on the Agenda that are within the subject matter jurisdiction of the Commission. By State law, the Commission may not discuss or vote on items not on the Agenda.

Speakers: David Gingold, Roy Young, Robert Tanenbaum

APPROVAL OF AGENDA
By Order of the Chair, the agenda was approved as presented.

CONSENT CALENDAR
No items

REPORTS FROM PRIORITY AGENCIES
No items

CONTINUED BUSINESS

1. Complete Streets Plan: Draft Plan Open House

   Community Development Director Susan Healy Keene and Transportation Planner Jessie Holzer presented a report on the updated Draft Complete Streets Plan, Technical Appendices,

Recordings of the Traffic and Parking Commission's meetings are available online at www.beverlyhills.org
and Draft Complete Streets Action Plan. The updated Draft Plan is reorganized to be more user-friendly by creating individual chapters for each transportation mode, with goals and policies consolidated at the front of the document in order to clearly communicate the vision of the plan. The Action Plan is updated to exist as a standalone, living document that can be updated as projects are completed, in order to monitor implementation progress. The Commissioners took public comment, and provided their own comments. The Commission will take action on the plan at a future special meeting, estimated to be scheduled in late January 2020.

Speakers: Jane Summers, David Gingold, Phil Savenick, Jerry Dobkin, Carlton Burton, Bubba Fish, Jimmy Delshad, Donna Schifrin, Moore Rhys, Murray Fischer, Thomas White, Vera Markowitz, Mark Elliot, Andrea Spatz, Robert Tanenbaum

NEW BUSINESS
No items

PROJECT UPDATES
No items

QUARTERLY REPORTS
No items

STATUS REPORTS
No items

COMMUNICATIONS FROM THE COMMISSION

COMMUNICATIONS FROM STAFF

ADJOURNMENT
Date / Time: December 3, 2019 / 8:05 PM

PASSED AND APPROVED THIS 7th DAY OF JANUARY, 2020

David Seidel, Chair
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Hi there,

My name is Michael Charboneau, and although I'm a Hollywood resident, I frequently ride my bike to get around greater LA, especially to destinations in West Hollywood and Beverly Hills. The proposed complete streets plan looks great—I'm especially excited about the protected bike lanes on Beverly Blvd, Burton Way, Charleville, Gregory, Beverly Dr., and Sunset Blvd. Having biked extensively in several cities, including New York City, Copenhagen, and Paris, I can say from experience that fully protected lanes are the best way to make cycling a safe and convenient transportation option for all. I would encourage the city to make Class IV lanes the standard form of bike infrastructure in the city—sharrows and unprotected lanes just don't cut it, in my experience. I would suggest upgrading Santa Monica Blvd to the Class IV standard, too: Since it connects with lanes in West Hollywood, this will likely become a vital east-west route.

Furthermore, I'm also encouraged that the city of Beverly Hills is working to create a seamless network of bike infrastructure that connects with current and proposed bike routes outside the city limits—this is absolutely essential if biking is going to be a useful transportation option. Since moving to LA, I've been extremely disappointed with the metro area's disjointed and largely nonexistent bike network. The proposed complete streets plan, however, is a big step in the right direction.

I look forward to seeing it implemented quickly—and riding on it!

Best,

Michael

--

Michael Charboneau
Freelance Journalist
Website / Twitter
I have four immediate concerns regarding a bike lane on South Roxbury between Wilshire and Olympic. These concerns are significant and compel me to oppose the lane and by extension, the BH complete streets draft (as these errors/oversights are likely emblematic of many suggestions contained in the document).

1. A dedicated class 2 bike lane as proposed involves wide reflective striping and other garishly bright pavement painting that will add visual clutter to our single family residential neighborhood. Barriers, which would eventually be placed to enhance the safety of the lane, compound the issue, giving our SW neighborhood an industrial appearance. Please consult the photo submitted showing a BH bike lane on Santa Monica, east of Wilshire. For further clarification similar bike lanes are documented in the draft document under discussion.

2. A dedicated bike lane creates an additional lane of traffic that impacts my safety and convenience as I enter and exit my property by automobile. Currently, most vehicles proceed across my driveway in single file - including bikes. A bike lane adds a second, independent lane for traffic and, with the expiration of the eBike prohibition, this bike lane will contain vehicles easily capable of operating at speed in excess of 20mph but without sufficient braking in the event of an emergency (and they will be traveling closer to the curb instead of operating with automobiles like the motorcycles they more closely resemble in performance).
3. Most importantly, with the elimination of parking to accommodate the bike lane, guests (especially disabled individuals) along with building subcontractors, maintenance as well as delivery personnel will need to repeatedly cross three lanes of traffic on the street, often with equipment or other items (wheelchairs, walkers, canes, service dogs, tools, heavy equipment such as lawn mowers, drain snakes, etc., hazardous products such as hot tar, paint, insecticide, etc., and bulky/heavy items such as water softening salts/resin tanks, landscape items like gravel or mulch, cement, etc.). Please see another photo submitted showing trucks for HVAC repair/installation ongoing on Roxbury - in this instance, imagine possible impacts from repeatedly carrying ducting or prefabricated materials across the street during the construction or rehab of a home.

4. Elimination of parking on South Roxbury to accommodate a bike lane will remove dozens of parking spaces counted upon by residents in the 100 block of the street.

Thank you for the opportunity to comment. Please introduce my remarks into the record. Marc Saleh

Bike lane west of Wilshire on SM Blvd. Notice white and green reflective paint with industrial feel as well as high visibility barriers.
Notice the sole cyclist chooses not to use the lane despite automobile traffic.

Vendor trucks use both sides of street for staging and deliveries on S Roxbury. Would guests and vendors need to cross the street to service half the residents?
Parking during the day 100 block S Roxbury - would half the spaces be eliminated? Submitted 12.03.19
I attended last nights public meeting and want to submit my additional thoughts:

1. **Absence of data in the plan to assess needs in both the short term and the long term (after Subways opens).**
   a. If the Plan seeks actions to address mobility, any evaluation of the plan’s strategies to meet the challenges needs to include measures and metrics establishing specific needs.
   b. What do BH residents and business want? What does the City want and why? How do these needs/desires differ and why?
   c. We hear and experience anecdotal evidence of problems, but a multi-model strategy to improve mobility must include quantitative evidence of the problems. We should know:
      i. problem for Beverly Hills retail business
      ii. problem of commuters during peak hours
         1. commute routes of residents and workers in the BH
         2. commute routes of pass-through traffic from non-BH drivers

2. **Goal to reduce single occupancy vehicle.**
   a. what will get people – BH residents and non-residents – out of their cars? Increased commute time over the past 10, 20 or even 30 years has not motivated commuters to ride transit or carpool, especially because parking is paid by employers.
   b. who are we kidding that an extensive bike-lane is going to get commuters to ride a bike to work? It does seem that the “Comprehensive Streets Plan” is a utopian view of turning BH into Amsterdam.

3. **Lack of coordination and assistance with Metro.**
a. Beverly Hills lost the battle of tunneling under the High School. And now Metro needs the cooperation of the BH leadership to make Subway ridership as strong as possible. What can BH receive in return?

b. What projections does Metro have for Purple Line ridership? How much larger with the user base be than the current ridership of the 720 Rapid bus running in Wilshire Blvd.? What impact with the Purple Line have on mobility in the City of Beverly Hills?

I hope to see the plan renamed and rich in quantitative analysis of needs/behavior change forecasts soon.

Your truly,

Roy Young
Beverly Hills homeowner since 2002.
I love Beverly Hills and I support the complete streets plan!
I typically ride my bike from 6-8AM on Sunday to avoid traffic but would love to be able to take long rides any time of day!
Warmly,
Elizabeth Freisen
Please keep our neighborhood parking. NO MORE BIKE LANES! Getting around Beverly Hills is becoming increasingly difficult for residents, especially with the impact of Metro construction.

Thank you.

Fern and Bob Seizer
257 S. Rodeo Dr.
Dear Robbie,

Thank you for sharing your concerns about some of the concepts in the draft Complete Streets document. I will make sure to share your opinion of bikeways at Will Rogers Park with the team developing the project. If you would like to share any other thoughts on how the City’s mobility methods should evolve to create an environmental and economic sustainable and healthy community into the future, there will be more public meetings or feel to write us.

Happy Holidays.
Dear Shana,

I see in the Bicycling in Beverly Hills overview that there is a Fluorescent Green Bike Park and Pickup location at Will Rogers Park.

I was on the Parks and Recreation Commission for six years and this location was rejected numerous times.

