



**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  
4<sup>th</sup> Floor Conference Room A  
Beverly Hills, CA 90210**

**Tuesday, December 12, 2017  
3:00 PM**

**AGENDA**

- 1) Public Comment**  
Members of the public will be given the opportunity to directly address the Committee on any item listed on the agenda.
- 2) South Santa Monica Boulevard Complete Streets Planning**
- 3) Complete Street Plan**
- 4) Tour Bus Legislation**
- 5) Adjournment**

A handwritten signature in black ink, appearing to read "Byron Pope", written over a horizontal line.

**Byron Pope, City Clerk**

**Posted: December 11, 2017**

***A DETAILED LIAISON AGENDA PACKET IS AVAILABLE FOR REVIEW IN THE  
LIBRARY AND CITY CLERK'S OFFICE.***



In accordance with the Americans with Disabilities Act, Conference Room A is wheelchair accessible. If you need special assistance to attend this meeting, please call the City Manager's Office at (310) 285-1014 or TTY (310) 285-6881. Please notify the City Manager's Office at least twenty-four (24) hours prior to the meeting if you require captioning service so that reasonable arrangements can be made.

## **Item 2**



**MEMORANDUM**  
**CITY OF BEVERLY HILLS**

**TO:** City Council and Traffic & Parking Commission Liaison Committee  
**FROM:** Aaron Kunz, Deputy Director of Transportation  
**DATE:** December 12, 2017  
**SUBJECT:** South Santa Monica Boulevard Complete Streets Planning  
**ATTACHMENTS:** South Santa Monica Boulevard Parking Conceptual Plan Alternatives

---

**Background**

The North Santa Monica Boulevard (NSMB) Reconstruction Project began construction in January 2017. As part of the traffic mitigation program developed with the Traffic & Parking Commission, South Santa Monica Boulevard (SSMB) was reconfigured to add capacity by removing on-street parking to better accommodate projected traffic diversion from NSMB to maintain access to the business triangle. The City Council agreed with the reconfiguration for the project duration, and directed staff to 'bag', rather than remove the meters altogether. The plan was intended to be temporary during the construction period, but has proved to be very successful in terms of traffic flow, leading some in the community to question the advisability of returning to the pre-construction configuration. However, many business owners on South Santa Monica Boulevard have voiced that they would like to have on-street parking returned to the boulevard.

In a separate discussion, the City Council included developing "Complete Streets" concepts for South Santa Monica Boulevard as part of the 2017-18 project with the intention of pursuing improvements after completion of the North Santa Monica Boulevard Reconstruction project. This memorandum discusses the various lane/parking configurations that have existed and/or are being considered for South Santa Monica Boulevard in the business triangle between Crescent Boulevard and Wilshire Boulevard.

**Pre-Construction**

Prior to NSMB construction, the lane/parking configurations on SSMB were:

- Two through lanes each direction with limited left turn pockets
- 39 on-street parking spaces (13 on south, 26 on north)
- 2 loading zones, one each side
- No left turn lanes at Canon, Beverly, and Camden, requiring turns from a through lane

The pattern of operations associated with this configuration required zig zags for through lanes around parking and left turning vehicles. There was a large amount of merging required, as through vehicles could become blocked by turning vehicles.

**During Construction**

During NSMB construction, the on-street parking was removed by placing bags over the parking meters, and the 50-foot wide street was restriped to provide a five-lane cross section as follows:

- No on-street parking

- Five-lane cross section with 10-foot lanes
- Left turn lanes at all cross streets
- No left turn at Canon 7 am – 7 pm (had been 3:00 – 7:00 pm)

As a result of the restriping, the lanes on SSMB through the business triangle were straightened to parallel the curbs (eliminating zig zags due to merging), and left turn lanes at all intersections operated at significantly higher speeds during most time periods. Traffic flow on SSMB performed well, even with a 10-20% increase in volume, which helped to mitigate the loss of through capacity of NSMB. The higher speeds, however, make it less comfortable for pedestrians on the sidewalk, particularly on the narrower north sidewalk. In order to help mitigate the impact of loss of 39 on-street parking spaces, valet-assist parking was implemented in the Santa Monica Five parking structures which added 40 spaces total to the upper levels of the structures.

Staff and City policy makers have heard comments from many individuals questioning the merits of returning to the pre-construction lane/parking configuration of SSMB now with the upcoming expected completion of construction on NSMB in Spring 2018.