Being as my great Grandmother donated this park to the city in 1915 I think it would be inappropriate and ugly to even think of placing something like this in our beloved park.

This will serve as my registered notification that this is not an acceptable location for the Bike Park and Pickup.

The proposal to take out lanes of traffic/sidewalks, etc. to put in bike lanes is totally flawed. Have you ever seen people shopping on their bicycles?

Thank you

Robbie

Robert S. Anderson
To the Traffic and Parking Commission,

As a long-time frequent pedestrian and cyclist in our city, I strongly oppose the adoption of the Draft of the Complete Streets document.

The plan creates real hazards and burdens to residents as well as fails to provide many facilities to achieve the goal of being a World Class Bicycling City.

For example, consider the Class 3 bike lane displacing half the street parking on South Roxbury, south of Wilshire, north of Olympic.

- The Class 3 bike lane recommended does not meet generally accepted World Class Bike City standards. It is not protected from vehicle traffic and is too narrow to allow cargo bikes or safe passing. It also forces bikes to share the road with cars on a frequently traveled, busy street.

- Limiting parking to one side of the street will increase mid block pedestrian crossings by children, individuals lugging parcels or equipment, and the mobility impaired.

- Elimination of so much street parking will create massed parking in the remaining available parking spaces degrading driveway access, as well as limiting drivers’ sight lines as they enter or exiting driveways. (No solution is proposed for displaced overnight parking, so this could be 24 hour/day impact.)

- Visual clutter from the bike lane and predictable related modifications will give the street an industrial look with a broad reflective green strip (and hundreds of white conical barriers to create a Class 4 bike lane) on one side and masses of vehicles, along with red curbs (for no parking) bookending driveways, on the other.

As for achieving World Class Bike City status, the plan does not provide for impending cargo bike adoption/usage, inescapable high speed e-bike adoption/usage, bike shop availability or even repair areas with air pumps. Furthermore, the plan places bike lanes directly on heavily trafficked streets when they should be completely segregated from automobiles (Class 1 or 4) or on less heavily trafficked roadways. Finally, no provision is made for weekly closing of the city core to all passenger vehicles and limiting delivery truck
operating hours. Absolute prioritization of pedestrian and bicycle traffic over automobiles in the city center is the center piece of World Class Bicycling Cities.

World Class Bike Cities focus on converting their residents into users of alternative transport. The Draft plan does nothing to tempt our residents out of their cars, but creates real and immediate hardships for us. Instead of the plan’s grandiose bike lane approach, consider this: it is very possible to eliminate 1000+ car trips/day in our city just by converting a small percentage of our public school students from drivers/passengers to cyclists/walkers. Why not focus on that very challenging task with real measurable and impactful results? The planned bike lane network is so subpar it will not likely convert more than a handful of commuters from drivers into occasional, fair-weather cyclists; and, most of its support comes from those cycling as panacea enthusiasts living outside of our city.

I urge the Commission to reject the Complete Streets Draft.

Thank you for the opportunity to comment.
Marc Saleh

--
Sent from Gmail Mobile
Dear Chair David Seidel, Vice Chair Nooshin Meshkaty, and Commissioners Jay Solnit, Jake Manaster and Sharon Ignarro,

The Safer at Home restrictions have had a Silver Lining. Never in recent decades have we seen our air quality so high and our streets and sidewalks so full of pedestrians, runners, cyclists, and scooters. Without our streets completely occupied by automobiles, there has been a dramatic change as our residents have discovered that our streets are not just for cars!

In these unprecedented times we have seen progressive cities around the world quickly make changes to their roads to make it easier and safer for families, individuals, and children to stay close to home and enjoying exercise and fresh air in their own neighborhoods.

There is an opportunity for Beverly Hills to take advantage of this change of behavior to immediately do three things, all easy and fairly inexpensive:

1. Implement a Slow Streets program on residential streets to enable people to safely move about for exercise and fresh air while practicing social distancing.

This will sharply reduce speeding on residential streets and minimize cut-through traffic by using simple traffic-calming measures like plastic fold-over signs at intersections. Five areas (with more to come) in neighboring Los Angeles have already modified some of their streets to allow cars, but not prioritize them, over active mobility. Not only do these Slow Streets enable residents to exercise and travel without jumping into their car, they create a unifying community spirit.

2. Make the existing Sharrows (such as on Crescent) more prominent by painting them bright green as has very recently been done on Little Santa Monica.

3. Make our existing bike lanes on Santa Monica Blvd. and Burton Way Protected bike lanes, which will make them both safer and more likely to be utilized. There is ample space on both streets to do this without even removing a car lane and/or parking.

Bike infrastructure more than pays for itself by promoting public health and local businesses. Cyclists and pedestrians take up little space, do not require expensive short-term storage, do not contribute to Climate Change, and do not cause costly wear and tear of our streets.
Let’s promote multi-mobility, take steps to combat Climate Change, and really be a Healthy City!

Thank you,
Andrea Spatz
442 S Camden Drive

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June 23, 2020

Dear TPC Commissioners and City Manager George Chavez,

It has been refreshing to see our residents out and about, walking and cycling more since the start of the pandemic. Like many other cities we visit, a community is so much more livable, vital, and enjoyable when residents and visitors can safely and easily get around without total dependence on the automobile.

But one thing Beverly Hills does not have is a safe place to ride a bike! Every day we see more and more kids, families and adults enjoying the freedom and fun of cycling. But as our streets get more crowded with cars, it is apparent that cycling in Beverly Hills is actually pretty dangerous.

Please expand our bike lanes to make a network like our neighboring cities of Santa Monica, Culver City, West Hollywood and even Los Angeles have done. We are not suggesting that you make it impossible to drive, but that there should be safe bike routes to traverse the city from north to south and east to west without feeling your life is in danger!

As parents of two children who attended local BH Schools it would have been great if they could have gotten to school on their own, safely, by bike. They would have loved the freedom and independence to do that, as I, Barry, did when I was a student at Beverly Vista. Hundreds of kids rode their bikes to school!

I hope we can provide this healthy option to our families who live in our beautiful city today.

Thank you,

Sue and Barry Brucker
805 N. Roxbury Dr.
Beverly Hills, CA 90210
Dear TPC Commissioners and City Manager George Chavez,

It has been wonderful to see our residents out and about, walking and cycling more since the start of the pandemic.

But one thing Beverly Hills does not have is a safe place to ride a bike! Every day we see more and more kids, families and adults enjoying the freedom and fun of cycling. But as our streets get more crowded with cars, it is apparent that cycling in Beverly Hills is actually pretty dangerous.

Please expand our bike network like our neighboring cities of Santa Monica, Culver City, West Hollywood and even Los Angeles have done.

As a mother of two boys who attended local BH Schools it would have been great if they could have gotten to school on their own, safely, by bike. They would have loved the freedom and independence to do that!

Thank you,
Robin Vogel
434 S. Camden Drive
Beverly Hills, CA 90212
Dear TPC Commissioners and City Manager George Chavez,

The beauty of the City of Beverly Hills is best appreciated on a bicycle. I love cycling.

The sense of freedom, the wind in your-face. Cycling is a marvelous way to exercise and get around. Traveling by bike is liberating.

But Beverly Hills is NOT a safe place to ride a bike! As a long time, City of Beverly Hills residential cyclist, 49 years, I have witnessed and experienced accidents and know firsthand that it is actually a very dangerous activity made more so these days by distracted automobile drivers.

We have heard the naysayers claim that people do not cycle in Beverly Hills, but they could not be more wrong. Who does not fondly remember the Hans Orht bicycle shop on the corner of Camden and Little Santa Monica, google it. Lately we see more and more people enjoying the freedom and fun of cycling. But until Beverly Hills provides a safe network of bike lanes, the number of riders will be limited to those willing to take the risks.
The Green bike lane on Santa Monica Blvd was a great start, although it would be much better if it were a Protected Bike Lane. Please make a bike lane network like our neighboring cities have done. There needs to be a number of safe bike routes to traverse the city from north to south, and east to west, without feeling your life is in danger.

Other parts of the US (and the world) are substantially ahead of Southern California in providing safe places to cycle, which gets cars off the road.

Cars are not the future. Many people want to be able to lead a lifestyle that is not car dependent.

The most desirable cities in the world have embraced cycling. A multi-mobility city is a better city for everyone, even for people who choose to drive.

The air will be cleaner for all of us if we can get our residents out of their cars and onto a bike.

Thank you,

Malcolm Orland

210 Stanley Dr

Beverly Hills CA 90211
Dear TPC Commissioner and City Manager George Chavez

??
My wife and I would love to bike around town instead of driving our car. The only impediment is the risk of being hit by a passing car. The streets in Beverly Hills are often too narrow and dangerously close to cars and have no significant barriers to prevent an accident. Other cities in the US and in Europe have realized the value of a bike friendly and safe environment and have planned long ago in realizing that this is the path of the future. But here in my city, the progress is painfully slow mostly because of a group of people that will always complain about everything that involves ???change. But I encourage you to look beyond these naysayers and do what is good for our city and it???s residence. We have an opportunity to realize that the future is not cars, it???s everything but cars. But realizing that future involves doing something bold today. Please, do what is right for the future of this wonderful city.

??
Thank you

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Abe Knobel

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Knobel Financial Services
Phone ??

??
CA Real Estate Broker License #01015413 & #01227555
NMLS Endorsement #388752 & #243031
Dear TPC Commissioners and City Manager George Chavez,

As a long time cyclist I often use my bike to get around Beverly Hills. It’s fast, convenient and most of all healthy, not just for me but for the environment. I envision a time where our streets will be teeming with cyclists. Beverly Hills has perfect conditions for year-round cycling. So what is it? Why haven’t we become “that” city?

Too many times I hear parents complain that the city is not safe for their children to cycle. Whether it truly is or isn’t safe is not the point. The perception obviously needs to change. We need to create a bike/pedestrian culture in our city. The police department does a magnificent job keeping our streets safe, so we’re almost there.

As a School Board member and father of three children who have and are attending Beverly Hills schools, I would love to see more of our students walking, skating or cycling to school. Getting to school without the help of their parents makes kids much more independent. It would certainly do wonders for our traffic problems at drop-off and pick-up times.

The best cities in the world, the most forward thinking cities in the world, are bicycle friendly. They are also the most livable cities as well. Their leaders have made the choice to phase out the car as the default option for travel.

We need to carve out safe bike routes on Charleville and Gregory Way which would enable kids to cycle to the high school, our new middle school, and even Horace Mann. That bike route would well serve our youth and they could bike to Roxbury Park, La Cienega Park and Beverly Drive as well. Let’s teach our youngest residents how to safely cycle and give our kids and residents incentives to ride a bike to get around our town.

Beverly Hills likes to think of itself as a “healthy” city, a village. What could be healthier than getting our residents, young and old, out of their cars and on to a bicycle? Thank you.

Sincerely,
Noah Margo
Laura Margo
Solomon Margo
Jax Margo
Reese Margo
Dear TPC Commissioners and City Manager George Chavez,

My daughter and I recently bought bikes at the REI in Manhattan Beach since Beverly Hills no longer has a bike shop in the City. We were very excited to start riding around our neighborhood, but soon discovered Beverly Hills is a scary place to ride a bike!

I recently went riding with a friend and we rode up Roxbury Drive from Pico. I was happy to see there was a bike lane in Los Angeles, but it comes to an abrupt end right as you enter Beverly Hills near Roxbury Park! Don't we want to encourage our youth to get to our parks safely on a bicycle?

In Santa Monica where my sister-in-law lives, there are bright green bike lanes on many of the streets, some of them protected from car traffic. Why don't we?

My adult son lives in Beverlywood and he rides his bike to his office in Beverly Hills. As a mother I worry because Beverly Hills streets just do not seem safe for cyclists. As a former School Board member and mother of four children who attended Beverly Hills Schools K-12, it would have been great to send them off on a bike to school. Getting to school without the help of their parents makes kids feel more independent and is good for them. The added benefit is less car trips and shorter pick up lines!

We have traveled all over the world and to many of the best cities in the world; the most forward thinking cities are very bicycle friendly. There are multiple travel options available for residents and visitors so people can get around easily and safely without a car.

Bike sales have skyrocketed across the nation. I see more and more adults and kids riding around the city. What could be better for our planet and healthier for our residents than getting even more of our residents, young and old, out of their cars and on to a bicycle?

Now is the time to recognize we can do things differently. Please carve out safe bike routes so our residents can cycle around our city for fun and safely ride to our schools, parks, and local shopping areas.

Thank you,

Alissa Roston
439 S. Camden Drive
Dear Chair David Seidel, Vice Chair Nooshin Meshkaty, and Commissioners Jay Solnit, Jake Manaster and Sharon Ignarro and City Manager George Chavez:

Perhaps, the Safer at Home restrictions have been a benefit to our community, other than to prevent COVID-19 infections! When our streets are unoccupied by automobiles, there is a dramatic change in how people get around. Our residents discovered that our streets are not just for cars! More and more people were riding bikes, scooters and walking. Cycling became a way to exercise, get fresh air and move around in a socially distant way.

As a two-time Chair of the Recreation and Parks Commission and a mother of two children who attended Beverly Hills schools, I tried to promote bike education in our town. We needed to teach our children how to safely ride a bike. We need to have safe places for children and adults alike, to bicycle. As a result, for a period of time our town did provide an avenue for children to learn how to ride their bike safely. At least once a month at Hawthorne, we took over a black top and put up traffic cones and other obstacles, and had police help teach safe practices to children to learn to bike ride, explaining the rules of the road and the need to always wear a helmet! We even had popcorn and snow cones to make this learning experience “festival like”. But ultimately, this program ended, and now there is no safe place for anyone to cycle. I had even advocated that when re-modeling La Cienega Park we should provide a few days a month for the pedestrian track to be turned over for non motorized “vehicles”, like tricycles, bicycles and scooters.

But cycling is not just for the young. The seniors in our community could use a safe bike lane to navigate our community. Although we offer numerous programs for our seniors, virtually all of them are indoors.

I, myself, am a recreational cyclist. But in my own town I am afraid to cycle on our streets. We have a painted bike lane on Santa Monica Blvd. but as it is not even a Protected lane, I view it merely as an Organ Donor lane. Cars speed by or try to go into that lane to avoid standing or turning cars. I would never ride on it. Though perhaps it is a viable lane for couriers or the 5% of extremely confident, competent cyclists. However, I am among the 60% of recreational cyclists.
When my family and I travel around the world we see everyone on bikes. It is a fun, easy, inexpensive way to get around quickly and a wonderful way to spend time outdoors.

Beverly Hills is a safe community. With our mild weather and mostly flat terrain, shouldn’t we be a leader in cycling rather than a laggard?? Seville, Spain was able to build a protected bike network in 18-months in a city that had no cycling culture. Shouldn’t Beverly Hills be able to do the same?

With the subway coming in a few years and the arrival of the 2028 Olympics, the time to finally establish a safe citywide bike network for our community IS NOW!

Thanks you,

Frances Bilak
Dear TPC Chair David Seidel and Commissioners, Mayor Lester Friedman and City Council members, and City Manager George Chavez,

My family lives in Beverly Hills. We are a proud one-car family. My husband bikes to work and I usually take public transit. Our family loves to cycle together for exercise and to get to local attractions. It makes us feel good that we are not contributing to air and noise pollution and Climate Change. There are many, many other residents who would love to cycle as we do, but they feel our city streets are just too dangerous.

A city can either be designed for people or designed for cars, but cannot be both. Sadly, Beverly Hills caters to cars. Many cities around the world are using the pandemic to reimagine their streets. Even Los Angeles has implemented a Slow Streets Program (now in more than a dozen LA neighborhoods)! What modifications has Beverly Hills made??

We would love our sons, 10 and 12, to be able to walk to Hillel Hebrew Academy where they attend school, but we would be terrified to have them cross Olympic Blvd.!! This multi-lane boulevard has been dangerous for a long time and has become even more so during the pandemic. The answer is not more cameras, it is a reimagining of the streetscape!

Our sons will attend Beverly Hills High soon and they plan to cycle to school. We are pretty sure their friends would join them if the streets were safe enough for them to do so. The only way to ensure our younger Beverly Hills residents could travel safely by bicycle is to install Protected Bike Lanes on the routes to our schools.

I suspect that as a child you had walked independently to school or biked around your neighborhood. I would like you to understand that the children of this city cannot do that. Beverly Hills is not a safe place to cycle and actually seems to be hostile to cyclists. There are no Protected Bike Lanes to our local parks and limited bike parking when you get there.

When we travel to cities all over the world we see everyone on a bike on Protected Bike Lanes!! Cycling is such an easy, fun, inexpensive, and fast way to get around and a good way to spend time outdoors. But in my own town I am afraid to let my children cycle alone on our streets.