### **Alternatives Initially Considered for Post NSMB Construction**

One suggestion made involves a reduction in the number of travel lanes in order to accommodate the return of on-street parking on SSMB. After all, traffic is expected to decrease on SSMB once some of the through traffic returns to NSMB upon the completion of construction. The City's on-call Traffic Engineering consultant, Iteris, evaluated two potential alternatives extending from Wilshire to Crescent:

- Eliminate one eastbound lane to add parking
  - Results in PM peak impacts on Wilshire
- Eliminate one westbound lane to add parking
  - Results in AM peak intersection impacts on SSMB

The alternatives that consider removing one through lane in the business triangle in either direction showed the potential to have significant traffic impacts (note: A full environmental analysis identifying mitigation measures to reduce the impact of a through lane throughout the study area was not completed.) Therefore, staff is proceeding with alternatives that would have less than significant impacts, and would allow for the return of some on-street parking on SSMB.

### **A Hybrid Alternative**

An alternative was developed that would accommodate on-street parking, but would not result in significant diversion of traffic from SSMB onto other streets, particularly Wilshire Boulevard. The alternative included the following elements:

- Maintain two lanes westbound throughout
- Two lanes eastbound from Wilshire to Bedford, where the curb lane becomes right turn only
- One 12' lane eastbound from Bedford to Beverly Drive
- 44 parking spaces added to north side (would require relocation of meter poles)

This alternative ("Alternative 1") resulted in limited diversion to alternate streets, with an increase of 1-5% on Wilshire in peak hours, and no diversion to residential streets. It maintains access into the business triangle by providing two eastbound lanes as far east as Bedford Drive, where much of the traffic turns south onto this one-way street. It "calms" eastbound traffic for three blocks through the center of the business triangle by reducing the eastbound traffic flow to one 12' lane, but allows that lane to perform well with limited side friction (no parking activity and limited turning traffic).

Another consideration ("Alternative 2") is the elimination of the low-volume left turn (39 am left-turns, 44 pm left-turns) where turn movements could be accommodated elsewhere (such as on Camden or blocks to the east). This potential elimination would reduce the tendency for cars to become backed up and block the intersection in the area of northbound Rodeo Drive, between NSMB and SSMB.

This alternative would replace parking in greater numbers than the pre-construction on-street parking by increasing the supply along the north side of the street, thereby providing a buffer between pedestrians on the 8' sidewalk and moving traffic. Pedestrians on the southern sidewalk have the advantage of a wider (20') sidewalk width.

### **Peak Period Parking Prohibition**

Consideration had also been given to an alternative that would keep the existing five-lane cross section and allow mid-day parking on both sides of the street. The main drawback of this alternative was the difficulty in dealing with the transitions at the beginning of each short four-block segment of parking, and the necessary merging associated with a through lane suddenly changing to a parking lane at a given hour.

- Difficult to implement for four block segment
- Beginning of parking segments would result in traffic congestion due to merging
- Could require overhead electronic signs to announce lane usage

### **Summary**

The Hybrid Alternative offers the following pros and cons, and appears to be worthy of a pilot project at the completion of the NSMB construction as a demonstration of some of the Complete Streets elements that the City of Beverly Hills intends to pursue.

#### **Pros**

- Increases on-street parking adjacent to numerous small businesses
- Provides buffer between moving vehicles and 8' sidewalk
- Maintains turn lanes and uninterrupted through lanes
- Limited diversion to alternate routes

#### **Cons**

- Moving cars adjacent to south sidewalk (20' width helps mitigate impact – could potentially add a landscape buffer)
- No parking adjacent to south-side businesses

## **Item 3**

# ALT 1



PLANS PREPARED BY <b>iteris</b> <small>1000 West 10th Street, Suite 100          Los Angeles, CA 90015          Phone: 310.431.1111          Fax: 310.431.1112</small>		APPROVAL DATE: 1/27/2017		SOUTH SANTA MONICA BLVD CONCEPT STRIPING PLANS WILSHIRE BLVD TO CANON DRIVE CITY OF BEVERLY HILLS PUBLIC WORKS DEPARTMENT	SHEET NO. OF - SHEET - OF -
NO.	DATE	DESCRIPTION OF REVISIONS	DATE		

# **Item 4**



**MEMORANDUM**  
**CITY OF BEVERLY HILLS**

**TO:** City Council and Traffic & Parking Commission Liaison Committee  
**FROM:** Aaron Kunz, Deputy Director of Transportation  
Martha Eros, Transportation Planner  
**DATE:** December 12, 2017  
**SUBJECT:** Complete Streets Plan

---

As part of the fiscal year 2016/2017 City Council Priority Exercise, the City Council identified the preparation of a Bicycle Mobility Plan as the first step of developing an overall citywide Mobility Plan. In January 2017, staff modified the scope of the bicycle plan to include 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.