Cities that are bike-friendly also have a much higher quality of life than those that have clung to the car. The happiest countries on earth have embraced cycling as a healthy and environmental friendly
means to navigate their cities. 60% of car trips are less than a mile nationally, but for residents of Beverly Hills I am sure the percentage is higher. These trips could be easily done via protected Protected Bike Lanes if we had the option.

Beverly Hills is a safe community, a small town. Bike infrastructure takes minimal dollars and has astronomical returns for local businesses and the health of its residents. With our mild year-round weather shouldn’t we be a leader in cycling?

Beverly Hills is also a wealthy city--we should have the best of everything!! When it comes to active and healthy mobility, our residents and families deserve so much more!

Thank you,

Hadar Geller
-Licensed Architect and member of the American Institute of Architects
-Architect at Design & Project Management Department at UCLA
-BHHS Alumni and Longtime Beverly Hills resident
Dear TPC Commission, City Council, and City Manager

I am a Professor at the UCLA School of Dentistry and my husband is the Chief Medical Officer at UCLA. I have an office in Beverly Hills. I pay business taxes to the City of Beverly Hills.

My family and I enjoy riding our bikes around Southern California for both exercise and transportation. Not only is it often faster than a car, it is healthier for us and certainly good for the health of our planet.

Although we do not reside in Beverly Hills, we live in a neighboring area and we like to shop and dine in your City. I cycle to my office on Brighton Way. The problem is that once I leave West Los Angeles, the bicycle lanes disappear and the roads become narrow and treacherous as there is no real or safe space for cyclists. My husband and I would be so much more likely to visit and shop in your city if there were safe lanes to cycle into Beverly Hills and convenient bike parking when we arrived! What a delight it would be to be able to pedal to our favorite stores and restaurants!

As health professionals, we know that driving is the least healthy option for mobility. Cars contribute to an unacceptable number of deaths, especially among children, are the biggest contributor to air pollution, and their increased use has been a huge contributor to the alarming rise in obesity in this country.

As a bonus, cycling has built in Social Distancing.

The most progressive, livable and beautiful cities in the world, the ones that receive the highest grades for quality of life--from Santa Monica to Vancouver to Copenhagen to Amsterdam--have made the cyclist feel welcome. These cities have learned that a robust biking culture is very, very good for business, and good for the health of its populations.

Beverly Hills likes to have the best of everything. Beverly Hills is a small city with an ideal climate, perfectly suited to be a leader in bike mobility. What is your city leadership waiting for?

Thank you,
Bernadette Jaeger, DDS
Samuel Skootsky, MD
Dear TPC Commissioners, City Council, and City Manager,

I am a long time Beverly Hills resident and business owner.

The City of Beverly Hills is best appreciated on foot. I love walking for exercise and I love to walk to work every day to my business on Wilshire Blvd..

Since the pandemic more and more of our residents are out walking and cycling. The air is so much cleaner and easier to breath with fewer cars on the streets.

Walking and cycling are so good for your mental and physical health!!

Many other parts of the US (and the world) are substantially ahead of Beverly Hills in providing safe places to walk and cycle.
Cars are not the future. Many people want to be able to lead a healthy lifestyle that is not car dependent. A multi-mobility city is a better city for everyone, even for people who choose to drive. The air will be cleaner for all of us if we can get people out of cars and onto our sidewalks or a bike.

The Complete Streets Plan will give more equity to all modes of transportation—walking, cycling, and public transit. Our city is not just for cars! Let’s get started on the Complete Streets plan so our residents can enjoy cleaner air and a quieter, more peaceful Beverly Hills.

Thank you,
Wanata Parker
Dear Traffic and Parking Commissioners, Mayor and City Council, and City Manager George Chavez,

I am a 38-year resident of Beverly Hills and have my business in the City. I have served three terms as City Treasurer and six years as a Public Works Commissioner. In addition, I am currently treasurer of the Conference & Visitor Bureau, the Police Foundation and Beverly Hills Rotary as well as a member of the Beverly Hills School Board Finance Committee.

I am a recreational cyclist and with two bikes, the first was semi-retired after 36,000 miles. Cycling is a great outdoor, low-impact exercise. I cycle from home around UCLA and back several times a week. On weekends, pre-pandemic, I often cycled from home to and from Hermosa Beach for lunch. One of the biggest challenges for my rides is finding a safe route out of Beverly Hills.

I grew up in Chicago and, after graduating college, moved here because of the great weather while vowing to focus my exercise on outdoor activities whenever possible. Chicago, which has unpredictable, often horrible weather, now has more bike lanes and places to park your bike when shopping or dining than Los Angeles. In fact, neither Los Angeles nor Beverly Hills are amongst the top 50 American cities for cyclists, a list which includes Chicago, Minneapolis, Seattle, Portland and New York, hardly climates as conducive to cycling as ours.

In my own town I restrict my cycling to all but our quieter residential streets. I avoid Santa Monica Boulevard with its painted bike lane, except on weekends, because it doesn’t feel safe. These days, with fewer cars on our streets, it’s been wonderful seeing families using our streets for cycling.

Safe cycling should be available to our residents all the time, our families deserve nothing less. Bicycles are quieter and much more climate friendly than cars. Shouldn’t Beverly Hills, with a population that’s passionate about health and fitness, be a national leader in cycling?

I urge you to make Beverly Hills a city that provides safe cycling for its residents. Thank you.

Sincerely,
Eliot Finkel
110 North Maple Drive
Dear City Council, TPC Commissioners and City Manager George Chavez,

I love cycling. But most of the time I don’t feel comfortable cycling in Beverly Hills.

Beverly Hills is not a safe place to ride a bike. I would love to cycle to City Hall, where I have been a Commissioner, as it is not very far from my house, but frankly, our streets just feel too dangerous.

We have heard from some residents that people do not cycle in Beverly Hills. Lately we see more and more people enjoying the freedom, convenience, and health benefits of cycling. But until Beverly Hills provides a safe network of bike lanes, especially as more cars come back on to our streets, the number of riders will be limited.

We need a bike lane network like our neighboring cities have. There needs to be a number of safe bike routes to traverse the city from north to south, and east to west.
Other parts of the US (and the world) are way ahead of Beverly Hills in providing safe places to cycle, *which gets cars off the road.*

Many people want to be able to lead a lifestyle that is not car dependent. Our city, with its great year-round weather, ought to be a leader in getting people out of their cars.

The most desirable cities in the world have embraced cycling. A multi-mobility city is a more livable city for everyone, with cleaner air for everyone, even for the people who choose to drive.

Let's help those residents who want to get out of their cars and onto bikes.

Thank you,

Jeff Wolfe

206 S. Stanley
Dear City Council and City Manager,

I am part of the race team and the club of Velo Club LaGrange. Our team trains together (sans pandemic) in your area. We have a number of racers living in the adjacent neighborhoods who use Beverly Hills as a way to get to the start of other rides.

Over the past few years, the congestion and road conditions have become much worse. Traffic along Santa Monica Blvd. is particularly bad. However, this is the main thoroughfare and other smaller streets have no allowance for cyclists with so many parked cars.

Please add more bike lanes/bike parking/bike paths. It will enhance your City's offerings with respect to tourism and foot traffic to your retail.

Thank you,
Dear TPC Commissioners, City Council, and City Manager,
I am a long time Beverly Hills resident and business owner.
The City of Beverly Hills is best appreciated on foot. I love walking for exercise and I love to walk to work every day to my business on Wilshire Blvd..
Since the pandemic more and more of our residents are out walking and cycling. The air is so much cleaner and easier to breath with fewer cars on the streets.
Walking and cycling are so good for your mental and physical health!!
Many other parts of the US (and the world) are substantially ahead of Beverly Hills in providing safe places to walk and cycle.
Cars are not the future. Many people want to be able to lead a healthy lifestyle that is not car dependent. A multi-mobility city is a better city for everyone, even for people who choose to drive. The air will be cleaner for all of us if we can get people out of cars and onto our sidewalks or a bike.
The Compete Streets Plan will give more equity to all modes of transportation--walking, cycling, and public transit. Our city is not just for cars! Let’s get started on the Complete Streets plan so our residents can enjoy cleaner air and a quieter, more peaceful Beverly Hills.
Thank you,
Nicole Young

Sent from my iPhone
Subject: FW: Safer cycling in Beverly Hills

From: Gary Phillips
Sent: Tuesday, July 7, 2020 9:10 AM
To: WebCBH MAYORANDCITYCOUNCIL; George Chavez
Subject: Safer cycling in Beverly Hills

Dear City Council and City Manager,

I am a 62 year old attorney that appreciates the importance of exercise for good health. I am also an avid cyclist and a former member of the Board of Directors of Velo Club La Grange, one of the largest cycling clubs in the country. I have learned that cycling is something people of all ages and abilities enjoy. Over the years the traffic in Beverly Hills, like the rest of the Greater Los Angeles area, has gotten progressively worse, which is a reality that you’re well aware of. The congestion could actually be improved if you made it easier for people who work and/or live in your city to arrive by bike or public transit. Other cities are quickly moving toward more sustainable and active mobility, and the Covid-19 pandemic has accelerated those initiatives. One of the industries that has benefited from the pandemic is cycling because it is done outdoors and it is something families can do together to stay fit. As a result, there are more people cycling than at any time in history.