**Background**

On October 3, 2017, City Council approved an agreement with *Iteris, Inc.* for the development of the Complete Streets Plan. The plan will be a useful tool to complement Metro's First-Last Mile planning for the future Purple Line Extension stations in the City and provide guidance on potential solutions to incorporate walking/biking components to reduce automobile use into future development projects. It will also serve to comply with regional requirements for complete streets policies and criteria for transportation grant fund applications.

The complete streets work plan includes early/ongoing community outreach and public participation; a partnership with residents, City Commissions, school district representatives, and key stakeholders; apply best practices employed by other municipalities; identify first/last mile objectives; clarify municipal code language pertaining to bicycle use; and develop guidelines for streets crossings, wayfinding/signage and education programs.

**Discussion**

Staff met with the *Iteris* consulting team in October and November 2017 to discuss work plan logistics for the complete streets planning process. Part of the work plan includes identifying a Project Advisory Group (PAG) that would actively meet and discuss complete streets strategies for the City. The PAG is anticipated to include members of City staff, reflecting various departments that have a stake in mobility and access throughout the City, as well as representatives from agencies in the greater Los Angeles region who have experience implementing similar Complete Streets plans. The PAG may also include members of the public and/or other organizations to provide *technical* and *contextually* appropriate input into the City's complete streets planning process. Staff recommends including approximately six non-City staff members in the PAG, for efficient coordination and scheduling. Below is a list of suggested organizations/members to be included in the PAG:

- Los Angeles County Bicycle Coalition
- Better Bike
- Los Angeles Walks
- Beverly Hills Chamber of Commerce
- City of West Hollywood

- Other City residents with technical expertise

The *Iteris* consulting team presented an overview of the Complete Street proposed work plan to the Traffic & Parking Commission at the December 7 meeting. The Commission suggested outreach to other Commission groups and include Team Beverly Hills alumni contact lists to distribute public notices and engage community dialogue. Attached is a draft of the PowerPoint presentation.

### **Conclusion**

Staff seeks recommendations from the City Council and Traffic & Parking Commission Liaison Committee on who should be included in the Complete Streets Plan Project Advisory Group (PAG).



**MEMORANDUM**  
**CITY OF BEVERLY HILLS**

**TO:** City Council and Traffic & Parking Commission Liaison Committee  
**FROM:** Aaron Kunz, Deputy Director of Transportation  
Martha Eros, Transportation Planner  
**DATE:** December 12, 2017  
**SUBJECT:** Tour Bus Legislation

---

In September 2017, the State of California enacted Assembly Bill 25, which authorized local jurisdictions the authority to prohibit the use of loudspeakers or public address systems by modified tour vehicles and instead require the use of headphones or similar devices by passengers.

**Background**

In December 2013, members of the City Council expressed concerns regarding oversized tour vehicles impeding traffic, and noise and air quality issues specific to tour vehicles. Until recently, local jurisdictions had limited means to implement control measures to regulate tour vehicles since the governing authority was held by the California Public Utilities Commission.

**Discussion**

Staff has received complaints from residents regarding loudspeaker noise emanating from tour vehicles on the street. Staff recommends the City Council adopt an ordinance pursuant to Assembly Bill 25 regulating sound amplifying systems on unenclosed tour vehicles to address residents' noise concerns and to ensure and preserve the peace and tranquility of the city.

Unenclosed tour vehicles would only be allowed to use sound amplifying equipment to communicate non-emergency communications to passengers only through individual headsets or headphones. Sound amplifying systems would be allowed inside enclosed tour vehicles as long as the sound does not travel outside of the vehicle.

The City of Los Angeles is also in the process of adopting an ordinance pursuant to Assembly Bill 25 in response to complaints from residential neighborhoods about noise coming from tour vehicles attributed to public announcement systems.

The bill also authorized local jurisdictions to adopt rules and regulations to restrict routes or streets for tour vehicles if the local authority determines that it is unsafe to operate those vehicles on those routes or streets. Staff will evaluate and determine streets in the City that may not be suitable for tour vehicles, and will return to City Council at a future meeting.

**Conclusion**

Unless otherwise directed, Transportation Planning staff will proceed with introducing an ordinance for City Council consideration will be included as a consent item on the December 19, 2017 formal agenda.