While I live in an adjacent area of Los Angeles, I do travel by bicycle through Beverly Hills on a weekly basis, so I am aware of the City’s need to improve its bicycling infrastructure.

Beverly Hills likes to represent the best of everything since it is a world class city. Beverly Hills is compact and perfectly suited to be a leader in bike mobility. Now is the time to make Beverly Hills safer for cycling by adding more bike lanes and more places to park bikes.

Sincerely,

Gary R. Phillips
707 Wilshire Blvd., Ste. 3800
Los Angeles, CA 90017-3541

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Phillips Law Partners LLP
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

I am a long time resident of Beverly Hills and have my photography business on Robertson Blvd. in the City.

I am a cyclist. I often drive my car to the beach and then cycle once I get there. I could ride my bike to the beach since it is only about six miles each way but the scary part would be getting in and out of Beverly Hills safely.

It would be great to cycle to work as well, as it is less than two miles from home. During the pandemic the streets have become less crowded with cars so I have had to opportunity to ride my bike to work. There are a lot more cyclists on Beverly Hills streets these days!!

Our son lives in Boston where you see so many people of all ages on bikes!! There are protected bike lanes everywhere. Our daughter attended college at Berkeley; it is cycling heaven up there. It is so obvious that when you build safe places for people to cycle they will get out of their cars! People on bikes help makes the air cleaner for all of us!

Bicycles are also so much quieter than cars. Beverly Hills streets currently have the look, feel and sound of highways.

A safe bike network would also be good for property values and our local businesses.

Think of our weather compared to most other places. Shouldn’t Beverly Hills, with a population that cares about fitness, be a leader in cycling?

Cities around the world are very quickly making it much easier to cycle due to the pandemic. Let’s add Beverly Hills to that list of forward thinking cities.

Thank you very much,

Dennis Trantham

256 S. El Camino Drive
Dear TPC Commissioners, City Council and City Manager:

I have worked as a teacher in the District for 28 years and grew up just down the street in Westwood. I want to register my enthusiastic support for the Complete Streets Plan.

I am aware that this is very controversial due to the paucity of space and congested traffic but through a combination of original thinking and planning we need to find solutions to these problems by creating new options. The cyclist that gets to work or around the city isn't taking the parking space you may have just found, we're not consuming fuel that pollutes the air and contributes to Climate Change, and our absence in cars may have just prevented a costly accident. I commute from the Sherman Oaks and I see more and more cyclists coming into Beverly Hills every day as well as more students who, believe it or not, are passing on their drivers' licenses and cycling to school instead.

As I stated above, I know this is controversial and am familiar with the counter arguments but unless we begin thinking outside the box and come up with multiple solutions to the same ongoing problems we are going to find ourselves behind. This becomes particularly more important as the City is also asked to provide more low income housing.

Thank you for taking the time to consider this opinion. This cyclist and skater is very appreciative.

Respectfully,

Joanie Garratt
AP US History and Honors World History teacher,
Beverly Hills High School
818 939.8109
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

I grew up in Beverly Hills and chose to make my home here as an adult. My dental practice is on Olympic in Beverly Hills. I usually walk to my office because a great way to start the day is to be in the fresh air. I also love cycling and ride whenever I can.

I attended Beverly Vista and Beverly High. Like so many other students, I rode my bike to school every day. It is sad that I don’t our current students riding their bikes to school any more. Instead we now see long lines of carpool for pick ups and drop offs. This is part of the reason Beverly Hills has car-choked streets, which are very unsafe for cyclists, especially for our younger residents.

But since the pandemic began, there has been a surge in popularity in cycling here and all over the world. The bicycle stores can’t even keep bikes in stock due to the huge increase in demand. People who just a few months ago were afraid to cycle on our dangerous, congested streets have now discovered that the streets are for cyclists too. Riding a bike is a healthy pleasure, whether for exercise or to get around, especially in this era of social distancing when people are reluctant to use public transportation.

It is obvious that if you provide safe places to ride bikes, people will get out of their cars! People riding bikes help makes the air cleaner for everyone. Beverly Hills needs to be doing a lot more to address Climate Change by promoting active mobility.

A safe bike lane network with easy, convenient bike parking would do wonders for residential property values and be great for our local restaurants and stores.

Cities around the world are very quickly making it safer and easier to cycle due to the pandemic. As part to of the Complete Streets Plan, please quickly make a safe and convenient cycling network for the people who call Beverly Hills home.

Thank you,

Mark Katz, DDS
439 S Elm Drive
Beverly Hills 90212
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

My family and I live adjacent to Beverly Hills in Benedict Canyon, and we come into the city very frequently for shopping, recreation and dining. I have ridden my bicycle in BH, but it is always a little touch and go coming into the commercial center, because of the small streets, the traffic and the threat of car doors suddenly opening on you. I think planned, safe bicycle lanes in BH would really improve the situation from a safety point of view.

I also think cycling is a wonderful form of recreation which should be encouraged. It cuts down on traffic, is sustainable, improves people’s health, reduces air pollution, and is an economical and quiet form of transportation. Beverly Hills should be a leader in this effort and encourage cycling all over the city both for its own well-being and also for the well-being of its residents. My family and I therefore encourage you to make bike lanes in Beverly Hills that make biking safe for all of us.

Sincerely,

Alex Lebecki
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

I live on Hutton Drive, and my family enjoys cycling. I support safe cycling lanes in Beverly Hills, because it just makes sense. It should be safe for everyone to travel in Beverly Hills, and the danger to cyclists from much heavier cars and doors opening up on them is obvious. It would be much safer and much more convenient to have a way for cyclists to travel within the city, and a cycle plan for downtown seems a forward looking way to achieve that result.

Also, Beverly Hills is a world class destination. Wouldn’t it be great to show off a commitment to health and the environment of the future to visitors from other countries by establishing a network of cycle lanes? I encourage you to do so.

Sincerely,

Mihaela Balica
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

I am a 40 year resident and homeowner in the City of Beverly Hills. I am a retired Head and Neck Surgeon and have been on the teaching faculty at both UCLA and USC. I am also a lifelong avid cyclist.

During the past 40 years, I have witnessed the marked increase is automobile traffic as was well as the increasing disregard for the safety of pedestrian and bicyclists by the motorists who speed through our City at excessive velocity completely oblivious to stops signs, signal lights, foot traffic and bicyclists.

Over the past 2 years, Beverly Hills has finally begun to progress with the rest of the world in completing a bicycle lane on Santa Monica Boulevard that connects Century City to West Hollywood. This was “long time coming” and met with much resistance from the entitled, non-informed citizens of our town. Few they may be, but they are definitely loud and vocal.

Over the past 4.5 months, since the shelter at home initiative began, I have noticed a marked increase of family activities in our City with walkers and bicyclists. I have witness families bicycling together on our City streets, an improvement in our air quality, and an increase of bicycle commuters and sense of community and family in Beverly Hills. These observations have been good, in my humble opinion, and should be embraced and encouraged.

As the civil restrictions have loosened, the automobile traffic has increased considerably, however, families continue to enjoy their evening outings with walks and bicycling.

Beverly Hills must become a leader in Los Angeles, California, and the United States and continue to advocate for protected bicycle lanes, the safety of pedestrians, alternative transportation, and improve motor vehicle traffic and safety for our community.

Sincerely,

Carlton Y.S. Lee, M.D.
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

I am a retired Registered Nurse and avid cyclist and one of the founding members of the Beverly Hills Social Climbers, a locally based bicycle club in our City. I am also a 40 year resident of Beverly Hills and a homeowner.

I am voicing my opinion as an advocate for the Complete Streets Project and would like to see a safer and improved infrastructure for our City for pedestrians and bicyclists. It has been my experience when attending the meetings of the Traffic Committee and City Council that a great deal of noise protesting changes that move our City in a progressive direction are made by few individuals, however, that do not represent the large majority of Beverly Hills residents.

Please heed the voice of the majority and not the noisy few. Over the past months with the shelter at home edict I have witness a marked increase in family with young children walking and riding bicycles in Beverly Hills. I have also noted an increase in bicycle commuters riding along Santa Monica Boulevard. The spirit of family and community has improved greatly during this time. Let us build on this and bring Beverly Hills into the forefront of progressive change that has been long restrained by the noisy few.

Sincerely,

Mary F. Campbell, R.N.
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

In recent times it has been so nice to see families out cycling. I realize without our usual traffic it has tempted people to come out in the fresh air, exercise and enjoy time with their families. I also believe people would like bike rides to remain in their lives after the pandemic. I for one love walking, jogging and cycling but find it very dangerous to share the road with traffic. Beverly Hills is a progressive city and it’s hard to believe we don’t already have bike paths. I travel all over and almost everywhere I go there are bike paths and bike parking. I think more people would ride bikes in to Beverly Hills to shop and dine if they felt safer on our streets...I know my family would!

Let’s make this a reality for the people of Beverly Hills,

Thank you,
Lauren Chancer
Resident of Beverly Hills
Dear Honorable City Councilmembers, TPC Commissioners, and City Manager:

My family and I live in Beverly Hills. I am a cardiologist at Cedars Sinai and have the good fortune to be able to walk to work each day from my Beverly Hills residence. At the end of 2019, I did something almost unheard of in Southern California, I did not get a new car after my lease expired. Even pre-COVID, I was loving being able to walk to work every day, and, since COVID, I am even more grateful that I am not paying for an extra car to be sitting around most of the time not being used.

I am writing in support of the Complete Streets Plan, which would make it safer for our residents to cycle and walk through Beverly Hills. Beverly Hills likes to call itself a Healthy City. What could be healthier than active mobility?

We love that Beverly Hills is a walkable city. As I tell my patients, active mobility is great for mental, psychological, physical and even spiritual health. Our country spends too much money on cardiovascular diseases. More active mobility would result in significant savings in current and future healthcare expenses. More pedestrian friendly areas are also critically important. And now given the need due to COVID, more outdoor dining space is an urgent concern, closing off some streets for a “festival” atmosphere of outdoor dining (like many European cities had for decades pre-COVID) should also be strongly considered.

Frequent car use for short distances has also contributed to the alarming rise in obesity in our country, especially among children. However, during the Safer at Home there have been far more families exercising outdoors, walking, running and cycling.

Beverly Hills is overdue to catch up with our neighbor cities--Santa Monica, West Hollywood, Los Angeles and Culver City--and other progressive cities in the US and the rest of the world. Please implement the Complete Streets plan as soon as possible to provide safer infrastructure to cycle and walk for our residents.

Thank you,

Mark Urman
300 N. Oakhurst Drive

Mark K. Urman, MD, FACC, FASE, FAHA
Clinical Professor of Medicine,
Cedars-Sinai Smidt Heart Institute and
David Geffen School of Medicine at UCLA

Top 3 in the USA 2018-20
# 1 Heart Program in the West
US News & World Report since 2013

Cedars-Sinai Medical Office Towers
8635 West 3rd Street, Suite 890W
Los Angeles, California 90048

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Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

We are a podiatrist and teacher residing in Beverly Hills. As a family who likes to be active and healthy, we would like to see our City doing a lot more to promote exercising and getting places by foot or on a bike.

Michael’s podiatry practice is in Santa Monica and the streets look very different there. They have been designed so that cars, buses and cyclists can safely share the road. Santa Monica has an extensive bike network that promotes safe cycling. There is no such thing in Beverly Hills--our streets are for speeding cars and, until the pandemic, residents have been afraid to cycle on their own neighborhood streets!

Michael grew up in Beverly Hills and walked to Hawthorne School and rode his bike to Beverly Hills High. Most of our current Beverly Hills students get to school in a car. The distances for most of our families are not far. Why don’t they ride a bike or walk? Because Beverly Hills now has car-choked streets, which are very unsafe for cyclists and pedestrians, especially for our younger residents.

It is obvious that if you provide safe places to walk and ride bikes people will get out of their cars! People walking and riding bikes make the air cleaner for everyone. Beverly Hills needs to be doing a lot more to promote active mobility as we see in cities all over the country and indeed the world.

A safe bike lane network would be good for our residential property values and be great for our local restaurants and stores.

As part of the Complete Streets Plan, please implement a safe cycling network for the people who have chosen to make Beverly Hills their home.

Thank you,

Lori Levi
Michael Levi
341 S. Linden
Dear Mayor and City Council, TPC Commissioners, and City Manager, George Chavez,

I grew up in Beverly Hills and chose to make my home here as an adult. I attended Beverly Vista and Beverly Hills High School and rode my bike to school practically every day.

Why is it that our current resident students don’t ride their bikes and walk to school? It is because Beverly Hills has streets filled with large, speeding cars, which are very unsafe for cyclists, pedestrians, and especially for our younger residents.

However, since the pandemic began, there has been a surge in popularity in cycling here and all over the world. Bike shops can’t keep bikes in stock due to the huge increase in demand. Beverly Hills residents who just a few months ago were afraid to ride a bike have discovered that our streets are for cycling too.

Provide safe places to ride bikes and people will get out of their cars!
People riding bikes help makes the air cleaner for everyone, and the streets flow better for the remaining motorists.

A safe bike lane network with plentiful bike parking would be good for our property values and our local businesses. Riding a bike is a pleasure, whether for exercise or to get around, especially in this era of social distancing.

Cities around Southern California, the USA, and the world are quickly making it safer to cycle due to the pandemic. As part of the Complete Streets Plan, please make a safe cycling network for the people who live in Beverly Hills, as soon as possible.

Thank you,
Derek Kramer
533 Hillgreen Drive 90212
Dear TPC Commissioners, Mayor and City Council, and City Manager George Chavez,

I am writing in regard to the Complete Streets Plan and creating bike lanes for cyclists in Beverly Hills. I live in Beverly Hills and my family is very active which includes cycling. I have always viewed the City to be forward thinking – which means we consider what the future will look like and plan for that.

More and more great cities (Copenhagen, Paris, NYC, San Francisco) are bike friendly – shouldn’t we join this group? Cycling is not only environmentally friendly, it is an excellent way to get exercise. The world is changing and we need to be part of that change. Cars and parking spaces will be seeing diminished use – let’s be proactive and plan accordingly!

Best,

Nancy Heim
216 El Camino Drive
Beverly Hills, CA 90212
Dear Mayor and City Council, TPC Commissioners, and City Manager George Chavez,

I hope you are all doing well. I am writing to you today to request, as part to of the Complete Streets Plan, the creation of a safe cycling network for the residents of Beverly Hills so that adults and children can safely ride bikes on Beverly Hills streets.

My husband and I are both recreational cyclists and like to ride our bikes towards the beach. We typically use the Santa Monica Blvd bike lane to get there, though I must admit I am often worried about being hit by oncoming traffic. Since the pandemic began we have loved seeing the surge of residents walking and cycling all over Beverly Hills. Our children, 14 and 18, almost never rode bikes prior to the pandemic because we felt the streets were unsafe and filled with too many cars. However, during the Safer at Home order, we found the streets to be quieter and started to see our children riding bikes for fun. In fact, my son started to use his bike as a mode of transportation, traveling to restaurant like Chipotle, The Nosh and Sprinkles.

We feel if the city offered safe spaces to ride bikes people will get out of their cars and walk or ride more. Not only can the encouragement of bike riding help promote a healthier lifestyle, it can also help to reduce the carbon footprint of our city at the same time making our community a livelier place to live.

Furthermore, a safe bike lane network with ample bike parking would be great for Beverly Hills residents and businesses, especially in this era of social distancing.

Many surrounding cities are quickly making it safer and easier to ride a bike. Please make a safe cycling network for the people who live here so families can safely cycle on Beverly Hills streets, not just during a pandemic.

Thank you for your consideration,

Rose Kaiserman &
Scott Kaiserman
527 N. Rexford Drive
Dear Traffic and Parking Commissioners, Mayor, City Council, and City Manager:

Cycling is healthy
Cycling is clean air and blue skies
Cycling is quiet
Cycling is fast
Cycling is affordable
Cycling is FUN!!

We want to live in a Community with Protected Bike Lanes We want to live in a Beverly Hills where Cycling is Safe

--
Ms Hadar Geller
348 South Almont Drive
Beverly Hills, CA
Dear Traffic & Parking Commission, City Council, and City Manager,

I hope you and your families are holding up ok during this difficult time, and thank you for continuing your work for our community!

I am writing in support of multi-modal transportation in Beverly Hills, currently under consideration by the City.

I am a Beverly High grad, a longtime Beverly Hills resident and business owner, and have served in various community leadership positions including as Co-Founder and Past Chairman of the City’s Next Beverly Hills Committee and on the Board of Directors of the Beverly Hills Chamber of Commerce. Through this wide variety of experience with residents young and old and businesses small and large, I’ve seen firsthand how crucial it is for Beverly Hills to adopt a forward-thinking multi-modal mobility plan.

One aspect in particular is that we have fallen far behind our neighboring cities in meeting the needs of next generation residents and entrepreneurs in their 20s to 40s. As my partner Ariana and I are passionate locals and fall within that demographic, we can offer a perspective on the lifestyle that we and others like us are looking for in a hometown. We share one car, utilize ridesharing services frequently, walk a lot, and enjoy rollerblading around town for fun. While we have found Beverly Hills to be fairly walkable, we do not find it conducive to safe and convenient small mobility on wheels. Society, in general, is clearly shifting away from large individually-owned vehicles toward shared mobility and small mobility, as well as public transit. The future we envision is one where the streets of Beverly Hills are shared equally and completely with walkers, bicyclists, scooter riders, and people on other affordable, convenient, eco-friendly, healthy modes of transport. The future is clear, the technologies exist, and complete streets plans are tried-and-true – now it’s up to our City’s leadership to bring it home.

We would love to see the City of Beverly Hills embrace multi-modal transportation to the extent that makes us not only competitive with other forward-thinking cities, but that leads the charge into the next generation of transportation. It will go a long way in keeping Beverly Hills relevant, vibrant, and attractive to locals like us.

Thank you for your consideration and please always feel free to reach out if I can be of help in your efforts.

Jon

Jon Gluck
Dear Honorable City Council Members:

I hope you are all Safe & Well, and Thank You all so much for all your strength, dedication and wisdom during this unprecedented time. I believe that, under your leadership, Beverly Hills is a shining example of what cities should aspire to be during the pandemic.

Beverly Hills is my home since relocating from NYC nearly two (2) decades ago, and where I am passionately supportive and actively involved in various civic groups & leadership roles including: a Founding co-Chair of the Next Beverly Hills Committee, Team Beverly Hills and BH Chamber of Commerce, just to name a few.

Needless to say, I am committed to adding value to this community.

With that being said and since happily donating my car to “Kars for Kids” years ago, I am a fully liberated walker, cyclist and straphanger so I’m reiterating my continued support of the Complete Streets Plan.

At our last “town hall” on this, a rather small, but rambunctious crowd of non-believers caused quite a stir so I believe that, in the spirit of unity, it would seem befitting to revisit discussions of this Plan.

Also, with fewer cars on our roads during the pandemic, the air is so much cleaner, plus with the long-term need for more outdoor business space and to better compete with the billion dollar renovations at The Grove, Beverly Center and Century City – where you just walk, talk, eat, drink and shop without a car or care in the world – limiting cars on the streets in the Golden Triangle may offer a much needed solution, as well as enhance Public Health, Safety and Quality of Life.

- Is there really any need to have cars 24/7 in the Golden Triangle, especially on Rodeo, Beverly and Canon Drives?
- Isn’t it really just noise, congestion and pollution?
• Haven’t we seen how marvelously clean, vibrant and economically beneficial this has worked in places like the “Third Street Promenade” or Larchmont Boulevard?

Let’s finish what we started and bring back the rickshaws and good old-fashioned walking & biking and really toast our #BHHealthyCity mantra.

Looking forward to it! Have a great week :-) 

Thank you,

Wil Master

BH Resident

BH CERT Member

American Red Cross Community Ambassador, BH

cc: Traffic & Parking Commissioners

For the next 20 days for COVID-19 Relief, the GivBux App will Pay You to Shop and Support the American Red Cross so Please Download the GivBux App Today and use Invitation Code: savinglives to make a difference :)

(To Download App and See Short Video)
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Thank you. Yes I would be very happy for you to read them into the record at the next TPC meeting. I've compiled my letters below (approx. 143 words total)

Much appreciated,
Hadar Geller

Dear TPC Chair David Seidel and Commissioners, City Council members, and City Manager George Chavez,

I wanted to share another letter that I had written to Mayor Friedman, please see letter below.

I feel that this matter is urgent and the prolonged pandemic situation, with reduced traffic, has provided an opportunity to make easily accomplished traffic and safety improvements. The changes, illustrated in the video I included of Paris, below, were achieved using inexpensive bollards to make the cycleways. I urge you to consider making these types of changes - Olympic Blvd. has THREE lanes for cars (and not a single lane for cyclists) and could transport Century City commuters and others passing through our city on bicycles. That would still leave TWO lanes for the cars. Traffic would flow better for the drivers and will give a safe and convenient option for people who don't want to drive a car.

thank you for your time and consideration,
Hadar Geller

Dear Mayor Friedman:

Thank you for your quick response. Right now, Beverly Hills makes it too easy to drive and too difficult to cycle or take public transit! Sadly, cities that devote all their transit dollars and space to cars have the worst traffic of all. Give people other transportation options and the city will be more livable for everyone.
I am sure you are aware of the recent transformation of 14th Street into a bus only street in Manhattan. Critics were worried about adding traffic to side streets but this did not occur. Article link: Data: No Side Street Trafficopalyse Near 14th Street Busway

Apparently giving people viable modality alternatives means people will adapt and use those safe alternatives! Providing alternative infrastructure shapes people’s behavior! With car dependency, everyone drives. When everyone drives, nobody moves.

The younger generations are less car centric and if we want to get these people to work, live, shop and eat in our city we need to make it more attractive to them or we will lose them to neighboring cities like Santa Monica, Culver City and West Hollywood.

I urge you to follow the Complete Streets recommendations and to please watch this video of Paris with its’ newly installed bike lanes: This 25-second video from Paris shows how cycle lanes can transform a city

Paris, similar to Los Angeles and Beverly Hills did not have a bike culture but rather was known for its horrific car traffic. When safe cycling was presented as an attractive, safe option, residents who had never cycled or even owned a bike before decided that it was a viable option to get around. People in Paris who want to drive can still drive! (And note how much less space the bikes take compared to the cars...)

Respectfully,
Hadar Geller

***************

Mayor Friedman:

Many Beverly Hills residents have discovered walking and cycling during the COVID-19 crisis. Beverly Hills could easily prioritize cyclists and pedestrians to enable safe travel, shopping, exercise and play, as part of plans for living sustainably with the virus.

There are a lot of changes happening in our immediate vicinity in this regard: from the very successful Slow Streets program in Los Angeles, to the new shared bus/bike lanes and street closures for outdoor dining in Culver City.

I wanted to share this article (link below) with you about how Mayors are banding together to give their residents options for a better quality of life during this time and beyond.

I urge you to join these visionary Mayors!

Top Mayors Pledge to Build 15-Minute Cities For COVID-19 Recovery

Thank you for your time and have a nice weekend,
Hadar Geller
Dear TPC Commissioners, Mayor, City Council, and City Manager George Chavez,

I am a long time resident of Beverly Hills and have served on City Commissions. I am a recreational cyclist and advocated for the bike lane on Santa Monica Blvd.

Cycling is great exercise. I love to cycle to the beach. But the worst part of my bike ride is getting out of Beverly Hills. Shouldn’t safe cycling be available to our residents. Don’t the people who live here deserve that?

During the pandemic it has been a wonderful to see that residents have discovered our streets are also for bikes and pedestrians, not just cars.

Bicycles are also so much quieter than cars and take up so much less space! They also do not cause air and noise pollution, like cars. Beverly Hills has a population that cares about health and fitness, and likes to have the best of everything. Shouldn’t we have the very best bike network in all of Southern California?

With Climate Change here, our gridlock terrible, and the Purple Line subway coming soon, the time to make a safe bike network for our residents who want to get around using a bike is now!!

Thank you very much,

Barry Bernstein
August 4th, 2020
Chairman Seidel and TPC Commissioners,

I am a resident of Beverly Hills who drives and rides my bike to my office, so I offer these comments as both a driver and a bicyclist.

During the current Covid pandemic, we have a lot more people riding bikes. This is great in many ways, but on a daily basis I see bicyclists not following the California Bicycle laws. This can only lead to bad outcomes, so I urge the TPC to recommend to the Council that the City implement a program to make sure that bicyclists are aware of the laws and then enforce those laws.

Here are the essential laws that every bicyclist in Beverly Hills needs to know and observe:

**The Same Vehicle Code Applies to Bicyclists**

Bicyclists fall under the same obligations of the vehicle code that applies to other motorists. Thus, they have to follow all the traffic rules like any other vehicle.

**Bicyclist Must Ride in the Direction of Traffic**

A bicyclist must ride in the same direction as traffic and, if needed, they can walk their bicycle on the sidewalk.

**Ride on the Right Side of the Road**

In normal circumstances where bicyclists ride comparatively slower than the other vehicles, they must take the right side of the road and ride as close to the right edge of the road as possible.

However, there are several instances in which bicyclists can ride in the traffic lane. These instances are:

- They are riding as fast as other vehicles
- To pass and overtake another bicyclist
- When they have to make a left turn
- When it is necessary to avoid any condition that can endanger the safety of the bicyclist and pedestrians

**Always Use Bike Lanes**

Bicyclists should always take bike lanes if it is present on the roadway they are traveling, and when leaving the bike lane, it is necessary to give the appropriate signal to other bikes in the bike lane and vehicles on the road to avoid any accident.

**Give Way to Pedestrians**

Though pedestrians should only cross the roads through marked crosswalks, even if they are not crossing the road from designated points, bicyclists must take care of the safety of any pedestrians on the road.

**Wear a Helmet if You are Under 18**

People who are under 18 are required to wear an approved helmet during cycling. Individuals 18 or older are not under the obligation to wear a helmet.

**Don’t Cover both Ears**

Bicyclists are not allowed to cover both of their ears with headset or to wear ear plugs in both of their ears which can prevent them from hearing traffic or police and ambulance sirens.

**Bicycles Should be of the Appropriate Size**

Bicycles should be of the size that can be easily handled by bicyclists. Bicyclists must support the bike with an upright position and with one foot on the ground.

**Always Stop at Crosswalks**

Remember that a bicycle is also considered a vehicle and crosswalks are not for any type of vehicles, but only pedestrians.

**At Night, Bicycles Must Have Light and Reflectors**

- A bike must have white light on front that can be seen from a distance of 300 meters for riding at nights.
- The bicycle should have a red solid reflector or a flashing red light on the rear that can be seen from a distance of 500 meters.
- If a bicycle doesn’t have front and rear reflective tires, then there must be white or yellow reflector placed on each side, at the front of the center of the bicycle, and a white or red reflector on each side to the rear of the center of the bicycle.

Idea #2 is to turn the decomposed granite pathway through the Virginia Robinson Gardens into a two way bike path - to be shared with pedestrians. Can you imagine being able to take your kids on a ride from Whittier to Wilshire and then to Doheny - amazing! Obviously there will be challenges, but just think of the community benefit from a broad perspective!

Thank you all for your work on behalf of our City.

Cheers!
Rick Wolfen, 919 North Roxbury Drive, 21 year BH Resident
Please read these comments into the record when the respective items are heard.

***

Item #5: Project Updates
Dear Chair Seidel and members of the Traffic & Parking Commission:

Regarding item #5 project updates, I would like to take this opportunity to observe that the city has put the cart before the horse in launching a $1-million Connect Beverly Hills streetscape program in advance of a complete streets plan. Moreover we are investing in improvements at five intersections without considering the implications for a future citywide bicycle network.

This is not responsible mobility planning; rather it is a continuation of an ad-hoc pattern that reflects no consideration of the larger objective: to move people around and through our city safely.

Consider the capital improvement budget just adopted by city council. The complete streets program will receive zero grant dollars in the years ahead. The details are on page 17-18 of the budget. Proposition C funding for complete streets is zeroed-out as is MTA funding. Instead those grant dollars are swept into the Connect Beverly Hills program.

Connect Beverly Hills may be intended to create attractive and welcoming corridors for Metro riders, but without any real discussion the scope of that program has ballooned to include the entire Wilshire corridor and La Cienega too. And there is a budget to match: $1 million to date for planning and a five-year capital budget that is a multiple of the funds earmarked for complete streets.

Despite the good time and effort invested by this commission in order to get us on track for a multimodal future, it looks like the fix is in. That’s why five outsized voices in a city of 35,000 can effectively tank a citywide mobility plan. Those naysayers gave voice to a majority of city leadership who would keep our city where they think it belongs: back in the twentieth century when roads were meant for driving.

Sincerely,

Mark Elliot
Dear Commissioners:

Regarding Complete Streets, we advocates look forward to the upcoming TPC Liaison meeting and fully support that next step. I'm not surprised that you're hearing from our residents, as our advocates are growing restless. They were activated in 2015 when the City prioritized a bike plan and continued to obfuscate and lump it into larger and larger projects. We have hundreds of residents ready to support a plan, but in the absence of one or of any progress, they're absolutely chomping at the bit. Four decades of stasis makes people quite hungry.

You've no doubt witnessed the changed behaviors exhibited with the lighter traffic flow yielded by the pandemic. But if you need another data point showing you how badly people want this beyond seeing with our own eyes, just look at bike share...

As you know, our bike share use has continued to wane, accelerated by the advent of scooters. However, an interesting thing has recently happened that shocked me. When looking at the data comparing 2020 and 2019 (thanks, Christian!), We saw a 45% drop in YoY usage in Q1. HOWEVER, we've had an 87% increase YoY in the last 4 months. People want their streets back.

As for Connect Beverly Hills, this is another cart-before-the-horse project. You can't look at making street changes throughout such an important corridor without a larger plan in place. If the next step really is for us to move to a visual survey that only focuses on the streetscape and not equity in all modalities, we are not only kneecapping Beverly Hills, but also all of Los Angeles for many years to come.

Finally, as for the Pedestrian-Bicycle Awareness Campaign, I’m really not sure who this is serving. First off, it’s terribly lacking in real information if the goal is to provide safety. But if one of the biggest takeaways is a printable card that reminds people to go to google transit and choose the bicycle option, I have to ask if there’s not a better use of those funds.

Thank you.

Kind regards,
Kory Klem

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K O R Y K L E M
WebCBH TRANSPORTATION

From: Andrea Grossman
Sent: Sunday, August 9, 2020 12:58 PM
To: WebCBH TRANSPORTATION; 13-Lester J. Friedman; 14-Robert Wunderlich; Lili Bosse; 12-Julian Gold; John Mirisch; George Chavez
Subject: Complete Streets-- a win/win for all.

Dear Mayor Friedman, Members of the City Council, Transportation, and George Chavez:

Changing the culture starts with all of us. I hope that you will support the Beverly Hills Complete Streets initiative. As an avid walker, I look forward to more pedestrian friendly streets. And as a driver, I look forward to more bike-friendly streets-- streets that actually provide safer passage to cyclists young and older. The dedicated bike friendly lanes on city streets will make it less terrifying for drivers who don't want to endanger cyclists, and at the same time reduce car traffic in a most congested city.

Bike lanes and enhanced pedestrian streets enrich us in manifold ways. Let's make it easy on drivers, and make bike lanes a natural part of the fabric in the city. Let's improve the health and safety of our community by encouraging-- and promoting-- a more active lifestyle and pollution-free methods of transportation and mobility. With bike lanes, students could actually cycle to school in safety. With bike lanes, adults could actually cycle both recreationally and for quick errands, without adding to automobile traffic. And with more pedestrian-friendly streets, I have no doubt that residents would feel encouraged and delighted to get outside and enjoy the city on foot.

The only way to reduce automobile dependence is to create the opportunity for other modes of transportation. It's our responsibility to do what we can to minimize pollution, traffic, and reduce reliance on gasoline. We live in a city where that's possible. We're on the way with Metro. But let's improve our streets and community with the infrastructure to bike and walk around town in a safer and much more appealing way: more pedestrian-friendly streets and bike lanes that will improve the lives of drivers and cyclists alike. It's a win-win situation for all of us. And it's something that the future requires.

Thank you.

Andrea Grossman

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Andrea Grossman
Writers Bloc- Celebrating 25 years of Great Conversation
353 South Swall Drive
Beverly Hills, CA 90211
Dear Traffic and Parking Commissioners, Mayor, City Council, and City Manager:

Cycling is healthy.
Cycling is clean air and blue skies.
Cycling is quiet.
Cycling is fast.
Cycling is affordable.
Cycling is FUN!!

We want to live in a Community with Protected Bike Lanes.
We want to live in a Beverly Hills where Cycling is Safe

--
Ms Kayla Hyatt
Coordinator
Arneshire, North Carolina